

Appendix A

NOP, Comments, and Handouts



JOHN WAYNE AIRPORT
3160 AIRWAY AVENUE
COSTA MESA, CALIFORNIA 92626

NOTICE OF PREPARATION AND NOTICE OF SCOPING MEETING

DATE: March 30, 2017
SUBJECT: Notice of Preparation of Program Environmental Impact Report 627 (IP#16-432) and Notice of Scoping Meeting
PROJECT TITLE: John Wayne Airport General Aviation Improvement Program
APPLICANT: County of Orange/John Wayne Airport
Lea Choum, (949) 252-5123

Notice is hereby given pursuant to Section 15082 of the State California Environmental Quality Act ("CEQA") Guidelines (California Code of Regulations, Title 14, §§15000 et seq.), that the County of Orange, acting in its capacity as the owner and operator of John Wayne Airport, has determined that an Environmental Impact Report ("EIR") is the appropriate environmental document for the John Wayne Airport General Aviation Improvement Program ("Project"). The County of Orange ("County") will be the Lead Agency for the Project and will be responsible for the EIR preparation pursuant to CEQA and the State CEQA Guidelines. Due to the nature of the Project, the County will prepare a Program EIR pursuant to Section 15168 of the State CEQA Guidelines. The Project description, location, and an analysis of the probable environmental effects of the Project are contained in the attached materials.

As required by Section 15082 of the State CEQA Guidelines, this Notice of Preparation ("NOP") has been prepared and distributed to solicit comments from potential Responsible and Trustee Agencies on Project-related concerns relevant to each agency's statutory responsibilities. Given the nature of the Project, it has been determined to meet the definition of a project of regional and area-wide significance pursuant to Section 15206 of the State CEQA Guidelines. Comments on the content and scope of the Draft Program EIR also are solicited from any other interested parties (including other agencies and affected members of the public). The Draft Program EIR will be the environmental document of reference for Responsible and Trustee Agencies when considering subsequent discretionary approvals.

The County requests that any potential Responsible or Trustee Agencies responding to this NOP reply in a manner consistent with Section 15082(b) of the State CEQA Guidelines, which allows for the submittal of any comments in response to this Notice no later than thirty (30) days after receipt of the NOP. The County will accept comments from these Agencies and others regarding this NOP through the close of business, May 1, 2017.

This NOP is available for viewing at www.ocair.com/NOP and on the attached CD. In addition, a Scoping Meeting will be held on April 12, 2017, from 6:00 PM to 8:00 PM at the following location:

John Wayne Airport—Airport Commission Room
3160 Airway Avenue
Costa Mesa, CA 92626

Your agency and other interested parties are invited to attend and submit comments for consideration during preparation of the Draft Program EIR. All comments and responses to this NOP must be submitted in writing to:

Ms. Lea Choum
JWA Project Manager
3160 Airway Avenue
Costa Mesa, CA 92626
NOP627@ocair.com

Submitted by:

Lea Choum, Project Manager

JOHN WAYNE AIRPORT GENERAL AVIATION IMPROVEMENT PROGRAM PROJECT DESCRIPTION SUMMARY

The County of Orange (“County”) is the Project proponent and will be the Lead Agency under the California Environmental Quality Act (“CEQA”) for the preparation of a Draft Program Environmental Impact Report (“EIR”) for the John Wayne Airport General Aviation Improvement Program (“GAIP” or “Project”). Section 15165 of the State CEQA Guidelines states, “where individual projects are, or a phased project is, to be undertaken and where the total undertaking comprises a project with significant environmental effect, the Lead Agency shall prepare a single program EIR for the ultimate project as described in Section 15168.” Consistent with Section 15168 as specific activities are to be implemented, they would be evaluated in light of the Draft Program EIR to determine whether additional environmental documentation must be prepared.

1.1 PROJECT LOCATION

The Project would be implemented at John Wayne Airport (“JWA” or “Airport”), located at 18601 Airport Way, in an unincorporated area of Orange County. The Airport encompasses approximately 504 acres. The aviation activities at JWA are located on approximately 400 acres. The site is south of Interstate (“I”) 405, north of State Route (“SR”) 73, west of MacArthur Boulevard, and east of Red Hill Avenue. The Airport is adjacent to the cities of Newport Beach, Irvine, and Costa Mesa, as well as several unincorporated County islands. The regional location and local vicinity are shown on Exhibits 1 and 2, respectively.

The Airport-owned property includes the airfield; the terminal; surface level and parking structures; the administrative building; maintenance facilities; property leased for aviation support uses; and a portion of the Newport Beach Golf Course. The Project will be focused on the portion of the Airport used to support general aviation activities, including land leased to fixed base operators (“FBOs”).

1.2 PROJECT SETTING

The study area is generally urban in character. Surrounding uses include industrial, commercial, and residential uses. The residential area is predominately south and southwest of the Airport. An extensive arterial highway and freeway system surrounds the Airport, providing access from several locations. In contrast to the surrounding urban development, Upper Newport Bay, located approximately 3,600 feet south of the Airport, is an important natural area that provides habitat to many wildlife species. Exhibit 3 provides an aerial photograph of the Airport and surrounding areas.

JWA is owned and operated by the County of Orange and is currently the only commercial service airport in Orange County. The Airport services both domestic and international destinations, with flights to Canada and Mexico. The Airport currently also serves commercial air cargo demands (i.e., FedEx and UPS). In addition to scheduled commercial operations and activities, the Airport is home to general aviation.



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Regional Location

John Wayne Airport General Aviation Improvement Program

Exhibit 1



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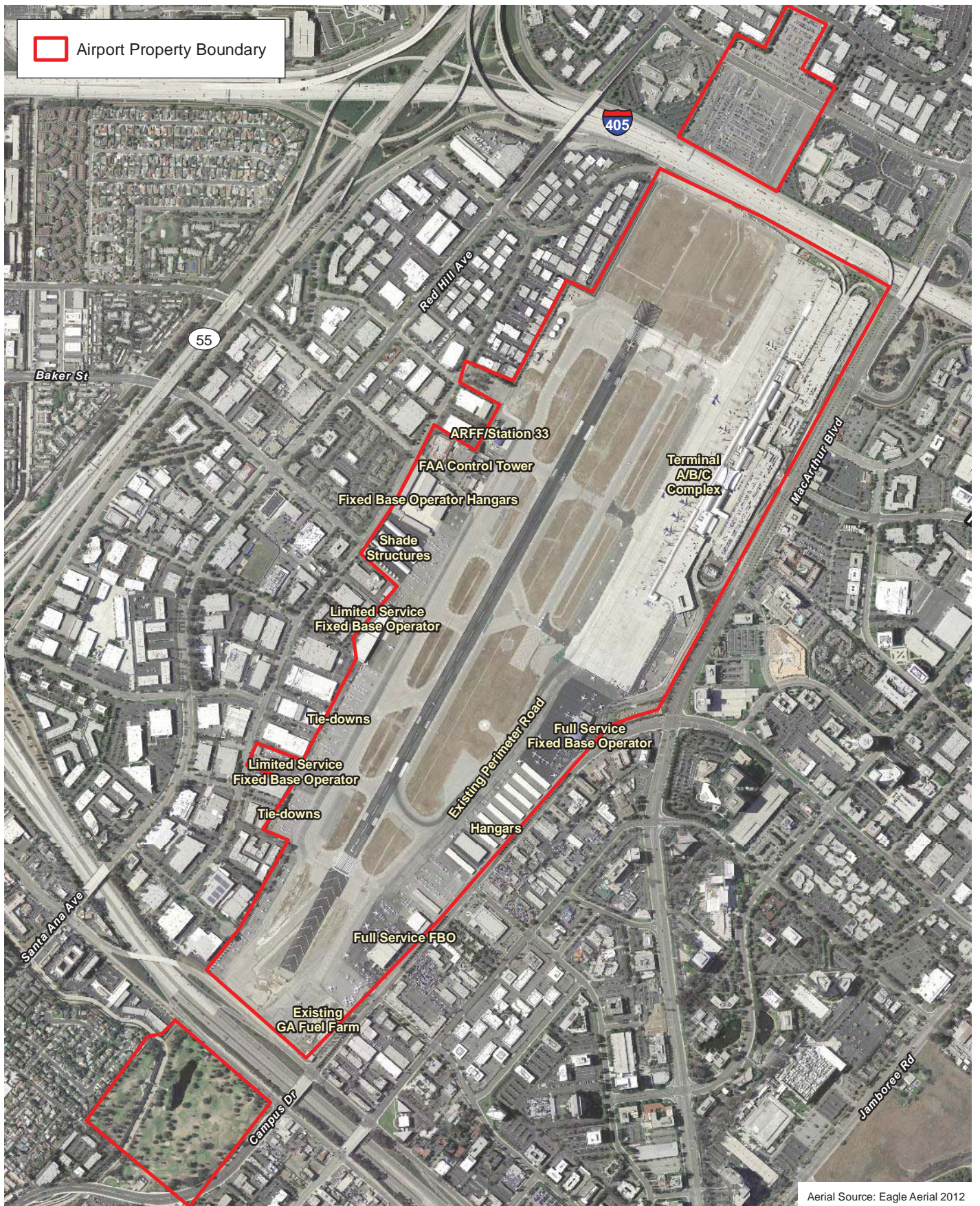
Local Vicinity

John Wayne Airport General Aviation Improvement Program

Exhibit 2



□ Airport Property Boundary



Aerial Source: Eagle Aerial 2012

Aerial Photograph

John Wayne Airport General Aviation Improvement Program

Exhibit 3



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Orange County's aviation history is deeply rooted in general aviation (private, non-commercial) operations. From 1923, the year aviation pioneer Eddie Martin founded the airfield that ultimately became JWA, until 1939, the Airport operated as a privately owned general aviation facility (JWA 2016). JWA became a publicly owned facility in 1939. After serving as a military base during World War II, it was returned by the federal government to the County. A passenger terminal was built in 1967 but demolished in 1994 after a new terminal and parking structure facilities opened in 1990. Through all of the improvements, the County remained committed to maintaining both general aviation and commercial aviation uses.

Historical general aviation trends have shown a consistent decline in piston engine aircraft since 1980 at the Airport. Multi-engine piston aircraft experienced a sharp decline in the early 1990s and have continued to decrease, though at a slower rate; turbine-powered aircraft (turbo prop and jet) experienced variable growth at the Airport. Business jet operations steadily increased from 2003 to 2006, where it tapered to around 25,000 annual operations and has remained relatively stable since then (AECOM 2014).

The level of general aviation at the Airport has varied over the years with a high of 503,829 operations¹ in 1991 and a low of 174,726 in 2013. However, general aviation has consistently represented the majority of operations at the Airport. In 2016, the most recent year with complete information, there were 191,159 general aviation operations, which represents nearly 68 percent of the Airport's total number of operations.² JWA is the home base for more than 480 private general aviation aircraft including helicopters and single-engine, multi-engine and turbine aircraft. There are currently (February 2017) two full-service FBOs at JWA and two limited service FBOs. The full-service FBOs provide aircraft fueling services, supplies, aircraft maintenance, flying lessons and other services at the Airport. In addition to the 379 tie-down and hangar spaces for general aviation through the County, additional tie-down spaces are provided by FBOs (JWA 2016).

General aviation services currently provided at the Airport include the following:

- Aircraft Handling/Support (fueling, cleaning, catering)
- Ground transportation/customer parking
- Aircraft storage (hangars and tie-downs)
- Flight schools/training/rental
- Aircraft charter
- Aircraft maintenance

Operations at the Airport are subject to a number of regulations and restrictions. Many of these restrictions are focused on the commercial carrier operations; however, there are limitations on the maximum single event noise levels, which are applicable to both commercial and general aviation operations and noise restrictions applicable to nighttime operations (i.e., a curfew). The General Aviation Noise Ordinance (“GANO”) establishes noise limits and other restrictions for aircraft operating at JWA. The principal policy objective of the GANO is to exclude from operations at JWA general aviation aircraft which generate noise levels greater than the noise levels permitted for aircraft used by commercial air carriers. Generally, general aviation operations are permitted twenty-four (24) hours a day subject to daytime and nighttime noise limits. However, the curfew prohibits regularly scheduled commercial operations and general

¹ The number of operations includes air taxi operations. An air taxi is an aircraft certificated for commercial service available for hire on demand.

² <http://www.ocair.com/newsroom/news/?nr=nr-2017-02-27>

aviation operations exceeding 86 decibels (“dB”) SENEL at specified noise-monitoring stations from taking off between the hours of 10:00 PM and 7:00 AM (8:00 AM on Sundays) and from landing between 11:00 PM and 7:00 AM (8:00 AM on Sundays).³

Operations at the Airport are also subject to the 1985 JWA Settlement Agreement, as amended, between the County of Orange, City of Newport Beach, the Airport Working Group, and Stop Polluting Our Newport. The 1985 Settlement Agreement, as amended, reflects consensus between the settlement parties on the nature and extent of facility and operational improvements that may be implemented at JWA. For over thirty (30) years, this Agreement has balanced the development of facilities and the growth of operational capacity with the environmental concerns of the surrounding community.

Runway use at the Airport is based on aircraft size, with commercial aircraft and large jets using Runway 20R and smaller general aviation aircraft primarily using runway 20L. With winds predominantly coming from the ocean, aircraft depart to the south and arrive from the north about ninety-five (95) percent of the time with slight variations from year to year. Only during Santa Ana wind conditions does the flow reverse with departures to the north.⁴

Background

General aviation services and facilities at the Airport have not been comprehensively studied since 1990 and the character of general aviation has changed significantly since that time. In 2015, JWA began a process of evaluating and planning for the future needs of the general aviation community at the Airport through a comprehensive General Aviation Improvement Program. A number of factors led to the proposed comprehensive update of general aviation facilities including, but not limited to (1) the introduction of new aircraft into, and other changes within, the general aviation fleet; (2) the advanced age of some of JWA’s general aviation structures and resultant need for improvements; (3) the need to ensure compliance with Federal Aviation Administration (“FAA”) requirements related to proximity of buildings to taxiways and runways; and (4) the fact that a number of general aviation-related long-term leases have expired or are nearing expiration.⁵

In 2015, a series of meeting and outreach efforts were conducted with the general aviation tenants and stakeholders to identify issues the general aviation community would like addressed and priorities for making improvements. Input was received from:

- Atlantic Aviation
- Martin Aviation
- Orange County Sheriff’s Department
- Sunrise Aviation
- Harmic Air
- Orange County Flight Center

³ These local proprietor restrictions were adopted prior to the passage of the Airport Noise and Capacity Act of 1990 (“ANCA”). Therefore, these restrictions are “grandfathered” under the terms of that statute and its implementing regulations.

⁴ In 2003, Congress directed the development of a “Next Generation Air Transportation System.” NextGen, as it is now called, was intended to improve aviation safety and efficiency through the use of space-based technology. An important part of the NextGen initiative is the development of new airspace and air traffic procedures. The Federal Aviation Administration’s (“FAA”) approach to this mandate from Congress was to divide the United States into 21 “metroplexes”. For this region, the project is known as the Southern California Metroplex. The environmental review process was completed pursuant to the National Environmental Policy Act (NEPA) in August 2016. The FAA began to implement some of the new approach procedures last fall for arrivals north of JWA, and plans to implement additional departure procedures for departures south of JWA in March and April 2017.

⁵ Interim leases were awarded on February 14, 2017 to Atlantic Aviation and ACI Jet that extend through December 31, 2018. ACI Jet is replacing Signature Flight Support as a full service FBO at the Airport. The Martin Aviation and Lyon Air Museum leases are long-term leases that extend through year 2036; therefore, they are not part of the GAIP.

- McHone Southcoast Associates
- Executive Hangars
- Jay's Aircraft Maintenance
- Signature Flight Support⁵
- West Coast Charters
- Southern California Pilots Association

After meeting with stakeholders, planning goals and objectives were developed and a preliminary planning process was established. The planning goals and objectives for the GAIP were defined as follows:

- To continue to provide safe and secure operations.
- To utilize limited land area efficiently and economically.
- To preserve compatibility between general and commercial aviation operations.
- To embrace flexibility to allow for technological advances and market trends.
- To maximize economic, self-sustaining, revenue producing facilities.
- To assess the ability of existing infrastructure to support general aviation facilities.

As part of the preliminary assessment, three primary options for general aviation improvements were evaluated. At the request of the Orange County Airport Commission, a subsequent third party assessment of these alternatives was performed. The review focused on the alternatives' (1) conformance with FAA Airport Design standards⁶; (2) operational characteristics such as ground taxi flows and potential impacts to the air traffic controllers; (3) conformance with building height restrictions and with the *Code of Federal Regulations* (specifically Title 14, Part 77 ["Part 77"]); and (4) FBO facilities layout requirements. The alternative that JWA staff recommended for further evaluation as the Project was supported by the third party assessment. This is described below in Section 1.3, Description of the Project.

1.3 DESCRIPTION OF THE PROJECT

The Project will provide the framework for general aviation improvements at the Airport by conducting a comprehensive evaluation of the general aviation facilities. By providing a concept that maximizes the efficiency and safety of facilities, the Airport will be able to prioritize future improvements, and the Project can be the basis for the review of potential future improvements proposed by the FBOs as part of the leases at the Airport.

The Project proposes provisions for full service FBOs on both the east and west sides of the Airport. Exhibit 4 provides the preliminary concept for the Project. This illustrates what could potentially be accommodated in the GAIP development areas. As indicated above, an objective of the Project is to comply with applicable FAA requirements. This would involve demolition or structural modification of some existing facilities. Should it be determined after further evaluation it is not feasible or reasonable to meet all FAA requirements the exceptions will be identified in the Draft Program EIR. All improvements will be confined to the existing Airport footprint (i.e., no expansion of the general aviation uses beyond the current Airport limits).

⁶ FAA Advisory Circular 150/5300-13A, Change 1 (AC-13A) was the basis for the evaluation of the compliance with design standards.

- Airport Property Boundary
- Potential Laydown Areas
- Potential Development Area



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Aerial Source: Eagle Aerial 2012

Potential Development Areas

Exhibit 4

John Wayne Airport General Aviation Improvement Program



More detailed reviews and analyses will be performed in later phases of the Project. Some of these details are anticipated to be known at the time the Draft Program EIR is available for public review, whereas other design details will be developed as general aviation improvements are proposed. Key design elements that will be evaluated for inclusion in the Project and alternatives, to the extent feasible include the following:

- Maintaining a comparable number and type of general aviation-based aircraft facilities, as compared to existing occupied facilities.
- Designing aircraft T-hangars to accommodate the Cirrus SR22 and Cessna 172 series of aircraft, which have 38.33-foot and 36.08-foot wingspans, respectively. This assumption is based on the fact that these two (2) aircraft account for nearly all new single engine aircraft sales.
- Reconfiguring, where possible, the existing co-located vehicle service road and taxi-lane to be two segregated uses.
- Reconfiguring, where possible, the vehicle service road to cross the taxiway/taxi-lane at a 90-degree angle.
- Developing the Orange County Sheriff's Department ("OCSD") and flight schools as independent facilities.
- Maintaining an on-site piston engine mechanic.
- Providing for up to three (3) full service FBOs with adequate fueling facilities.
- Providing for a general aviation terminal.
- Providing for a General Aviation Facility (GAF).⁷
- Providing for a self-service fuel facility.
- Retaining for reuse, if possible, the existing east side FBO Building because it is still a viable structure.
- Retaining the existing general aviation fuel farm, which is located at the southeast side of the Airport.
- Maintaining the southeast corner of the Airport for transient aircraft tie downs only.
- Modifying facilities, to the extent feasible, to comply with Part 77 surfaces thus, modification to the existing southeast FBO hangar may be required.

Ultimate facility design would reflect the need of the specific FBO and the available leasehold area. Commonly, FBO facilities include the following:

- Easy access and visibility from both landside (road) and airside (runway/taxiway) in order to facilitate customer navigation to and from the facility.
- Vehicle parking for users and employees.
- General aviation facilities for FBO customers (pilots' lounge, meeting space, etc.).
- FBO office space.
- A hangar capable of storing and/or servicing the types of aircraft served by the FBO.
- An apron/ramp area that is sized to accommodate aircraft parking demand and to allow maneuverability of aircraft into/out of the hangar(s).
- Access to the airside movement area, such as an adjacent taxiway.

⁷ A GAF is a screening facility for Customs and Border Protection, Department of Homeland Security, for international general aviation arrivals.

Additionally, the full service FBOs would require fuel storage facilities, which could include fuel tanks and/or fuel trucks. These FBOs would need facilities that are sized to accommodate various sizes and types of general aviation aircraft and ramp space. (AECOM 2016).

In addition to evaluating the impacts associated with physical improvements, the Draft Program EIR will provide forecast data pertaining to general aviation activity. Recognizing that trends in general aviation activity have the potential for changing the overall number of flights and the fleet mix, the Project description will identify what effect the proposed facilities improvements may have on future fleet mix or general aviation flight operations at the Airport. This information will be used to compare the impacts of the projected aviation activities to existing conditions, as well as to a future No Project condition. The analysis will provide an understanding of changes from current conditions and will also discuss what the Project's contribution to future aviation impacts may be.

Anticipated Project Approvals

Upon certification of the Program EIR, the Orange County Board of Supervisors would consider whether to approve the Project or a feasible alternative. Subsequent approvals for specific improvements identified as part of the GAIP will be required. These may include actions such as lease agreements for the FBOs; construction of new buildings or modifications of existing buildings serving the FBOs; and modifications to the vehicle service road and taxiway/taxilane. Additionally, as noted above, as specific activities are to be implemented, they would be evaluated in light of the Program EIR to determine whether additional environmental documentation must be prepared.

The Project would require modification to the airfield, which is under the jurisdiction of the FAA. All federal actions require environmental compliance documents pursuant to the National Environmental Policy Act (NEPA). The NEPA document will be prepared as a separate document under the direction of the FAA.

Anticipated Schedule

The Project schedule, as currently envisioned, contemplates that the Draft Program EIR is expected to be available for public review in late 2017. A forty-five (45)-day public review period will be provided, after which responses to comments received will be prepared. The Board of Supervisors is expected to take action on the Program EIR and Project in the first quarter of 2018.

1.4 PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT

Until the Draft Program EIR analysis is completed, it is not possible to identify with precision the probable environmental effects of the Project. However, the County has performed an Initial Study (a copy of which is attached to this notice) to identify the reasonably foreseeable and potentially significant adverse environmental effects of the Project or topical issues, which the County believes require further and more detailed analysis in the Draft Program EIR. The County has identified the following specific topics as requiring detailed Draft Program EIR analysis:

- Air Quality
- Cultural/Scientific Resources
- Greenhouse Gas Emissions

- Hazards and Hazardous Materials (risk of upset; transport of hazardous materials; and proximity to schools)⁸
- Hydrology and Water Quality (violate water quality standards or degrade water quality)⁹
- Land Use and Planning
- Noise
- Transportation/Traffic
- Tribal Cultural Resources
- Utilities and Service Systems

Based on the Initial Study, the Project would not result in any potentially significant effects with respect to the following areas, and they do not require further analysis in the Draft Program EIR:

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Geology and Soils
- Hazards and Hazardous Materials (sites compiled pursuant to Government Code Section 65962.5; projects located in an airport land use plan; hazard from a private airstrip; interfere with an evacuation plan; wildland fires)¹⁰
- Hydrology and Water Quality (deplete groundwater; substantially alter drainage patterns; contribute to runoff water which would exceed capacity of storm drainage systems; placement of housing in the 100-year flood plain; placement of structures in the 100-year flood plain; risk of loss as a result of a failure of a levee or dam; and risk of inundation)¹¹
- Mineral Resources
- Population and Housing
- Public Services
- Recreation

1.5 ENVIRONMENTAL CHECKLIST

An Initial Study has been prepared using the County of Orange Environmental Checklist to identify the probable environmental effects of the Project. The Initial Study, which immediately follows the Environmental Checklist, identifies potential significant impacts for topical areas where technical studies will be prepared in support of the Draft Program EIR. Additionally, the Initial Study provides data substantiating the determination that the Project would not result in impacts and therefore, topical areas could be focused out of the Draft Program EIR.

The County requests the public's careful review and consideration of this Notice, and it invites any and all input and comments from interested agencies and persons regarding the preparation and scope of the Draft Program EIR.

⁸ CEQA checklist questions 8a through 8c.

⁹ CEQA checklist questions 9a, 9e and 9f.

¹⁰ CEQA checklist questions 8d through 8h.

¹¹ CEQA checklist questions 9b through 9d and 9g through 9j.



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Program EIR #: 627 and IP #16-432
John Wayne Airport General Aviation Improvement Program

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | |
|--|---|
| <input type="checkbox"/> Aesthetics
<input type="checkbox"/> Agriculture & Forestry Resources
<input checked="" type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources
<input checked="" type="checkbox"/> Cultural Resources/Scientific Resources
<input type="checkbox"/> Geology and Soils
<input checked="" type="checkbox"/> Greenhouse Gas Emissions
<input checked="" type="checkbox"/> Hazards & Hazardous Materials
<input checked="" type="checkbox"/> Hydrology & Water Quality
<input checked="" type="checkbox"/> Land Use & Planning | <input type="checkbox"/> Mineral Resources
<input checked="" type="checkbox"/> Noise
<input type="checkbox"/> Population & Housing
<input type="checkbox"/> Public Services
<input type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Transportation/Traffic
<input checked="" type="checkbox"/> Tribal Cultural Resources
<input checked="" type="checkbox"/> Utilities & Service Systems
<input checked="" type="checkbox"/> Mandatory Findings of Significance |
|--|---|

a) DETERMINATION (to be completed by the Lead Agency)

I find that there is no substantial evidence that the project will have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, revisions to the project or proposals have been made by or agreed to by the project proponent, that will avoid the effects or mitigate the effects to where no significant effects on the environmental will occur. A MITIGATED NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	<input checked="" type="checkbox"/>
I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION , including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	<input type="checkbox"/>



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

I find that the proposed project has previously been analyzed as part of an earlier CEQA document (which either mitigated the project or adopted impacts pursuant to findings) adopted/certified pursuant to State and County CEQA Guidelines. The proposed project is a component of the whole action analyzed in the previously adopted/certified CEQA document.	<input type="checkbox"/>
I find that the proposed project has previously been analyzed as part of an earlier CEQA document (which either mitigated the project or adopted impacts pursuant to findings) adopted/certified pursuant to State and County CEQA Guidelines. Minor additions and/or clarifications are needed to make the previous documentation adequate to cover the project which are documented in this addendum to the earlier CEQA document (CEQA §15164).	<input type="checkbox"/>
I find that the proposed project Has previously been analyzed as part of an earlier CEQA document (which either mitigated the project or adopted impacts pursuant to findings) adopted/certified pursuant to State and County CEQA Guidelines. However, there is important new information and/or substantial changes have occurred requiring the preparation of an additional CEQA document (ND or EIR) pursuant to CEQA Guidelines Sections 15162 through 15163.	<input type="checkbox"/>



 Signature

March 29, 2017
 Date

Lea Choum, Project Manager

 Name



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Program EIR #: 627 and IP #16-432
John Wayne Airport General Aviation Improvement Program

1. Aesthetics

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2. Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code 12220 (g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51004)(g)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

In determining whether impacts to Agricultural Resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

3. Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4. Biological Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5. Cultural/Scientific Resources

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. Geology and Soils

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?				



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal system where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

7. Greenhouse Gas Emissions

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

8. Hazards and Hazardous Materials	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

9. Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

10. Land Use and Planning

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

11. Mineral Resources

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

12. Noise	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

13. Population and Housing	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

14. Public Services	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a-i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a-ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a-iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a-iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a-v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

15. Recreation

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

16. Transportation/Traffic

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

<p>b) Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Result in inadequate emergency access?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance of such facilities?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

17. Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a-i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a-ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

18. Utilities and Service Systems	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

19. Mandatory Findings of Significance	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

NOTE: All referenced and/or incorporated documents may be reviewed at the following GAIP link: <http://www.ocair.com/generalaviation/gaimprovement>, or by appointment only, at the John Wayne Airport Administrative Offices, 3160 Airway Avenue, Costa Mesa, California, unless otherwise specified. An appointment can be made by contacting Lea Choum, Project Manager at (949) 252-5123.

KBS: Revised 12/16

1. AESTHETICS

a) **Would the project have a substantial adverse effect on a scenic vista?**

b) **Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

No Impact. There is no designated or eligible State or local scenic highways within the vicinity of the Project site (Caltrans 2011; County of Orange 2005a, 2005b). There are also no historic buildings adjacent to the Airport. JWA is located in an urbanized area of the County with no scenic resources on or adjacent to the Airport. All Project modifications would be located within the Airport boundaries. Therefore, no impacts to a scenic vista or scenic highway would occur. Further evaluation of impacts to scenic resources (i.e., vistas or resources along a State scenic highway) in the Draft Program EIR is not required, and no mitigation is necessary.

c) **Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**

Less Than Significant Impact. JWA is surrounded by office/commercial uses to the west and east, and is framed at its perimeter by major arterial highways and freeways. Views of the Airport are primarily from the street and freeway system that surrounds the Airport. The most direct view is from I-405, which is located immediately north of the Airport. Views from I-405 are predominately of the Airport terminal and runway system. The general aviation uses are located beyond the terminal and would have limited visibility, especially given the short duration of the views of the motorists. Motorists on Campus Drive would have the most direct views of the GAIP facilities. Though the Project would result in modifications to the existing buildings on the Airport, these modifications would not change the overall character of the Airport as viewed from surrounding uses, which would be retained. However, the Project may have beneficial effects because the improvements will replace aging facilities. Beyond the perimeter roadways, the uses to the east and west of the Airport are predominately offices, industrial buildings, and hospitality uses (e.g., hotels, restaurants). These uses are not considered as having sensitive view-sheds. Residential and golf course uses are south of the airfield and SR-73. However, due to distance, elevation differences, and the intervening SR-73, neither the residential uses nor users of the golf course would have direct views of the GAIP facilities. Therefore, the Project would not substantially degrade the existing visual character or quality of the site and its surrounding areas; no further evaluation in the Draft Program EIR is required.

d) **Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?**

No Impact. Existing light sources for aviation uses include a beacon and approach lighting. Lighting for the general aviation facilities and the commercial terminal, parking structures, and parking lots provide adequate lighting for operation. To comply with federal rules and regulations pertaining to minimizing glare and shielding lighting from pilots, JWA uses surface materials to reduce glare effects. There is minimal spillover lighting to off-site uses. Additionally, no sensitive land uses are immediately adjacent to the Airport. All future facilities would be required to comply with the FAA design requirements for structures on the Airport. Therefore, the new facilities would not result in new substantially adverse light or glare, and no evaluation of light and glare impacts will be included in the Draft Program EIR.

2. AGRICULTURE AND FORESTRY RESOURCES

- a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?
- d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?
- e) Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

No Impact. The Project would not result in any impacts to farmlands listed as “Prime”, “Unique”, or of “Statewide Importance” based on the 2014 Orange County Important Farmland Map prepared by the California Department of Conservation. The study area is generally designated as “Urban and Built-Up Land” (FMMP 2016). No farmland would be impacted by the Project and the Airport site is not within a Williamson Act contract. The Project would not result in pressures to convert farmlands to other uses. No part of the Project site or adjacent areas is zoned forest land, timberland, or timberland zoned for Timberland Production, nor would the Project result in the loss of forest land or conversion to non-forest use. Further evaluation of this issue in the Draft Program EIR is not required, and no mitigation is necessary.

3. AIR QUALITY

- a) Would the project conflict with or obstruct implementation of the applicable air quality plan?
- b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State Ambient Air Quality Standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Orange County is designated as a “nonattainment” area for the federal and State ozone (O₃); the State standards for particulate matter, including both particles equal to or smaller than 10 microns in size (PM₁₀) and particles equal to or smaller than 2.5

microns in size (PM2.5), and the federal PM2.5 standards. The Project has the potential to generate additional localized air emissions from operational activities should the facilities constructed as part of the Project support a general aviation fleet mix that could not be supported without the improvements. Implementation of the Project could also generate additional criteria air pollutants and toxic air contaminant emissions as a result of construction. Therefore, the potential emissions from construction and operational activities of the project, including ground transportation, will be evaluated in relation to federal, state, and regional air quality standards and plans in the Draft Program EIR. The Project's compliance with South Coast Air Quality Management District ("SCAQMD") standards will be assessed. The Draft Program EIR will also include an evaluation of the Project's consistency with adopted regional air quality plans and policies.

e) Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The Project does not propose any land uses or modification to operations that would result in the creation of odors. The SCAQMD has not identified general aviation as an odor source of concern. The existing operations at the Airport involve minor odor-generating activities such as airplane exhaust; however, these types of odors are typical of an airport and would not create an odor nuisance pursuant to SCAQMD's Rule 402 or extend beyond the limits of the Airport. Potential odor-generating activities associated with the Project would be negligible. Further evaluation of this issue in the Draft Program EIR is not required, and no mitigation is necessary.

4. BIOLOGICAL RESOURCES

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Services?

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Services?

Less Than Significant Impact. JWA has little to no biological resources on site. The Airport does not support sensitive wildlife species or contain sensitive species habitat. Therefore, the Project would not result in any direct habitat removal or modification to habitat that supports candidate, sensitive, or special status species listed by the California Department of Fish and Wildlife (CDFW) and/or the U.S. Fish and Wildlife Services (USFWS). As documented in Final EIR 617, prepared for the John Wayne Airport Settlement Agreement Amendment, the Upper Newport Bay Ecological Reserve contains sensitive habitat and is subject to overflights from JWA. Final EIR 617 provides a comprehensive summary of previous consultation with the resource agencies pertaining to potential indirect impacts (i.e., noise and startle effect) to wildlife species from overflights. These consultation efforts were initiated back in the 1970s when EIR 102 was prepared to examine alternative futures for the Airport and have continued as subsequent EIRs have been prepared for the Airport (JWA 2014).

Based on the previous analysis, it would appear that the wildlife in the area are habituated to aircraft overflights. If any sensitive species was unusually sensitive to these effects, they would have already left the area. This opinion was expressed by the Department of the Interior, USFWS (1981) in a consultation memorandum to the Civil Aeronautics Board (which occurred in conjunction with the preparation of EIR 508), which addressed the effects of JWA overflights on the California least tern (*Sternula antillarum browni*) and the light-footed clapper rail (*Rallus longirostris levipes*). In 1984, in a memo to the FAA, the Department of the Interior also stated that its review of the revised EIR 508/EIS found that “the document adequately addresses areas of concern to this agency” (County of Orange and FAA 1985). According to the literature review provided in Final EIR 617, bird species are not highly or easily susceptible to elevated noise levels. Bird response to change in noise levels is typically benign, and there is not enough data that support the hypothesis that incremental increases in noise levels have adverse effects in bird populations. Both Final EIR 582 and Final EIR 617 provided findings of previous studies conducted on the effects of aircraft noise on birds and disclosed no unusual response in behavior. Even in a noisy environment, many species possess highly developed discriminatory capabilities, allowing them to circumvent the adverse effects of signal masking (JWA 2001, 2014).

Urban-adapted birds (e.g., crows, ravens), raptors, and mammals like coyotes would most likely be attracted to the Airport due to the presence of rodent populations that serve as their prey base. Thus, rodent control plays an important factor in keeping the wildlife out of airports and minimizes potential for conflicts between wildlife and aircraft (JWA 2014). JWA implements a rodent and pest control program. Additionally, the FAA requires Part 139 airports to conduct a Wildlife Hazard Assessment (“WHA”) as part of their Wildlife Hazard Management Plan (“WHMP”). The WHMP is an ongoing Airport effort that documents the occurrences of wildlife aircraft collisions and identifies measures to minimize them.

With this understanding, the Project has been evaluated for the potential to have substantial adverse effect on biological species. The Project would not be expected to result in a substantial change in the noise levels or number of flights operating over the Upper Newport Bay Ecological Reserve. JWA is physically constrained with no opportunities for expansion. The Project will not increase the area dedicated to general aviation activities.

There may be some changes to the noise characteristics associated with general aviation activities; however, these changes are not solely tied to the GAIP. As discussed in Final EIR 617, the aviation forecast assumed business jet operations would increase slightly in the future and the general aviation propeller operations would decrease slightly. Business jets are generally noisier than propeller operations. There may be components of the Project that would facilitate this transition by providing facilities that better serve and accommodate the projected fleet mix; however, these changes are a result of market demand and not specifically tied to, generated by, or a result of the proposed Project. The incremental change in the noise levels over the Upper Newport Bay Ecological Reserve would not be enough to have a substantial impact on wildlife in the area. Final EIR 617 evaluated an increase in commercial carrier aircraft and found that even the increases in commercial flight operations over Upper Newport Bay would not substantially disrupt bird activity because the birds have habituated to aircraft noise over time and are

successfully breeding and nesting in the area.¹² It should be noted that, because the Upper Newport Bay Ecological Reserve is in the take-off path, the aircraft are over the area for a limited amount of time. Aircraft need to clear the area to allow other departures.

The distribution of flights throughout the day is also not expected to substantially change as a result of the Project because the Project would not modify the GANO. As previously mentioned in Section 1.2, for those aircraft whose noise characteristics exceed 86 dB at the noise monitoring stations, the Noise Ordinance curfew would apply and there would be restrictions on late night/early morning flights. Additionally, the Project would not provide new facilities that would enhance the airfield capacity allowing for a greater number of operations during any given period.

Based on the scope of the Project, impacts to Candidate, Sensitive, or Special Status Species as a result of habitat modifications, including riparian habitat, would be less than significant. Further evaluation of this issue in the Draft Program EIR is not required, and no mitigation is necessary.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. There are no designated wetlands or jurisdictional waters located on the Airport property; therefore, the Project would not include any impacts on these resources due to construction or operational activities. The Project would also not result in indirect impacts to downstream resources because the Project would not change the water characteristics or discharge points for flows leaving the Airport. JWA operates under the National Pollutant Discharge Elimination System (“NPDES”) Industrial General Permit. As part of the Industrial General Permit requirements, JWA has prepared and operates under the provisions of a Storm Water Pollution Prevention Plan (“SWPPP”) and a Monitoring Program Plan (“MPP”). These programs incorporate water quality measures to ensure flows leaving the Airport meet appropriate standards and prevent untreated first flush flows from entering into the storm drain system, which ultimately drains to Upper Newport Bay via the Santa Ana Delhi Channel. These programs would be applicable to any improvements constructed as part of the GAIP. Therefore, the Project would not result in a substantial adverse effect on wetlands. Further evaluation of this issue in the Draft Program EIR is not required, and no mitigation is necessary.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

¹² FEIR 617, prepared for an amendment to the Settlement Agreement, evaluated four alternatives in addition to the No Project Alternative. These alternatives considered different flight and passenger levels through December 31, 2030. The alternatives allowed the maximum number of Class A (noisiest commercial flights) to increase to an average of 95 Average Daily Departures (ADD) up to 228 ADD. From a biological perspective, significant impacts were identified only with the alternative that allowed the 228 ADD and the removal of the GANO, which would have allowed commercial flights prior to 7:00 AM. The Board of Supervisors adopted the alternative with the least amount of increase in commercial flights, allowing the number of Class A commercial flights to increase from 85 ADD to 95 ADD starting in 2021.

No Impact. The Project would not interfere with the movement of migratory fish because it does not adversely affect any waters supporting marine life. Due to its nature, the Project does not place any type of structures in the Upper Newport Bay. As discussed above, water quality programs are implemented at the Airport to avoid introducing contaminants that would impact migratory fish. Therefore, no direct or indirect impacts related to fish movement or fish nursery sites are anticipated with the Project.

JWA, as with most of the coastal areas in California, is located within the migratory Pacific Flyway. The Pacific Flyway is a major north-south flyway for migratory birds in America, extending from Alaska to Patagonia. Every year, migratory birds travel some or all of this distance both in spring and in fall, following food sources, heading to breeding grounds, or travelling to overwintering sites. JWA does not act as an attractor for birds utilizing the flyway because it does not provide suitable habitat for migrating birds. However, Upper Newport Bay, located nearby, holds critical nesting, feeding, and breeding grounds for the wide array of birds traveling along the Pacific Flyway. The Pacific Flyway is utilized by 24 priority bird species, including the federally and State-listed Endangered least tern, which nests in Upper Newport Bay.

As discussed in Final EIR 617, JWA has a WHMP that meets its obligations under Federal Endangered Species Act (“FESA”) and meets the requirements of the FAA and U.S. Department of Agriculture (“USDA”). Implementation of the plan minimizes the potential for aircraft collisions with migratory birds (JWA 2014). The Project would not alter the plan or introduce other elements that would increase the potential for aircraft collisions with migratory birds; therefore, the Project would not interfere with the movement of any native resident or migratory wildlife species or impede the use of native wildlife nursery sites.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The Project would not result in removal of trees because improvements would be limited to the Airport area and there are no trees or other biological resources on site. Thus, the Project would not conflict with a tree preservation policy and would not impact nesting birds through removal of vegetation. No impact related to a tree policy or ordinance is expected, and the Draft Program EIR will not provide further evaluation of this issue.

f) Would the project conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project site is located within the central subarea of the Central/Coastal Natural Community Conservation Plan/Habitat Conservation Plan (“NCCP/HCP”), which was approved on July 10, 1996. The purpose of the NCCP/HCP is to provide regional protection and perpetuation of natural wildlife diversity while allowing compatible and appropriate development and growth. This program will ensure the long-term survival of the coastal California gnatcatcher (*Polioptila californica californica*) and other special status coastal sage scrub-dependent plant and animal species in accordance with State-sanctioned NCCP program guidelines. The Central/Coastal NCCP/HCP referred to the Upper Newport Bay State Marine Conservation Area and Regional Park as the “Upper Newport Bay Ecological Reserve”, which was

incorporated into the NCCP/HCP Reserve Area (County of Orange 1996). This resource is located south of the Airport. The Project would not interfere with the NCCP/HCP goals to establish the reserve system because it does not convert any of the Newport Bay Ecological Reserve sensitive habitats to other types of habitat or uses. The indirect effects (e.g., incremental increase in noise) would not result in significant impacts to the species that utilize the Upper Newport Bay Ecological Reserve. The Airport was operational when the NCCP/HCP was approved and the effects of the Airport on the Upper Newport Bay Ecological Reserve were assumed in the development of the NCCP/HCP Reserve Area. The Project would not substantially change the noise or other characteristics that would have to the potential to jeopardize local populations of wildlife species (e.g., coastal California gnatcatcher) and other target species covered under the NCCP/HCP, or designated sensitive habitats such as riparian and coastal sage scrub. Therefore, the Project would not conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impacts are expected, and the Draft Program EIR will not provide further evaluation of this issue.

5. CULTURAL/SCIENTIFIC RESOURCES

- a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?**
- b) Would the project cause a substantial adverse changed in the significance of an archaeological resource pursuant to Section 15064.5?**
- c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**
- d) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?**

Potentially Significant Impact. The California Historical Resources Information System (CHRIS), maintains records and literature regarding cultural resources in California at nine regional offices. The CHRIS office for Orange County is located at California State University, Fullerton. That office, the South Central Coastal Information Center (SCCIC), was the primary source for information regarding historic resources, including known archaeological resources, relevant to JWA. Though the Project will not involve improvements to the entire Airport site, for purposes of the cultural resources record search, the approximate 400-acre portion of the Airport dedicated to aviation activity was assumed as the Project site.

The Airport site has been heavily disturbed due to prior construction activities. The Project would result in ground disturbance (i.e., building foundations, possible utility relocation, and roadway modifications). There is the potential that construction would result in disturbance of native soils (i.e., previously undisturbed soils); therefore, the Project would have the potential for a substantial adverse change in the significance of an archaeological resource. Further evaluation of cultural/scientific resources will be contained in the Draft Program EIR.

6. GEOLOGY AND SOILS

- a) **Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**
 - ii) **Strong seismic ground shaking?**
 - iii) **Seismic-related ground failure, including liquefaction?**
 - iv) **Landslides?**
- b) **Would the project result in substantial soil erosion or the loss of topsoil?**
- c) **Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**
- d) **Would the project be located on expansive soils, as defined in Table 18-1-B of the California Building Code (1994), creating substantial risks to life or property?**

Less Than Significant Impact. As with most of Southern California, the Project site may experience strong ground shaking from a major earthquake on active regional faults in the Southern California area. Though located in the seismically active region of Southern California, JWA is not located on a designated Alquist-Priolo Earthquake Fault Zone. According to the State of California Department of Conservation Fault Activity Map, the nearest known fault is the Newport-Ingelwood-Rose Canyon Fault Zone, which is located approximately three miles from the Project site. No earthquake faults are identified on the Project site. Therefore, the risk of the surface rupture of a known fault is considered low.

Potential secondary seismic effects of strong seismic ground shaking at the site include liquefaction and landslides. Liquefaction is defined as the transformation of a granular material from a solid state into a liquid state with vibration (most commonly seismic shaking) in the presence of water. It is a phenomenon that tends to occur in areas with shallow groundwater and where the soils are composed of loose (low-density), saturated, fine- to medium-grained, cohesionless soils. JWA is located on Newport Mesa, a nonmarine terrace deposit of Upper Pleistocene age that marks the coastal terminus of the Tustin Plain. The United States Department of Agriculture (USDA) Soil Conservation Service (SCS) has identified two major soil associations within the boundaries of JWA. The soils on the airport site are (1) Myford Sandy Loam, which is moderately expansive, has moderate erosion potential, and is potentially moderately compressible; and (2) Omni Clay, which is potentially highly expansive and compressible, has slight erosion potential, and has a high potential for liquefaction. According to the Geographic Information Systems ("GIS") data used by the California Geological Survey for Seismic Hazards Zones (2009/2015), the very northern portion of the Airport site (i.e., north of Runway 20R and the long-term and employee parking areas north of I-405) is shown as being

subject to liquefaction. This area is not the portion of the Airport that would be affected by the Project improvements.

The Project site is flat and would not be subject to landslides. All structures associated with the Project will have to comply with the California Building Code seismic safety requirements. Recognizing the regulatory framework of State and local building requirements, potential impacts associated with seismic shaking and seismic ground failure in the form of liquefaction, seismically induced settlement, and lateral spreading would be less than significant. Further evaluation of these issues in the Draft Program EIR is not required, and no mitigation is necessary.

- e) **Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal system where sewers are not available for the disposal of wastewater?**

No Impact. JWA is served by an existing sewer system and does not use septic tanks or alternative wastewater disposal systems. The Project does not propose any physical improvements that would require an alternative wastewater disposal system. Therefore, no soils impacts related to septic tanks or alternative wastewater disposal systems would occur. Further evaluation of this issue in the Draft Program EIR is not required, and no mitigation is necessary.

7. GREENHOUSE GAS EMISSIONS

- a) **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**
- b) **Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Potentially Significant Impact. The Draft Program EIR will include a greenhouse gas (“GHG”) emissions study to disclose the existing and future potential emissions from construction as well as aviation activities and ground transportation. Therefore, the Draft Program EIR will include a GHG emissions study to evaluate the existing and future potential emissions from both construction and operational activities, including ground transportation. The Draft Program EIR will also include an evaluation of the Project’s consistency with applicable plans and policies for reducing GHG emissions.

8. HAZARDS AND HAZARDOUS MATERIALS

- a) **Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**
- b) **Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

- c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Potentially Significant Impact. The Project would continue the general aviation operations and support services at JWA. Activities involving the use of hazardous materials at JWA are associated with fueling, maintenance, and repair of aircraft. Most of the materials used by the FBOs are off-the-shelf items in non-reportable quantities. The County has established guidelines consistent with State and federal regulations pertaining to hazardous materials to ensure that the risk associated with the use and storage of the materials is minimal. JWA provides for temporary collection and storage of waste oils and solvents generated by aircraft owners that are County tie-down tenants. The waste oil and solvents are recycled. Certain statistical risks for accidents are associated with aircraft operations, particularly associated with fueling activities. Although there are no modifications to the general aviation fuel farms proposed as part of the Project, an additional fuel farm will be evaluated. Therefore, there may be the potential for a significant impact. Additionally, there are several schools within one quarter ($\frac{1}{4}$) mile of the Airport. The Draft Program EIR will evaluate the risks of spills and upset associated with the Project and potential impacts on adjacent uses, including schools.

- d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

No Impact. In Orange County, there are 22 sites on the Hazardous Waste and Substance Site List (i.e., Cortese List), developed in compliance with Section 65962.5 of the *California Government Code* (DTSC 2016). The closest site is the Costa Mesa Air National Guard facility in Costa Mesa, which is approximately one mile southwest of the Airport. Therefore, the Project would not expose the public to hazardous materials associated with the sites on the Cortese List. Therefore, there would be no impacts; further evaluation of this issue in the Draft Program EIR is not required, and no mitigation is necessary.

- e) Would the project be located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

- f) For a project within the vicinity of private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. JWA is a commercial airport. There are no private airstrips in the vicinity of the Project site. The Project would not require an amendment to the Airport Environs Land Use Plan (AELUP) prepared for JWA (County of Orange 2008). Further evaluation of these issues in the Draft Program EIR is not required, and no mitigation is necessary.

- g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

No Impact. JWA has an approved emergency response and evacuation plan that addresses emergency procedures for all parts of the facility. The Project would not impair or interfere with

implementation of the emergency evacuation plan because it would not alter the types of facilities on site or access to the Airport. Further evaluation of this issue in the Draft Program EIR is not required, and no mitigation is necessary.

h) Would the project expose people or structures to a significant risk or loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The Project is located in an urbanized area and is not adjacent to wildlands. There are no areas designated as wildland fire areas on or near the Project site. Therefore, the Project would not result in a significant risk of loss, injury, or death involving wildland fires. Further evaluation of this issue in the Draft Program EIR is not required, and no mitigation is necessary.

9. HYDROLOGY AND WATER QUALITY

a) Would the project violate any water quality standards or waste discharge requirements?

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

f) Would the project otherwise substantially degrade water quality?

Potentially Significant Impact. Water bodies not meeting water quality standards are deemed “impaired” and, under Section 303(d) of the Clean Water Act, are placed on a list of impaired waters for which a total maximum daily load (“TMDL”) must be developed for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, non-point, and natural sources that a water body may receive without exceeding applicable water quality standards (with a “factor of safety” included). Once established, the TMDL allocates the loads (or concentrations) of current and future pollutant sources that can occur in a water body.

Receiving waters downstream of JWA (specifically Santa Ana Delhi Channel and Upper Newport Bay) are on the 2010 Clean Water Act Section 303(d) list, which was approved by the State Water Resources Control Board (“SWRCB”). The pollutants identified in the 303(d)-listed water bodies can be grouped into the following categories: pesticides, metals, pathogens, nutrients and other organics, and sediment. These are typical pollutants generated by an urban area with dense land development and a wide variety of land uses.

The Draft Program EIR will evaluate the potential for significant water quality impacts, required Best Management Practices (“BMPs”) to minimize the release of sediment and petrochemical pollutants into the downstream water bodies, and compliance with the applicable water quality requirements.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level (e.g., the production

rate of the pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

- c) Would the project substantially alter the existing drainage pattern of the site or area including the alteration of the course of a stream or river, in manner which would result in substantial erosion or siltation on or off-site?**
- d) Would the project substantially alter drainage patterns of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?**

No Impact. As noted above, the Airport is predominately covered with impervious surfaces; therefore, the Airport does not provide for groundwater recharge. The Airport does not use groundwater. As a result, the Project would not involve any activities that would alter groundwater supplies. In addition, the improvements associated with the GAIP would not substantially change the quantity of storm water or the points of discharge of runoff from the Airport to off-site areas. Flows would be directed to the existing storm drain system. Therefore, downstream drainage patterns would not be changed. Further evaluation of these issues in the Draft Program EIR is not required, and no mitigation is necessary.

- g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**
- h) Would the project place within a 100-year flood hazard area structures, which would impede or redirect flood flows?**
- i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**
- j) Would the project be subject to inundation by seiche, tsunami, or mudflow?**

No Impact. The Federal Emergency Management Agency ("FEMA") GIS data files used for the development of the Flood Insurance Rate Map ("FIRM") shows the northern portion of the airfield as being subject to potential flooding. This portion of the Airport is not the area used for general aviation. Additionally, the County has implemented several improvements, including a peaking basin, to reduce flooding and ponding conditions at the Airport. Therefore, structures that may be constructed as part of the GAIP would not be subjected to a 100-year flood hazard. The Airport is not in proximity to water bodies that would result in exposure to flooding as a result of failure of a levee or dam, nor would it be subject to inundation by seiche, tsunami, or mudflow. Further evaluation of these issues in the Draft Program EIR is not required, and no mitigation is necessary.

10. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No Impact. JWA is a regulated airport located in an existing urbanized area. The Project does not propose any physical improvements that would extend beyond the Airport limits or changes that would substantially modify the interface of the Airport with the surrounding land uses. Therefore, the Project would not physically divide an established community. Further evaluation of this issue in the Draft Program EIR is not required, and no mitigation is necessary.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The Project may construct facilities that would support a general aviation fleet mix that could not be supported without the improvements. The Draft Program EIR will evaluate if the Project would result in an inconsistency with any planning policies applicable to the Project. This would include potential land use impacts if noise levels related to changes in aviation activities or an associated increase in traffic noise levels would exceed the thresholds established by the General Plan for noise-sensitive uses (i.e., residential uses) or would be greater than the implementation noise contours adopted as part of the planning for John Wayne Airport.¹³ The Project will evaluate the consistency of the planned improvements with the requirements of the AELUP for JWA.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

Less Than Significant Impact. As indicated above in Checklist Response 4(f), the Project site is located within the Orange County Central/Coastal NCCP/HCP sub-region, but not within a "Reserve" area. The Airport was operational when the NCCP/HCP was approved, and the effects of the Airport on the Upper Newport Bay Ecological Reserve were assumed in the development of the NCCP/HCP Reserve Area. The Project would not substantially change the noise or other characteristics, and would not jeopardize local populations of species covered under the NCCP/HCP. Therefore, the Project would not conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. No impacts are expected, and the Draft Program EIR will not provide further evaluation of this issue.

¹³ It should be noted the AELUP uses a policy implementation line for the noise contours, which was adopted by the Orange County Board of Supervisors in 1985. This line is based on the highest noise level at a given location utilizing noise projections from both the 1990 and 2005 project case contours developed as part of the 1985 John Wayne Airport Master Plan and are used as the basis for planning in the vicinity of JWA.

11. MINERAL RESOURCES

- a) **Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**
- b) **Would the project result in the loss of availability of a locally important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan.**

No Impact. The JWA site does not have significant existing or potential mineral or energy resources within its boundaries. There would be no significant impacts to mineral resources from the Project. Further evaluation of this issue in the Draft Program EIR is not required, and no mitigation is necessary.

12. NOISE

- a) **Would the project expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?**
- c) **Would the project cause substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**
- e) **For a project located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?**

Potentially Significant Impact. The Draft Program EIR will evaluate the potential noise impacts associated general aviation activity based on forecasted data and related changes to traffic volumes. Recognizing that trends in general aviation activity have the potential for changing the overall number of flights and the fleet mix operating at the Airport, the Draft Program EIR will compare the impacts of the projected aviation activities to existing conditions, as well as to a future No Project condition. The analysis will provide an understanding of changes from current conditions and what the Project's contribution to future aviation impacts may be.

A noise evaluation will analyze the potential changes in the noise environment and any possible conflicts with existing adjacent land uses. The Project's consistency with the Airport Environs Land Use Plan, General Plan, and other applicable planning policies pertaining to noise will also be evaluated.

- b) **Would the project expose persons to or generate excessive groundborne vibration or groundborne noise levels?**

Less Than Significant Impact. In the same way that sound is transmitted by vibrating air, vibrations can also be transmitted through the ground. It takes much more energy to get the ground vibrating and humans are much less sensitive to groundborne vibrations than to noise. Based on the analysis provided in Final EIR 617, the largest potential vibration source associated with typical airport operations is a landing commercial aircraft. Heavier airplanes are able to

generate higher vibration levels than lighter airplanes. However, maximum airplane weights are limited by the runway construction, and the length and the size of the general aviation aircraft would not exceed the size and weight of the current commercial carriers operating at the Airport. Because groundborne vibration has not been identified as even being noticeable outside the Airport property and because no part of the Project would change the Airport's vibration-generation potential, the Project would not result in excessive groundborne vibration and the impact would be less than significant.

Construction activities can result in short-term vibration associated with heavy construction equipment used for mass grading, pile driving, or blasting. The Airport is relatively flat and mass grading or blasting would not be required for implementation of any of the GAIP improvements. Given height limitations at the Airport, pile driving would not be required for the construction of the improvements. Therefore, construction activities would not result in excessive groundborne vibration and the impact would be less than significant.

Further evaluation of this issue in the Draft Program EIR is not required, and no mitigation is necessary.

d) Would the project cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. Implementation of the GAIP would involve construction activities that would result in short-term increases to ambient noise levels. Due to restrictions placed by the FAA regarding activities in proximity to the airfield, there are components of the Project that would likely require night-time construction activities. These increased noise levels would be short-term and there are no sensitive receptors immediately adjacent to the portion of the airfield where the GAIP improvements would be implemented. Therefore, impacts are expected to be less than significant. However, this issue will be evaluated in the Draft Program EIR.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. JWA is a commercial airport and there are no private airstrips in the vicinity of the Project site. Further evaluation of this issue in the Draft Program EIR is not required, and no mitigation is necessary.

13. POPULATION AND HOUSING

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The Project study area is located within a highly urbanized portion of Orange County. The Project would not result in the local or regional population projections being exceeded. Directly, the Project does not propose any development that would increase the population in the study area or within Orange County. Indirectly, the Project would not be expected to have an effect on the population projections for Orange County because provision of general aviation services is not a key factor associated with population growth. In addition, the Project would not provide infrastructure improvements that would be substantially greater than the existing facilities.

There is no housing on the Project site; therefore, the Project would not result in the displacement of people or housing. Further evaluation of this issue in the Draft Program EIR is not required, and no mitigation is necessary.

14. PUBLIC SERVICES

a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

i) **Fire protection?**

Less than Significant Impact. The Project would not change the characteristics or increase the magnitude of the demand for fire protection services at the Airport. Though the Project may facilitate the transition to newer generation general aviation aircraft, the size and type of the aircraft utilized would be within the range of aircraft currently operating at the Airport. The Orange County Fire Authority (“OCFA”) provides fire and rescue services to the Airport. Fire Station Number 33, located on the west side of the Airport, provides Airport Rescue and Fire Fighting (“ARFF”) services for airfield activities. Fire Station Number 28, located at 17862 Gillette Avenue in Irvine, provides emergency response services for structural fires and medical emergencies. The Project would not result in a substantial increase in the number of aircraft or the number of average annual general aviation flights served at the Airport. The response times from the OCFA facilities to the Airport would remain unchanged. All new buildings would be constructed to meet adopted building code requirements. The design and operation of a new general aviation fuel farm would be required to comply with applicable regulatory codes and nationally recognized engineering codes and standards. The facility will be designed and inspected in accordance with American Petroleum Institute (API) standards. The transport of hazardous materials is regulated at the federal (Title 49 of the Code of Federal Regulations) and State (Title 13 of the California Code of Regulations) level. The carrier responsible for the transportation of the hazardous material is required to have a Hazardous Materials Transportation License, which is issued by the California Highway Patrol. Additionally, the County of Orange has established guidelines consistent with State and federal regulations pertaining to hazardous materials to ensure that the risk associated with the use and storage of the materials, after transport to JWA, is minimal. All hazardous materials are handled in full compliance with applicable requirements, and the necessary permits are maintained by the Airport. No significant impacts to fire protection services are anticipated. The Project would not

result in the need for new or upgraded fire protection facilities. This issue will not be evaluated further in the Draft Program EIR.

ii) Police protection?

No Impact. The Orange County Sheriff's Department provides law enforcement and security services at JWA through a substation located in the terminal building. Primary responsibilities include enforcing applicable laws, FAA regulations, and parking/traffic control regulations. It also assists citizens who conduct business at the Airport. A private contractor provides security services at the JWA perimeter fence line gates. The Project would not result in the addition of new access points to the airfield or changes in the nature of the Airport operations. The Project would not result in an increased demand for police protection services. No significant impacts to police protection services are anticipated. The Project would not result in the need for new or upgraded police protection facilities. This issue will not be evaluated further in the Draft Program EIR.

iii) Schools?

No Impact. The Project would not result in development of any residential units and therefore, would not generate any additional students, nor would it create an increased demand on schools. The Project does not include any physical improvements and would not have a direct impact on school facilities. Further evaluation of this issue in the Draft Program EIR is not required, and no mitigation is necessary.

iv) Parks?

No Impact. The Project does not include any improvements that would have a direct impact on parkland and would not result in growth that would result in an increased demand for park facilities. The Project would not generate any increase in population or provide development that would result in increased usage of existing neighborhood and regional parks. There would be no physical deterioration to existing recreational facilities as a result of Project implementation. Further evaluation of this issue in the Draft Program EIR is not required, and no mitigation is necessary.

v) Other Public Facilities?

No Impact. The Project would not generate an increase in population that would result in an increased demand on public facilities, such as libraries. Therefore, there would be no need for new or upgraded public facilities that may result in a significant environmental effect. Further evaluation of this issue in the Draft Program EIR is not required, and no mitigation is necessary.

15. RECREATION

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**
- b) **Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

No Impact. The Project would not generate an increase in population or provide development that would result in increased usage of existing neighborhood and regional parks. There would be no physical deterioration to existing recreational facilities as a result of Project implementation. Further evaluation of this issue in the Draft Program EIR is not required, and no mitigation is necessary.

16. TRANSPORTATION/TRAFFIC

- a) **Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**
- b) **Would the project conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Potentially Significant Impact. The Project will provide the framework for general aviation improvements at the Airport, including the reallocation of space for use by the FBOs serving the Airport. The Project proposes provisions for full service FBOs on both the east and west sides of the Airport. This may result in a redistribution of traffic on the local roadway network. The Draft Program EIR will evaluate the transportation impacts associated with the Project and assess the Project's potential to increase traffic congestion on the roadways surrounding the Airport. As part of the analysis, the Draft Program EIR will assess whether the Project would have impacts on the intersections in the Congestion Management Plan.

- c) **Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?**

Less Than Significant Impact. The Project may result in an incremental increase in general aviation flights and facilitate the transition to newer aircraft operating at the Airport; however, it would not change the air traffic patterns or result in a substantial safety risk due to an increase in operations. All applicable FAA safety requirements would remain in place. Additionally, the Project would implement design measures that would minimize on-Airport safety

considerations where possible, such as realigning an existing co-located vehicle service road and taxilane. The Draft Program EIR will not include further evaluation of changes in air traffic patterns or safety risks.

- d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**
- e) Would the project result in inadequate emergency access?**
- f) Would the project conflict with adopted policies, plan or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

No Impact. The Project does not propose any modifications to the Airport access points or to the off-site circulation network. Therefore, the Project is not anticipated to result in impacts associated with design features. Should roadway improvements be required as mitigation, the improvements would be designed to adopted standards. Since the roadway network would not be modified, emergency access would not be impeded and there would be no conflict with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Further evaluation of this issue in the Draft Program EIR is not required, and no mitigation is necessary.

17. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**
- ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Potentially Significant Impact. The Sacred Lands File Search conducted by the Native American Heritage Commission (“NAHC”) for the Project did not identify any sacred places or objects with cultural value to a California Native American tribe on the Airport. Consistent with the requirements of Assembly Bill (“AB”) 52, the County of Orange has sent letters to tribes that have expressed an interest in being consulted regarding Native American resources for projects being undertaken in unincorporated Orange County. Four letters were sent. One tribe, the Gabrieleño Band of Mission Indians – Kizh Nation, responded. In their response letter, they indicated the site lies in the ancestral territories of the Kizh (Kitc) Gabrieleño’s villages and requested there be Native American monitoring during construction. The County of Orange has initiated

consultation with the tribe regarding Tribal Cultural Resources consistent with the requirements of AB 52.

As noted in Section 5, Cultural/Scientific Resources, the site is heavily disturbed and completely built out as an Airport. However, if construction impacts native soils there would be the potential to impact unknown tribal cultural resources that may be or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. This issue will be evaluated in the Draft Program EIR.

18. UTILITIES AND SERVICE SYSTEMS

- a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**
- b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?**
- d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**
- e) Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Less Than Significant Impact. The Project will provide for the development of new and potentially expanded general aviation facilities at JWA. This could potentially affect water and wastewater service demands. Though the level of development is not sufficient to require the preparation of a Water Supply Assessment pursuant to Section 10912 of the *California Water Code*, as required by Senate Bill ("SB") 610. Though impacts are anticipated to be less than significant because of the limited amount of additional development compared to existing conditions, this issue will be discussed in the Draft Program EIR to provide additional information for the reviewers.

- c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?**

Less Than Significant Impact. As a Program EIR, specific design plans are not available for future improvements. However, none of the improvements are expected to require the construction of new storm water drainage facilities or the expansion of existing facilities. The Airport site is fully developed and is predominately covered with impervious surfaces. Storm drains have been sized to accommodate storm flows in compliance with applicable standards. Therefore, changes to the quantity or flow rates of runoff from the Airport are not anticipated as specific improvements are proposed. As such, the Project is not expected to require the construction of new storm drains. All new facilities would be designed to meet the existing water quality standards prior to release of water into the off-site storm drain facilities. As discussed in Section 9, Hydrology and Water Quality, the airside portion of JWA operates under the State's

Industrial General NPDES Permit. All improvements would need to comply with the County's JWA SWPPP and an MPP. Should wash racks be constructed at the FBOs, the design would need to demonstrate that measures have been incorporated to prevent wash water from flushing into the storm drain system. Impacts will be less than significant; therefore, this topic will not be addressed in the Draft Program EIR.

- f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**
- g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

Less Than Significant Impact. The California Integrated Waste Management Act of 1989 (AB 939) required all counties to prepare a County Integrated Waste Management Plan ("CIWMP"). In 2007, the County of Orange adopted the Strategic Plan Update to the Regional Landfill Options for Orange County ("RELOOC"), which provides a 40-year strategic plan for waste disposal for Orange County. OC Waste & Recycling uses long-range population projections when planning for the County's solid waste disposal needs. The RELOC Report demonstrates that the County is able to provide sufficient long-term solid waste disposal capacity. The Airport's waste disposal service would be required to abide by the applicable waste reduction and recycling programs required under existing regulations (i.e., AB 939 and the California Mandatory Commercial Recycling Law [AB 341]). Further, the Airport's standard contract has a provision that requires the contractor to submit a Waste Management Plan that details how the amount of project-generated waste that is sent to the landfill will be minimized with a goal of divert 90 percent of all waste from the landfill. Therefore, any increased solid waste generated at the Airport would be able to be accommodated with the current landfill capacity and would comply with existing regulations pertaining to solid waste. Impacts will be less than significant; therefore, this topic will not be addressed in the Draft Program EIR.

19. MANDATORY FINDINGS OF SIGNIFICANCE

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

Less Than Significant Impact. The Airport does not support sensitive wildlife species or contain sensitive species habitat. Based on the analysis conducted for previous EIRs for JWA and summarized above, it would appear that the wildlife in the area are habituated to aircraft overflights. The Project would not result in significant changes to the operations at the Airport, thereby resulting in a change in the direct and indirect impacts of the Airport on surrounding biotic resources. Therefore, the Project would not result in impacts that would degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate important examples of the major periods of California history or prehistory.

- b) **Does the project have possible environmental effects, which are individually limited but cumulatively considerable? (“cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**
- c) **Does project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Potentially Significant Impact. The Project has the potential to degrade the quality of the natural and human environment related to air quality, noise, traffic, and land use compatibility and also cumulatively affect the natural and human environment. Because of this potential for significant adverse effects, a Program EIR will be prepared for the Project.

References

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and Notification Lists**

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Subject: FW: ON BEHALF OF BARRY RONDINELLA - MEMO - John Wayne Airport GAIP: Environmental Review of Proposed Program
Attachments: John Wayne Airport GAIP Enviromental Review of Proposed Program 03 30 17....pdf

From: Verduzco, Cheyenne [JWA] [mailto:CVerduzco@ocair.com]

Sent: Thursday, March 30, 2017 3:23 PM

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Subject: ON BEHALF OF BARRY RONDINELLA - MEMO - John Wayne Airport GAIP: Environmental Review of Proposed Program

Please see attached memo

Thank you,

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County of Orange

MEMO

DATE: March 30, 2017

TO: John Wayne Airport Tenants

FROM: Barry A. Rondinella, Airport Director, John Wayne Airport *BAR*

SUBJECT: John Wayne Airport General Aviation Improvement Program: Environmental Review of Proposed Program

In 2015, John Wayne Airport (JWA) began a process to evaluate and plan for the future needs of the general aviation (GA) community at JWA through a comprehensive General Aviation Improvement Program (GAIP). A number of factors led to this effort including, but not limited to: (1) the Orange County Board of Supervisors' continuing focus on providing high quality aviation services and facilities; (2) the introduction of new aircraft into, and other changes within, the general aviation fleet; (3) the advanced age of some of JWA's GA structures and resultant need for improvements; (4) the need to ensure compliance with Federal Aviation Administration (FAA) requirements related to proximity of buildings to taxiways and runways; and (5) the scheduled expiration of a number of key general aviation-related leases.

Based on the longstanding County policy as it relates to JWA, and after gathering input from many of JWA's GA stakeholders, key planning goals and objectives were developed and a preliminary planning process was established. The Board of Supervisors approved contracts for Architect-Engineering firms to provide a GA facilities conditions assessment, review preliminary planning options, prepare GA forecasting and analyses, prepare preliminary engineering related to FAA restrictions, and prepare environmental documents to comply with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA).

We are now ready to take the first step in the environmental review process: the issuance of a Notice of Preparation (NOP)/Initial Study. The NOP is intended to notify specific parties that an Environmental Impact Report (EIR) is being prepared. It includes a description of the project, as well as probable environmental effects to be analyzed in the EIR. The NOP is being issued today; a copy is available on our website at: www.ocair.com/NOP. Information about the GAIP can be found at <http://www.ocair.com/generalaviation/gaimprovement>.

JWA will be hosting a scoping meeting in conjunction with the NOP comment period. This meeting will be open to the public and will take place on Wednesday, April 12, 2017, from 6:00 PM to 8:00 PM in the Airport Commission Room in JWA's Eddie Martin Administration Building located at 3160 Airway Avenue, Costa Mesa. This scoping meeting provides the opportunity for responsible agencies and the public to learn about the Project and then provide input on the scope of issues that the Project's EIR should analyze. Airport staff and the EIR consultant will be present to discuss the CEQA process and receive public comments.

Please contact Lea Choum, JWA Project Manager if you have questions or need additional information. Lea can be reached via e-mail at lchoum@ocair.com or by telephone at 949.252.5123.

**Comments Received
on Notice of Preparation**



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

Notice of Preparation

March 30, 2017

received
4/3/17

To: Reviewing Agencies
Re: John Wayne Airport General Aviation Improvement Program
SCH# 2017031072

Attached for your review and comment is the Notice of Preparation (NOP) for the John Wayne Airport General Aviation Improvement Program draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Ms. Lea Choum
Orange County
3160 Airway Avenue
Costa Mesa, CA 92626

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2017031072
Project Title John Wayne Airport General Aviation Improvement Program
Lead Agency Orange County

Type NOP Notice of Preparation
Description The Project will provide the framework for general aviation improvements at the Airport by conducting a comprehensive evaluation of the general aviation facilities. The Project proposes provisions for full service fixed base operators on both the east and west sides of the Airport.

Lead Agency Contact

Name Ms. Lea Choum
Agency Orange County
Phone 949-252-5123 **Fax**
email
Address 3160 Airway Avenue
City Costa Mesa **State** CA **Zip** 92626

Project Location

County Orange
City Costa Mesa, Irvine, Newport Beach
Region
Cross Streets MacArthur Boulevard & Campus Drive
Lat / Long 33° 40' 17.88" N / 117° 52' 05.14W" W
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways I-405, SR-55, SR-73
Airports John Wayne Airport
Railways
Waterways Upper Newport Bay
Schools
Land Use Zoning: A-1 General Agricultural District; General Plan Designation: Public Facilities

Project Issues Air Quality; Archaeologic-Historic; Noise; Sewer Capacity; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Department of Fish and Wildlife, Region 5; Native American Heritage Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 12; Air Resources Board; Regional Water Quality Control Board, Region 8

Date Received 03/30/2017 **Start of Review** 03/30/2017 **End of Review** 04/28/2017

2017031072

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: John Wayne Airport General Aviation Improvement Program

Lead Agency: County of Orange/John Wayne Airport Contact Person: Ms. Lea Choum
Mailing Address: 3160 Airway Avenue Phone: (949) 252-5123
City: Costa Mesa Zip: 92626 County: Orange

Project Location: County: Orange City/Nearest Community: Costa Mesa, Irvine, Newport Beach
Cross Streets: MacArthur Boulevard & Campus Drive Zip Code: 92626
Longitude/Latitude (degrees, minutes and seconds): 33°40'17.88" N/117°52'05.14" W Total Acres: 400
Assessor's Parcel No.: Section: Twp: Range: Base:
Within 2 Miles: State Hwy. #: I-405, SR-55, SR-73 Waterways: Upper Newport Bay
Airports: John Wayne Airport Railways: Schools:

Document Type:

- CEQA: [X] NOP [] Draft EIR NEPA: [] NOI Other: [] Joint Document
[] Early Cons [] Supplement/Subsequent EIR [] EA [] Final Document
[] Neg Dec (Prior SCH No.) [] Draft EIS Governor's Office of Planning & Research
[] Mit Neg Dec Other: [] FONSI

Local Action Type:

- [] General Plan Update [] Specific Plan [] Rezone [] Annexation
[] General Plan Amendment [] Master Plan [] Prezone [] Redevelopment
[] General Plan Element [] Planned Unit Development [] Use Permit [] Coastal Permit
[] Community Plan [] Site Plan [] Land Division (subdivision, etc.) [X] Other: General Aviation Improvement Program

MAR 30 2017
STATE CLEARINGHOUSE

Development Type:

- [] Residential: Units Acres
[] Office: Sq.ft. Acres Employees [X] Transportation: Type General Aviation Improvement Program
[] Commercial: Sq.ft. Acres Employees [] Mining: Mineral
[] Industrial: Sq.ft. Acres Employees [] Power: Type MW
[] Educational [] Waste Treatment: Type MGD
[] Recreational [] Hazardous Waste: Type
[] Water Facilities: Type MGD [] Other:

Project Issues Discussed in Document:

- [] Aesthetics/Visual [] Flood Plain/Flooding [] Recreation/Parks [X] Tribal Cultural Resources
[] Agricultural Land [] Forest Land/Fire Hazard [] Schools/Universities [] Vegetation
[X] Air Quality [] Geologic/Seismic [] Septic Systems [X] Water Quality
[X] Archaeological/Historical [X] Greenhouse Gas Emissions [X] Sewer Capacity [X] Water Supply/Groundwater
[] Biological Resources [] Minerals [] Soil Erosion/Compaction/Grading [] Wetland/Riparian
[] Coastal Zone [X] Noise [] Solid Waste [] Growth Inducement
[] Drainage/Absorption [] Population/Housing Balance [X] Toxic/Hazardous [X] Land Use
[] Economic/Jobs [] Public Services/Facilities [X] Traffic/Circulation [] Cumulative Effects
[] Fiscal [] Other:

Present Land Use/Zoning/General Plan Designation:

Zoning: A-1 General Agricultural District; General Plan Designation: Public Facilities

Project Description: (please use a separate page if necessary)

The Project will provide the framework for general aviation improvements at the Airport by conducting a comprehensive evaluation of the general aviation facilities. The Project proposes provisions for full service fixed base operators (FBOs) on both the east and west sides of the Airport.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g., Notice of Preparation or previous draft document) please fill in.

<input type="checkbox"/> Resources Agency Madell Gayou	<input type="checkbox"/> Fish & Wildlife Region 1E Laurie Harnsberger	<input type="checkbox"/> OES (Office of Emergency Services) Monique Wilber	<input type="checkbox"/> Caltrans, District 8 Mark Roberts	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input type="checkbox"/> Dept. of Boating & Waterways Denise Peterson	<input type="checkbox"/> Fish & Wildlife Region 2 Jeff Drongesen	<input type="checkbox"/> Native American Heritage Comm. Debbie Treadway	<input type="checkbox"/> Caltrans, District 9 Gayle Rosander	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Fish & Wildlife Region 3 Craig Weightman	<input type="checkbox"/> Public Utilities Commission Supervisor	<input type="checkbox"/> Caltrans, District 10 Tom Dumas	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> Colorado River Board Lisa Johansen	<input type="checkbox"/> Fish & Wildlife Region 4 Julie Vance	<input type="checkbox"/> Santa Monica Bay Restoration Guangyu Wang	<input type="checkbox"/> Caltrans, District 11 Jacob Armstrong	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input type="checkbox"/> Dept. of Conservation Crina Chan	<input type="checkbox"/> Fish & Wildlife Region 5 Leslie Newton-Reed Habitat Conservation Program	<input type="checkbox"/> State Lands Commission Jennifer Deleong	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 4 Teresa Rodgers Los Angeles Region (4)
<input type="checkbox"/> California Energy Commission Eric Knight	<input type="checkbox"/> Fish & Wildlife Region 6 Tiffany Ellis Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 5 Central Valley Region (5)
<input type="checkbox"/> Cal Fire Dan Foster	<input type="checkbox"/> Fish & Wildlife Region 6 I/M Heidi Calvert Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Cal State Transportation Agency CalSTA	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Central Valley Flood Protection Board James Herota	<input type="checkbox"/> Dept. of Fish & Wildlife M William Paznokas Marine Region	<input type="checkbox"/> Caltrans - Division of Aeronautics Philip Crimmins	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> Office of Historic Preservation Ron Parsons	<input type="checkbox"/> Dept. of Fish & Wildlife M William Paznokas Marine Region	<input type="checkbox"/> Caltrans - Planning HQ LD-IGR Christian Bushong	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input type="checkbox"/> Dept of Parks & Recreation Environmental Stewardship Section	<input type="checkbox"/> Dept. of Fish & Wildlife M William Paznokas Marine Region	<input type="checkbox"/> California Highway Patrol Suzann Ikeuchi Office of Special Projects	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> California Department of Resources, Recycling & Recovery Sue O'Leary	<input type="checkbox"/> Dept. of General Services Cathy Buck Environmental Services Section	<input type="checkbox"/> Dept. of Transportation	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve Goldbeck	<input type="checkbox"/> Food & Agriculture Sandra Schubert Dept. of Food and Agriculture	<input type="checkbox"/> Caltrans, District 1 Rex Jackman	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input type="checkbox"/> Dept. of Water Resources Agency Nadell Gayou	<input type="checkbox"/> Delta Stewardship Council Kevan Samsam	<input type="checkbox"/> Caltrans, District 2 Marcelino Gonzalez	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<input type="checkbox"/> Fish and Game	<input type="checkbox"/> Housing & Comm. Dev. CEQA Coordinator Housing Policy Division	<input type="checkbox"/> Caltrans, District 3 Eric Federicks - South Susan Zanchi - North	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> Other _____
<input type="checkbox"/> Dept. of Fish & Wildlife Scott Flint Environmental Services Division	<input type="checkbox"/> Independent Commissions, Boards	<input type="checkbox"/> Caltrans, District 4 Patricia Maurice	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> _____
<input type="checkbox"/> Fish & Wildlife Region 1 Curt Babcock	<input type="checkbox"/> Delta Protection Commission Erik Vink	<input type="checkbox"/> Caltrans, District 5 Larry Newland	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> _____
	<input type="checkbox"/> Air Resources Board Airport & Freight Jack Wursten	<input type="checkbox"/> Caltrans, District 6 Michael Navarro	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> _____
	<input type="checkbox"/> Air Resources Board Transportation Projects Nesamani Kalandyur	<input type="checkbox"/> Caltrans, District 7 Dianna Watson	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> _____
	<input type="checkbox"/> Air Resources Board Industrial/Energy Projects Mike Tollstrup	<input type="checkbox"/> Caltrans, District 8 Larry Newland	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> _____
	<input type="checkbox"/> Air Resources Board State Water Resources Control Board Regional Programs Unit Division of Financial Assistance	<input type="checkbox"/> Caltrans, District 9 Michael Navarro	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> _____
	<input type="checkbox"/> Air Resources Board State Water Resources Control Board Cindy Forbes - Asst Deputy Division of Drinking Water	<input type="checkbox"/> Caltrans, District 10 Michael Navarro	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> _____
	<input type="checkbox"/> Air Resources Board State Water Resources Control Board Div. Drinking Water # _____	<input type="checkbox"/> Caltrans, District 11 Michael Navarro	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> _____
	<input type="checkbox"/> Air Resources Board State Water Resources Control Board Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> Caltrans, District 12 Michael Navarro	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> _____
	<input type="checkbox"/> Air Resources Board State Water Resources Control Board Phil Crader Division of Water Rights	<input type="checkbox"/> Caltrans, District 13 Michael Navarro	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> _____
	<input type="checkbox"/> Air Resources Board Dept. of Toxic Substances Control CEQA Tracking Center	<input type="checkbox"/> Caltrans, District 14 Michael Navarro	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> _____
	<input type="checkbox"/> Air Resources Board Department of Pesticide Regulation CEQA Coordinator	<input type="checkbox"/> Caltrans, District 15 Michael Navarro	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> _____
	<input type="checkbox"/> Air Resources Board Department of Pesticide Regulation CEQA Coordinator	<input type="checkbox"/> Caltrans, District 16 Michael Navarro	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> _____
	<input type="checkbox"/> Air Resources Board Department of Pesticide Regulation CEQA Coordinator	<input type="checkbox"/> Caltrans, District 17 Michael Navarro	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> _____

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710
Fax (916) 373-5471
Email: nahc@nahc.ca.gov
Website: <http://www.nahc.ca.gov>
Twitter: @CA_NAHC



April 5, 2017

Lea Choum
Orange County
3160 Airway Avenue
Costa Mesa, CA 92626

sent via e-mail:
nop627@ocair.com

RE: SCH# 2017031072; John Wayne Airport General Aviation Improvement Program, Notice of Preparation for Draft Environmental Impact Report, Orange County, California

Dear Ms. Choum:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b))). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1))). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf>. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. **Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).

- d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).
7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
- c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
- e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
- f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)). *This process should be documented in the Cultural Resources section of your environmental document.*

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason,

we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

cc: State Clearinghouse

Serving:

Anaheim
Brea
Buena Park
Cypress
Fountain Valley
Fullerton
Garden Grove
Huntington Beach
Irvine
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La Palma
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Santa Ana
Seal Beach
Stanton
Tustin
Villa Park
County of Orange
Costa Mesa
Sanitary District
Midway City
Sanitary District
Irvine Ranch
Water District
Yorba Linda
Water District

Orange County Sanitation District

10844 Ellis Avenue, Fountain Valley, CA 92708
714.962.2411 • www.ocsd.com

April 7, 2017

Ms. Lea Choum
JWA Project Manager
3160 Airway Avenue
Costa Mesa, CA 92626
NOP627@ocair.com

**SUBJECT: Notice of Preparation of Program Environmental Impact Report
627 (IP#16-432) and Notice of Scoping Meeting**

Thank you for the opportunity to review and respond to the above referenced NOP for the John Wayne Airport General Aviation Improvement Program.

The Orange County Sanitation District (Sanitation District) is a utility provider with regional sewer lines throughout northwest and central Orange County. Although the proposed project does not directly impact Sanitation District's facilities, Sanitation District does have facilities that require routine maintenance near the northern laydown area described in the General Aviation Improvement Program. The Sanitation District operates and maintains a Pump Station at 1499 Main Street. Staff makes routine daily visits Mondays through Thursdays and as needed on Fridays through Sundays. Additionally, Sanitation District has a vortex structure in the long-term and employee parking lot north of the I-405 and south of Main Street. Staff performs routine maintenance on this facility quarterly. Sanitation District needs unrestricted access to these facilities 24 hours/day, 7 days/week to maintain its assets and to prevent failures which would impact public health and the environment. I have enclosed maps of our facilities near your improvement project for your awareness.

If the scope of your project changes or the project or laydown areas expand, Sanitation District would like to be notified and would like to coordinate access routes with you. For planning issues regarding this project, please contact Rudy Davila at (714) 593-7348 or Ann Crafton at (714) 593-7331.


Ann Crafton *for*
Principal Financial Analyst

AC:CD:sa

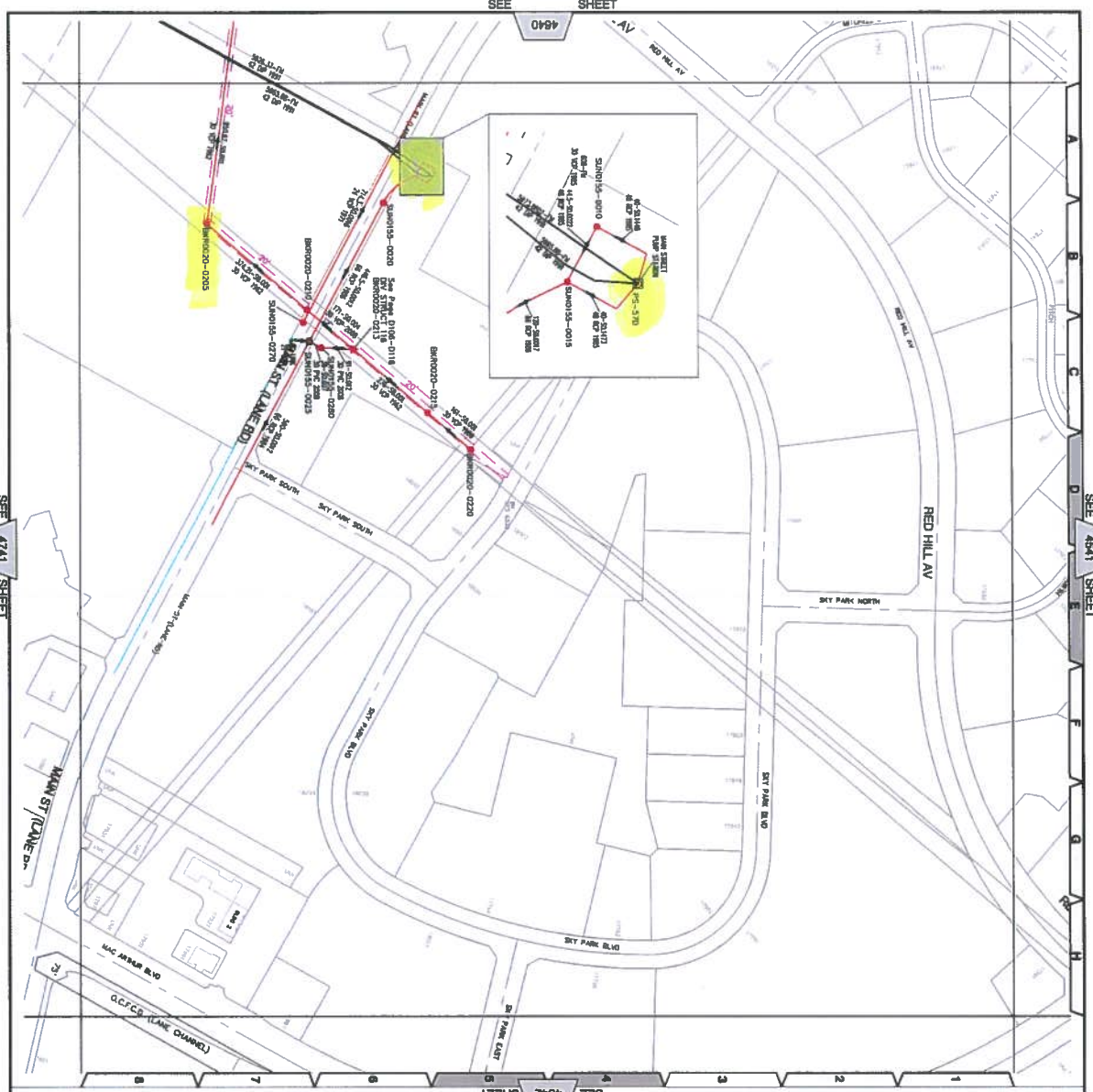
[http://project/sites/Planning/CEQA/Externally Generated/2017 Comment Letters/20170405_JWA Improvement Program_NOP.doc](http://project/sites/Planning/CEQA/Externally%20Generated/2017%20Comment%20Letters/20170405_JWA%20Improvement%20Program_NOP.doc)

Enclosures



Our Mission: To protect public health and the environment by providing effective wastewater collection, treatment, and recycling.

MANHOLE ID	CONTRACT NUMBER	STATION	DEPTH	MI.	REL. ELEV.	CD	FT.
BRM000-0000	7-2	18+81.15	14	33.2	87.7		
BRM000-0001	7-2	22+54.00	14.5	33.8	87.9		
BRM000-0002	7-2	26+81.03	11.1	31.2	85.8		
BRM000-0003	7-2	29+52.03	11.4	31.83	87.5		
BRM000-0004	7-2	30+52.00	11.8	31.87	87.5		
BRM000-0005	7-2	30+52.00	12.1	31.87	87.5		
BRM000-0006	7-2	40+53.00	15.1	35.3	84.1		
BRM000-0007	7-7	8+07.90	22.3	35.8	84.8		
BRM000-0008	7-8	8+83.90	28.8	35.8	84.8		
BRM000-0009	7-8	15+13.00	25.8	31.3	87.7		
BRM000-0010	7-8	18+00.00	24.2	31.3	87.7		
BRM000-0011	7-8	18+00.00	22.5	32.4	87.8		
BRM000-0012	7-8	22+50.00	22.5	32.4	87.8		
BRM000-0013	7-8	22+50.00	24.2	31.3	87.7		
BRM000-0014	7-8	24+50.00	21.5	32.4	87.8		
BRM000-0015	7-8	24+50.00	21.5	32.4	87.8		
BRM000-0016	7-8	24+50.00	23.8	32.4	87.8		
BRM000-0017	7-8	24+50.00	14.3	32.8	84.5		
BRM000-0018	7-8	24+50.00	14.3	32.8	84.5		
BRM000-0019	7-8	24+50.00	14.3	32.8	84.5		
BRM000-0020	7-8	24+50.00	14.3	32.8	84.5		



MAP SYMBOLS LEGEND:

- OCSD Division Structure
- OCSD Manhole
- OCSD Sewer
- Easement Boundary
- Pump Station
- Force Main
- Force Main Valve
- Force Main Air Valve
- Force Main Node
- Directional Flow Arrow
- Third Party Connection
- Non OCSD System
- Historic Street Name

SERVICE AREA 7

Orange County Sanitation District

Last Revised: 07/01/2010

4641

SEE 4741 SHEET

SEE 4641 SHEET

SEE 4642 SHEET

SEE 4640 SHEET

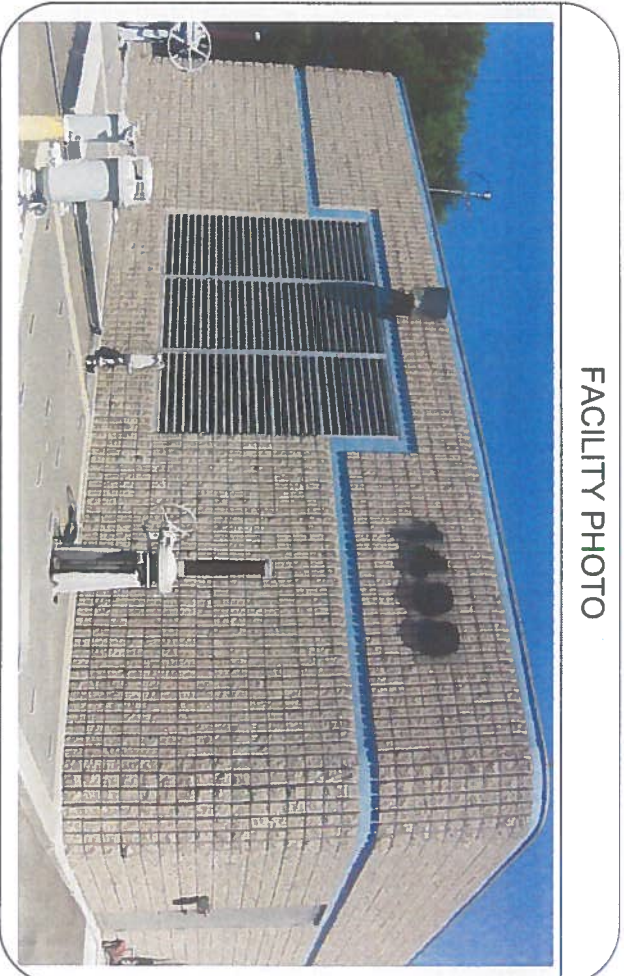
ORANGE COUNTY SANITATION DISTRICT

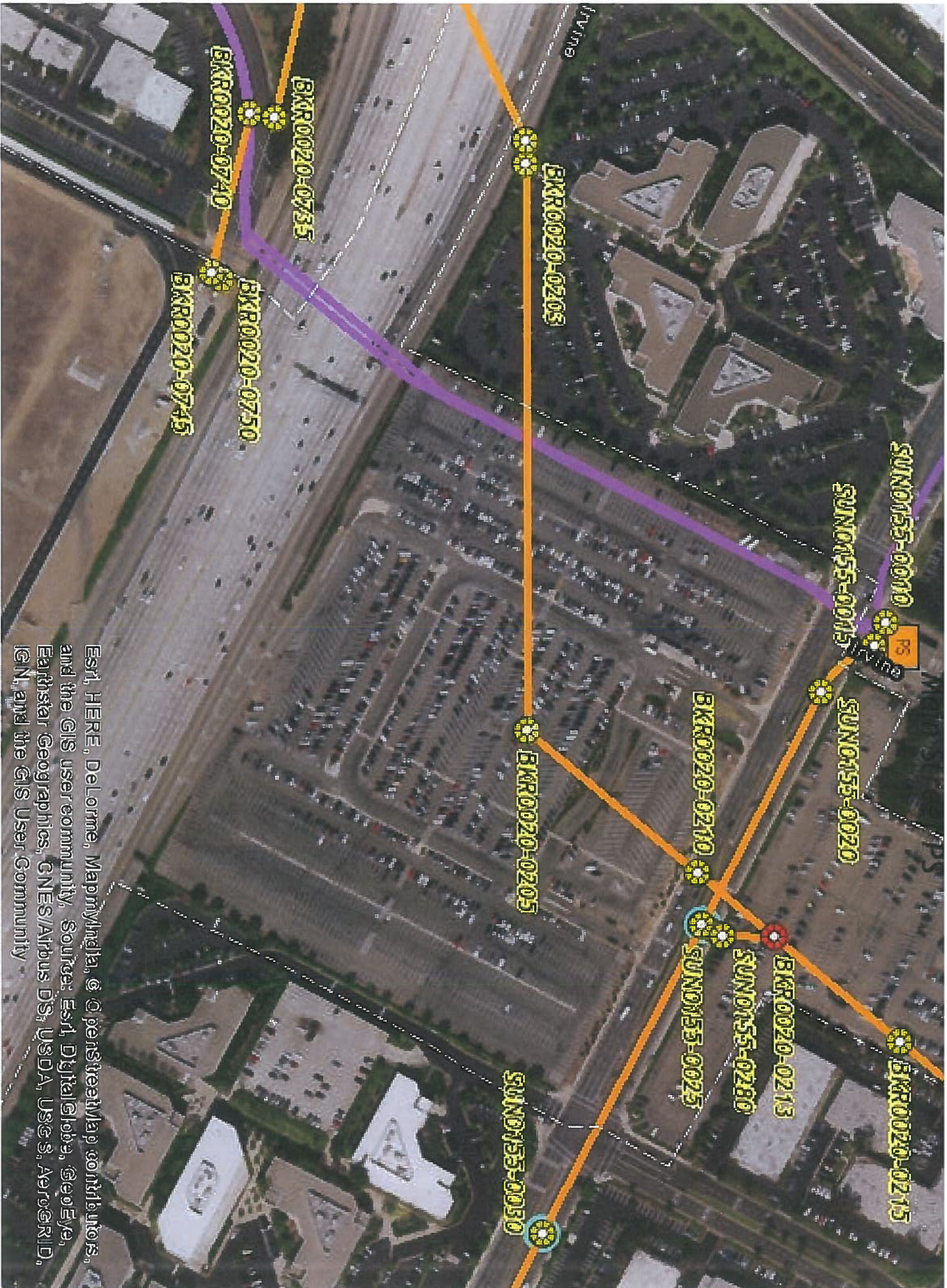
SECURITY RESPONSE DATA REMOTE FACILITIES

AREA: 7
FACILITY: Main Street Pump Station
ADDRESS: 1499 Main Street
CITY: Irvine
ZIP CODE: 92714
TEL: (949) 474 - 8610
THOMAS GUIDE COORDINATES: 859 - F4
CROSS STREET: Red Hill Avenue

POLICE: Irvine Police Dept.
ADDRESS: 1 Civic Plaza
CITY: Irvine
ZIP CODE: 92713
P.D. TEL: (949) 724 - 7200
FIRE: Orange County Fire Authority
F.D. TEL: (714) 538 - 3501

LOOP NUMBER: 57DSTRC001
ASSET NUMBER: C00657
DATA CIRCUIT NUMBER: 02KADB200665GTCA-003
CARD KEY SYSTEM: No
PERIMETER FENCING: Yes
PERIMETER WALL: No
CCTV SYSTEM: No
EXTERIOR LIGHTING: No
PERIMETER ALARM: No
INTRUSION ALARM: Yes
GENERATOR ON-SITE: None
ALARM COMPANY: OCSO Proprietary
ALARM TELEPHONE: None





Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



AFFILIATED AGENCIES

*Orange County
Transit District*

*Local Transportation
Authority*

*Service Authority for
Freeway Emergencies*

*Consolidated Transportation
Service Agency*

*Congestion Management
Agency*

*Service Authority for
Abandoned Vehicles*

May 1, 2017

Ms. Lea Choum
JWA Project Manager
John Wayne Airport
3160 Airway Avenue
Costa Mesa, CA 92626

**Subject: John Wayne Airport General Aviation Improvement Program
Environmental Impact Report 627 (IP#16-432)**

Dear Ms. Choum:

Thank you for providing the Orange County Transportation Authority (OCTA) with the Program Environmental Impact Report 627 for the John Wayne Airport General Aviation Improvement Program (Project). The following comments are provided for your consideration:

- Exhibit 4 on Page 8 identifies potential development areas within the Project Site. OCTA currently provides bus service and has bus stops located near the Project, specifically on the intersection of Irvine Ave. and Bristol St. (Bus Stop ID: 5231 and 4991). OCTA recommends employing measures to reduce potential disruptions to the bus stops, in effect reducing transit service disruptions, and requests John Wayne Airport to keep OCTA updated with any potential bus stop disruptions or street closures that may necessitate detours.

Throughout the development of this project, we encourage communication with OCTA on any matters discussed herein. If you have any questions or comments, please contact me at (714) 560-5907 or at dphu@octa.net.

Sincerely,

Dan Phu
Manager, Environmental Programs



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:

April 20, 2017

NOP627@ocair.com

Ms. Lea Choum, JWA Project Manager
John Wayne Airport
3160 Airway Avenue
Costa Mesa, CA 92626

Notice of Preparation of Program Environmental Impact Report 627 for the John Wayne Airport General Aviation Improvement Program (IP#16-432)

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Program Environmental Impact Report (PEIR). Please send SCAQMD a copy of the PEIR upon its completion. Note that copies of the PEIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the PEIR directly to SCAQMD at the address in the letterhead. **In addition, please send with the PEIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD staff recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analyses. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). The SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

Adopted on March 3, 2017, the 2016 Air Quality Management Plan (2016 AQMP) is a regional blueprint for achieving air quality standards and healthful air in the South Coast Air Basin. Built upon the progress in implementing the 2007 and 2012 AQMPs, the 2016 AQMP provides a regional perspective on air quality including the challenge of achieving 45% additional NOx reductions in 2023 and 55% in 2031 that are needed for ozone attainment. The 2016 AQMP is available on SCAQMD's website at: <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan>.

The SCAQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and the SCAQMD to reduce community exposure to source-specific and cumulative air pollution impacts, the SCAQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. This Guidance Document provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. The SCAQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions. This Guidance Document is available on SCAQMD's website at: <http://www.aqmd.gov/home/library/documents-support-material/planning-guidance/guidance-document>. Additional guidance on siting incompatible land uses (such as placing homes near freeways or other polluting sources) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the Lead Agency compare the emission results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

When specific development is reasonably foreseeable as result of the goals, policies, and guidelines in the proposed project, the Lead Agency should identify any potential adverse air quality impacts and sources of air pollution that could occur using its best efforts to find out and a good-faith effort at full disclosure in the EIR. The degree of specificity will correspond to the degree of specificity involved in the underlying activity which is described in the EIR (CEQA Guidelines Section 15146). When quantifying air quality emissions, emissions from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, for phased projects where there will be an overlap between construction and operation, the air quality impacts from the overlap should be combined and compared to the SCAQMD's regional operational thresholds to determine significance.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the proposed project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the proposed project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAG's MMRP for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy available here: http://scagrtpsc.net/Documents/2016/peir/final/2016fPEIR_ExhibitB_MMRP.pdf.
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.

Alternatives

In the event that the proposed project generates significant adverse air quality and health risks impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a “no project” alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines § 15126.6 (d), the PEIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.

Permits

In the event that the proposed project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the proposed project. For more information on permits, please visit the SCAQMD webpage at: <http://www.aqmd.gov/home/permits>. Any questions on permits can be directed to the SCAQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (<http://www.aqmd.gov>).

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS
ORC170330-14
Control Number



John Wayne Airport
 General Aviation Improvement Program
 Scoping Meeting
 April 12, 2017



Name Minoo Ashabi Phone 714/754-5610
 Address 77 Fair Drive, Email minoo.ashabi@costamesaca
Costa Mesa, CA 92626 .gov
 Comment: _____

Draft EIR,
please include any aesthetics, air quality, and
traffic impacts relative to the properties to the west
of JWA in the city of Costa Mesa.

Please notify City of Costa Mesa on any future
opportunities to provide comments.

Please return comment cards during the Scoping Meeting or mail to Ms. Lea Choum, JWA Project Manager, 3160 Airway Avenue, Costa Mesa, CA 92626. Comments can also be emailed to NOP627@ocair.com. Comment cards are due by May 1, 2017.



CITY OF COSTA MESA

P.O. BOX 1200 • 77 FAIR DRIVE • CALIFORNIA 92628-1200

April 28, 2017

Ms. Lea Choum
JWA Project Manager
3160 Airway Avenue
Costa Mesa, CA 92626
NOP627@ocair.com

SUBJECT: NOTICE OF PREPARATION – PROGRAM EIR (JWA GENERAL AVIATION IMPROVEMENT PROGRAM)

Dear Ms. Choum:

Thank you for the opportunity to provide comments on the Initial Study/Notice of Preparation for Program EIR related to John Wayne Airport General Aviation Improvement Program.

In response to the available NOP, the City of Costa Mesa is providing the following comments:

Noise Impacts:

- The project description notes on Page 10, that the Draft Program EIR will provide forecast data pertaining to general aviation activity. Recognizing that trends in general aviation activity have the potential for changing the overall number of flights and the fleet mix, the Project description will identify what effect the proposed facilities improvements may have on future fleet mix or general aviation flight operations at the Airport. The City of Costa Mesa is concerned about any change to the number of flights or fleet mix and the potential noise impacts to the Costa Mesa community.

The noise analysis will need to include analysis related to the current conditions and future conditions with respect to General Aviation and compliance with the allowable noise limits established by the General Aviation Noise Ordinance and the JWA Settlement Agreement. Furthermore, please include information as to the expected sound levels generated by the Cirrus SR22 and Cessna 172 aircrafts and how they compare to aircraft currently accommodated in JWA. Additional comments may be submitted once all the information is available in the draft EIR.

Airport Operations:

- The project description refers to commercial aircrafts and larger jets using Runway 20R and smaller general aviation aircrafts primarily using Runway 20L. The City of Costa Mesa is concerned about any potential changes to General Aviation operation and use of runways. The Program EIR will need to show compliance with the Settlement Agreement in terms of noise, hours of operation, and number and size of aircrafts.

Hazards:

- The project description notes that an additional fuel farm will be evaluated and there is potential for significant impacts. The City of Costa Mesa is concerned about the safety of on-site fueling and fuel transportation to the site. Potential impacts to the neighboring and mitigation measures should be included in the Draft EIR. Additional comments may be submitted once all the information is available in the draft EIR.

Parking:

- The project description notes the potential for providing a general aviation terminal. Please include any parking impacts and the effects on traffic to and from the off-site parking areas. Additional comments may be submitted once all the information is available in the draft EIR.

Traffic Impacts:

- Include traffic analysis related to all intersections within the City of Costa Mesa where the proposed project potentially increases the peak hour traffic by 50 trips. Additional comments may be submitted once all the information is available in the draft EIR.

We look forward to participating in any additional reviews before completion of the draft EIR and thank you for considering the City's comments.

Sincerely,



JAY TREVINO, AICP
Development Services Department
Consultant

cc: City Council
Thomas Hatch, City Manager
Rick Francis, Assistant City Manager



April 19, 2017

Ms. Lea Choum
JWA Project Manager
3160 Airway Avenue
Costa Mesa, CA 92626
NOP627@ocair.com

Subject: Notice of Preparation of Program Environmental Impact Report 627 (IP#16-432): John Wayne Airport General Aviation Improvement Program

Dear Ms. Choum:

Thank you for the opportunity to review the above-noted project. The NOP states that the County will prepare a Draft Program EIR to evaluate potential impacts resulting from provisions for full-service leasable Fixed Base Operators (FBOs) on-site. All improvements will be confined to the existing John Wayne Airport (JWA) footprint (i.e., no expansion of the general aviation uses beyond the current JWA limits.)

Upon review of the NOP, City of Irvine staff offers the following comments:

1. Identify how many additional vehicle trips may result from the re-use of the southerly portion of JWA to provide additional/revised leasable FBOs.
2. Provide a summary table of proposed land use/building changes, including the sizes of improvements (hangars, school, FBOs, terminal).
3. Page 48 of the NOP states that a Draft Program EIR will be prepared that will evaluate the transportation impacts associated with the Project and assess the Project's potential to increase traffic congestion on the roadways surrounding the Airport. The NOP further states that the Draft Program EIR will assess whether the project will have impacts on the intersections in the Congestion Management Plan (CMP). In addition to CMP facilities to be evaluated, expand the study area to include the intersections and roadways in the City of Irvine, generally bounded by MacArthur Blvd to the west, Campus Drive to the south, Jamboree Road to the east, and Main Street to the north. All signalized intersections and roadway links within the City of Irvine must be analyzed to determine potential impacts based on the City's Traffic Impact Analysis Performance Criteria, adopted August 2004.

4. For all existing and proposed driveways that provide direct access between JWA and the public street system, prepare delay-based operational analyses to evaluate the adequacy of the intersection operations, and if needed, provide operational improvements that may be required. In particular, the intersection of MacArthur and Airport Way/Michelson should be evaluated for operational delay, and improvements identified if the Level of Service (LOS) is deficient/unacceptable.
5. The traffic analysis should analyze the baseline/existing condition as well as Interim-year condition (2020) and the build-out condition (Post-2035), with and without the Project. Please contact Peter Anderson, Senior Transportation Analyst, at 949-724-7370, to obtain the most recent Irvine Transportation Analysis Model (ITAM) version for analysis of the portions of the study area within the City of Irvine.

If you have any questions, please contact me at 949-724-6521 or by email at bjacobs@cityofirvine.org.

Sincerely,



Bill Jacobs, AICP
Principal Planner

cc: Jaimee Bourgeois, City Traffic Engineer
Kerwin Lau, Project Development Administrator
Sun-Sun T. Murillo, Supervising Transportation Analyst
Peter Anderson, Senior Transportation Analyst
Ali Banava, Senior Transportation Analyst
Lisa Thai, Senior Transportation Analyst
Grace Tell, Senior Civil Engineer
Stan H. Ng, Associate Engineer
Martin Mares-Perez, Program Assistant



April 25, 2017

Ms. Leah Choum
JWA Project Manager
3160 Airway Avenue
Costa Mesa, CA 92626
NOP627@ocair.com

Re: John Wayne Airport General Aviation Improvement Program:
Notice of Preparation of Program Environmental Impact Report 627
(IP # 16-432)

Dear Ms. Choum:

The City of Newport Beach (City) appreciates the opportunity to review and comment upon the Notice of Preparation (NOP) and Initial Study (IS) for the John Wayne Airport (JWA) General Aviation Improvement Program (GAIP). The City commends the County of Orange (County) and the Airport Director for operating JWA in a manner that seeks to balance air transportation needs with residents' quality of life. In continuing to do so, the GAIP should aim to satisfy the county's air transportation needs (including general aviation) without expanding the operational footprint of JWA. With that in mind, the City has the following comments on the NOP and IS.

Project Description

As described in the NOP, the GAIP would provide a framework for general aviation improvements at JWA with the goal of maximizing the efficiency and safety of JWA facilities in order to prioritize future improvements. The GAIP could provide a basis for the review of potential future improvements proposed by fixed-base operators as part of leases at the airport.

The NOP states that any improvements under the GAIP would be "confined to the existing Airport footprint (i.e., no expansion of the general aviation uses beyond the current Airport limits)." (NOP, p. 7.) The City strongly supports this aspect of the project description. The City would oppose the adoption of any alternative that allows for impacts outside the existing airport footprint. Indeed, the City and County have a previous agreement from October 2006 (the "Cooperative Agreement" and known as the "Spheres Agreement") that suggests that any acquisition of land (generally associated with addition of a second commercial carrier runway or expansion to the south of the existing runway)

would require the approval of Newport Beach. In this manner, Newport Beach has expressed its strong interest in approving or vetoing any expansion of the JWA operational footprint.

Further, the City is a partner with multiple other cities within the JWA arrival and departure corridors (the "Corridor Cities"). As a member of the Corridor Cities, we have pledged to (among other things):

- Oppose any expansion of JWA beyond its current (2007) footprint;
- Oppose a second air carrier runway or extension of the existing runway; and
- Oppose any significant reduction in general aviation operations/facilities.

Of primary concern to the City with respect to JWA is noise. Goal N 3 of the City of Newport Beach General Plan Noise Element is to protect "Newport Beach residents from adverse noise impacts of commercial air carrier operations at John Wayne Airport as provided in the City Council Airport Policy." Further, Policy N 3.6 (Existing Level of General Aviation Operations) of the Noise Element is to "[s]upport any plan or proposal that maintains, and oppose any plan or project that proposes any significant changes to the existing level of general aviation operations and general aviation support facilities."

The NOP states that a "key design" element of the GAIP is to incorporate, to the maximum extent feasible, "a comparable number and type of general aviation-based aircraft facilities, as compared to existing occupied facilities." The City supports the strong and long-term presence of General Aviation at JWA and this objective. (NOP, p. 9.)

Air Quality

The IS states the Draft Program Environmental Impact Report ("Draft PEIR") will evaluate potential emissions from construction and operational activities of the project, as well as the project's compliance with federal, state, and regional air quality standards. (IS, p. 33.) Goal NR 9 of the City's General Plan Natural Resources Element calls for the reduced air pollution emissions from aircraft and ground operations at JWA. To that end, the General Plan contains the following policies:

- **NR 9.1 Efficient Airport Operations:** Work with John Wayne Airport to minimize air pollution generated by stationary and nonstationary sources.

- **NR 9.2 Aircraft and Equipment Emission Reduction:** Work with John Wayne Airport to encourage development and use of reduced emission ground service equipment and transit vehicles.

Mitigation measures for any significant air quality impacts should address both mobile and stationary sources, and should include the use of reduced-emission or alternatively fueled (e.g., CNG/LNG) equipment and vehicles.

Land Use and Planning

The IS concludes the GAIP could cause a potentially significant land use impact. (IS, p. 43.) The Land Use Element of the City of Newport Beach General Plan provides for development of residential uses in the Airport Area outside of the JWA 65 A-weighted decibels (dBA) community noise equivalent level (CNEL) noise contour. Residential uses in the Airport Area would later be developed as clusters of residential villages centering on neighborhood parks and interconnected by pedestrian walkways. These would contain a mix of housing types and buildings that integrate housing with ground-level convenience retail uses, and would be developed at a sufficient scale to achieve a “complete” neighborhood. Any evaluation of the potential effects of the GAIP should be considered in light of the General Plan’s overall policy vision for the Airport Area.

In addition, any potential inconsistencies with the General Plan’s Noise Element (discussed below) should be thoroughly evaluated and, if necessary, mitigated to less-than-significant levels.

As indicated in the IS, the Draft Program EIR should also evaluate the consistency of the planned improvements with the requirements of the Airport Environs Land Use Plan (AELUP). In addition, the City recommends that the Draft PEIR analyze the GAIP’s consistency with the JWA Settlement Agreement, as amended. The analysis should consider whether any of the planned improvements would interfere with the requirements of the mitigation monitoring and reporting program (MMRP) adopted by the County in connection with the JWA Settlement Agreement Amendment and Final EIR 617.

The Draft PEIR should also evaluate the GAIP’s consistency with the City of Newport Beach City Council Airport Policy.¹ If potential inconsistencies are identified, mitigation measures must be imposed to ensure the GAIP is consistent with the AELUP, the Settlement Agreement, the City Council Airport Policy, and the City’s General Plan.

Noise

¹ Available at: <http://www.newportbeachca.gov/home/showdocument?id=20996>

Ms. Leah Choum
JWA Project Manager
April 25, 2017
Page 4

Noise impacts of the GAIP should be thoroughly evaluated, and if necessary, mitigated. The City has established 65 and 45 CNEL as the outdoor and indoor noise compatibility criteria for residential land uses. Further, the Noise Element of Chapter 12 of the City's General Plan include noise land use compatibility guidelines and noise standards for a variety of land use types. Policy N 1.8 (Significant Noise Impacts) requires "the employment of noise mitigation measures for existing sensitive users when a significant noise impact is identified. A significant noise impact occurs when there is an increase in ambient CNEL produced by new development impacting existing sensitive uses." The CNEL increase is shown in the table below:


CNEL (dBA)	dBA increase
55	3
60	2
65	1
70	1
Over 75	Any increase is considered significant

The Draft PEIR should incorporate these criteria into the thresholds used to evaluate noise impacts associated with the GAIP. If noise levels would exceed these thresholds, mitigation measures must be incorporated into the project to reduce noise levels to below the City's criteria. All efforts should be made to ensure that residents are not adversely affected by noise generated by the project.

We thank you again for the opportunity to comment on the NOP and for our continued strong relationship with the County at JWA. Please continue to keep the City informed of this project and the status of the environmental review process by providing me with a copy of any notices issued under CEQA and for any public hearings on the Project.

If you have any questions, please contact me at DKiff@newportbeachca.gov, or by telephone at 949-644-3001. Thank you again for your consideration of our comments.

Sincerely,



Dave Kiff
City Manager



CITY OF ORANGE



DEPARTMENT OF COMMUNITY DEVELOPMENT

www.cityoforange.org

ADMINISTRATION
(714) 744-7240
fax: (714) 744-7222

PLANNING DIVISION
(714) 744-7220
fax: (714) 744-7222

BUILDING DIVISION
(714) 744-7200
fax: (714) 744-7245

CODE ENFORCEMENT DIVISION
(714) 744-7244
fax: (714) 744-7245

April 26, 2017

#10-17

Ms. Lea Choum
JWA Project Manager
3160 Airway Avenue
Costa Mesa, CA 92626

Subject: Notice of Preparation and Notice of Scoping Meeting for John Wayne Airport Federal Aviation Improvement Program

Dear Ms. Choum:

The City of Orange (City) has reviewed the Notice of Preparation and Notice of Scoping Meeting for Environmental Impact Report (EIR) 627. The Project will provide the framework for general aviation improvements at the Airport. The Project's initial study recognizes, "...that trends in general aviation activity have the potential for changing the overall number of flights and the fleet mix operating at the Airport..." Increases in the number of flights and/or fleet mix has the potential to increase noise impacts to persons in the City of Orange.

The City is primarily concerned with noise impacts to our residents and other noise-sensitive land uses from operations at JWA. EIR 627 should not merely analyze a Day/Night Average Sound Level (DNL) noise metric to conclude that no noise impacts result from the proposed action. Additionally, EIR 627 should not assume that if the City of Orange is outside of the 60 CNEL contour for the Proposed Project, no further analysis is merited.

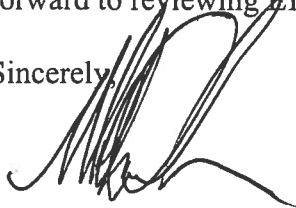
The noise environment in the City is an important quality of life issue for our community and a Day/Night Average Sound Level (DNL) noise metric type of analysis does not acknowledge the nuisance noise impacts caused by the continuous John Wayne Airport (JWA) aircraft overflights experienced by Orange residents. Such an analysis needs to be conducted in EIR 627. Flight tracks for a majority of JWA arrivals fly over the City of Orange and cover a majority of the City's land area. Residential uses are the primary land uses located in the affected areas, along with the City's National Register-listed historic districts (the Plaza Historic District and the Old Towne Orange Historic District). The fact is that our residents are affected by aircraft noise and the Project may result in an increase in aircraft noise which would worsen an existing community problem.

Furthermore, aircraft noise from JWA is identified in the City's General Plan as a noticeable component of the City's noise environment. Under the heading "Identification of Noise Problem Areas" on Page N-12, the City's Noise Element states "Beneath the landing pattern for aircraft approaching John Wayne Airport..., some residents in the area find the aircraft noise disturbing. The aircraft noise may be considered an intermittent, recurring noise problem". Goal 4.0 of the City's Noise Element calls for "Minimiz[ing] aircraft related noise in residential areas and near noise sensitive land uses." Policies 4.1 and 4.2 call for the City to work with the agencies and JWA "to implement noise-reducing measures and to monitor and reduce noise associated with aircraft".

Based on the above considerations, the City requests that EIR 627 acknowledge any potential that the project may result in an increase in noise experienced by Orange residents and worsen an existing noise problem as identified in the City's General Plan. We also request that EIR 627 identify all feasible mitigation measures to reduce and minimize JWA's overflight noise impacts to Orange.

We appreciate the opportunity to comment at this Notice of Preparation stage and we look forward to reviewing EIR 627 upon its availability for comment.

Sincerely,



Bill Crouch
Community Development Director

CC: Rick Otto, City Manager
Anna Pehoushek, Assistant Director of Community Development
Jennifer Le, Principal Planner/Environmental Review Coordinator
Chad Ortlieb, Senior Planner



April 17, 2017

Ms. Lea Choum
JWA Project Manager
3160 Airway Ave
Costa Mesa, CA 92626

Reference: NOP / EIR 627 (IP #16-432)
JWA / GA Improvement Program

Ms. Choum,
Good Morning. It was a pleasure speaking to you yesterday in regards to the JWA / GA Improvement Program and NOP / EIR / CEQA chain of events.


Please see attached background information and due diligence for Michael F. Harrah and Caribou Industries, Inc., for your perusal.

We would like the County to highly consider a world class hotel, conference facility, restaurants, hospitality and media meeting rooms all geared towards the GA Pilot and Corporate Aircraft Charter services. This would be in addition to the industry standard but high end GA type services IE: fuel, catering, transportation, hangar and tie down services etc.

We look forward to meeting with you, your staff and Mr. Rondinella in the near future. Please give us updates and meeting notices as the NOP / EIR / CEQA / TIA progresses as well as when the RFQ / RFP are required in your process.

My Personal cell phone # is: (714) 920-4020. My email address is: MFH@caribound.com.
Office number is: (714) 543-9484.

Personal and Professional Regards,
Have a Blessed Day,



Michael F. Harrah
CEO Caribou Industries, Inc.

Cc: John Ramirez-Rutan and Tucker, LLP



**Please Visit The
Michael F. Harrah and Caribou Industries
Website Listings**

1.	Michael F. Harrah	-	www.michaelfharrah.com
2.	Caribou Industries, Inc.	-	www.caribouind.com
3.	Pinnacle Honolulu, Hawaii	-	www.pinnaclehonolulu.com
4.	One Broadway Plaza, Santa Ana, CA	-	www.onebroadwayplaza.com
5.	Hotel Coral Reef Kauai, Hawaii	-	www.hotelcoralreefresort.com
6.	253 Puuikena Drive Honolulu, HI 96815 https://www.youtube.com/watch?v=5NJnuU2Jtqc		
7.	O.C. Pavilion / Ambrosia Restaurant	-	www.ocpavilion.com (Ambrosia to be opened at top One Broadway Plaza, Santa Ana, CA)
8.	Original Mike's Restaurant	-	www.originalmikes.com
	(Facebook)		www.facebook.com/pages/Original-Mikes
	(Twitter)		www.twitter.com/Original Mikes
9.	Santa Ana Magazine	-	www.santaanamagazine.com

Summary of Caribou Industries, Inc. & Michael F. Harrah's Long Term Santa Ana Proven Track Record: 1992 to Present

The unparalleled track record of the developer, contractor Michael F. Harrah, president and sole shareholder of Caribou Industries with "Preserving the Past, Ensuring the Future" as his moto, for more than 41 years has for over the past 22 years in Santa Ana alone been the most successful major developer, commercial contractor and Landlord with over 5,000,000 Sq. Ft. contributing to the arts, local historic restoration, educational development & commercial high rise built to suit, speaks for itself. He has designed built out, restored, owned and operated the following local icons of history within the City of Santa Ana while always giving back to the community:

- Fully restored & transformed the Masonic Temple which was condemned for seismic for over 18 years into the Santa Ana Performing Arts & Events Center (5th and Sycamore) 505 W. 5th street - 73,244 Sq. Ft., 5 stories built in 1929. A \$22,350,000 restoration of theaters, retail and restaurants.
- Fully restored and transformed the United Auto Building into extremely successful Original Mikes Restaurant & Events Center - 100 S. Main Street – originally built in 1914, also condemned for seismic. We re- built, restored and we have owned & operated Original Mike's Restaurant for over the past 12 years- \$14,000,000.
- Fully restored and transformed OCHSA's Christian Science Church (1922) 921 N. Main street into the Michael F. Harrah Symphony Hall OCHSA's 292 seat concert Hall Theater - \$9,000,000.
- Fully restored and transformed the O.C. Bank of America Building - 1961 (801 N. Main) Into the World Class OC Performing Arts Pavilion & Ambrosia Restaurant 63,253 Sq. Ft. - \$23,000,000.
- Acquired 5,023,456 R.S.F of vacated dilapidated office mid-rise space and transformed it into completely built out to modern day code and leased to 95% occupancy over the past 20 years to government & private tenants, such as; The Health Care Agency, Children's Youth Services, Federal Bureau of Investigation, Internal Revenue Service, Social Services Administration, the District Attorney's office, Housing and Urban Development, Central Investigation Agency, U.S. Treasury Department, City of Santa Ana, Small Business Administration, etc. – over 80 total properties in all -\$700,000,000.
- Dismantled, moved, rebuilt and restored the Historic Twist Basler House (1904) onto the City of Santa Ana Cabrillo Park Tennis Club property, Historic Club House - Basler / Harrah House - \$3,000,000.
- Complete build out of the OCHSA's entire arts campus 247,300 Sq. Ft. to Educational seismic "E" Code structure and donated an excess of \$5,000,000 to its international accolades and success as the number 1 rated arts school in the nation "Today's Youth is Tomorrows Future" M.F.H. - \$74,000,000.
- Design & Development of the 37 story "One Broadway Plaza" master plan superstructure, the tallest, safest, greenest super structure in the history of O.C. Estimated start date February 2015 - 1001 N. Broadway- 600,000 Sq. Ft. - \$260,000,000.
- 5 story - 529 car parking garage at 812 N. Sycamore St., public private Caribou Industries and the City of Santa Ana J.V. built in 2004 for \$16,000,000 with private funds City 150 car lease back.
- Michael F. Harrah the recipient of the City of Santa Ana's William H. Spurgeon Pioneer Award - City of Santa Ana - July 15, 2014 outstanding citizens, major accomplishments and giving back to the community.

Rev.: 1

Santa Ana, CA Properties

Design / "T-I" Built/ Owned and Operated By

CARIBOU INDUSTRIES, INC.

ADDRESS	APN	TENANT
1. 1001 N. Broadway	398-561-09	OBP
2. 1007/1009 N. Broadway	398-561-08	OBP
3. 1015 N. Broadway	398-561-07 Twist/Basler(N3)	OBP
4. 1103 N. Broadway	398-561-11	OBP
5. 1109 N. Broadway	398-561-06	OBP
6. 1211 N. Broadway	398-561-01	OBP
7. 207 W. 10th St.	398-561-10	OBP
8. 1115 N. Broadway	398-561-04	OBP
9. 1111 N. Broadway	398-561-05	OBP
10. 1117 N. Broadway	398-561-14	OBP
11. 208 W. Washington	398-561-17	OBP
12. 200 W. Washington	398-561-16	OBP
13. 1120 N. Sycamore	398-561-15	OBP
14. 1108 N. Sycamore	398-561-12	OBP
15. 1112 N. Sycamore St.	398-561-13	OBP
16. 207 N. Broadway	398-267-03	Santora
17. 401 Civic Center Dr.	005-181-49	DA
18. 815 N. Birch	005-183-25	DA
19. 819 N. Birch	005-183-08	DA
20. 844 N. Birch	005-181-38	DA
21. 812 N. Broadway	005-183-19	DA
22. 822 N. Broadway	005-183-20	DA
23. 505 N. Sycamore	398-254-02 Masonic Temple	DA
24. 803/809 N. Broadway	005-184-09	DA
25. 811 N. Broadway	005-184-08	HCA, SSA
26. 843/845 N. Broadway	005-184-03	HCD
27. 888 N. Main Street	005-185-30	CoI/O -SSA
28. 900 N. Broadway	005-183-13	Trade Tower
29. 314 W. 10th Street	005-183-01	FBI
30. 800 N. Birch	005-183-02	FBI
31. 838 N. Broadway	005-183-24	FBI
32. 1104/1110 N. Main St.	398-562-03	HCA
33. 1200 N. Main St.	398-562-01	HCA, SSA
34. 1600 N. Broadway	005-151-32	HUD
35. 1608 N. Main St.	005-153-17	POA
36. 1666 N. Main St.	005-153-20	INS
37. 200 W. Santa Ana Blvd.	398-253-06 HCA Child Services	HCA HQ
38. 405 W. 5th Street	398-252-05	HCA HQ
39. 801 Civic Center Dr.	005-142-40	Fed. IRS, OCRC
40. 801 Civic Center Dr.	005-142-55	Fed. IRS, OCRC
41. 801 Civic Center Dr.	005-142-57	Fed. IRS, OCRC
42. 1901 E. 1st Street	400-081-08	CoI/O-RF/RD
43. 201 W. Washington	398-523-12	HCA
44. 201 W. Washington	398-523-13	HCA
45. 839 N. Broadway	005-184-04	HomeLand
46. 912 N. Sycamore	005-184-15	HomeLand
47. 825 N. Broadway	005-184-27	OCEAA
48. 825 N. Broadway	005-184-17/18	OCHSA
49. 2208 N. Broadway	399-101-06	CR Learning C
50. 906 N. Main Street	005-185-28	County Devel.
51. 921 N. Poinsettia St.	398-191-01	CoI/O
52. 907 N. Sycamore St.	005-185-03	RealEstate Ofc.
53. 912 N. Main St.	005-185-26	SSA
54. 915 N. Sycamore St.	005-185-02	SSA
55. 901 Civic Center Dr.	005-183-12	FBI HQ
56. 1015/1055 N. Main St.	398-023-01	CoI/O
57. 1015/1055 N. Main St.	398-024-01	CoI/O
58. 1015/1055 N. Main St.	698-024-02	CoI/O
59. 1015/1055 N. Main St.	398-024-04	CoI/O
60. 1015/1055 N. Main St.	398-024-05	CoI/O
61. 1015/1055 N. Main St.	398-024-06	CoI/O
62. 1015/1055 N. Main St.	398-025-07	CoI/O
63. 1506 N. Sycamore St.	005-152-18	Union #1877
64. 100 S. Main St.	398-278-04	Original
65. 120 W. 1st Street	398-279-01	OM
66. 120 W. 1st Street	398-279-02	OM
67. 110 W. 1st Street	398-279-03	OM
68. 114 S. Main Street	398-279-05	OC Furniture
69. 114 S. Main Street	398-279-06	OC Furniture
70. 120 S. Main Street	398-279-07	CoI/O
71. Walnut & Sycamore	398-278-08	CoI/O
72. 801 N. Main Street	398-015-04	OCHSA
73. 202 E. 17th Street	398-122-01	Las Palmas Rest.
74. 625 N. Grand Street	47-1466036	OC Register
75. 812 N. Sycamore St.	005-184-26	5-story Parking
76. 920 N. Main St.	005-185-23	OCHSA
77. 1000 N. Main St.	398-562-05	OCHSA
78. 1010 N. Main St.	398-562-06	OCHSA
79. 1018 N. Main St.	398-562-04	OCHSA
80. 1104 N. Main St. +	398-562-02	HCA
81. 450 W. 4th St.	398-259-15	Law Offices

Total Square Feet = 5,023,456 s.f.



one broadway plaza

THE TALLEST SUPERSTRUCTURE IN THE HISTORY OF ORANGE COUNTY

redefining the Orange County skyline ...
"simply the best"



CONTRACTOR & DEVELOPER



PRESERVING THE PAST | ENSURING THE FUTURE



SANTA ANA: ONE OF AMERICA'S BEST PLACES TO LIVE, WORK AND PLAY

►► FIRST IN A SUNDAY SERIES

BY PAUL HODGINS



When Forbes magazine announced its **20 Coolest Cities in America** in 2014, Orange County made the cut. Our cool city? **Santa Ana, ranked number 20 in the nation.**

To those who have been paying attention to recent trends, it's an obvious choice.

Millennials – the nearly 80 million Americans between 18 and 35, bigger than the Baby Boomer generation – are making interesting decisions about where to live, work, shop, eat and relax. They seek an **urban experience**: good transit, lots of shopping, dining and lifestyle choices, walkable neighborhoods, cultural diversity and a sense of history.

More than any other part of Orange County, Santa Ana fits that description.

Energized by visionary developers, imaginative businesspeople and government redevelopment assistance, the city of 334,000 has emerged as a model of **reurbanization** – the growing movement that is bringing people back from America's suburbs to its cities and towns. Santa Ana is an increasingly important part of the regional and national scene in **food, fashion, technology and cultural trends.**

Some facts about Orange County's second largest city might surprise you. It's **densely populated** – ranked fourth nationally behind New York City,



year since 2010.

According to Brookings, the catalyst driving growth in these cities is their ability to attract a **knowledge-based economy** which draws well-educated, well-compensated younger professionals with buying power and sophisticated, adventurous tastes.

Adaptive reuse – renovating an old building for a new and sometimes radically different purpose – is a hallmark of reurbanization. Downtown Santa Ana is full of successful examples, from the old City Hall (now a major ad agency) to the Santora Building, a Spanish Colonial Revival gem that was transformed into a warren of artists studios and galleries.

Multi-family housing developments, including live-work spaces, are another crucial ingredient to reurbanization, and Santa Ana's downtown is home to a



SANTA ANA, O.C.'S CULINARY HOT SPOT

• Santa Ana chefs swept the Orange County Register's 2014 Restaurant Awards, winning best chef (Ryan Adams of The North Left) and best pastry chef (Nasera Munshi of Little Sparrow).

• The new 4th Street Market features an eclectic mix of shops that sell freshly butchered meats, gourmet food, a Portola Coffee Lab, a premium goods grocery store and exhibition kitchens for startup food operations.

• Downtown Santa Ana is in the midst of a restaurant boom. The Robbins Nest, Native Son Alehouse, Cafe Calacas, Boldo Bol, Dough Exchange, Coeko Peruvian Tapas and Good Beer Company opened in 2014. 11 more will open soon.

• Many restaurants and bars – such as Original Mike's, a popular spot for burgers and beer – have turned historic buildings into dining and entertainment magnets.

DID YOU KNOW?



Forbes ranks **Santa Ana** the fourth-safest city in America

San Francisco and Boston. Forbes has ranked Santa Ana as the **fourth-safest city** over 250,000 people in the United States. It is home to **22 major corporate headquarters.**

Santa Ana's rebirth is part of a **nationwide sea change** in population and business patterns. The Brookings Institution reports robust growth in many American cities, including some that had lost much of their population in previous generations to surrounding suburbs. Seattle, Austin, Charlotte, Denver and Washington D.C. led the way with annual growth rates exceeding two percent a

growing collection of intelligently designed, high-density residential neighborhoods close the central shopping/dining district. Artists Village and the nearby **Santa Ana Regional Transportation Center.** Urban planners know that multi-family developments encourage the retail sector, and downtown Santa Ana has exploded in recent years with many **award-winning restaurants, cocktail and wine bars, and other lifestyle amenities.**

Cultural cross-pollination is a vital part of reurbanization, and in this regard Santa Ana excels. It is poised to follow the lead of San Antonio and Santa Fe,

whose rich heritage draws tourists and creative types from far and wide. Downtown Santa Ana is a **lively and diverse mix of cultures**, as are many of the world's great urban spaces.

Culture, history, a spirit of creative innovation and other desirable qualities combine in a city that's blessed with one of the country's best climates and, of course, surrounded by the wealth and influence of one of America's most affluent counties. It's hard to imagine a better place to live, work and play. ■

NEXT WEEK:

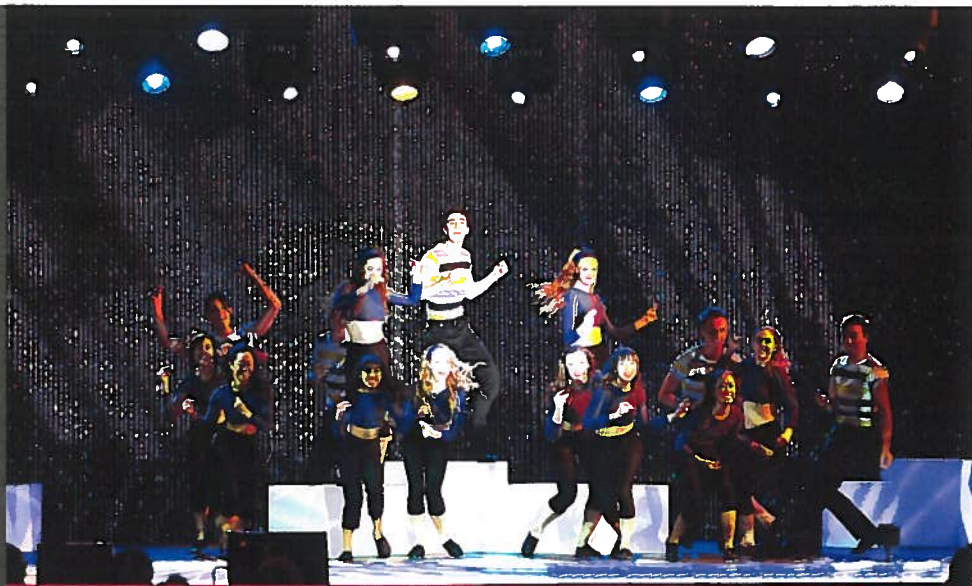
The Orange County School of the Arts

COMING WEEKS:

Facty, you should know about: education, culture, dining, history, transportation, commerce, neighborhoods, downtown redevelopment.



SANTA ANA: ORANGE COUNTY'S ULTIMATE URBAN MODEL FOR THE 21ST CENTURY



SCHOOL DRAWS ARTS TALENT FROM OVER 100 CITIES TO DOWNTOWN SANTA ANA

▶▶ ONE IN A SUNDAY SERIES

BY PAUL HODGINS



lee's **Matthew Morrison**, **Vanessa Hudgens** of "High School Musical" and Broadway star **Susan Egan** have one thing in common besides loads of talent:

they all went to the **Orange County School of the Arts**.

Since 1987, Orange County's preeminent high school for aspiring artists and performers has been producing an impressive list of graduates, many of whom have made their mark in the worlds of theater, TV, film, dance and the digital, visual and culinary arts.

Founded by **Dr. Ralph Opacic**, a legendary arts educator and inspiring leader, the school's first home was the campus of Los Alamitos High School before it moved to downtown Santa Ana in 2000, where its sprawling campus (designed, financed and built by one of the largest developers in Orange County **Michael Harrah**, a longtime supporter of the school) includes a seven-story former bank building. OCSA's main performance venue, **The Margaret A. Webb Center for the Arts**, was purchased from Harrah in 2010. OCSA's acquisition included a generous donation by Mr. Harrah. Formally known as The O.C. Pavilion and Ambrosia, the redeveloped building is one of the finest such high school facilities in the nation, with a 500-seat theater, a cabaret/lounge and an event center.



OCSA THEATER

In 2009, Matt Morrison gushed about OCSA when he was a guest on "Ellen." Applications to the school quickly doubled.

formance Index score placed it among the **top five high schools in Orange County** and among **California's top 10 percent**.

Regular classes take up the first part of the day. The arts take over, though, in the afternoons from Mondays through Thursdays. The five schools in its conservatory include **14 disciplines**: Production and Design, International Dance, Classical and Contemporary Dance, Commercial Dance, Creative Writing, Film and Television, Integrated Arts, Instrumental Music, Com-



FILM DIRECTOR FRANCIS FORD COPPOLA POSES WITH THE OCSA CAST OF "JAGGED: A ROCK 'N' ROLL MUSICAL," WHICH HE CO-WROTE.

as a concert facility called The Michael F. Harrah Symphony Hall.

The 12,000-square-foot **Segerstrom Family Music Center** is part of a larger campus expansion that broke ground last summer. When finished, it will feature science labs, dance studios, a central quad and an outdoor stage. The \$20-million project should be completed by next summer.

The school's famous alums come back often – to fundraise, to lend support, sometimes even to teach and help administer. "I love this place. It's special," said Egan, who served as the school's interim artistic director in 2002-03. "Ralph was a mentor. He's the reason why I got into this industry." ■

DID YOU KNOW?



OCSA was a Gold Medalist Recipient: Best High School in America by U.S. News & World Report

OCSA is touted as the "Juilliard of the West"

A top-tier public charter school, OCSA has almost 2,000 students enrolled in grades 7-12. They hail from more than 100 cities throughout Southern California.

OCSA is **tuition-free**. It depends on donations, and it is governed by a board of trustees that includes parents, educators, community members and the Santa Ana Unified School District. Despite its emphasis on the arts, the school includes a rigorous education in science, math and other non-arts courses, and performs well academically. In 2012 its Academic Per-

formance Index score placed it among the top five high schools in Orange County and among California's top 10 percent.

Regular classes take up the first part of the day. The arts take over, though, in the afternoons from Mondays through Thursdays. The five schools in its conservatory include 14 disciplines: Production and Design, International Dance, Classical and Contemporary Dance, Commercial Dance, Creative Writing, Film and Television, Integrated Arts, Instrumental Music, Com-

NEXT WEEK:

The Artist Village Downtown Santa Ana Urban Lifestyle

COMING WEEKS:

Facts you should know about education, culture, dining, history, transportation, commerce, neighborhoods, downtown redevelopment.



SANTA ANA:
ORANGE COUNTY'S ULTIMATE URBAN MODEL FOR THE 21ST CENTURY



DOWNTOWN SANTA ANA, ORANGE COUNTY'S HUB FOR VIBRANT ARTS AND ENTERTAINMENT

▶▶ ONE IN A SUNDAY SERIES

BY CATHI DOUGLAS

The Santa Ana Artists Village is one of Orange County's most vibrant arts districts. A thriving home to art galleries, studios, creative businesses and popular restaurants, Artists Village is located on Second Street at Broadway in historic downtown Santa Ana. It extends from First Street to Fourth Street and from Bush Street to Birch, surrounding the Second Street Promenade between Broadway and Sycamore.

Now in its third decade, Artists Village has dozens of historical buildings occupied by a variety of creative businesses. Several live-work loft developments have attracted working artists, and homeowners and visitors have been lured to both older and newer homes downtown over the past several years. A pleasant place to stroll, Artists Village features restored historical brick buildings alongside ornate Spanish architecture on streets lined with fountains, palm trees and sidewalk cafes. The philosophy of art as a critical part of the community is what sets the Santa Ana Artists Village apart from other Southern California neighborhoods and gallery spaces. That philosophy fosters community involvement on the part of the artists and keeps the village's history alive.

It all began when the Santa Ana City Council, with the help of community activist Don Cribb and Cal State Fullerton



studios on the ground floor below.

Today, Cal State Fullerton's Grand Central Art Center – a main campus satellite at 125 N. Broadway – joins the Orange County Center for Contemporary Art, at 117 N. Sycamore St., as a place where thousands of visitors enjoy all varieties of avant-garde artwork.

Once a month, the Artists Village's 40-plus galleries throw open their doors for the First Saturdays Art Walk. As the sun sets, the neighborhood springs to life, with twinkling lights in the trees, art galleries open to visitors, and musicians playing on the promenade. The downtown Santa Ana neighborhood marks the Art Walks with food and various



■ (top) The Santora Building, completely restored by Mike Harrah in 1999, a vital part of Artists Village, houses art galleries, retail stores and restaurants. Designed by Frank Lansdowne, this fine example of Spanish Colonial Revival style opened on July 7, 1928. It is listed in the National Register of Historic Places.
■ (middle) Artists Village is a popular public spot for celebrations and activities of every kind.
■ (bottom) A retro fashion show was part of the 84th birthday party held last year for the Santora Building.

DID YOU KNOW?



Santa Ana Mayor Miguel Pulido, a major champion of Santa Ana's arts and culture movement, formed the groundbreaking Mayor's Task Force on Arts and Culture, which was instrumental in the development of Artists Village.

Art Department's Mike McGee, conceived Grand Central Art Center in 1994 as an anchor and catalyst for a 10-square-block area designated as the Artists Village. The culmination of years of work by artists, government agencies and the university, Grand Central was originally a redevelopment project. Championed by CSUF alumnus and Santa Ana mayor Miguel Pulido, the partnership with the university created a living-working Mecca for graduate students, who live on the top floor and work in their own Grand Central

celebrations. The next Art Walk is March 7 from 7-10 p.m. Make plans to attend.

In addition to its eclectic art scene, the Santa Ana Artists Village is widely recognized for its mix of tony and affordable restaurants, bars and night spots. At the Gypsy Den, 125 N. Broadway, you can enjoy reasonably priced food on mismatched tables and chairs under the glow of Moroccan lanterns. At Lola Gaspar, 211 W. Second St., you can savor happy-hour cocktails infused with seasonal fresh fruits and herbs. At Play-

ground, corner of Fourth and Spurgeon, you can munch on gourmet burgers and sample craft beers. And Little Sparrow, 300 N. Main St., recently named one of America's finest new restaurants, serves award-winning American cuisine and is developing a French menu.

Original Mike's Restaurant is one of Orange County's most popular nightspots, featuring live music six days a week, dancing and impressive burgers. ■

NEXT WEEK:
Santa Ana's Bowers Museum

COMING WEEKS:
Facts you should know about education, culture, dining, history, transportation, commerce, neighborhoods, downtown redevelopment.



SANTA ANA:

ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



SANTA ANA'S BOWERS MUSEUM ENRICHES DOWNTOWN'S CULTURAL LIFE

►► ONE IN A SUNDAY SERIES

BY CATHI DOUGLAS

The Bowers Museum has been a Santa Ana jewel since its founding in 1936 as a city-owned institution devoted primarily to Orange County history.

Named for developer Charles W. Bowers, who donated the land on which it stands, the Bowers Museum was closed in 1987 and reopened totally transformed. Today, the Mission Revival-style building and its downtown facilities at 2002 N. Main St. provide visitors with opportunities to examine world cultures. Its permanent collections include more than 100,000 objects focusing on African, South Pacific, Asian, Native American, Pre-Columbian and California cultures. Boasting partnerships with the Smithsonian, Nanjing Museum, Shanghai Museum and the British Museum, among others, the Bowers consistently attracts international exhibitions from the world's greatest arts centers, including "Terra Cotta Warriors: Guardians of China's First Emperor" and the British Museum's "Mummies: Death and the Afterlife in Ancient Egypt."

During the past 15 years the museum has produced more than 50 exhibitions, published more than 24 exhibition catalogues, and increased its size to more than 93,000 square feet.

Its permanent collection features a treasure trove of Orange County history:

DID YOU KNOW?

Orange County Register readers have voted Santa Ana's Bowers Museum "The Best Museum in Orange County" for 16 consecutive years. **TIME Magazine** named "Terra Cotta Warriors: Guardians of China's First Emperor" one of the top 10 exhibitions in America.

nearly 30,000 objects, including historic newspapers, magazines, photographs and art. Highlights include objects relating to famous Polish actress Madame Helena Modjeska and memorabilia from Santa Ana's first police and fire departments.

Upcoming exhibitions include "Where Ends Meet," a retrospective of the works of graphic designer Nancy Ravenhall Johnson, opening March 13 and running through mid-August. "Qi Baishi: China's Modern Master" opens April 11 and runs until July 11 and features the works of the



well-known and influential Chinese modern artist. "Adams, Curtis and Weston. Photographers of the American West" opens May 16 and runs until the end of November.

The Bowers is also home to the newly renovated Kidseum, with a mission of "igniting imagination through exploration." The Kidseum has a new Glow Cave with art-making activities, the Wells Fargo stagecoach and the Green Screen Time Machine. Admission to Kidseum is separate from the Bowers.

► (top) The Bowers Museum owns more than 100,000 objects focusing on several regions, mainly Africa, the South Pacific and Asia. Its collection also includes Native American art, Pre-Columbian art and California plein-air painting.
 ► (middle) The Van Cleef & Arpels Red Carpet Exhibit at Santa Ana's Bowers Museum.
 ► (bottom) Face painting is one of many organized activities offered at the Bowers Kidseum.

Visitors will appreciate the Bowers' on-site restaurant, Tangata, a Zagat-reviewed establishment noted for its creative seasonal offerings at reasonable prices. "Tangata" means "mankind" in the tribal Maori language of New Zealand. ■

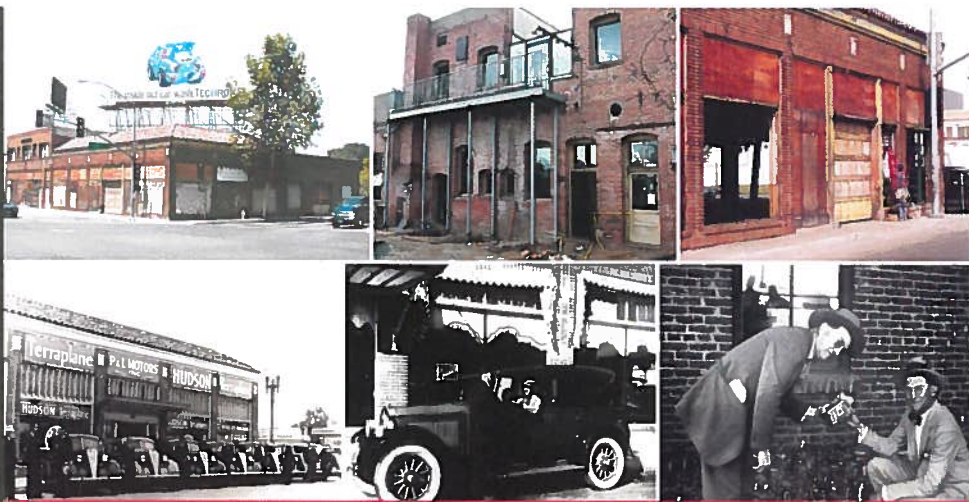
NEXT WEEK:
 Original Mike's Restaurant: Formerly Orange County's First Horseless Carriage Dealership

COMING WEEKS:
 Facts you should know about Santa Ana's education, culture, dining, history, transportation, commerce, neighborhoods, downtown redevelopment.



SANTA ANA:

ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



**SANTA ANA'S ORIGINAL MIKE'S RESTAURANT:
VOTED OC'S BEST BURGERS AND HOTTEST NIGHT
SPOT IN THE VERY HEART OF HISTORIC DOWNTOWN**

▶▶ ONE IN A SUNDAY SERIES

BY CATHI DOUGLAS

Michael F. Harrah never set out to be a restaurateur 14 years ago, but the uber-popular downtown hotspot Original Mike's has made him a recognized industry leader. In fact, when he opened the

eatery and bar at 100 S. Main Street in 2001, Original Mike's heralded a new age of noteworthy restaurants in downtown Santa Ana.

Today the city's downtown is recognized nationally for its excellent food scene, including gourmet cafes such as Little Sparrow and Chapter One: The Modern Local. Original Mike's - a 15,000-square-foot restaurant featuring karaoke, two bars, three stages for live entertainment and three dance floors, an outdoor patio and a quieter dining room - attracts visitors with classic American comfort food, cocktails and beer in a casual atmosphere. The menu's nine hamburgers are its most popular items.

It took four years and \$13 million to redevelop the one-block property built in 1919, Harrah recalled. The building was the site of the city's first automobile dealership, First Horseless Carriage Motor Company, and later was home to United Automotive Service. By the time Harrah purchased it, the property had been condemned and abandoned for 20 years.

Harrah saw the structure's potential and envisioned its future charm. He painstakingly created the whimsical ambiance coupled with attention to historical detail that makes Original Mike's memorable.

The restaurant's unique décor includes several motorized vehicles including Harley



DID YOU KNOW?



Mike Harrah's company, Caribou Industries, has rejuvenated, rebuilt and restored more than 5 million square feet of commercial and residential properties in downtown Santa Ana over the last 20 years.

Davidson motorcycles hanging from the ceilings, classic cars on display, and the pride of the collection - Santa Ana's first motorized fire engine, a fully restored 1914 White Pump truck. On the walls, vintage-era photographs recall the city's long and fascinating history. The restaurant's Antique Bar Room has 24 massive flat-screen TVs broadcasting the latest sporting events, with a JumboTron commanding center stage.

Original Mike's is located at the bustling corner of Main and First streets in the heart of downtown Santa Ana and is known as a hang-out for Orange County's movers and shakers during the week and a let-your-hair-down party venue on weekends.

As successful as his namesake restaurant is, Harrah's reach extends far beyond the food

and fun of Original Mike's. As one of the first investors and developers to see the potential of Santa Ana's downtown, Harrah has renovated a significant number of its vacant and historic commercial and retail buildings and residences. His work has been directly linked to the massive millennial migration to downtown Santa Ana, and he was given a 2002 Preservation Award by the Santa Ana Historical Preservation Society.

A memorable character, Harrah stands 6 feet, six inches tall and weighs 275 pounds, with a full beard and a surfer's pedigree. He first began in the construction industry by developing apartment complexes in Riverside and today has built hotels, restaurants, shopping malls and luxury condominium towers in California, Hawaii, Nevada and Arizona.



■ Photographic history of Original Mike's Restaurant

Original Mike's is at 100 S. Main Street; reservations and information are available by calling 714-550-7764 or by visiting the website at originalmikes.com.

NEXT WEEK:
Santa Ana: America's Classic Car Restoration Capital

COMING WEEKS:
Facts you should know about Santa Ana's education, culture, dining, history, transportation, commerce, neighborhoods, downtown redevelopment.



**SANTA ANA:
ORANGE COUNTY'S ULTIMATE MILLENNIAL
URBAN MODEL FOR THE 21ST CENTURY**



SANTA ANA'S CUSTOM AUTO SERVICE IS A LINK TO THE PAST AND A PARADISE FOR PACKARD ENTHUSIASTS

▶▶ ONE IN A SUNDAY SERIES

BY PAUL HODGINS

Downtown Santa Ana is full of history, but no place takes you back to another era quite like Custom Auto Service.

The handsome and well-preserved building at 302 French Street, built in 1919 as an electric car garage and dealer showroom, holds some of Orange County's most spectacular automotive treasures: Packards in various stages of restoration.

The business is internationally renowned as the place where owners of the luxurious American autos, manufactured between 1899 and 1958, go for repairs, restoration advice and comradeship. Among its many well-known clients are Jay Leno, Johnny Depp and Orange County developer Mike Harrah.

The main reason for Custom Auto Service's success is Robert Escalante, who has owned it since 1983, he bought the business from its founder, the late Bill Lauer, who opened it in 1965.

From the moment you meet Escalante, a trim, dapper and energetic man, his love of his cars and his business is obvious.

"It's the design," Escalante says when asked what he loves most about Packards. "Everything you see today is squared off and cornered and edged. I've always thought that people are attracted to things that are gently curved and rounded." He added as he gestured toward a perfectly restored 1929 Phaeton in the showroom.

Escalante, who moved with his family from New Mexico to Orange County when he was a



owner of the Packard business and founder of the Packards International Motor Car Club, headquartered to this day at Custom Auto Service. Escalante traded a car radio for the rare taillight. "I think he got the better deal," Escalante said of Lauer. But the two men hit it off, and Lauer offered him a part-time job.

Escalante's career was born. When his mentor decided to retire, he bought the company. Escalante's business is a family affair. His 89-year-old dad, Alfred, a former car painter, works alongside him. So do his brothers David and Sandy and his cousin Toby DeLeon. Employee Cal Soest is like family - he has been with the business since the beginning.

Escalante remains close friends with many Packard owners through his business and the club. He has traveled to auto competitions



■ (top) Custom Auto Service in Santa Ana.
 ■ (middle) Standing in front of a 1937 Packard Formal Sedan are Toby DeLeon, left, David Escalante, Sandy Escalante, Alfred Escalante (Robert Escalante's father) and Robert Escalante, owner of Custom Auto Service in Santa Ana.
 ■ (bottom) Robert Escalante, Jay Leno, Michael Harrah and friends on the set of The Tonight Show.

DID YOU KNOW?



What do General William Lyon, Michael Harrah, Johnny Depp and Jay Leno have in common? They all own Packards and they all appreciate Santa Ana's Custom Auto Service and Robert Escalante.

boy, bought his first Packard when he was 17, a blue 1941 Model 110 Touring Sedan.

"I wasn't looking for horsepower, I was looking for style and design," Escalante recalled. "I remember walking around an old curved-back Volvo and thinking, 'This is kind of neat.'"

But then Escalante spotted a Packard for sale on Santa Ana's Main Street, and the Volvo was forgotten. "There was a lot of flair to it," Escalante said. He chuckled. "It's amazing how your life turns on little things. How was I to know that's where my dream would start?"

One day, a broken taillight in need of replacement brought him to Lauer, the original

with Harrah, and he's intimately familiar with the nine Packards in Harrah's nearby private auto museum.

A passionate fan of downtown Santa Ana, Escalante is proud that he fought the eminent-domain movement in the 1980s that would have spelled doom for his building. He dreams of creating an awards ceremony for Santa Ana's business leaders and major players - something that would include a red-carpet ceremony at Custom Auto Service with Packards as the backdrop.

Escalante loves the universal fondness he encounters for his favorite car, whose fan base

knows no boundaries of age or geography. "Packard was the American Rolls Royce. It was loved around the world and still is. I'll be on a plane trip or a tour and when I mention what I do, people's eyes light up."

"Not many people get to do what they love for their entire lives, surrounded by their family. I consider myself a lucky man - lucky and blessed." ■

www.CustomAutoService.com
www.packardsinternational.com

NEXT WEEK:
 Santa Ana's world class regional shopping center, Westfield MainPlace. The jewel in Orange County!

COMING WEEKS:
 Facts you should know about Santa Ana's education, culture, dining, history, transportation, commerce, neighborhoods, downtown redevelopment.



SANTA ANA:
 ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



DOWNTOWN SANTA ANA'S 'NEIGHBORHOOD MALL' RIVALS ORANGE COUNTY'S BEST WITH NEW TENANTS, CONCEPTS, MAJOR RENOVATIONS

▶▶ ONE IN A SUNDAY SERIES

BY CATHI DOUGLAS

There's a lot going on at Santa Ana's Westfield MainPlace mall these days. It used to be that shoppers would arrive, shop and leave – the typical mall experience. Now they can make an entire day or an evening out of a trip to the mall, enjoying a variety of restaurants and entertainment along the way.

Anchored by Nordstrom, JCPenney and Macy's, Westfield MainPlace added 25 new tenants in the past year. It offers 200 specialty stores and now has 15 onsite restaurants in 12 million square feet. "Everyone talks about retail being dead," said Jonathan Maher, the mall's general manager, "but the economy and changing shopping habits have just made brick-and-mortar retailers step up their game." That means that Westfield MainPlace is transforming itself.

"We want to make the mall convenient, relevant and fun," Maher said. The addition of two family lounges, one on each of the mall's two levels, is one way management provides extra services for families. The lounges include nursing stations, baby-changing facilities, TVs with family programming and dedicated rest rooms – a welcoming environment where parents and kids can rest and rejuvenate.

Westfield MainPlace is downtown Santa Ana's neighborhood mall. It's also part of Orange County's cultural scene, located next



The diversity of Westfield MainPlace sets it apart from Orange County's other large malls, Maher said. Along with its well-known national brand retailers it includes hot concept restaurants such as Dog Haus and Blaze Pizza, chic designer stores Coach and Bebe and a wing dedicated almost entirely to children's retailers.

"Westfield MainPlace is proud to be a part of Santa Ana and its revival," Maher said. "We are investing \$50 million in renovations and improvements and are pleased to be located in the hub of Orange County."

Westfield, the mall's owner, also operates Century City and other large upscale urban



• (top) Anchored by Nordstrom, JCPenney and Macy's, Westfield MainPlace added 25 new tenants in the past year.
• (middle) Chic designer stores such as Coach and Bebe can be found throughout MainPlace.
• (bottom) Westfield is investing \$50 million in renovations and improvements at MainPlace.

DID YOU KNOW?

Santa Ana's Westfield MainPlace hosted "KNX On Your Corner," the award-winning KNX 1070 radio series spotlighting local communities, when it conducted its in-depth March 13 program on Santa Ana from Westfield MainPlace's center court stage. KNX On Your Corner stories, podcasts and photographs can be found online at cbsLA.com/onyourcorner.

door to the Discovery Cube and just down Main Street from the Bowers Museum and The Wooden Floor, which provides arts and educational opportunities to underprivileged youth. The mall's special events, such as the recent Lunar New Year celebration and next fall's Dia de los Muertos event, are designed to bring the community together in celebration of Santa Ana's cultural richness. They often include live music and broadcasts, arts and crafts shows and colorful celebrations.

malls. Founded in Australia, it holds properties throughout the world, including 40 in the United States. It was the first company to brand its shopping centers and is renowned for its attention to detail, commitment to customers and dedication to the communities it serves, Maher said. MainPlace converted to Westfield MainPlace in 2002.

Westfield MainPlace is also expanding their offering, adding home furnishings, fitness, and additional entertainment and dining. Open-

ing in June in the former Macy's Men's Store space are 24 Hour Fitness's Super Sport, which includes a basketball court on the roof and an open-air swimming pool, and Round Bowling & Amusement complete with bowling, karaoke, billiards and arcade games. Two restaurants, Lucille's Smokehouse BBQ and Wokcano Asian Restaurant & Lounge will open this fall. ■

NEXT WEEK:

Santa Ana's Discovery Cube: The 1st California Science Center in history to win the National Medal of Service.

COMING WEEKS:

Fast facts you should know about Santa Ana's education, culture, dining, history, transportation, commerce, neighborhoods, floor-to-ceiling redevelopment.

SANTA ANA: ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY





**SANTA ANA'S AWARD-WINNING DISCOVERY CUBE:
ONE OF AMERICA'S LARGEST SCIENCE MUSEUMS**

▶▶ ONE IN A SUNDAY SERIES

BY CATHI DOUGLAS

Santa Ana's Discovery Cube, in the city's vibrant downtown, has become a familiar, friendly destination for families. But many people don't realize that the crowd-pleasing science museum

has won one of the nation's highest honors.

When First Lady Michelle Obama presented Discovery Science Foundation CEO Joe Adams with the National Medal of Service Award in a White House ceremony in May 2013, his museum joined a rare and prestigious club.

Given by the Institute of Museum and Library Services, the honor had been bestowed to just six science centers nationally. A primary source of federal support for the nation's 123,000 libraries and 17,500 museums, the institute selected Santa Ana's Discovery Cube as California's first science center to receive the honor.

"The national medal shows that a museum's impact can go beyond the walls of a single location and bring education to hundreds of thousands of students in classrooms alone with satellite locations," Adams said at the time.

The Santa Ana Discovery Cube's upcoming grand ribbon-cutting ceremony on June 11 marking its expansion adds one more significant milestone to the nonprofit organization's noteworthy history of impacting children's



Recognized for bringing science education to vast audiences through its Santa Ana facility, Discovery Cube offers both a dynamic outreach program and state-of-the-art exhibits. A second site, the Los Angeles Cube, opened just last November. Cube teams have created innovative museum exhibitions and classroom programs that blend hands-on science activi-

■ Santa Ana's Discovery Cube offers many interactive indoor and outdoor experiences that are educational as well as entertaining.
■ (inset left) First Lady Michelle Obama presents Discovery Science Foundation CEO Joe Adams with the National Medal of Service Award in a White House ceremony in May 2013.

Currently on exhibit are Bubblefest, the Cube's most popular event, featuring the Mega Bubblefest Laser Show, water spheres, a bubble zone and an inflatable play zone (running through April 12); National Geographic Presents: Earth Explorers, in which visitors' imaginations run wild as they become world explorers and take part in adventures to discover new science and technology (running through May 3); and LEGO Travel Adventure, which equips visitors for travel to exotic locations by encouraging them to think creatively, plan, and build vehicles to move through oceans, jungles, deserts and more (running through May 10).

For more information call 714-542-CUBE or visit discoverycube.org ■

DID YOU KNOW?

First Lady Michelle Obama presented Santa Ana's Discovery Cube with the National Medal of Service Award during a White House ceremony in May 2013, it joined a rare and prestigious club: only six other museums had received the honor.

lives through hands-on learning. The new Julianne Argyros Showcase Theater and Exhibition Hall and other additions will bring its total size to 115,000 square feet and include an innovative flexible venue that can be used for 500-seat performances as well as interactive exhibit space.

Since opening its doors in 1998, Santa Ana's Discovery Cube has educated and entertained millions of guests in the science concepts of environmental stewardship, early learning, healthy living and STEM (science, technology, engineering and mathematics) disciplines.

ties, immersive environments, game design and role-playing.

By modernizing how educational content is delivered to families and students, the Cube offers education initiatives that reach more than 250,000 students every year from 1,400 schools in 114 Southern California districts. Santa Ana Discovery Cube, located just south of Santa Ana's Westfield MainPlace Mall at 2500 N. Main St., immediately adjacent to the Santa Ana (5) Freeway, offers numerous interactive exhibits, the Science of Hockey featuring the Anaheim Ducks, a 4-D theater and Planetary Research Station.

NEXT WEEK:

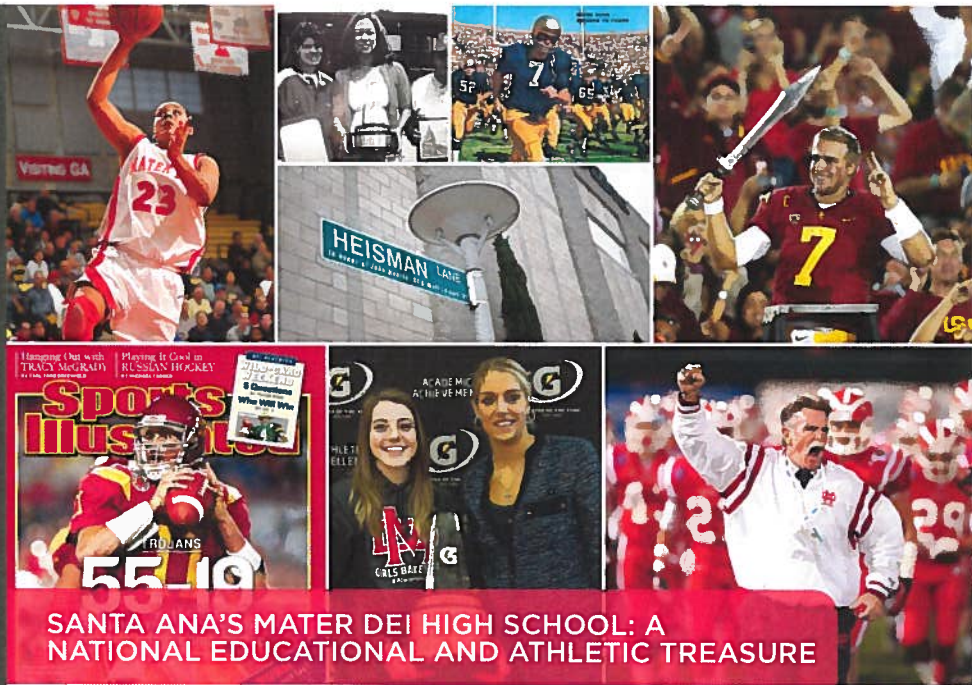
Santa Ana's Mater Dei High School: A National Education and Athletic Treasure

COMING WEEKS:

Facts you should know about Santa Ana's education, culture, dining, history, transportation, commerce, neighborhoods, downtown redevelopment.



**SANTA ANA:
ORANGE COUNTY'S ULTIMATE MILLENNIAL
URBAN MODEL FOR THE 21ST CENTURY**



SANTA ANA'S MATER DEI HIGH SCHOOL: A NATIONAL EDUCATIONAL AND ATHLETIC TREASURE

▶▶ ONE IN A SUNDAY SERIES

BY CATHI DOUGLAS

Mater Dei High School, a Catholic, coeducational, college preparatory high school in the heart of Santa Ana, has long been a nationally prominent athletic powerhouse, with 50 percent of its students participating in 24 different sports. Yet the scarlet-and-gray clad Monarchs say their school is much more than the impressive 90-plus national, state and CIF championships won by its athletic teams.

Founded in 1950 and now the largest non-public school west of Chicago, Mater Dei boasts an extraordinarily supportive alumni network of more than 25,000, a high degree of personal responsibility fostered among its 2,145 current students, and an impressive 99 percent college placement for graduating students. Its alumni have gone on to pursue careers in medicine, law, technology, finance, government and ministry.

"Mater Dei has tremendously gifted, talented and dedicated students, student athletes and student performers," noted school President Patrick Murphy. "They are led by outstanding teaching faculty and supported by very caring and generous parents, alumni and benefactors. There is a commitment to excellence at so many levels."

Mater Dei's students come from every Orange County city as well as from Riverside, Los Angeles, San Bernardino and San Diego



spot in Sports Illustrated. The school's state-of-the-art athletic facilities include an aquatic center, gym, athletic fields, track, weight room, golf practice facility and baseball complex. Last year, 40 student athletes signed National Letters of intent to compete in collegiate athletics. Two Monarchs have won Heisman trophies and four have been named National Gatorade Players of the Year.

An extraordinary commitment to self-disci-



■ (clockwise from top left) Excellence in athletics: National Player of the Year Kaleena Mosqueda Lewis; Gatorade Player of the Year 2000 Lia Meza; 1964 Heisman Trophy Winner John Huarte; Gatorade Player of the Year 2009 Matt Barkley; Hall of Fame head football coach Bruce Rollinson; Gatorade Player of the Year 2015 Katie Lou Samuelson and Heisman Trophy Winner 2004 Matt Lelshart.
■ (middle) Mater Dei has built a national reputation for academic achievement and engagement with the community.
■ (bottom) The high school is one of only 87 schools nationally to be recognized by Apple as a Distinguished School.

DID YOU KNOW?

Santa Ana's Mater Dei was renewed for 2013-2015 as an Apple Distinguished School, an honor given to only 87 schools nationwide recognizing schools that integrate Apple technology in education and meet criteria for five best practices: visionary leadership, innovative learning and teaching, ongoing professional learning, compelling evidence of success, and a flexible learning environment.

counties, and are culturally diverse, with 32 percent Hispanic, 16 percent Asian and 12 percent coming from ethnic backgrounds other than Caucasian.

Sixty-six percent of Mater Dei students appear on the honor roll, and 51 percent of the student body is enrolled in honors and/or Advanced Placement classes. The school, which offers 22 honors and 18 AP classes, has had 137 National Merit Finalists in its history.

With the goal of producing future leaders in both church and community, Mater Dei requires that 100 percent of its students complete at least 80 hours each of community service prior to graduation, with the class of 2014 completing nearly 80,000 volunteer hours at hundreds of organizations.

Of course, athletics are large part of the Mater Dei tradition, with a No. 1 ranking by ESPN Rise and MaxPreps.com and a No. 2

plaine and teamwork among students, teachers, administrators and coaches results in more than 91 percent of the student body participating in at least one co-curricular or extracurricular program, with 70 percent of the students registered as members of 40 school clubs.

Taking a comprehensive approach to educational technology, Mater Dei's students and teaching faculty utilize iPads to enhance the educational and assessment processes with digital textbooks, applications and online learning resources. More than 40 percent of students participate in the visual and performing arts, which include the choral and hand-bell, instrumental, theater, dance and pep programs.

What's less known about Mater Dei is that 40 percent of its students receive financial aid based upon need, thanks to its donors and the Bishop's Assistance Fund through the Diocese of Orange.

As the school continues its second 50 years, it is in the midst of its largest-ever redevelopment project. Recent additions and upgrades include the Andry Golf Practice Facility, Aquatics Building and facility expansion, and the re-imagined Library & Learning Commons. Phase III plans include the first Performing Arts Center on campus and a parking structure.

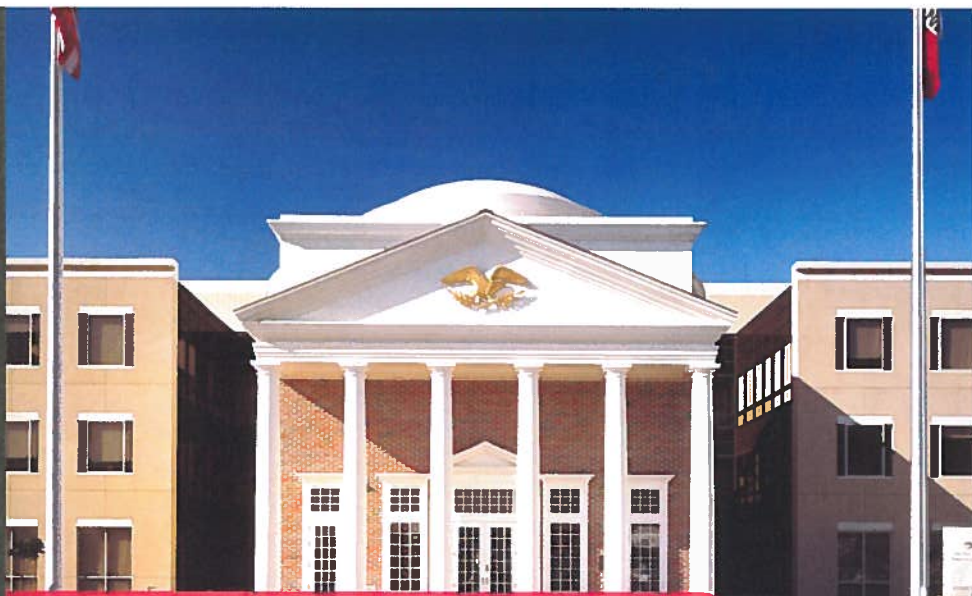
Mater Dei High School is at 1202 W. Edinger Ave., Santa Ana 92707. For more information, call 714-754-7711 or visit materdei.org.

NEXT WEEK:
Santa Ana's First American Corporation, founded in 1891, the world's largest title company and a Santa Ana icon.

COMING WEEKS:
Facts you should know about Santa Ana's education, culture, dining, history, transportation, community, neighborhoods, downtown redevelopment.



SANTA ANA: ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



SANTA ANA-BASED FIRST AMERICAN - LEADER IN THE TITLE INSURANCE INDUSTRY

►► ONE IN A SUNDAY SERIES

BY CATHI DOUGLAS



When local businessman C.E. Parker convinced two rival title companies to merge in the late 1800s, Orange County was sparsely populated, largely undeveloped and mostly agricultural. The

resulting entity, Orange County Title Company, operated out of a downtown Santa Ana storefront with Parker as its first president.

Ultimately, Orange County Title became First American Title Insurance Company, now the largest subsidiary of the global enterprise, First American Financial Corporation. Parker Kennedy, great-grandson of C.E. Parker, currently serves as the chairman of the corporation's board of directors. First American's home office is still based in Santa Ana, and the company continues to be closely connected to the history of the city and the county.

Just as Orange County expanded during the next century into the U.S.'s sixth most-populous county with more than 3.1 million residents, so, too, grew First American. Today, the company is a leading provider of title insurance, settlement services and risk solutions for real estate transactions, and has helped millions achieve the American dream of homeownership. The company serves home buyers and sellers, real estate professionals, loan originators and servicers, commercial property professionals, homebuilders and others involved in residential and commercial

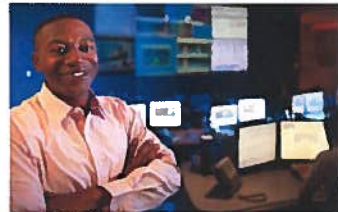


unique. The way we see it, if we do right by our people, they'll deliver a great customer experience and the business impact that will help us succeed," said Dennis Gilmore, CEO of First American.

That's one reason why learning and development programs are a core component of daily life at First American. Employees have online access to a broad array of First American universities and academies, each designed to deliver real-time information and training tools tailored toward specific business units. For individuals whose dedication merits accelerated growth, First American also offers distinct leadership and personal development programs.

Staying True to Santa Ana

While First American has hundreds of offices across the nation, when it outgrew its former downtown Santa Ana location, the company's leadership remained true to the company's hometown roots. In the 1990s, they built its



DID YOU KNOW?

- First American Title underwrote the massive Disneyland project in 1954
- First American Title issued its one millionth title order in 1964
- First American's data center in Santa Ana houses six petabytes of data

- First American headquarters in Santa Ana
- (middle left) First American's data center at the company's Santa Ana headquarters
- (middle right) The view into First American's network operations service center
- (bottom) A diverse workforce is a key ingredient to First American's success, allowing the company to connect to and invest in communities it serves.

property transactions with products and services specific to their needs.

As one of the nation's largest title insurance companies, First American focuses on serving its customers with the most efficient, personalized services and products in the market. Its commitment to service, efficiency and accuracy is seen in its development of advanced technology and innovative solutions that focus on the long-term success of its operations and its customers.

A Focus on Employee Development

Company leaders credit much of the company's success to its employees, so making the company an exceptional place to work is emphasized at the highest levels of the business.

"Our priorities are employees, customers and shareholders. That's why our culture is

new home office in southeast Santa Ana, just a few miles away.

"Santa Ana and Orange County have provided a tremendous foundation that has played a significant role in supporting the growth of First American," says Kennedy. "It's an important reason the company leadership continues to emphasize First American's connection to, and investment in, the communities we serve."

As a longtime, prominent Orange County business leader, First American has a history of giving back to the community, with its philanthropic efforts directed primarily at organizations and causes that support community development, women's advocacy and human services. Locally, the company supports numerous local charitable organizations, including Habitat for Humanity, Komen Race for the Cure, the Orange County Food Bank, Orange County Rescue Mission, Big Brothers Big Sis-

ters, Alzheimer's Association, CHOC Children's Hospital, and Ronald McDonald House. Employees also come together in support of various drives, like shoes for the homeless, backpacks for students, and socks for active duty military, all resulting in a heightened sense of pride and unity for everyone at First American.

First American Financial Corporation is located at 1 First American Way, Santa Ana 92707, telephone 800-854-3643 or 714-250-3000, firstam.com ■

NEXT WEEK:

Invested Ryan Chase: Downtown Santa Ana's East End Urban-Trendy Fourth Street Market.

COMING WEEKS:

Faith's you should know about Santa Ana: education, culture, dining, history, transportation, commerce, neighborhoods, downtown redevelopment.



SANTA ANA: ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



SANTA ANA'S ÜBER-TRENDY 4TH STREET MARKET IS THE CENTER OF WORLD-CLASS CULINARY CREATIVITY IN THE DOWNTOWN MILLENNIAL URBAN CORE

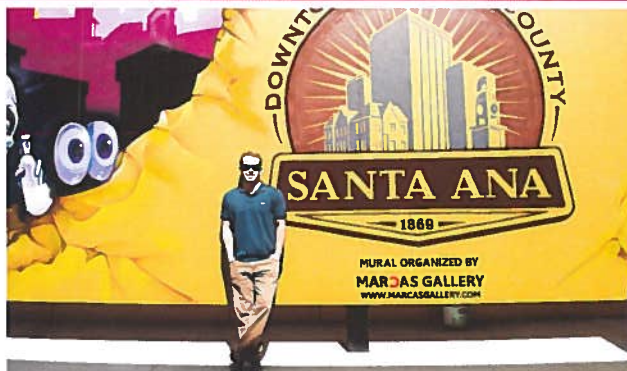
►► ONE IN A SUNDAY SERIES

BY KEDRIC FRANCIS

Downtown Santa Ana's East End took a great leap forward in its ongoing revitalization with the recent debut of 4th Street Market. The four-square-block East End has already emerged as

a destination for foodies and fans of artisan eateries, craft beer, art and culture in a vibrant urban downtown scene. The addition of 4th Street Market's eclectic mix of dining options has created a critical mass for the East End scene. "4th Street Market is one of the biggest game changers to hit downtown in a long time," building owner Ryan Chase says of this exciting development. "It brings a lot of life, energy, and diversity to the streets and there is a noticeable buzz in the area." East End is also home to Award Winning Playground restaurant, Yost Theater, Frida Cinema, Native Son Alehouse, Wursthau, Marcas Contemporary Art and Blends, among many others.

A cool, creative crowd of artists, students, office workers, attorneys and others begin gathering at 7 a.m. when the 30,000-square-foot culinary complex opens for business. The appealing aroma of coffee from Portola Coffee Lab is a key part of 4th Street Market's instant appeal. The small batch, third wave Orange County-based coffee purveyor has a passionate following that seeks out its high quality coffee, tea and other products sourced from small growers around the world and was voted 2015 Micro Roaster of the Year.



Santa Ana's 4th Street Market is also home to Honor Roll, a specialty food market within the market focusing on local items operated by Playground. Honor Roll is home to Dough Exchange, Playground's in-house bakery, and also offers a variety of products including fresh produce, spices, beer and wine and carefully curated pre-packaged goods. Electric City Butcher by Michael Puglisi is also located within Honor Roll. It's a European-inspired butcher shop that offers whole animal butchery, nose to tail usage, and classic charcuterie. Honor Roll also features artisanal products made on-site in the East End Kitchens. 4th Street Market's ten fully equipped incubator



■ (top clockwise L-R) Downtown Santa Ana's 4th Street Market Street Scene; Diners on the 4th Street Market patio; 4th Street Market Central Court Food Emporium; Recess by Playground; Graffiti Wall and Adjacent Grow Wall; Electric City Butcher - Michael Puglisi Master Butcher. ■ (middle) Ryan Chase in front of Santa Ana's 4th Street Market's Graffiti Wall. ■ (bottom) Santa Ana's 4th Street Market's Graffiti Wall by Renowned Artist Tyko Witnes.

SANTA ANA: DID YOU KNOW?

- **SANTA ANA'S UNIQUE HISTORY:** In 1919, Ryan Chase's great-grandfather opened a shoe store in Downtown Santa Ana on Fourth Street.
- **SANTA ANA'S AWARD WINNING VENUE:** 4th Street Market's Portola Coffee Lab was voted 2015 Micro Roaster of the Year.
- **SANTA ANA'S GLOBAL MILLENNIAL REACH:** 4th Street Market is home to global food blogger Foodbeast's Kitchen and Studio, a leading source of food news and entertainment for millions of monthly millennial eaters across its platforms around the world.

Several of the concepts in Santa Ana's 4th Street Market come courtesy of Jason Quinn, chef and owner of Playground, a Santa Ana restaurant that put the East End district on the California culinary map when it opened in late 2011 to instant critical and customer acclaim after winning the Great Food Truck Race on the Food Network National Competition. The three concepts are Noodle Tramp, featuring a Northern Thai meal in a bowl called Khao Soi, PFC, featuring Playground Fried Chicken, house baked cornbread, cole slaw and potato salad, and Wagyu Chuck, which features a gourmet take on the classic California burger and cheeseburgers. 4th Street Market also houses KTCHN DTSA, Dos Chinos, MAR, Stockyard Sandwich Co, Ink Waffles, Chunk N Chip, Recess Libations and Radical Botanicals.

rental kitchens, designed for artisanal and small-scale food production. These commercial kitchens may be rented by the hour, day or month, utilizing access to the market's 8,000 square foot basement commissary, dry storage, cold storage, freezer storage, and packing/labeling room. East End Kitchens has also partnered with food accelerator Food-Centricity to help these businesses take the next step.

A key aspect of the 4th Street Market's impact on Downtown Santa Ana is the fact that it's open all day (until 9 p.m. on weekdays and 11 p.m. on weekends), and it's a place where people from all walks of life are comfortable lingering whenever they arrive. With indoor/outdoor seating for 300, free Wi-Fi and 15 highly curated culinary entrepreneurs offering an eclectic array of dishes,

drinks and desserts, 4th Street Market is now Downtown Santa Ana's all day meeting place where something is always going on, so anytime is a good time to visit. It's where local residents, workers and OC and LA visitors gather to eat, think, write, read, post and party. It's about world-class creativity, culture, and cuisine in downtown Santa Ana, and its instant success is a key component of the future of the Downtown Santa Ana's ever-evolving millennial urban experience. ■

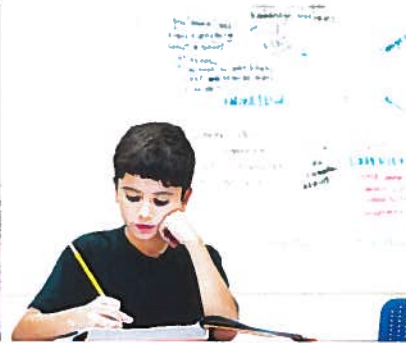
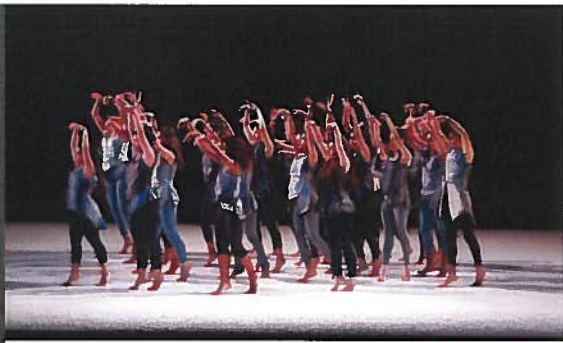
www.4thstreetmarket.com
www.eastenddtsa.com

NEXT WEEK:
Downtown Santa Ana's World Class Woodlark Floor: 30 Years of Changing Lives, Irish Dance.

COMING WEEKS:
Facts you should know about Santa Ana's education, culture, dining, history, transportation, commerce, neighborhoods, and downtown redevelopment.



SANTA ANA: ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



SANTA ANA'S THE WOODEN FLOOR CHANGES LIVES, FAMILIES AND THE SANTA ANA COMMUNITY

▶▶ ONE IN A SUNDAY SERIES

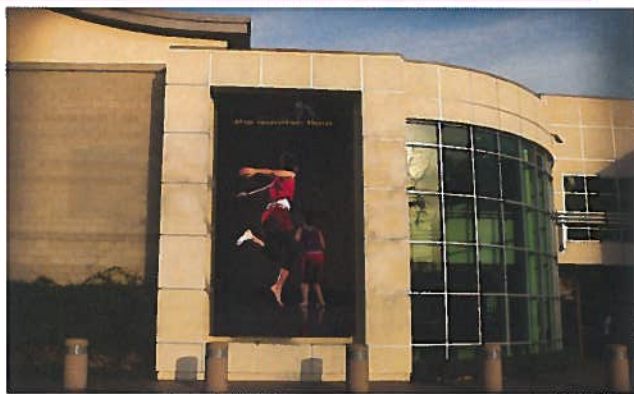
BY CATHI DOUGLAS

For 30 years Santa Ana's The Wooden Floor has provided inner-city at-risk children and teenagers with the tools they need to succeed in school and in life through a unique approach

grounded in dance. Since 2005, 100 percent of The Wooden Floor's students have graduated high school on time and gone on to pursue higher education – a rate three times the national average for their socioeconomic peers. The Wooden Floor's Executive Director Dawn S. Reese and Artistic Director Melanie Rios Glaser create an environment where students change and grow themselves, positively influencing their families and their community.

Founded in 1983 by then-Sister of St. Joseph Beth Burns as St. Joseph Ballet, The Wooden Floor provides low-income children a way to build confidence and develop a sense of discipline and success. It offers free academic programs, pre-college mentoring and college scholarships to ensure that students become college-ready. Early remedial support is given to each of the 375 students so that they develop the skills necessary to be academically competitive.

The Wooden Floor provides tutoring and homework assistance in the Hutton Education Center free of charge for each student, thanks to partnerships with UC Irvine, Chapman University, Cal State Fullerton and Cal State Long



Reese said Maria Elena came to The Wooden Floor when she was 9 years old and attended for 10 years. Upon graduation from high school, Maria Elena became the first of her family to attend college. She will graduate from UCLA this month with a bachelor's degree in math and biology and plans to attend medical school to become an orthopaedic and reconstructive surgeon. Not only is Maria Elena a success – she influenced her brother and father. Her brother is going to college and her father remains an enthusiastic community volunteer at The Wooden Floor.



SANTA ANA: DID YOU KNOW?

- Santa Ana's The Wooden Floor has received the following national awards:
- 525th "Daily Point of Light" Award, President George Herbert Walker Bush (1991)
 - Coming Up Taller Award, U.S. Presidents' Committee on the Arts and the Humanities and National Endowment for the Arts (2003)
 - Neighborhood Builders Award, Bank of America (2009)
 - MetLife Afterschool Innovators Award (2012)

Beach. While many of the program's students come from academically challenged schools, The Wooden Floor's all-campus GPA has risen from 3.0 to 3.2 since 2009.

When Burns, who had a background in dance, first founded St. Joseph Ballet, it was her personal ministry to serve downtown Santa Ana's community. She wanted to provide children with a world-class education and arts opportunity knowing that personal growth through dance could help individual students and the community.

Today, students from 8 to 18 years old study in a rigorous, 10-year program that sometimes requires them to be on site up to seven days a week. Students are selected in a once-yearly process, with 400 children lining at 2 a.m. on screening day. About one in four is selected.

"The Wooden Floor students' pursuit of higher education ripples through their communities," Reese said. "Their energy inspires parents and neighbors to work toward change and soon entire communities have been transformed. Unleashed by their journey at The Wooden Floor, students utilize their kinetic energy to create a positive difference in the world around them."

The Wooden Floor's upcoming 32nd annual concert, "A Light Comes Through," takes place May 28-30 at the Irvine Barclay Theater. The performances are made possible by a result of pairings from November 2014 to May with several well-known professional choreographers, including John Heginbotham – a 2016 U.S. State Department Cultural Ambassador – who work in residency with the students.

■ (top, clockwise from upper left) Santa Ana's The Wooden Floor students perform at the organization's 30th Annual Concert in 2013; Sam Matthews, Class of 2021 in The Wooden Floor's Education Center; The Wooden Floor students perform at the organization's 31st Annual Concert in 2014; The Wooden Floor students perform at the 30th Annual Concert; ■ (middle) Santa Ana's The Wooden Floor campus; ■ (bottom) Alejandra Medina, right, performs at the organization's 28th Annual Concert in 2011 in downtown Santa Ana.

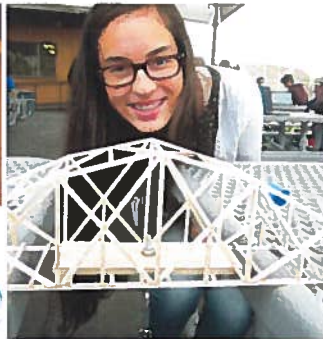
"Performing for an audience changes the way they look at themselves and the world around them," she added. "Preparation and performance teach them skills they will use in all facets of their lives." Audience members are transformed as they witness firsthand the dramatic change, empowerment and improvement in students' lives. ■

NEXT WEEK: Santa Ana's Orangewood Children's Foundation: Helping over 74,000 Children and Teens since 1981.

COMING WEEKS: Facts you should know about Santa Ana's education, culture, dining, history, transportation, convenience, neighborhoods and downtown redevelopment.



SANTA ANA: ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



SANTA ANA'S ORANGEWOOD CHILDREN'S FOUNDATION: HELPING MORE THAN 74,000 CHILDREN AND TEENS SINCE 1981

►► ONE IN A SUNDAY SERIES

BY KEDRIC FRANCIS

Santa Ana-based Orangewood Children's Foundation is the leading provider of services to meet the varying needs of Orange County foster youth. A private, nonprofit organization founded in 1981, Orangewood served 1501 current and former foster youth last fiscal year. Orangewood programs are focused on education, employment, housing, life skills and basic needs.

"I used to think that being in the system was the worst thing ever, until I got connected with Orangewood," says former foster youth Ray (pictured top row center with his mentor and Orangewood board member, Frank Suryan). "Everyone I have come in contact with thus far truly cares about me and the other youth. Orangewood has provided me with resources, courage and strength to be successful in life."

May is Foster Care Awareness Month, and part of awareness is the realization that the challenges facing foster youth are daunting, and statistics about them sobering. There are almost 3,000 children in foster care in Orange County. It's not uncommon for foster children to have lived in 10 or more homes and attended as many as 15 different schools. For children who often are already working behind their grade level, each change in school is another setback that can have a negative impact for years to come.

Only 46 percent graduate from high school (vs. 93 percent for non-foster youth), and less than 2 percent graduate from college. Up to 65 percent will have no place to live after their 18th birthdays, when they're emancipated from foster care.

Santa Ana's Orangewood Children's Found-



Santa Ana's Orangewood alum Erin is a recent graduate from Harvard University Law School.

class was added in fall of 2014. Each subsequent year a freshmen class will join until the total student body is approximately 480. The Academy infrastructure is being built in phases on 7 acres in Santa Ana, with the 3-story academic building and the community building set to open in August 2015. Once The Academy campus is complete, it will eventually include residential living for up to 80 foster teens.

is high: "Our school is engaging students in unique and exciting ways," says Anthony Saba, Head of School. The Academy "And the word is spreading. We received 280 applications for the 120 spots in our freshmen class in the Fall." ■

SANTA ANA'S ORANGEWOOD PROGRAMS

- College Scholarships
- The Academy Charter High School
- Employment
- Transitional Housing
- Life Skills
- Basic Needs
- Mentors

Orangewood Children's Foundation

- Learn more at orangewoodfoundation.org and theacademycoc.org
- Donate to Foster Care Awareness Month campaign at myorangewood.org/boardcampaign

SANTA ANA: DID YOU KNOW?

- Santa Ana's Orangewood Children's Foundation has been helping Orange County foster youth for over 34 years.
- Santa Ana's Orangewood has funded and opened a public charter high school with a STEAM curriculum (science, technology, engineering, arts and math) in Santa Ana called The Academy.
- May is National Foster Care Awareness Month.

ation has responded to this critical need in Orange County by funding and opening a high-performing, college-preparatory public charter high school called The Academy. The Academy serves both foster children and children from the surrounding community, with an emphasis on science, technology, engineering, art and math. Each student receives a laptop, and benefits from a focus on the whole student through small class sizes.

The first class of 120 freshmen started classes on the Santa Ana campus of The Academy in August 2013. Another freshmen

"We talked to the foster kids and they told us they didn't want to go to a school for only foster students," says Susan Samuelli, co-founder of The Academy and board member of Orangewood Children's Foundation. "They wanted a school that gave them the best possible education."

The student attendance rate the first two years was 97 percent, among the highest rates of any school in Orange County. Some 50 percent of students finished the first year with a GPA of 3.0 or higher (results aren't yet in for the second year). And demand to attend the school

NEXT WEEK:

Santa Ana's Chamber of Commerce. Established in 1839, the oldest business association in Orange County History.

COMING WEEKS:

Check you please know about Santa Ana's education culture, dining, history, transportation, commerce, neighborhoods and downtown redevelopment.



SANTA ANA: ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



SANTA ANA'S CHAMBER OF COMMERCE DIFFERENCE MAKERS BUSINESS AWARD WINNERS, CLOCKWISE FROM TOP LEFT:

SMALL NONPROFIT PERSON OF THE YEAR:
Dawn Reese, The Wooden Floor

LARGE BUSINESS PERSON OF THE YEAR:
Michael Weisman, DGB Advertising & Communications

CHAMBER AMBASSADOR OF THE YEAR:
Sharon Barlow, Sharon & Sons Floor to Ceiling

PERSON OF THE YEAR:
Lou Correa, State Senator Emeritus

SANTA ANA CHAMBER OF COMMERCE: FOUNDED IN 1889, THE OLDEST BUSINESS ASSOCIATION IN ORANGE COUNTY HISTORY AND ONE OF THE REGION'S MOST INFLUENTIAL

►► ONE IN A SUNDAY SERIES

BY CATHI DOUGLAS

Santa Ana's downtown is no secret and an increasingly vibrant, eclectic hub for young entrepreneurs, innovators and artists attracted both by the area's unique cultural

diversity and its trendy food and entertainment venues. Residents from throughout Orange County are drawn to its artsy, hip atmosphere, mix of entertainment and retail offerings, and award-winning restaurants.

While the reawakening of Santa Ana's downtown core breathes new life into the city, the task of growing and nurturing business throughout Santa Ana requires a newly focused commitment to future business success from the leadership and members of the Santa Ana Chamber of Commerce.

As Orange County's oldest chamber, the Santa Ana Chamber of Commerce has been the leading advocate for the city's business community for 126 years. It works to draw new companies, strengthen the economic base and stimulate new jobs for residents. And while it has grown and adapted as Santa Ana has become the county's second most-populated city - and one of its most culturally diverse - the chamber has remained true to its mission of business and community development, networking, legislative advocacy and community improvement.

"Santa Ana is unique and attractive for businesses and residents," notes David L. Elliott, President and CEO of the Santa Ana Chamber of Commerce. "We're centrally located in Orange County, our workforce is diverse, we're the county seat of government, and we offer



PHOTOS BY JAVIER MENDOZA & SEAN LEWIS

discover ways the chamber can assist in combatting the city's most pressing issues. Elliott said, "We're dedicated to business development, community improvement and relationship-building. That's as true today as ever."

The Santa Ana Chamber of Commerce offers members a series of monthly breakfasts, lunches and mixers, an annual business expo conference, and industry affinity groups to foster effective networking. It holds an annual gala where new chamber officers are installed and the organization identifies its direction for the year. Chamber members also can attend Santa Ana's annual State of the City luncheon, during which the mayor details the city's present challenges and



SANTA ANA: DID YOU KNOW? The Santa Ana Chamber of Commerce was founded in 1889 by C.E. Parker, who founded the Orange County Title Company the same year. Santa Ana based Orange County Title became First American Corporation, today the world's largest title company.

a diversity of businesses. We are a world-class city in the heart of Orange County.

"Many manufacturing, retail and professional service businesses operate in Santa Ana alongside an array of government and educational institutions to make the community especially vibrant," Elliott adds. "A large number of charities, nonprofit organizations and ministries are based in Santa Ana as well."

As the city's leading pro-business advocate and one of the most active and influential chambers in the region, the Santa Ana Chamber of Commerce meets with key community and city leaders, school districts and community colleges, and business owners and executives to

future goals. The chamber's Government Affairs Council offers various forums to discuss legislative issues affecting local business.

But perhaps the chief mission of the Santa Ana Chamber of Commerce today, Elliott noted, is to spread the buzz about the city's striking mix of cultures, industries and people.

"It's incumbent upon the chamber to continue to tell the story of 'why Santa Ana?' and to increase our marketing efforts," he says. "Our future has to do with people recognizing the opportunities here, recognizing that Santa Ana is an outstanding place to live, work and play and Orange County's epicenter for vertical urbanization in a true urban core." ■

■ Santa Ana's Chamber of Commerce has given over \$500,000 to Santa Ana students as scholarships.

NEXT WEEK: Santa Ana's 10th Annual Feast of Taste of Santa Ana Featuring the Finest Restaurants in Southern California.

COMING WEEKS: Facts you should know about Santa Ana's education, culture, dining, history, transportation, commerce, neighborhoods and downtown redevelopment.



SANTA ANA: ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



SANTA ANA'S AWARD-WINNING RESTAURANT SCENE IS CELEBRATED AT BEST TASTE OF SANTA ANA ON MAY 30, A FUNDRAISER FOR ASSISTANCE LEAGUE OF SANTA ANA

►► ONE IN A SUNDAY SERIES

BY KEDRIC FRANCIS

Downtown Santa Ana's emergence as a favorite destination for millennials in search of an authentic big city experience has been driven by many factors, including the arts, education, philanthropy

retail and historic real estate preservation. One of the most significant factors in the revitalization of the area has been the increasingly vibrant restaurant and food scene. When Original Mike's opened in 2001 it was the beginning of a new era of noteworthy restaurants in downtown Santa Ana, an era that continues to this day with the recent opening of the 4th Street Market dining hall, Wursthhaus and Paninoteca Maggio and the continued success of foodie favorites like Little Sparrow, Playground and Chapter One.

On May 30 the culinary culture of D TSA will be celebrated during the second annual Best Taste of Santa Ana, a fundraiser for Assistance League of Santa Ana. Restaurants, caterers, grocers and other gourmet purveyors will host tastings of favorite dishes at booths set up in the parking lot on East 3rd Street between North Spurgeon and North Bush, near Yost Theater. There will be live music from Acoustic Monday a duo of Santa Ana High School alums, as well as jazz musicians from the high school. Wine and beer tastings will be offered as well.

Restaurants at Best Taste of Santa Ana will represent a creative cross section of downtown Santa Ana's culinary favorites, including Original Mike's, Native Son Ale, Wursthhaus, Portola Coffee Roasters and North Left, as well as Kendall Jackson winery and restaurants from across the city.



■ (top) Downtown Santa Ana's restaurant's award-winning cuisine
 ■ (middle) Santa Ana's Assistance League shown here being supported by Downtown Santa Ana's community women circa 1950

...serving nonprofits in Orange County. More than 450 volunteers provide help to 2750 children, teens and seniors in Santa Ana, including 25,000 hours of community service provided annually to local families in need.

The chair of the Best Taste of Santa Ana event is Katherine Housley, who was born and raised in the city and has been an Assistance League member and volunteer since the 1977. "The food is going to be good," she says. "We hope to have 800 people come out to experience downtown Santa Ana and support Assistance League."



■ Original Mike's Restaurant's award-winning burger.

SANTA ANA: DID YOU KNOW? Santa Ana's Assistance League was formed in 1935 and is one of the oldest continuously serving nonprofits in Orange County.

Best Taste of Santa Ana runs from 4PM-7PM, and tickets are \$40, which includes tastes at all the restaurant booths, with beer and wine an extra charge. Proceeds from tickets and a 50 item silent auction will support programs to help Santa Ana Unified School students, specifically Operation School Bell program, an Assistance League initiative which donates school uniforms, clothing and hygiene supplies to 2,000 Santa Ana children a year.

Established in 1935, Assistance League of Santa Ana is one of the oldest continuously

...She gives much credit to Mike Harrah for downtown Santa Ana's renaissance. "He started with the Masonic Temple, a gorgeous building he restored. And the old Bank of America that he made into a beautiful theater, and so much more."

"I've lived in Santa Ana all my life," Housley says. "I am really proud of our downtown area. It's gorgeous and it's only going to get better!"

Tickets will be available at the event and at <http://www.assistkids.org/ps/index.cfm?id=3388> ■

BOOTHS EXPECTED AT BEST TASTE OF SANTA ANA INCLUDE:

- Berkeley Catering
- Birrell's Barbecue
- California Pizza Kitchen
- Fifty Forks
- Kendall Jackson Winery
- Le Cheval
- Mother's Market and Kitchen
- Nam Vietnamese Eatery
- Native Son Alehouse
- North Left
- Olla Bakery
- Original Mike's
- Paninoteca Maggio
- Polly's Pies
- Portola Coffee Roasters
- Ritters Steam Kettle Cooking
- The Olive Ship
- Velvet Lounge
- Wursthhaus

NEXT WEEK:

Santa Ana's RiverDive Trail is the Longest and Most Scenic Hike Trail in Southern California.

COMING WEEKS:

Facts you should know about Santa Ana's education, culture, dining, history, transportation, commerce, neighborhoods, and downtown redevelopment.



SANTA ANA: ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



SANTA ANA: THE REGION'S MOST BICYCLE-FRIENDLY CITY WITH PERKS, CONVENIENCE AND SAFETY FOR CYCLISTS

►► ONE IN A SUNDAY SERIES

BY CATHI DOUGLAS



anta Ana leads the way in promoting bicycling for Orange County residents who seek physical fitness, pollution-free travel choices, and a healthy environment.

The city's evolving General Plan Circulation Element studies ways to improve travel choices for the Santa Ana community. Santa Ana hosted the first-ever "Sunday On Main Open Streets" event last October – opening an automobile-free, two-mile area downtown to cyclists, walkers and runners. More recently, four Bicycle Huts – stand-alone, enclosed bicycle parking facilities offering cyclists shelter and security for their bicycles – have been opened downtown. And forums such as the "Building a Bike-Friendly City" event held last fall at Garfield Community Center discuss steps Santa Ana can take to make it easier for bicyclists to ride across the city.

Since May is National Bike Month, there's no better time to consider cycling for health and transportation throughout the city. "Santa Ana wants to become the friendliest bicycle city in Orange County," said Gerardo Mouet, executive director of the city's parks, recreation, and community services agency during a bicycle forum last fall.

May is Bike Month

Bike Month features a number of bicycle events and promotions promoted by the Orange County Transportation Authority, which encourages residents to explore the county's 1,000-plus miles of bicycle paths. Bike Month 2015 events include Explore Jeffrey Open Space Trail, the Huntington Beach Bike Festival and Bike Rally, Bike to Work week, held



The trail offer bicyclists, skaters, walkers and horseback riders the opportunity to enjoy the greenway without worrying about vehicle traffic. Bicyclists have spotted migrating Canadian Geese and many native species of birds and wildlife along the path, which offers a respite from the city's suburban environment.

A Bicycle-Friendly City

Councilwoman Michele Martinez proposed that last October's "Sunday On Main Open Streets," based on Los Angeles' popular CicLAvia event, be included in the city's strategic plan. Martinez noted that South Main Street provided a good location for the SOMA event. "As we move forward... we'll have connections into downtown, into the museum district, into Main Place. Main Street is a perfect corridor where we're able to extend different ways (of hosting a ciclovia)," Martinez said.

SOHOS also helped Santa Ana residents realize that bicycling can be a better way to commute around town.



■ (top) Clockwise from upper left: The Santa Ana River Trail; cyclists enjoying the SOMA event near Original Mike's Restaurant in downtown Santa Ana; SOMA cyclists cruising through historic downtown Santa Ana; the scenery along the Santa Ana River Trail. ■ (middle) Bicyclists on the Santa Ana River Trail. ■ (bottom) A new Bike Hut in downtown Santa Ana.

hours, and the Bike Huts are powered by energy-efficient solar power.

The project is funded by a Federal Transit Authority Transportation Enhancements grant, which requires that the units be located to support "first mile/last mile" options for individuals transferring from transit or Metrolink to places of employment or business districts.

To obtain a membership, bicyclists must complete an online form. Once payment has been received, a unique pin code provides immediate access to any one of the Bike Huts. As part of the program, cyclists have access to a personal dashboard that provides usage information, a personal profile, message center and special member discounts. For information about Bike Hut membership, phone 949-275-6365 or email info@bikeconnect.org.

SANTA ANA: DID YOU KNOW? The Santa Ana River Bicycle Trail is 30 miles long and links neighborhoods, business and shopping districts and the beach.

May 11-15, offered free Metrolink rides to anyone who brought a bicycle aboard the train. For more information, visit <http://www.octa.net/Share-the-Ride/Bike/Bike-Promotions/National-Bike-Month>.

A Bicycle-Friendly Path

Perhaps there's no better place to bicycle through the city than the safe, convenient and scenic Santa Ana River trail, a 12-foot wide path following the cement-lined Santa Ana River, that runs between Pacific Coast Highway at Huntington Beach and the Corona (71) Freeway just northwest of Corona.

Bike Huts Provide Safe Storage

As part of the city's efforts to promote bicycling, it has established four Santa Ana Bike Huts. The modular, secure Bike Huts provide monthly and annual members with convenient, safe bicycle storage for short durations at locations downtown, at the Civic Center and the Santa Ana Regional Transportation Center.

Each Bike Hut has a high-definition digital camera that streams images 24/7, providing bicycle security and safety for members. Twelve vertical bicycle racks are in each hut. Each Bike Hut has LED lighting to provide greater visibility and safety during evening

NEXT WEEK:

Santa Ana Neighborhoods: Orange County's most historic, cultural, vibrant and most distinguished.

COMING WEEKS:

Facts you should know about Santa Ana's education, culture, dining, history, transportation, commerce, neighborhoods and downtown redevelopment.



SANTA ANA: ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



SANTA ANA NEIGHBORHOODS: ORANGE COUNTY'S MOST HISTORIC, VIBRANT AND DISTINGUISHED

► ONE IN A SUNDAY SERIES

BY CATHI DOUGLAS

Santa Ana, with a venerable history, vibrant downtown district, verdant parks and 64 distinct residential and mixed-use neighborhoods offers an original and diverse landscape for residents

seeking the best of Southern California's urban and suburban worlds

Founded in 1869 by William H Spurgeon, Santa Ana is the county seat and Orange County's second-largest city. It's a historic city with a modern heart and a distinct charm represented in its more than 100 faith-based organizations, 50 school parent groups, 25 service clubs, 200 nonprofit social service agencies and myriad businesses.

Yet its residential neighborhoods - ranging from the eclectic streets in Santa Ana's historic downtown district to the old world charm of French Park and the lovely custom homes in Floral Park - best display the city's enduring appeal.

Well-preserved and historic homes coexist alongside renowned independent restaurants and retail businesses in the city's downtown district. And in recent years, developers have built several modern condominium and townhouse projects. Creative agencies, art galleries, studios artists and popular restaurants



of Orange County's most established neighborhoods, Floral Park is representative of a historic era of gracious, tree-shaded streets, abundant flowers, unique and stylish homes and friendly neighbors.

Sandy DeAngelis relocated to Floral Park from Manhattan in New York City and is now

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years ago. "My jaw just dropped. It was like driving into another world," Lawson says.

Lawson lives in a plantation-style home built in 1939 by Frank Curran, who owned a number of Orange County lumberyards. When they put their home on the Floral Park Home Tour earlier this year, Lawson said, they discovered that Curran also built Santa Ana's historic City Hall.

In addition to its beauty, Lawson said, the neighborhood's caring nature and friendly camaraderie make it stand out. Best of all, she said, Floral Park is just down the street from downtown Santa Ana's outstanding restaurants, coffee shops and artists' enclaves.

I am happy to live in a vibrant, uber-interesting city, Lawson says. "I love how everything here is unique with its own character." ■

SANTA ANA: DID YOU KNOW? Santa Ana's neighborhoods have been home to author and actress Diane Keaton, philanthropist and South Coast Plaza developer Henry Segerstrom, author Phillip K. Dick and actress Michelle Pfeiffer.

inhabit lofts and offices in the Santa Ana Artists Village, a colorful arts district in the heart of the downtown neighborhood.

In downtown Santa Ana is the historic French Park neighborhood, where large, historic homes nestle around a small park and the streets exude an old-world charm. French Court, north of French Park, also is near the downtown area and offers an eclectic mix of old and newer homes.

Santa Ana's Floral Park neighborhood is a community of more than 600 vintage homes, most of which were built from the 1920s through the 1950s. Recognized as one

of Orange County's top realtor. "Once home to orange, avocado and walnut groves, the neighborhood features some of the area's original farmhouses. Over 100 homes in Floral Park are on the Santa Ana Register of Historic Properties. Floral Park was the recipient of the 2005 Neighborhood of the Year Award awarded by Neighborhood, USA, and ranked as the No. 1 Neighborhood in 2007 in the Orange County Register's Best of Orange County rankings," beams DeAngelis.

Ashley Lawson, president of the Floral Park Neighborhood Association, recalls driving onto Victoria Street with her partner and their real estate agent when house-hunting two

NEXT WEEK: Santa Ana: balancing lives with hope, KidWorks.

COMING WEEKS: Facts you should know about Santa Ana's education, culture, dining history, transportation, commerce, neighborhoods and downtown redevelopment.



SANTA ANA:

ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



SANTA ANA'S WORLD-CLASS KIDWORKS TOUCHES LIVES WITH HOPE

►► ONE IN A SUNDAY SERIES

BY CATHI DOUGLAS

Santa Ana resident and current City Council Member David Benavides volunteered for eight weeks one summer back when he was a Biola College student. He worked closely with at-risk

youngsters who lived in Santa Ana neighborhoods. Benavides was dismayed when one of the children he'd worked closely with declared that life would again become hopeless once Benavides returned to college.

It was then, Benavides recalls, that he determined to return to Santa Ana and commit himself to nurturing impactful relationships and attainable opportunities with its children, teens and families. For the past eighteen years he has worked first as a volunteer and now as executive director with Santa Ana KidWorks, a nonprofit organization with Christian roots that serves more than 800 children, youth and parents at three learning centers citywide. He's also an elected member of the Santa Ana City Council.

"I grew up in East L.A. and understood the everyday challenges posed for families living in difficult situations and tough neighborhoods," he says. "When we think about Santa



and life skills while offering career exploration and expanding world views.

Santa Ana KidWorks was founded in 1993 by Christian pastor Larry Acosta, and his wife Jayme, who wanted to bring hope to Santa Ana's impoverished children living in Santa Ana, who faced gang violence, poverty, drug use and hopelessness. Begun in a Townsend Street apartment, the organization first offered a summer club to keep students in constructive activities.

"Change comes from raising leaders up from these neighborhoods," Benavides notes. "It's not enough just to help a few kids. We



SANTA ANA: DID YOU KNOW? Santa Ana Kidworks' supporters include Phillip Knight (Founder, Nike), the Perry-Segerstrom Family, Congresswomen Loretta Sanchez, Bill Walton (NBA Hall of Fame), Terry Donahue (College Football Hall of Fame), Dennis Kuhl (Chairman, Angels Baseball) and Allen Staff (Bank of America, Market President).

As the county seat and the densest city in Orange County, we see that our next generation of community leaders will come from this area. We need to pour our energy into offering these youth a promising future."

Santa Ana KidWorks begins to influence change in families through preschool programs targeting the youngest Santa Ana residents and continues to support them with their 'University Starts Now' after-school programs for K-12 students, and its Youth Engagement Program in which older youth address policy issues in their community.

During the summer, a six-week Kids Camp offers different sports highlighted in the summer Olympic games and emphasizes fun, activities and learning for kids in kindergarten through fifth grade. For teens, a six-week leadership program aims to develop character

want everyone to have the chance to thrive, and then return to give back to their own community. We aim to create a circle of hope and neighborhood transformation. Santa Ana KidWorks targets the entire family," he says. "From cradle to college, Santa Ana KidWorks provides programs for parents that provide them with tools and help them develop skills."

The formula is working, Benavides says. Santa Ana KidWorks teens have a 96 percent on-time high school graduation rate, and 83 percent of Santa Ana KidWorks students enroll in college.

A capital campaign was launched on May 31 with a goal of \$3 million to help fund the organization's expansion. The Building Dreams campaign kicked off with a \$1.3 lead gift from Sacred Harvest Foundation and the Santa Ana KidWorks Board of Directors to generate

■ (top) Santa Ana Kidworks' long time supporters Pat and Terry Donahue with the preschoolers
 ■ (middle) Santa Ana KidWorks' expansion rendering which will double the center's capacity to serve Santa Ana KidWorks' Foundation for Success Luncheon Keynote Speaker will be NBA Great and Television Personality Bill Walton. The event will be held at the Santa Ana Airport Doubletree on Thursday, Nov 19, 2015
 ■ (bottom) Santa Ana KidWorks' Graduation day

funds for a future fitness center, education innovation center, technology lab and more.

Santa Ana KidWorks' Dan Donahue Center, the organization headquarters, is at 1902 W Chestnut Ave. in Santa Ana. Volunteers and donations are welcome, call 714-834-9400 or visit kidworksonline.org for more information. ■

NEXT WEEK: Santa Ana's Orange County Educational Arts Academy (OCEAA) A World Class, Two-Way, Bilingual Immersion Program has 24...

COMING WEEKS: Facts you should know about Santa Ana's education, culture, dining, history, transportation, commerce, neighborhoods and downtown redevelopment.



SANTA ANA: ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



SANTA ANA'S OCEAA: NURTURING HIGH-PERFORMING PreK-8 LEARNERS IN DOWNTOWN SANTA ANA

►► ONE IN A SUNDAY SERIES

BY CATHI DOUGLAS

Santa Ana's busy downtown hub is home to a successful public charter school that relatively few Orange County residents are even aware of. Yet the school is in demand among parents

interested in smaller class sizes for their PreK-8th grade children, with other draws including foreign-language immersion, academic excellence and emphasis on both the arts and technology.

The Orange County Educational Arts Academy opened at 825 N. Broadway with a full K-8 grade program a decade ago, and this fall close to 600 students will be in attendance, according to Interim Principal Kristin Collins. In addition, the former Mexican Consulate building across the street from the existing campus is being renovated over the summer to accommodate pre-K and transitional kindergarten classes, Collins added.

Founded in 2005 by a group of educators, parents and community partners who wanted to provide a well-rounded education to Orange County students, the academy's program emphasizes family involvement and promotes the ideal of parent-teacher partner-



PHOTOS COURTESY DAVID HOYLE

Perhaps the most unique aspect of the academy is its Two-Way Bilingual Immersion Program, in which Spanish is spoken for at least 50 percent of the elementary school instruction day for classrooms balanced between English-only and English language learners. Collins says OCEAA students achieve bilingualism, bi-literacy and achieve at or above grade level on multicultural competence as well as required academic achievement tests.



■ (top) Santa Ana's OCEAA students perform at the End of Year Extravaganza on June 6th.
■ (middle) Santa Ana's Orange County Educational Arts Academy or OCEAA kids help Bill Campbell cut the ribbon on the Discovery Science Center's Eco Challenge Exhibit.
■ (bottom) Santa Ana's OCEAA students participate at The Garden Grill.

Mike Harrah originally designed, built and offset Santa Ana OCEAA's original financing for construction. In addition, he also helped OCEAA deliver the approval for the original school charter. Mike Harrah is one of the largest supporters of education in Orange County, especially in Santa Ana. He designed, built and financed the Orange County School of the Arts and is also a large supporter of KidWorks.

SANTA ANA: DID YOU KNOW? Santa Ana's OCEAA is a world class leader in two-way bilingual Spanish-English immersion program in which Spanish is spoken at least 50% of the day.

ships in the educational process. Marking its 10th anniversary this year, the academy aims to prepare students to be global citizens and future society leaders through appreciation and mastery of the arts, technology and world languages and cultures. It promotes a safe, positive learning environment in which students participate in enriching experiences designed to help them grow academically, socially and emotionally.

"We believe the Santa Ana's OCEAA community is strengthened by diversity," wrote Principal Linda Hardman Greene in her welcome letter last school year. "Our families come from a variety of heritage groups that tie their lineage to countries throughout the world. As such we value the many languages spoken in our homes and our experience with cultures is an invaluable asset."

Nicole Kubasek, sixth-grade teacher at Santa Ana's OCEAA, believes that the academy's focus on the arts is one thing that sets it apart from other public schools. "I have the ability to make curriculum decisions and have a voice in my teaching," Kubasek says. "I feel supported by the administration."

As a public school, Santa Ana's OCEAA is funded by the state based on student attendance and is subject to the same accountability measures as other public schools. Santa Ana's OCEAA, in fact, has demonstrated significant achievement gains and has surpassed Academic Performance Index targets every year since 2009. The academy is refining its curriculum and instruction to ensure that students become proficient in Common Core Standards.

Parents who are interested in enrolling their children in OCEAA in the coming school

year attend campus tours between September and February. Collins said. The Orange County Educational Arts Academy can be reached at 714-558-ARTS; visit oceaa.org for more information. ■

NEXT WEEK:

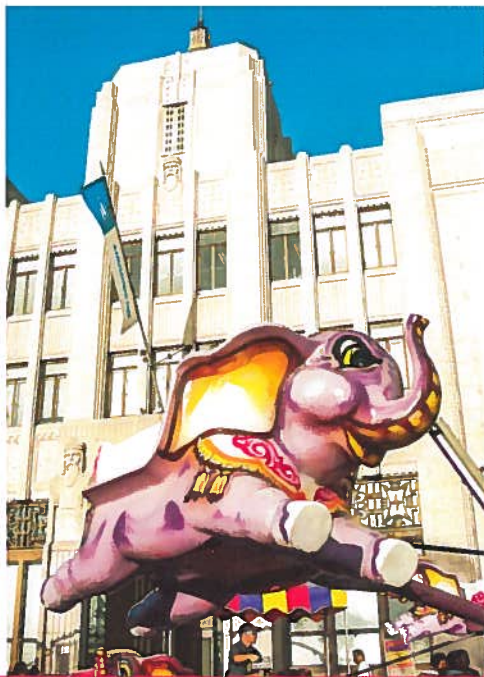
Santa Ana's OGWB is new! Amusement Park - Santa Ana and Southern California's most trusted advertising agency.

COMING WEEKS:

Things you should know about Santa Ana's education, culture, dining, history, transportation, commerce, neighborhoods and downtown redevelopment.



SANTA ANA: ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



SANTA ANA'S AMUSEMENT PARK: SOUTHERN CALIFORNIA'S MOST TRUSTED ADVERTISING AGENCY

▶▶ ONE IN A SUNDAY SERIES

BY CATHI DOUGLAS

Santa Ana's world renowned advertising icon Michael Weisman loves the idea that adults can walk through his doors and become kids again – believing that anything is possible and having an undiluted good time. That's one reason why he and his partners at DGWB – downtown Santa Ana's acclaimed advertising agency – chose to invest in and rebrand this spring as Amusement Park.

DGWB co-owners Weisman and Jon Gothold – partnering with Jimmy Smith, founder and chief executive of Los Angeles-based Amusement Park Entertainment, and Ed Collins, a one-time DGWB chief marketing officer – want to create something unique with Amusement Park.

Amusement Park offers clients an out-of-the-box toolkit to send their messages to key audiences with its unique "entertainment view of the world," explained Bob Ochner, the agency's public relations director. "There are different ways to communicate with people – games, comics, made-for-TV events – all with different components. We are trying to build a bridge to the consumer in engaging ways."



new partnership and new name is The Values Institute, a strategic think tank that conducts research and consults businesses in identifying and implementing shared values. "We have found like-minded partners who understand the values expectations for our company and clients," Weisman noted. "It is the focal point of messaging for all our clients and in our new venture we have found that it is a really nice marriage between our two entities."



SANTA ANA: DID YOU KNOW? Santa Ana's DGWB was rebranded as Amusement Park, and relocated from Irvine to Downtown Santa Ana to create a world-class advertising firm.

The rebranded agency is "not just bolting a traditional ad agency onto an entertainment company," Weisman recently told the Orange County Business Journal. "It's these two entities coming together to form something completely different, which is this media-agnostic communications organization that can create social currency for clients beyond giving them sales, which is obviously the lifeblood of any business."

Founded in 1998, DGWB has 90 staff members in offices in L.A. and Santa Ana and serves clients like the Hilton Garden Inn, Wienerschnitzel, Toshiba and Yogurtland. "We're not looking to do the historical model of advertising," Weisman said. "The world has changed. Expectations are different. Advertising needs to be entertaining to consumers." One thing that will not change with the

This new chapter continues DGWB's long history of innovation and change. The ad agency's headquarters in the strikingly beautiful, circa-1935 Santa Ana City Hall building have been home base and the springboard for not only the agency's award-winning ads, but also its important involvement in building the downtown's burgeoning creative class.

When seeking new office space after their lease in an Irvine office park expired, the agency's partners discovered that Santa Ana is a real city, with a real history and a real soul. Weisman recalled, "We loved that our creative services company would be in that environment, and we fell in love with the city." Joining the downtown arts movement and becoming Santa Ana Chamber of Commerce members, the agency and its staff remain involved in the community, offering pro bono and volunteer

■ (top) Santa Ana's Amusement Park opened with the fanfare of a carnival atmosphere. A whimsical mural greets visitors to the new Santa Ana office. One wall is hardly enough space to house the raft of awards and honors racked up by the agency. Santa Ana's Amusement Park sampling of the agency's clients.
 ■ (middle) Santa Ana's Amusement Park's leadership team: Mike Weisman, Jon Gothold, Jimmy Smith and Ed Collins.
 ■ (bottom) Santa Ana's City Hall Building circa 1935, renovated to Amusement Park's Santa Ana Headquarters.

services to Taller San Jose, Downtown Inc. and Working Wardrobes of Orange County.

"For me, there is nothing like Santa Ana in all of Southern California," Weisman noted. "There were a lot of dreamers here 25 years ago and here the downtown creative services community is serving as a hallmark of the city. It looks like the United Nations, drawing a melting pot of diverse young millennials." ■

NEXT WEEK:

Spita Anny Doubtfree Hotel: One of the Historic Client Rated Hotels in Orange County.

COMING WEEKS:

What's going on in Santa Ana's education, culture, dining, history, transportation, commerce, neighborhoods and downtown redevelopment.



SANTA ANA: ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



SANTA ANA'S DOUBLETREE HOTEL: ONE OF ORANGE COUNTY'S HIGHEST-RATED HOTELS

▶▶ ONE IN A SUNDAY SERIES

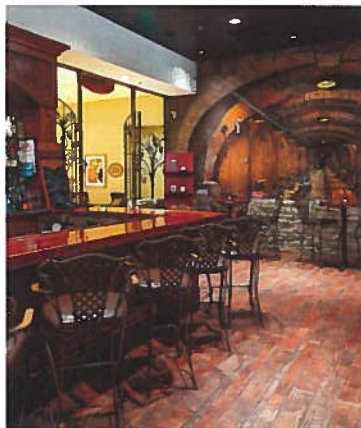
BY CATHI DOUGLAS

Santa Ana's epicenter for corporate and nonprofit meetings and events is one of Orange County's highest rated hotels, the DoubleTree Hotel by Hilton. For General Manager Ronnie Dalgado, the DoubleTree is more than a successful hotel – it is a labor of love. Dalgado and his staff of 89 – many of whom have been with the hotel since its opening – take personal pride in making customer service a No. 1 priority and enjoy working as a team.

"What sets us apart is our staff," Dalgado says. "We care about the hotel, and our work is a team effort. Everyone shares a dedication to service. We get compliments all the time describing how wonderful our people are." In fact, one Santa Ana staff member recently won Hilton Worldwide's Spirit of Care Award, the global brand's highest form of individual recognition.

A visit to the Santa Ana DoubleTree Hotel, of course, begins with a warm chocolate chip cookie. Dalgado said that the warmth of that signature DoubleTree welcome gets guests' stay off to an exceptional start.

In fact, the food served at the hotel's



Immediately prior to joining the DoubleTree by Hilton in Santa Ana, Olvera was executive chef at DoubleTree by Hilton Irvine Spectrum, and also worked as executive chef at the Pacific Palms Resort Red Restaurant in Los Angeles. She earned her culinary and restaura-

■ (top) Santa Ana's DoubleTree Hotel's General Manager Ronnie Dalgado and award-winning chefs, Miss Orange County Icon Beauty Pageant winners and others enjoy some homemade. Santa Ana's DoubleTree Hotel front lobby.
 ■ (bottom) Santa Ana's DoubleTree Hotel Heritage Restaurant and Bar, Santa Ana's DoubleTree Hotel guests enjoy award-winning chocolate chip cookies.

SANTA ANA: DID YOU KNOW?

Santa Ana's Doubletree Hotel is owned by the world-class Pacific Hospitality Group, owners of Bacara Resort and Spa in Santa Barbara, Balboa Bay Resort in Newport Beach and the Newport Beach Country Club.

Meritage Restaurant and Bar, through 24-hour room service, and at banquets is personally selected and prepared by recently hired Executive Chef Shannon Olvera. The hotel's food offers unforgettable taste, diversity and freshness, Dalgado noted.

Trained in Hawaii and a former "Chopped" television show contestant, Olvera was hired in March. She uses seasonal ingredients to conceive and prepare a selection of seafood, salads and steaks, many with an Asian twist. Also offered are daily themed happy hours featuring small plate specials.

Olvera began her career as an executive sous chef/corporate trainer for Roy's Restaurants, known for their Hawaiian fusion cuisine

rant management degree at the University of Hawaii Kapiolani Campus.

While the DoubleTree Hotel's food is noteworthy, so is its community involvement, Dalgado says. Hotel staffers deliver cookies to local elementary schools, staff members donate ball and cocktail gowns to Working Wardrobes for needy teens, the hotel provides food to Second Harvest Food Bank, and it partners with nonprofit organizations like the American Cancer Society on fundraising galas.

Marla Evans, director of sales, said the hotel's staff delights in producing creative, unique special events, conferences and meetings. One recent client-appreciation event featured a big top circus theme,

complete with a stilt walker, aerial acrobats and circus-themed food. "There is a wide spectrum of events we can do at our hotel," Evans said. Prominent client companies include First American Financial Corporation, General Electric, Ricoh, Oracle, Ingram Micro and T-Mobile.

The hotel's staff works hard and is tight-knit, Dalgado notes. On Casual Fridays, hotel staffers contribute \$5 each to dress down, the money then is used to help fund the emergency needs of team members, such as car repairs.

"People are one of the most important facets of the hotel business," Dalgado says. "If people are not service-oriented, it shows, and the hotel is just another property." ■

NEXT WEEK:
 Santa Ana is the Southern California culinary center of urban, trendy, casual, creative and is home to twelve world-class ice cream shops and is celebrating July, as National Ice Cream Month.

COMING WEEKS:
 Check you should know about Santa Ana's education, culture, dining, history, transportation, government, neighborhoods, and downtown redevelopment.



SANTA ANA: ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



SANTA ANA'S WORLD-CLASS ICE CREAM EXPERIENCES: CELEBRATING 'ICE CREAM MONTH' IN STYLE

►► ONE IN A SUNDAY SERIES

BY CATHI DOUGLAS
LINDA DEOLIVEIRA

Santa Ana offers ice cream aficionados Orange County's finest and widest variety of iced treats to savor, from handcrafted ice-cream sandwiches to passion fruit paletas to "adult milk shakes" (alcohol included) at a multitude of restaurants, storefronts and shops.

It didn't take then - President Ronald Reagan's 1984 designation of July as National Ice Cream Month to boost the runaway popularity of the nation's favorite dessert - but it certainly didn't hurt. And with the third Sunday in July declared as National Ice Cream Day, now is the perfect time to review the many ice cream shops, stores, creations and offerings available in Santa Ana before, during and after the celebration on July 19, 2015.

No matter your ice-cream taste preference, there is somewhere in Santa Ana that you can satisfy your frozen treat sweet tooth.

■ **Santa Ana's Original Mike's Restaurant at 100 S. Main St.** is located in a completely renovated, historic building that was the first horseless carriage dealership in



■ (top) Santa Ana ChunkNChip's Award Winning Ice Cream Sammiches make great wedding alternatives. Santa Ana Original Mike's Restaurant's Handmade Adult Ice Cream Shake's Cup Runneth Over! Santa Ana's ChunkNChip's Homemade Gourmet PBJ Ice Cream Sammiches, Santa Ana's Caudron Ice Cream's Honey Melon, Downtown Santa Ana Celebrating 4th of July's Ice Cream Month

■ (bottom) Santa Ana Original Mike's Restaurant's World Class Handmade Ice Cream Shakes, Santa Ana Front Porch Pops - Happiness on a Stick! Peach and Raspberry Pop, Santa Ana's Next Generation enjoying Ice Cream Month in Downtown Santa Ana.

■ **Santa Ana's Front Porch Pops, also in the Fourth Street Market,** offers "Happiness on a Stick," including critics favorite, the mojito fruit pop.

■ **Santa Ana's Scoops, 605 East Santa Ana, CA 92701.** One of Los Angeles' most popular ice cream shops held its grand opening on Friday, July 10 in downtown Santa Ana at 605 East Santa Ana near the Santa Ana Regional Transportation



split semifreddo with roasted pineapple and roasted banana caramel.

■ **At Santa Ana's Hans Homemade Ice Cream at 3640 S. Bristol St.** owner Hans Biermann has made his own thick and creamy premium ice cream since 1971, when the shop's modest surroundings included a trailer and bean field. Originally a Swenson's store owner, Biermann cut ties with the company 18 years ago, when it forced operators to use factory-made ice cream. Flavors from classic Chocolate Orange Chip to praline pecan are super thick, dense and creamy, containing 16 percent butter fat.

■ **Rare flavors make Santa Ana's La Flor de Michoacan's** ice cream and paletas (fruit popsicles) the best in Orange County, according to fans. The shop at **1750 S. Main St.** offers such rare flavors as magonadas with a chamoy sauce - or sour tamarind with spicy chili - and made-in-house nieve, frozen treats that are usually sherbet-like.

■ **Santa Ana's Caudron Ice Cream, at 1421 W. MacArthur Blvd.,** specializes in uber-trendy homemade liquid nitrogen ice cream in flavors like Earl Grey lavender. ■

SANTA ANA: DID YOU KNOW?

Santa Ana is the Southern California culinary center of über-trendy ice cream creations and is home to twelve world-class ice cream shops and is celebrating July as National Ice Cream Month.

Orange County history (Buick) built in 1914 Original Mike's offers an outstanding variety of ice cream sundaes, milk shakes and malts for the entire family, including six adults-only beverages featuring alcohol. The Dark Knight (for Superheros only) features Hennessy, Grand Marnier and dark chocolate ice cream. Viva Las Vegas (Elvis' Favorite) contains Smirnoff Vanilla Vodka, banana liqueur, peanut butter and vanilla ice cream.

■ **Santa Ana's Chunk N Chip in the Fourth Street Market at 201 E. Fourth St.** offers "Craft Ice Cream Sammiches" that feature homemade, oven warmed cookies served with ice cream made from fresh, simple, premium ingredients that are locally sourced when possible. From classics to novelty and seasonal choices, each day's choices are noted on the store's Weekly Flavors page.

Center Santa Ana is their first OC location based on the city's hip, urban vibe and bright future. The founder Tia Kim is known in L.A. for his unique flavors ranging from green tea and popcorn ice cream to balsamic cherry and coffee and Guinness flavored ice cream treats.

■ **On the menu at Santa Ana's May's Ice Cream Shop, 1180 S. Bristol St.,** are delicacies like chamango with a stick of tamarind candy.

■ **At Santa Ana's La Central Dulceria, 719 E. Fourth St.,** you can enjoy authentic Mexican ice cream and candy.

■ **Even Santa Ana's upscale eateries, such as Playground and Little Sparrow,** offer gourmet variations on ice cream drinks and desserts. **Santa Ana's Playground, at 220 E. Fourth St.,** offers two adults-only sweets, the Nitro COPS Shake with coffee Averna and a mini doughnut, and the H.Q. with bubbles and blueberry sorbet. **Santa Ana's Little Sparrow, at 300 N. Main St.,** has a banana

NEXT WEEK: Santa Ana's Shasta Inn features start-up offering the finest and freshest local ingredients.

COMING WEEKS: Facts you should know about Santa Ana's education, culture, dining, history, transportation, commerce, neighborhoods, and downtown redevelopment.



SANTA ANA: ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



SANTA ANA'S DOWNTOWN FARMERS MARKET OFFERS THE FRESHEST AND FINEST LOCAL INGREDIENTS

►► ONE IN A SUNDAY SERIES

BY CATHI DOUGLAS

Santa Ana's vibrant downtown may be an unexpected place to find fresh produce from local farms and baked goods produced by local chefs – but both are available in the Spurgeon Promenade every Thursday from 4 to 8 p.m., thanks to the Downtown Santa Ana Certified Farmers' Market.

Part of the ongoing reinvention of East Fourth Street, the market operates weekly on Spurgeon Street between Third and Fourth Streets in the plaza in front of the Yost Theatre. The 18 to 25 vendors offer a wide variety of fresh, locally grown produce, baked goods, and artisanal items such as raw honey and bath and body products. The Orange County Music League provides live music, local artist Yenny Bernal hosts a children's craft table, and a different food truck visits each week. Food demonstrations from well-known local chefs routinely show visitors how to cook healthy versions of traditional foods.

The three main organizers of DTSA Certified Farmer's Market worked for more than a year to establish the market, which opened in spring 2014. Their timing was perfect, since



faces. Cacciata noted, while regular shoppers – including young people who reside in lofts downtown, professionals on their way home from jobs in the Civic Center, and nearby residents – continue to visit.

Downtown resident Dennis Luy, project coordinator, and Sean Coolidge, who heads up

SANTA ANA: DID YOU KNOW?

Santa Ana's Downtown Promenade offers the only afternoon and evening (4:00 pm-8:00 pm) farmer's market in Orange County, making it the perfect opportunity to explore Santa Ana's downtown millennial new urbanism which includes great restaurants, stores and galleries.

Santa Ana's strategic plan identifies access to healthy food options and increased health and wellness for all citizens as key priorities. Other efforts include making the city friendlier and more accessible to bicycle traffic and encouraging young people to exercise.

Market Manager Kerri Cacciata, who helped found the nonprofit DTSA Certified Farmers' Market, said organizers are pleased "to be a resource for health and wellness within the community." Each week the market continues to attract diverse new

creative services, joined Cacciata to establish and run the farmers market. Luy is a longtime active member of the community who assisted Don Cribb in the development of the Santa Ana Artists Village and has served on many local committees, including the Downtown Santa Ana Business Council and Restaurant Association.

For more information, call 714-592-4678, email info@DTSAFarmersMarket.com, click on www.dtsafarmersmarket.com or visit the Downtown Santa Ana Certified Farmers' Market on Thursday afternoons from 4 to 8 p.m. ■



■ (top) Santa Ana's Farmer's Market vendor selling fresh oven-baked breads; Santa Ana's Farmer's Market delicious produce and fresh ingredients
 ■ (middle) Santa Ana's Farmer's Market vendors selling oven-baked breads and other treats
 ■ (bottom) Santa Ana's Farmer's Market day and hours of operation

NEXT FEATURE:

Santa Ana's beautiful French Park is listed on the National Historic Register for Historic Places.

COMING WEEKS:

Next, you should know about Santa Ana's education, culture, dining, history, transportation, commerce, neighborhoods, and downtown redevelopment.



SANTA ANA: ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



SANTA ANA'S FRENCH PARK IS KNOWN AS THE NOB HILL OF ORANGE COUNTY

▶▶ ONE IN A SUNDAY SERIES

BY CATHI DOUGLAS

Santa Ana's French Park is one of the city's oldest neighborhoods and is listed on the National Register of Historic Places. A charming, 20-square-block residential district just north-east of downtown, the close-knit community features stately antique homes on tree-lined streets combined with a diverse mix of residents that make it unique.

Some of Orange County's most prominent citizens, including Santa Ana founders William Spurgeon and C.E. French, first built Colonial Revival, Victorian, Neo-Classical and Craftsman Bungalow style homes from the 1890s to the 1920s in French Park. It became known, in fact, as the "Nob Hill of Orange County."

Much of the area's charm didn't survive the influx of new residents that began in the 1940s, and many French Park homes were divided into apartments or converted to rooming houses. Some of the great Victorians, such as the French home, were torn down and replaced by parking lots, apartments and condominiums. Yet in the 1970s, a new group with an appreciation for old houses began to preserve and restore the French Park neigh-



borhood, long-time member of the Society for Creative Anachronism. Cook-Giles not only appreciated Claycomb House's potential beauty, but also liked the surrounding neighborhood of stately homes and quiet streets.

Thanks to a federal program that assists old house rehabilitation efforts, Cook-Giles was able to borrow money for the home's yearlong renovation as part of his mortgage. The house was completely re-wired, a new garage was added, the kitchen was gutted and replaced, an additional bathroom constructed and interior additions were demolished.

When it came to the restoration, Cook-Giles says he didn't have the first idea what



PHOTOS PROVIDED BY:
JON ZICH 714.235.5727

■ **Santa Ana's French Park** Bright colors, colonnades and charm characterize the homes of this historic district. Known as Orange County's "Nob Hill," the neighborhood boasts tree-lined sidewalks, antique fixtures and a range of mid-century architectural styles.

SANTA ANA: DID YOU KNOW? Santa Ana's French Park was home to some of Orange County's most prominent citizens, including Santa Ana founders William Spurgeon and C.E. French.

hood, organizing the Historic French Park Association in 1979.

Attracted by the idea of living in an area that recalled earlier times, database designer Paul Cook-Giles first visited Claycomb House at the corner of Eleventh and Spurgeon streets in French Park in 1998. The now 108-year-old house – a mix of Fairy and Colonial Revival styles – had been vacant for 10 years, boarded-up, vandalized and neglected. All the same, Cook-Giles says, he instantly fell in love with the home and knew he had to live there.

"I'd always wanted an old house," he explained. "I didn't grow up in one, but both sets of grandparents had them, and I was fascinated by the old-fashioned architecture." A history major at Lubbock Christian University and a

he was doing "I read a lot of books, called friends who helped, and taught myself how to do things," he says. The result is a five-bedroom, two-and-a-half-bath home for Cook-Giles and his husband since 2004, Joe Cook-Giles, who is a contract administrator for the Orange County Health Agency.

Today the 4,000-square-foot home is listed in the Historic Register along with many in the French Park neighborhood, which extends from Washington Street south to Civic Center and from Bush Street on the west to Poinsettia Street on the east.

"French Park is great," Cook-Giles says. "I love the fact that I know my neighbors, and it's a really interesting mix of people. Santa Ana has only gotten better since I've moved in."

The home's central location and proximity to grocery stores, churches, restaurants and entertainment mean that both men walk or bike to most of the places they go, including their workplaces, Cook-Giles added.

"Santa Ana is vibrant," he says. "There are lots of people doing interesting things, world-class artists, homegrown cultural events. It's a city in transition and we are happy to be a part of it." ■

COMING WEEKS:

Each year, thousands of people about Santa Ana's education, culture, dining, history, transportation, government, neighborhood, and downtown development.



SANTA ANA:

ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY

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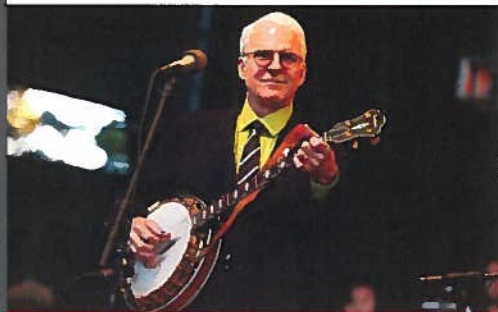
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SANTA ANA COLLEGE: A COMMUNITY GEM MARKS 100 YEARS OF CELEBRATED PAST, BOUNDLESS FUTURE

▶▶ ONE IN A SUNDAY SERIES

BY CATHI DOUGLAS

Downtown Santa Ana's local college is a key driver of educational and economic success in Southern California. If you live or work in Orange County, it's guaranteed that you know someone whose life has been impacted by Santa Ana College. Hundreds of thousands of alumni – including world famous performers, elected officials, recognized business leaders and professional athletes – launched their careers at the college, which celebrates its 100th anniversary this year.

From working professionals updating their skills to veterans who served in Iraq and Afghanistan looking to join the workforce to first-generation college students preparing for university transfer, Santa Ana College provides a varied curriculum, myriad delivery methods, and support for students' success.

Santa Ana Junior College opened in 1915 with 24 students and 11 professors in one borrowed building on the Santa Ana High School campus. Today, Santa Ana College has 30,000 students enrolled each semester.

"Santa Ana College is truly a community gem," says President Erlinda J. Martinez. "We



"Santa Ana College is unique because they understand the population of their student body," she says. "Santa Ana College students come from working-class backgrounds; the children of immigrants and first-generation college students. But not only do professors share knowledge – they help you navigate the system and encourage you."

Recognized for its comprehensive workforce training programs for nurses, firefighters, law enforcement and medical personnel, the college also works with the city on



▶ (top) Santa Ana College Alumni Diane Keaton, CJ Wilson and Steve Martin, Santa Ana College Champion Men's Soccer Team, Santa Ana College Digital Media Center. (middle) Santa Ana College El Don Newspaper Editorial Staff in 1940, Santa Ana College 1920's Football Team.

SANTA ANA: DID YOU KNOW? What do Diane Keaton, Steve Martin and Angel's Star pitcher CJ Wilson's all have in common? They are all alumni of Downtown Santa Ana's Santa Ana College.

want to see students succeed – to achieve the American dream and to have Orange County benefit from their diversity and achievements. There are no barriers we can't overcome."

"One alumna who conquered significant hardship is Dana Ruiz, a single mother of two daughters who graduated from Santa Ana College in 2007. Ruiz, a Santa Ana resident, went on to earn her bachelor's degree from UC Berkeley and now is a social worker at St. Mary's Hospital in Long Beach.

"I became a single mom at really young age and knew I didn't want to work low-paying jobs without intellectual stimulation," Ruiz says. "Yet I didn't know what it meant to have a career." Santa Ana College faculty members were supportive of her dreams and pushed her toward a university degree.

mutual efforts like the Digital Media Center. It is ranked as one of the nation's top two-year colleges awarding associate degrees to Latino and Asian students. Its Pathway to Law School program paves the way for Santa Ana College students to earn bachelor's degrees at UCI and go on to law school.

In addition, Santa Ana College is one of 12 community colleges selected to participate in a landmark program to offer bachelor's degrees. It will offer a baccalaureate degree in occupational therapy studies by the 2017-18 academic year.

"I am proud to attend Santa Ana College because the college gave me an opportunity to become the person I always strived to be," says political science student Raquel Manriquez, a 20-year-old Garden Grove resident

and former student body president. Manriquez serves on the Rancho Santiago Community College District Board of Trustees and wants to practice law. "At Santa Ana College, I can get an affordable education and be involved in my community."

Santa Ana College invites the community to join in its 100th birthday celebration presented by Union Bank on Saturday, Sept. 19 from 5-9 p.m. The celebration will feature mariachis, a Family Fun Zone sponsored by Disneyland Resorts, and a 15-minute fireworks show. It takes place on the Football Practice Field and Parking Lots 11, 12 and 13. More information is available at sac.edu/100/Events/Pages/default.aspx or by calling 714-564-6075. ■

COMING WEEKS:

Fast facts you should know about Santa Ana's education, culture, dining, history, transportation, commerce, neighborhoods, and downtown redevelopment.



SANTA ANA: ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY



GROW CONFERENCE

October 7, 2015 | Discovery Cube, Orange County

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GROW CONFERENCE

October 7, 2015 | Discovery Cube Orange County

Limited seating. Unlimited opportunities. Register now for GROW.
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THE RISE OF URBANIZATION IN THE HEART OF ORANGE COUNTY

SANTA ANA: WIDE OPEN FOR BUSINESS!

Santa Ana offers the most qualified, most experienced, most creative municipal staff in Southern California history. Orange County's only downtown urban area, Santa Ana has become a thriving cultural and urban center and has paved the way for outstanding profitable opportunities for residential, retail, medical, educational, hotel and mixed-use developers and investors in the most unique setting Orange County has to offer.



David Cavazos
 City Manager
 Santa Ana



Hassan Haghani
 Executive Director of
 Planning and Building
 Agency



Kelly Reenders
 Executive Director
 Community
 Development



Michael Harrah
 President
 Caribou Industries



Robert Caudill
 Regional Director
 Calliers
 International Group



Jonathan Maher
 Senior General
 Manager - Westfield



Ryan Chase
 S&A Properties and
 President of
 Downtown Inc.



Joan Choi
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SANTA ANA'S GROW CONFERENCE DRAWS OVER 400 PEOPLE TO DISCUSS THE RISE OF URBANIZATION IN OC

▶▶ ONE IN A SUNDAY SERIES

BY KEDRIC FRANCIS

Santa Ana's downtown renaissance, and its future as the millennial urban center of Orange County, was the focus of the 3rd annual GROW Conference. The gathering of investors, developers, brokers, city officials, entrepreneurs and creative visionaries met and networked at the Discovery Cube on Oct. 7 in an event hosted by the Santa Ana Chamber of Commerce and the Santa Ana Economic Development Council.

The theme of the conference was **"The Rise of Urbanization in the Heart of Orange County,"** with key topics discussed including the importance of education and the arts to the quality of life in Santa Ana; streamlining of city permit and zoning policies to be more business friendly, and opportunities for adaptive reuse and transit-oriented development in the city.

The event kicked-off in dramatic fashion, as the room went dark, with a spotlight revealing an individual in the audience who stood and professed their affection for, and connection to, downtown Santa Ana.

There were five in all, including **Logan Crow**, the founder and director of The Frida Cinema, **Paula Garcia-Young**, a banker and Chamber

of Commerce board member, **Ryan Chase**, a fourth generation Santa Ana businessman responsible for 4th Street Market and the East End renaissance, **Susie Lopez**, a Santa Ana Century High School student, recently accepted at MIT, who credits the school's engineering and design programs with her success as an intern at NASA and JPL, and **Mike Weisman**, a partner and CEO of Amusement Park, the pioneering, iconic Downtown Santa Ana creative agency formerly known as DGWB, which has been headquartered in the 100 year-old Santa Ana Courthouse building for 16 years.

SANTA ANA: DID YOU KNOW?

"Santa Ana has more millennials than any other city in Orange County," stated Kelly Reenders, Santa Ana's Executive Director, Community Development Agency.

of Commerce board member, **Ryan Chase**, a fourth generation Santa Ana businessman responsible for 4th Street Market and the East End renaissance, **Susie Lopez**, a Santa Ana Century High School student, recently accepted at MIT, who credits the school's engineering and design programs with her success as an intern at NASA and JPL, and **Mike Weisman**, a partner and CEO of Amusement Park, the pioneering, iconic Downtown Santa Ana creative agency formerly known as DGWB, which has been headquartered in the 100 year-old Santa Ana Courthouse building for 16 years.

"If you're looking for a return on investment and a place to transform your business, Santa Ana can be your home as well," Weisman said, before he concluded his remarks with the statement, **"I am Santa Ana,"** as had each speaker before him.

Each of the five speakers provided insightful examples of the vitality and diversity of downtown Santa Ana, an inspiring theme moderator **Steve Churm**, one of the most widely known media professionals in Southern California, continued in his opening remarks. "Santa Ana is home to one of the most diverse and dynamic populations in the region, and the business address for some of the most important companies, cultural institutions and educational landmarks Southern California has to offer," Churm, Freedom Communication's Chief Revenue Officer, said. **"It's a center of commerce and culture in the heart of one of the strongest regional economies in the nation."**

There were two panel discussions after welcoming remarks from Santa Ana Mayor

Phoenix City Manager, he trimmed the Phoenix budget, streamlined its permitting processes and helped revitalize its downtown. Under his leadership, Phoenix successfully turned around a historic deficit into a surplus within two years and maintained a "AA" bond rating.

"As a planner, I'm pro-business, pro-investment and pro-development," said Hassan Haghani. He drew applause when pledging to streamline Santa Ana's zoning code. **"Zoning in Santa Ana will be predictable, consistent and easy to follow."** Haghani said, "as will the entire permitting and entitlement process."

Kelly Reenders said that she's excited that there's "re-investment, vibrant businesses, and an exploding culinary scene in Santa Ana." One of her agency's key areas of focus is the art and culture scene in the city, she said, noting that the city has 500 arts-related businesses that employ 3500 people. **"Arts and innovation breeds economic development in so many ways."**

"Santa Ana has an energy," Reenders said, in remarks echoed by the entire panel. "People are converging in the city from all different walks of life. You look around and see diversity and opportunity everywhere."

NEXT WEEK: Santa Ana's Grow Conference, Oct. 25, including a Downtown Santa Ana development preview panel featuring developers Mike Lopez, Susie Lopez, Michael Lopez, Ryan Chase and Jodi Chase.

COMING WEEKS: Facts you should know about Santa Ana's education, culture, parks, history, transportation, commerce, neighborhoods, and downtown redevelopment.

SANTA ANA: ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY





SANTA ANA'S GROW CONFERENCE, PART II. DEVELOPERS, INVESTORS AND BUSINESS LEADERS DISCUSS THE RISE OF URBANIZATION IN OC

▶▶ ONE IN A SUNDAY SERIES

BY KEDRIC FRANCIS



anta Ana's downtown development, and the business leaders driving it, was the focus of the second part of the GROW Conference held recently at the Discovery Cube. Hosted by the Santa Ana

Chamber of Commerce and the Santa Ana Economic Development Council, the event is the annual gathering celebrating Downtown Santa Ana's renaissance, and its future as the millennial urban center of Orange County.

The private sector panel (which followed one focused on city government) included **Jonathan Maher**, the Senior Executive and General Manager of Westfield MainPlace, which recently completed the most successful \$50 million redevelopment and retenanting of the Santa Ana regional shopping center in history; **Robert G. Caudill**, Regional Director of Colliers International Group, a commercial real estate firm active in Downtown Santa Ana and Vice Chair of the Southern California ULI; **Michael Harrah**, the President of Caribou Industries, a pioneering Santa Ana real estate developer with 5 million square feet of historic properties, plus the upcoming One Broadway Plaza, designed to be the largest, tallest and most sustainable office tower in OC history;



Discovery Cube, Santa Ana Zoo and nonprofit's **KidsWorks** and **The Wooden Floor** among Santa Ana's most vital educational assets.

"All the education that goes on here is so very important," he said. "To bring in more families, more residential development, education needs to be the very best. And it is in Santa Ana." Harrah passionately stated, **"Today's youth is tomorrow's future!"**

Joon Choi also mentioned the key role of education, with "skilled and talented people who graduate, go off to college, and then are coming back to make Santa Ana a better place for the next generation."

He sees similarities between Santa Ana and cities like Portland and Austin that have become "Tier One cities because they're vibrant,

(top clockwise L-R) Jonathan Maher, Senior General Manager, Westfield; Robert Caudill, Regional Director, Colliers International Group and ULI; Vice Chair, Michael F. Harrah, President, Caribou Industries; Joon Choi, Principal, Harbor Associates; Ryan Chase, SAA Properties and President of Downtown Inc.

mials here. They're not moving to Portland, LA or San Francisco."

"We have real creative office space," he said of the city's historic buildings adapted to attract artistic and innovative industries. "We don't have to build buildings and make them look old to attract creative office."

A retail and restaurant mix that's focused on art, including food, fashion, music and film, is key to drawing millennials to Santa Ana, Chase said. "You have to curate it, offer unique things to make it a destination where they can have an experience," he said. "If you're not different and unique, they're not going to come."

Jonathan Maher of MainPlace echoed what Chase said: "Retail is changing; we need to evolve. People want to make a day of it, want more of an experience with family and friends." Maher points to the more than 700,000 people who drive by MainPlace each day on the four Orange Crush freeways and the diversity of the demographics as key elements driving the growth of his booming business in Santa Ana. Our emphasis on serving a diverse customer base is driving our incredible growth and unprecedented retail tenant satisfaction.

The program closed with a video showcasing Santa Ana's dynamic present and inspiring future, followed by closing remarks from **Steve Churm**, who thanked the sponsors, the Santa Ana Chamber of Commerce and its executive director **David Elliott**, and **Robert Duncan** of Caribou Industries.

"Santa Ana sits right in the middle of this intersection of innovation, capital and potential," Churm concluded. "It is—and will become—the urban center of 21st century Orange County." ■

SANTA ANA: DID YOU KNOW? One Broadway Plaza will bring approximately 3,000 new employees to Downtown Santa Ana, with an economic impact to the city estimated at \$10.5 billion over the first 5 years after completion.

Ryan Chase, a fourth generation Santa Ana investor and developer who created East End; **Joon Choi**, Managing Principal of Harbor Associates that specializes in acquiring, renovating and repositioning commercial properties throughout Southern California. Moderated by Freedom Communication's **Steve Churm**, the panel discussed a wide range of topics affecting the future of Downtown Santa Ana, including education, transportation, vertical urbanization and adaptive reuse of the city's architecturally significant and historic buildings.

Caribou's Mike Harrah spoke about the crucial importance of education in Downtown Santa Ana's renaissance and future, pointing out the impact of **Orange County School for the Arts** on the city. "OCSA draws students and families from all walks of life into the Santa Ana area," said Harrah, who was one of the earliest Santa Ana supporters of the school. Harrah included **Mater Del High School, OC Educational Arts Academy, El Sol Science & Arts Academy, Samuel Academy, the 100-year old Santa Ana College, Bowers Museum,**

eclectic and central. Like them, Santa Ana is a walkable city where the creative and design generation wants to be."

He agreed with others on the panel that there is a demand for new and adaptive reuse residences. "We don't see enough cranes and construction in the city," he said. "Which is why we're investing \$250 million in Santa Ana and areas like it."

Robert Caudhill's commercial real estate firm works with investors who own the Spurgeon Building and West End Theater, among other historic landmarks in Downtown Santa Ana. He agreed that "we need residential, but we can't forget about hospitality. We need to put a boutique hotel in the market." He stated that one recent landmark transaction involved a Downtown Santa Ana building near the Spurgeon Building that was refinanced at over \$300 PSF. "That is a tremendous, positive sign for the Downtown Santa Ana investment community," Caudhill said.

Ryan Chase pointed out that as Santa Ana evolves into a creative urban center, "the city is succeeding in keeping multicultural mil-

COMING WEEKS:

Find out what you should know about Santa Ana's education, culture, dining, history, transportation, commercial, neighborhoods, and downtown redevelopment.



SANTA ANA:

ORANGE COUNTY'S ULTIMATE MILLENNIAL URBAN MODEL FOR THE 21ST CENTURY

INSIDE



General Counsel Awards

page 12



Seeing Purple

page 16

Architecture
ENGINEERING

page 17



Harrah, left, Santa Ana Mayor Miguel Pulido recently bestowed Outstanding Citizen and Pioneer Award on developer. Televised ceremony on cable.

Register's New
Landlord Eyes More

Envisions 2 Towers Next to Daily's HQ in Santa Ana

By MARK MUELLER

A commercial and residential development with the potential for a couple of high-rise towers could be built on land surrounding the Santa Ana headquarters of the Orange County Register, according to the high-profile building's new owner.

Mike Harrah, the largest commercial property owner in Santa Ana, last week closed on

the purchase of the five-story Register headquarters building on Grand Avenue.

The 173,000-square-foot building sold for about \$27 million in a deal brokered by the Newport Beach office of CBRE Group Inc.

The sale works out to a price of about \$156 per square foot for the office, which is just off the Santa Ana (I-5) Freeway near the Costa Mesa (55) Freeway.

Can Valeant
Keep It Up?

HEALTHCARE: Bid for Allergan looks light despite last week's stir

By VITA REED

Did Valeant Pharmaceuticals International Inc. make David Pyott's point last week?

Look to this week's performance of the Canada-based company's shares for the answer.

It appeared that Valeant pulled out the stops last week as it pursued its hostile bid for Irvine-based drug maker Allergan Inc.

Valeant went public with a peek at better-than-expected earnings for the third quarter and reversed

Allergan 72

About Bill Gross
OC Insider,

page 3

Costa Mesa Circuit Board
Maker Could Top Field

TECHNOLOGY: Deal for rival would lift TTM near top of global ranks

By CHRIS CASACCHIA

Thomas Edman's first deal at the helm of Costa Mesa-based TTM Technologies Inc. could create the world's largest printed circuit board maker.

The pending \$927 million buy—which includes cash, stock and a debt swap for St. Louis-based Viasystems Group Inc.—would form a company with some 30,000 employees and 28 manufacturing plants in the U.S. and China.

The new TTM would still face a slew of com-



Edman: "dramatic expansion" of company's diversification

TTM 71

Harrah

Freedom Communications Inc., the owner of the newspaper and seller of the office, will continue to occupy the building under a 20-year lease-back agreement, Harrah said last week.

"They need to be somewhere, and they needed to get some capital," Harrah said of Freedom and the Register, which has been headquartered in the building since it opened in 1986.

Terms of the leaseback with Freedom, which last week also announced the shuttering of its nascent Los Angeles Register newspaper and 29 layoffs in cost-cutting moves, were not disclosed.

Excess space at the building had been listed for lease at a monthly rent of \$1.85 per square foot, according to CoStar Group Inc. data.

A lease near those terms would equate to annual rent of about \$3.8 million for the entire building.

Land directly along Grand Avenue that could be the site of a small retail center also was included in the office sale to Harrah, who said the replacement value of the Register building is about \$63 million.

It is the largest purchase in Santa Ana reported in years for Harrah and his Caribou Industries, which has bought and renovated more than 4 million square feet spread over about 80 buildings near the city's civic center and downtown.

Redevelopment

Harrah made his mark in the 1990s buying and restoring a number of buildings during a redevelopment of downtown Santa Ana. Many of the buildings are now leased to government entities.

A similar redevelopment plan now is being considered for the area surrounding the Reg-



Register building: Freedom Communications sold 173,000-square-foot headquarters for \$27 million with lease-back

ister building, which sits just off the freeway near a proposed new light rail station and has "access second to none," according to Harrah, who sees the site as a gateway to the city.

More deals are on the way, according to Harrah, who also is eyeing roughly 15 acres of land surrounding the Register building for a mixed-use development.

"This is just the first phase," Harrah said of the office purchase.

William Lyon Homes

Freedom still owns those 15 acres, which include the paper's printing press. Late last year, the publishing company entered into an agreement to sell the land to Newport Beach-based William Lyon Homes, with the expectation of residential development on the property.

A deal with the homebuilder—estimated at

the time to be in the \$40 million range—has not been completed. Documents show the purchase and sales agreement for the land runs through the end of 2015.

Harrah said talks are under way with William Lyon Homes that could see the homebuilder remaining involved in a residential project even if the land ends up going to Caribou Industries.

Early-Stage Plans

Harrah's early-stage plans for the land include mixed-use development. A pair of 25-story residential towers is a potential option for the site, although those plans are preliminary and would need approvals from the city, Harrah said.

"I believe the city is going to work with us," he said.

Harrah said the high-rise plans are part of

his vision of "the vertical urbanization of downtown Santa Ana."

The first step in that plan is the construction of his long-awaited One Broadway Plaza office tower on land about a mile from the Register building.

The 37-story office, delayed for several years amid the last recession and subsequent downturn in the local office market, would be Orange County's tallest building.

Harrah said he's nearing a deal with an undisclosed anchor tenant for the more than 500,000-square-foot building, which could result in construction beginning in earnest in February. It will take about three years to complete the project, he said.

Other notable projects outside OC that Caribou has under way include sites in the Mission Valley of San Diego, Lake Havasu in the Inland Empire, and Hawaii. ■

City of Santa Ana

PROCLAMATION

Recognizing

MICHAEL "MIKE" HARRAH

**FIRST RECIPIENT OF THE
WILLIAM H. SPURGEON PIONEER AWARD**

WHEREAS, from a young age, Mike Harrah was drawn to the City of Santa Ana where he envisioned a vibrant city filled with art galleries, gourmet restaurants and an entertaining nightlife; and

WHEREAS, Mike Harrah is a hardworking developer, restaurateur, entertainer, historical preservationist, stunt pilot and visionary who strives to improve the quality of life for Santa Ana residents; and

WHEREAS, Since 1989, Mike has been the president of Caribou Industries, a company that has restored and operated more than 4 million square feet of commercial office space and historical homes in Santa Ana; and

WHEREAS, Mike has helped transform the City of Santa Ana into a revitalized center of diverse entertainment and impressive buildings; and

WHEREAS, Mike has contributed significantly to the City of Santa Ana through the construction of many buildings, including the Performing Arts and Events Center, OC Pavilion, Original Mike's Restaurant and the Orange County High School of the Arts.

NOW, THEREFORE, I, MIGUEL A. PULIDO, MAYOR of the City of Santa Ana, on behalf of the City Council, do hereby recognize

MICHAEL "MIKE" HARRAH

for being a pioneer and for his outstanding business development and investment in the Santa Ana community.

Dated: July 15, 2014

Angelica Amezcua
Councilmember

David Benavides
Councilmember

Michele Martinez
Councilmember

Roman Reyna
Councilmember

Vincent Sarmiento
Councilmember

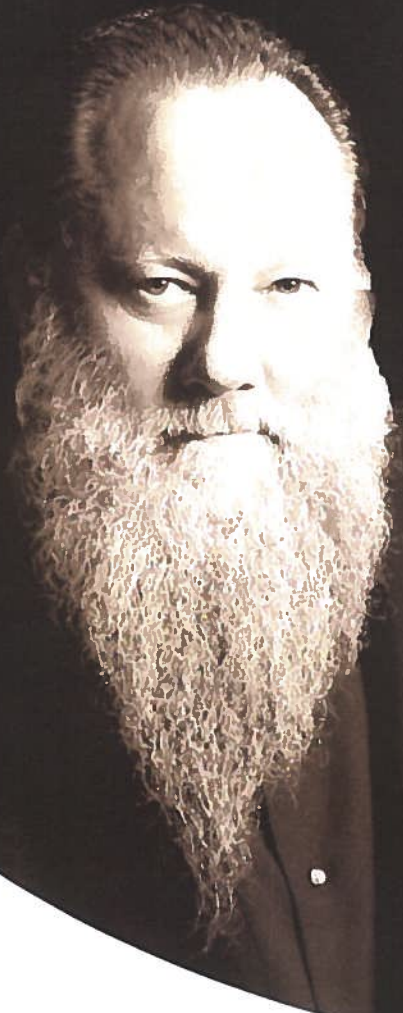
Sal Tinajero
Mayor Pro Tem



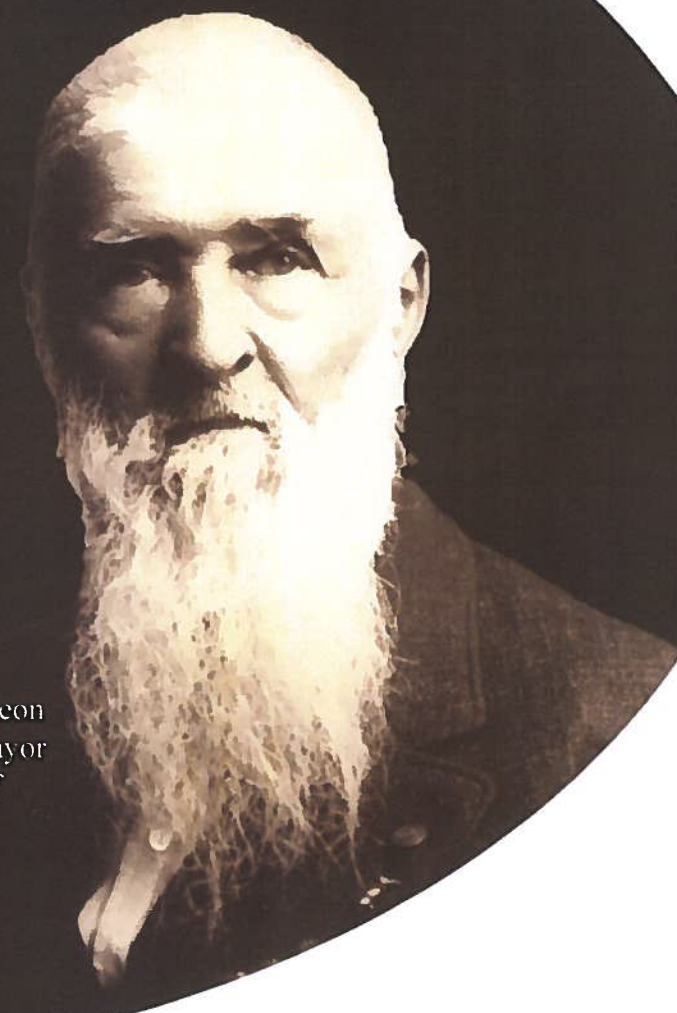
Miguel A. Pulido
Mayor



City of Santa Ana
PROCLAMATION
The WILLIAM H. SPURGEON
PIONEER AWARD



Michael F. Harrah
City of Santa Ana
- Proclamation -
First Recipient of the
William H. Spurgeon
Pioneer Award - 2014



William H. Spurgeon
Founder, First Mayor
and Postmaster of
Santa Ana and
Orange County
- 1869 -

145 Years
of
Orange County History



CITY OF SANTA ANA

Certificate of Recognition

Awarded to

Mike Harrah

Caribou Industries

BUSINESS RECOGNITION

***For Your Outstanding Business Development and Investment
in the Santa Ana Community***

Dated this 3rd Day of December 2012

Miguel A. Pulido
MAYOR

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STATE CAPITOL
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SACRAMENTO CA 95814
TEL (916) 651-4033
FAX (916) 445-9754

DISTRICT OFFICE
24031 EL TORO ROAD
SUITE 210
LAGUNA HILLS, CA 92653
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California State Senate

SENATOR
MIMI WALTERS
THIRTY-THIRD SENATE DISTRICT



COMMITTEES:
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INSTITUTIONS
MEMBER
BUSINESS, PROFESSIONS
& ECONOMIC DEVELOPMENT
MEMBER

August 6, 2012

Mr. Michael Harrah
President
Caribou Industries, Inc.
1103 N. Broadway
Santa Ana, CA 92701-3409

Dear Mr. Harrah:

It has been brought to my attention that the Orange County Business Journal has again rated Caribou Industries, Inc. as one of the top tenant improvement contractors in Orange County. Congratulations! This is a distinct honor and it indicates the important role your company plays in our community.

As an Orange County legislator, I am proud to represent the countless businesses that have managed to survive despite a weak economy and a state tax and regulatory environment that has been less than ideal. It is my hope that we will be able to make adjustments to our state government in the next couple of years that will enable our vital business community to thrive.

It is my pleasure to once again congratulate you. If you have any ideas that you would like to share with me, or should you need any information or assistance, please feel free to contact my office at (949) 457-7333 or www.senate.ca.gov/walters.

Sincerely,

A handwritten signature in blue ink that reads "Mimi Walters".

MIMI WALTERS
Senator, 33rd District

AS PUBLISHED IN:

May 2015

ORANGE COUNTY BUSINESS JOURNAL

OC
50

THE MOST INFLUENTIAL MEMBERS
OF THE BUSINESS COMMUNITY

OC
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2015

Mike Harrah

OC 50

The Most Influential Members Of The Business Community
Orange County Business Journal - May 2015

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ORANGE COUNTY BUSINESS JOURNAL

LARGEST COMMERCIAL PROPERTY MANAGERS

Ranked By Sq. Ft. Managed In Orange County

2014

Caribou Industries

Largest Commercial Property Managers

Orange County Business Journal - March 2014

AS PUBLISHED IN

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ORANGE COUNTY BUSINESS JOURNAL

TOP TENANT- IMPROVEMENT CONTRACTORS

Ranked By Dollar Value Of TI Work In OC In 2013

2014

Caribou Industries

Top Tenant-Improvement Contractors

Orange County Business Journal - July 2014

JULY 2013

AS PUBLISHED IN
ORANGE COUNTY BUSINESS JOURNAL

Largest Commercial Developers



Ranked By Square Footage Developed In OC

Caribou Industries, Inc.

Top 3 Largest Commercial Developers

Orange County Business Journal - July 2013

As PUBLISHED IN

APRIL 2013

ORANGE COUNTY BUSINESS JOURNAL

ORANGE COUNTY'S
**LARGEST
COMMERCIAL
PROPERTY
MANAGERS**

2 0 1 3

Caribou Asset Management

*Orange County's Largest
Commercial Property Managers*
Orange County Business Journal - April 2013

AS PUBLISHED IN
ORANGE COUNTY BUSINESS JOURNAL

JULY 2012

20
LARGEST
TENANT IMPROVEMENT
CONTRACTORS

2 0 1 2

Caribou Industries, Inc.

*Listed Among 20 Largest Tenant
Improvement Contractors*

Orange County Business Journal - July 2012

MAY 2011

AS PUBLISHED IN

ORANGE COUNTY BUSINESS JOURNAL



OC 50 -
2011

COUNTY'S MOST INFLUENTIAL
BUSINESSPEOPLE

2 0 1 1

Michael F. Harrah

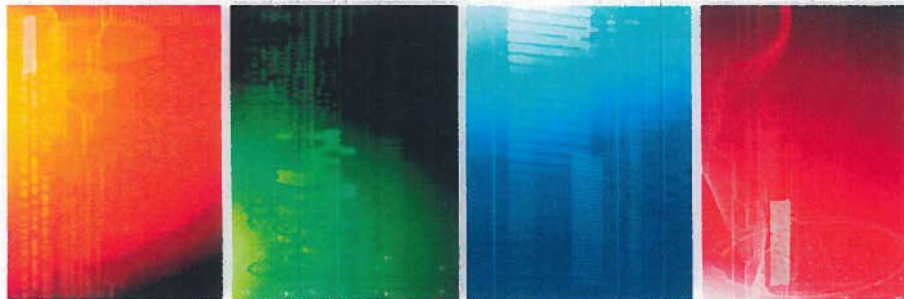
*Orange County's
Most Influential Businesspeople*
Orange County Business Journal - May 2011



JULY 2011

AS PUBLISHED IN
ORANGE COUNTY BUSINESS JOURNAL

BIGGEST TENANT IMPROVEMENT CONTRACTORS



Caribou Industries, Inc.

*Biggest Tenant
Improvement Contractors*

Orange County Business Journal - July 2011

MAY 2011

AS PUBLISHED IN

ORANGE COUNTY BUSINESS JOURNAL

**BIGGEST
COMMERCIAL
PROPERTY
MANAGERS**

2 0 1 1

Caribou Asset Management
Michael F. Harrah, President

Biggest Property Managers
Orange County Business Journal - May 2011

July 2010

AS PUBLISHED IN
ORANGE COUNTY BUSINESS JOURNAL

TOP TENANT IMPROVEMENT CONTRACTORS

2010

Caribou Asset Management
Michael F. Harrah

Top Tenant Improvement Contractors
Orange County Business Journal - July 2010

AS PUBLISHED IN

June 2010

ORANGE COUNTY BUSINESS JOURNAL

TOP
COMMERCIAL
DEVELOPERS

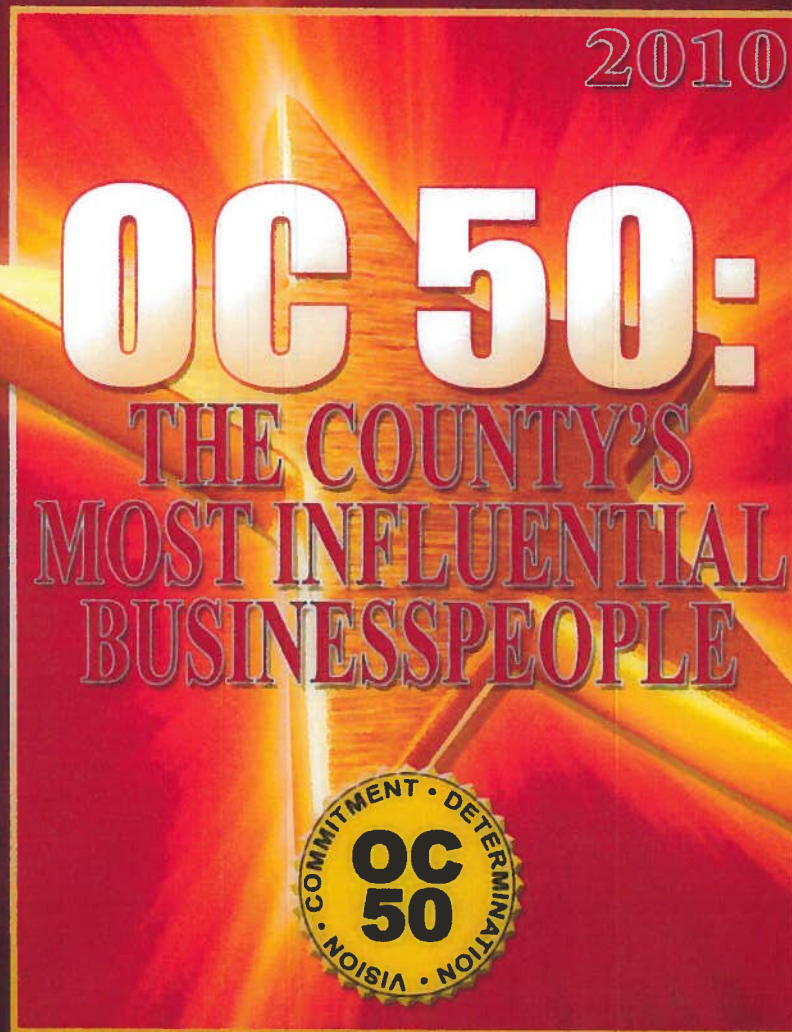
2010

Caribou Industries, Inc.
Michael F. Harrah

Top Commercial Developers
Orange County Business Journal - June 2010

AS PUBLISHED IN
ORANGE COUNTY BUSINESS JOURNAL

April 2010



Michael F. Harrah

*The County's Most
Influential Businesspeople*

Orange County Business Journal - April 2010

May 2010

AS PUBLISHED IN
ORANGE COUNTY BUSINESS JOURNAL

2010

LARGEST COMMERCIAL PROPERTY MANAGERS



Caribou Asset Management

Michael F. Harrah

*OC's Largest Commercial
Property Manager Company*

Orange County Business Journal - May 2010

SEPTEMBER 2008

AS PUBLISHED IN
THE ORANGE COUNTY REGISTER

Best *Of* Orange County



2008

Michael Harrah

Best Restaurant in Orange County
AMBROSIA

The Orange County Register - September 2008

Forbes: America's Coolest Cities 2014

Forbes

By Erin Carlyle | Forbes.com

Forbes partnered with Sperling's BestPlaces and started with the 60 largest Metropolitan Statistical Areas, ranking them on six factors weighted equally.

Entertainment and Recreation We considered entertainment options per capita which measures ways you might spend a Saturday: sports events, zoos, golf courses, ski areas, National Parks, and cultural options including theater and musical performances as well as local museums.

"Foodie Factor" The "foodie factor" is based on the number of restaurants and bars per capita. We gave preference to cities with a greater percentage of local spots. Chain restaurants like TGI Fridays tend to be less exciting than home-grown bistros.

Diversity We used Sperling's Diversity Index, which measures the likelihood of meeting someone of a different race or ethnicity, favoring cities with greater diversity.

Age We factored in age, drawing on US Census Bureau data and favored places with a large population of people aged 20-34.

Population Growth With data from the Bureau of Labor Statistics and Moody's Analytics, we measured population growth since 2000, since greater influxes of new people tend to be more desirable.

20. Santa Ana, California





1. Washington DC



5. San Francisco



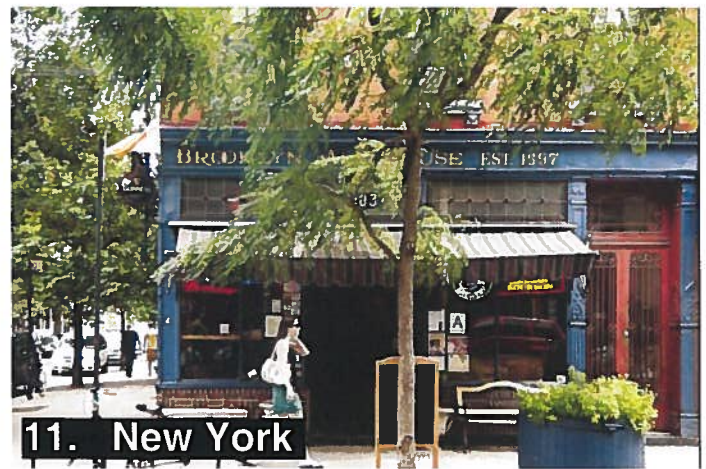
6. San Diego



9. Boston



10. Dallas



11. New York



13. Miami



16. Los Angeles

America's Safest Cities, 2011, 2012, 2013 & 2014

Forbes

By Beth Greenfield | Forbes.com

Due to the strong leadership within the Santa Ana Police Department, Santa Ana enjoys one of the lowest crimes rates in the nation for a city of its size. The creativity within the police divisions to seek technological advancements, the teamwork with other city departments to ensure coordinated responses, and the outreach to the constituents through a strong model of community oriented policing has brought national recognition to the Santa Ana Police Department, including from President Obama.

The blueprint for the transformation has been using long-term investment in technology and corresponding information-based policing strategies as an integral part of our ability to operate more efficiently. The Santa Ana Police Department is widely regarded as one of the finest law enforcement agencies in the nation and the results for the City of Santa Ana speak for themselves.

4. Santa Ana, California



1. Plano, Texas



2. Henderson, Nevada



3. Honolulu, Hawaii



5. Lincoln, Nebraska



6. San Jose, California



7. Mesa, Arizona



8. Colorado Springs, Colorado



9. Aurora, Colorado



John Wayne Airport
General Aviation Improvement Program (GAIP)
Scoping Meeting
April 12, 2017

Comments for Notice of Preparation (NOP) for GAIP

Due: May 1, 2017

Ms. Lea Choum, JWA Project manager – NOP627@ocair.com

Name	<u>Scott Cutshall</u>	Phone	<u>714.369.7027</u>
Address	<u>19531 Campus Dr. Ste.17, Santa Ana, CA 92707</u>	Email	<u>scutshall@claylacy.com</u>

Ms. Choum,

Thank you for your diligent work in assembling the GAIP Summary document and NOP. I imagine you will receive a lot of input on the GAIP and thank you in advance for taking the time to review my comments. I am a lifelong resident of Orange County for over 40 years; in addition to earning my Private Pilot and Instrument rating at JWA through Sunrise Aviation, I have worked in business aviation here at JWA first with AMR Combs/Signature Flight Support before transitioning to the aircraft management, charter, maintenance and FBO business. I have maintained an office here at JWA since 2000.

Once in a Generation Opportunity

The GAIP represents a rare opportunity to airport and county staff, but more importantly to the residents of the County. The scope and breadth of this GAIP represents a once-in-a-generation opportunity to shape the future of General Aviation at JWA for the next 30 years. The staff has done an amazing job creating one of the best commercial terminals in the United States. Now is the opportunity to create the world-class GA airport that Orange County deserves. Because the general aviation facilities and services at JWA represent the “front door to Orange County” to many business and community leaders who are the job creators and major investors here in the County. The facilities that serve them should be of equal quality to those serving our commercial passengers.

Page 5 – GA Operations

In 1991, GA operations was at 503,829 vs 191,159, in 2016. What was the mix of piston vs. jet operations? And how much fuel was pumped during the operations in 1991?

What was the total property tax revenue generated by aircraft based at SNA in 2016?

Page 5 – Services at JWA & Noise Impact

The limited amount of hangar space, large enough to accommodate a business jet, has prevented full-service maintenance, avionics and interior completions companies from the ability to serve customers on the airport. If more hangar space was available, this would reduce the number of operations, because aircraft would no longer need to re-position to other airports for these services. This would substantially reduce the noise impact on the surrounding community. Further, additional hangar availability would attract more aircraft to the airport significantly increasing county property tax revenues, tax revenues on parts and services sold at the airport, and payroll taxes for the new jobs these service providers will bring to the county.

Page 5 – Based Aircraft and revenue potential

On page 5 it states there are 480 GA based at JWA today, How many of these are turbine aircraft vs. piston? Whatever the mix, the goal should be to increase turbine aircraft by 40% with three efficiently designed full service FBO facilities. This will maximize revenue potential for the airport and county of orange.

Page 7 – Goals for the GAIP

I would provide that the primary goal of the GAIP would be “To ensure general aviation thrives at JWA by creating an environment that best service general aviation interests and guarantee is long-term success at the airport.

Also mentioned on page 7 was the GAIP development areas. I would ask the planning committee to incorporate the existing airport administration building, parking lot and old fire-station into the GAIP development area. Due to limited land availability, and the fact that there will be absolutely no expansion of airport limits. These additional areas should be considered for redevelopment to make maximum use of current airport property.

An excellent goal of the GAIP as stated is “To maximize, self-sustaining, revenue producing facilities”. It would be impossible to meet this objective by utilizing the existing two FBO facilities, even with modifications. The GAIP is a once in a career opportunity to do a clean sheet design, one that could create a world class GA airport. In order to achieve this, the new design should include Piston Park and (3) new full-service FBO’s that can accommodate today’s size of business jet aircraft. Again they are thinking fuel revenue vs. property tax revenue from multi-million dollar aircraft.

Page 9 – Bullet 3

How does this reconfiguration benefit general aviation. It appears to only decrease the amount of land currently used by general aviation, and devote more land to commercial operations. Further, the airport operates safely now under the current configuration.

Page 9 – Bullet 5

The OCSD does not operate fixed-wing aircraft, therefore can operate from non-airport located facilities. Please consider relocating OCSD air operations to another county owned piece of property that is not on airport. This would achieve two objectives. Give OCSD the space it needs to operate, without taking much needed land for GA operations.

Page 9 - Bullet 8 & 9

There is no need for a GA terminal, the 3 FBO’s will provide that. For JWA based piston operations. Consider co-locating flight schools, with all companies that service or operate piston-size GA aircraft. This would provide several benefits. 1. Give light GA greater visibility within the community for those who want to learn how to fly. 2. Develop a tight knit piston community for recreational and flyers. 3. Provide separate from larger turbine GA aircraft, thus reducing prop and jet wash from operations in close proximity for beginner pilots. 4. Provide greater response time, and fewer tow/taxi operations for maintenance requests due to close proximity.

Page 9 – Bullet 12

What provisions in the study will be made for future expansion of the existing GA fuel farm to allow for installation of tanks for a 3rd full-service FBO?

Page 9 – US Customs Facility – Not mentioned

Please incorporate into the study/design of one of the full-service FBO's provisions for a US Customs facility. Or, the FBO's can provide airport-side access via passenger van via the service road, transportation to the customs facility that currently exists in the commercial terminal.

Page 9 – FBO Facility planning – Not mentioned

Please incorporate into the study offices on top of aircraft hangars. Most airports add offices to the public-road facing side of aircraft hangars. This takes up valuable land for hangar space and/or car parking. If the larger aircraft hangars are located toward mid-field, would this allow adequate setback for one story of offices on top of aircraft hangars?

GA Operations reconfiguration

99% of turbine operations take place on runway 20R/2L. Consider placing two or all three full-service FBO's on the West side of the airfield, and locating all piston-aircraft to the East side of the field.

This would place all turbine aircraft on the correct side of the long runway, minimizing movements across the runway. It would further remove turbine GA operations from taxiway A being used by all commercial aircraft existing 20R and taxiing back to the terminal.

This would alleviate traffic on taxiway A for piston aircraft as well. Allow for more expeditious movement from the tie-downs to the midfield run-up, down taxi way C, to runway 20L/2R. Reducing taxi time for GA aircraft reduces the cost of learning to fly significantly. Removing the large majority of GA turbine movements from taxiway A would significantly improve the normal flow of aircraft and reduce the possibility of runway incursions.

Finally, this reconfiguration would place GA piston aircraft along Campus Drive. Arguably the "front door" to the airport. This would make the airport more approachable and accessible to those in the community interested in flying, taking aerial tour or simply watching takeoffs and landings.

GA Parking for Cars

Please consider utilizing off-airport parking for cars at the FBO's on either the East or West side of the airport. FBO's can take out insurance that will allow them to shuttle cars to/from off-site parking locations within a ¼ mile radius of the airport for passengers who are gone for one or more nights. And/or Consider a parking structure in the location of the current airport administration building parking lot.

Thank you for taking the time to review these comments. I understand some of them may be out of the box, but my hope is that you see my intentions are to make JWA a world-class GA airport.

Erlinda Figueroa

From: Jim Mosher <jimmosher@yahoo.com>
Sent: Monday, May 01, 2017 3:02 PM
To: NOP627
Subject: Comment on Notice of Preparation of Program Environmental Impact Report 627

Dear Ms. Choum,

I'm sorry I was unable to attend the Scoping Meeting on April 12.

Based on the written NOP:

<http://www.ocair.com/generalaviation/docs/JWA-NOP-032717-FINAL.pdf>

I find the description of the project too vague to effectively comment on it.

Exhibit 3 shows me what is a apparently an image of the existing development.

Exhibit 4 shows me the area where development under the project might occur, but with no details of what that development would be.

Section 1.3 lists a number of kinds of development that "might" occur as part of the project, but does not indicate with any clarity how many of those may actually happen, nor provide any assurance I can find that the activities possible under the project are limited to those listed.

Given the vagueness of the description and the great variety of activities that might occur, I have some difficulty understanding the objective of the EIR.

Page 9 says "More detailed reviews and analyses will be performed in later phases of the Project." I assume that means separate CEQA analyses of actual proposed developments. That is somewhat reassuring, but it continues to leave me uncertain what is being analyzed here.

The greatest puzzle to me is that the EIR is apparently being undertaken to study the impacts of a "General Aviation Improvement Program," which, although it is never clearly explained, I take to be some kind of written planning document proposed to be adopted by the Board of Supervisors. On page 6, the term is capitalized, which makes me think there is a document of that name somewhere. But page 9 only tells me the process of preparing it "began" in 2015, and I am unable to find anything about it listed in the References on page 52.

One would think that if JWA is asking for comments on the scoping of the EIR for a planning document, that a copy of document whose impacts are to be analyzed would be available for review. I may be missing something, but I would think the NOP should not leave finding the GAIP as an "exercise for the reader."

If a GAIP document does not exist, I return to my problem of trying to understand how an EIR analyzing it can be completed.

Yours sincerely,

Jim Mosher
2210 Private Road
Newport Beach CA 92660

Scoping Meeting Materials



Scoping Meeting Notice of Preparation of an Environmental Impact Report



Purpose of Tonight's Meeting (April 12, 2017)

The County of Orange is the lead agency for the preparation of a Program Environmental Impact Report ("EIR") that will address the potential environmental effects of the John Wayne Airport ("JWA") General Aviation Improvement Program ("GAIP"). The Project will be focused on the portion of the Airport used to support general aviation activities (see exhibit on back page of this handout). The EIR is being prepared pursuant to the California Environmental Quality Act ("CEQA"). This scoping meeting provides the opportunity for responsible agencies and the public to learn about the Project and then provide input on the scope of issues that the Project's EIR should analyze.

Background on the General Aviation Improvement Program

The level of general aviation at JWA has varied over the years with a high of 503,829 operations in 1991 and a low of 174,726 operations in 2013. However, general aviation has consistently represented the majority of the Airport operations. In 2016, the most recent year with complete information, there were 191,159 general aviation operations, which represents nearly 68 percent of the Airport's total number of operations. JWA is the home base for more than 480 private general aviation aircraft, including helicopters and single-engine, multi-engine, and turbine aircraft. There are currently (February 2017) two full-service fixed base operators ("FBOs") at JWA and two limited service FBOs. The full-service FBOs provide aircraft fueling services, supplies, aircraft maintenance, flying lessons, and other services at the Airport. In addition to the 379 tie-down and hangar spaces for general aviation through the County, additional tie-down spaces are provided by FBOs.

General aviation services and facilities at the Airport have not been comprehensively studied since 1990, and the character of general aviation has changed significantly since that time. In 2015, JWA began a process of evaluating and planning for the future needs of the general aviation community at the Airport through a comprehensive GAIP. A number of factors led to the proposed comprehensive update of general aviation facilities including, but not limited to (1) the introduction of new aircraft into, and other changes within, the general aviation fleet; (2) the advanced age of some of JWA's general aviation structures and resultant need for improvements; (3) the need to ensure compliance with Federal Aviation Administration ("FAA") requirements related to proximity of buildings to taxiways and runways; and (4) the fact that a number of general aviation-related long-term leases have expired or are nearing expiration.

In 2015, a series of meeting and outreach efforts were conducted with JWA general aviation tenants and stakeholders to identify issues the general aviation community would like addressed and priorities for making improvements. As part of the preliminary assessment, three primary options for general aviation improvements were evaluated. At the request of the Orange County Airport Commission, a subsequent third party assessment of these options was performed. The review focused on the options' (1) conformance with FAA Airport Design standards; (2) operational characteristics (e.g., ground taxi flows and potential impacts to the air traffic controllers); (3) conformance with building height restrictions and with the *Code of Federal Regulations* (specifically Title 14, Part 77 ["Part 77"]); and (4) FBO facilities layout requirements. The option that JWA staff recommended for further evaluation as the Project was supported by the third party assessment.

Project Objectives

After meeting with stakeholders and, based upon existing Board of Supervisors' policies, planning goals and objectives were developed and a preliminary planning process was established. The planning goals and objectives for the GAIP are defined as follows:

- To continue to provide safe and secure operations.
- To utilize limited land area efficiently and economically.
- To preserve compatibility between general and commercial aviation operations.
- To embrace flexibility to allow for technological advances and market trends.
- To maximize economic, self-sustaining, revenue-producing facilities.
- To assess the ability of existing infrastructure to support general aviation facilities.

Description of the Project

The Project will provide the framework for general aviation improvements at the Airport by conducting a comprehensive evaluation of the general aviation facilities. By providing a concept that maximizes the efficiency and safety of facilities, the Airport will be able to prioritize future improvements, and the Project can be the basis for the review of potential future improvements proposed as part of general aviation leases at the Airport.

The Project proposes provisions for full service FBOs on both the east and west sides of the Airport. The Project will involve demolition or structural modification of some existing facilities. All improvements will be confined to the existing Airport footprint. Concept plans will be provided in the Program EIR, with more detailed design developed as specific general aviation improvements are proposed. Key design elements that will be evaluated for inclusion in the Project and alternatives, to the extent feasible, include the following:

- Maintaining a comparable number and type of general aviation-based aircraft facilities, as compared to existing occupied facilities
- Designing aircraft T-hangars to accommodate the Cirrus SR22 and Cessna 172 series of aircraft, which have 38.33-foot and 36.08-foot wingspans, respectively. This assumption is based on the fact that these two (2) aircraft account for nearly all new single engine aircraft sales
- Reconfiguring, where possible, the existing co-located vehicle service road and taxi-lane to be two segregated uses
- Reconfiguring, where possible, the vehicle service road to cross the taxiway/taxi-lane at a 90-degree angle
- Developing the Orange County Sheriff's Department ("OCSD") and flight schools as independent facilities
- Maintaining an on-site piston engine mechanic
- Providing for up to three (3) full service FBOs with adequate fueling facilities
- Providing for a general aviation terminal
- Providing for a General Aviation Facility (a screening facility for U.S. Customs and Border Protection, Department of Homeland Security, for international general aviation arrivals)
- Providing for a self-service fuel facility
- Retaining for reuse, if possible, one existing east side FBO building because it is still a viable structure
- Retaining the existing general aviation fuel farm, which is located at the southeast side of the Airport
- Maintaining the southeast corner of the Airport for transient aircraft tie-downs only
- Modifying existing southeast FBO hangar facilities may be required, to the extent feasible, to comply with Part 77 surfaces

Ultimate facility design would reflect the need of a specific FBO and the available leasehold area. Commonly, FBO facilities include the following:

- Easy access and visibility from both landside (road) and airside (runway/taxiway) to facilitate customer navigation to and from the facility
- Vehicle parking for users and employees
- General aviation facilities for FBO customers (pilots' lounge, meeting space, etc.)
- FBO office space
- A hangar capable of storing and/or servicing the types of aircraft served by the FBO
- An apron/ramp area that is sized to accommodate aircraft parking demand and to allow maneuverability of aircraft into/out of the hangar(s)
- Access to the airside movement area, such as an adjacent taxiway

Scope of the EIR

The County of Orange prepared a Notice of Preparation (“NOP”) to solicit comments from potential Responsible and Trustee Agencies on Project-related concerns relevant to each agency’s statutory responsibilities. As part of that process, the County prepared an Initial Study that identifies that the Project may have potential significant environmental impacts for the following topical areas; therefore, they need to be addressed in the EIR:

- Air Quality
- Cultural/Scientific Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Transportation/Traffic
- Tribal and Cultural Resources
- Utilities and Service Systems
- Water Quality

Based on the Initial Study, the Project would not result in any potentially significant effects with respect to the following areas, and they do not require further analysis in the EIR:

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Geology and Soils
- Hydrology
- Mineral Resources
- Population and Housing
- Public Services
- Recreation

More information on the Project and how to provide feedback to the County is provided in the Notice of Preparation, which is posted on the JWA website at www.ocair.com/NOP.

Project Schedule

The following are the anticipated key dates for the processing of the Project:

- March 30–May 1, 2017: Public Comment Period on the NOP
- Fourth Quarter 2017: Public Review of the Draft Program EIR
- First Quarter 2018: Response to Public Comments on the Draft Program EIR
- First Quarter 2018: Certification of the Final EIR and Action on the Project

Frequently Asked Questions

Q. What is CEQA?

A. CEQA is the acronym for the California Environmental Quality Act of 1970, which is contained in the *California Public Resources Code* (Sections 21000 et. seq.). This statute requires State and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. The State CEQA Guidelines are the regulations that explain and interpret the law for the public agencies required to administer CEQA. The Guidelines are found in the *California Code of Regulations*, in Chapter 3 of Title 14.

Q. Why can't the Board of Supervisors select a preferred alternative now?

A. As the lead agency for the CEQA process, the County is precluded from pre-judging the environmental analysis to be conducted. The ultimate decision maker, the Board of Supervisors in this case, may not make any determination as to which Project will or should be adopted until the completion of the environmental analysis and public comment process.

Q. What opportunities do I have to provide input on the project?

A. In addition to submitting comments at this Scoping Meeting, the public is invited to provide its comments via mail and email during the public review period noticed in the NOP. The time period for submitting input on the issues that the JWA GAIP Program EIR should analyze is from March 30, 2017 to May 1, 2017. Comments on the NOP can be emailed to NOP627@ocair.com or mailed to Ms. Lea Choum, JWA, 3160 Airway Avenue, Costa Mesa, CA 92626.

There will be additional opportunities to provide input during the Draft EIR public review process. The Draft EIR will be distributed for a 45-day public review, which is expected to occur in late 2017. All comments received during the Draft EIR public review period will be forwarded to the decision makers, and comments on substantive environmental issues will be responded to in writing. The responses to comments become part of the Final EIR.



D:\Project\BLAN\01\02\MapDocs\NOI\Flex_PotentialDevelopmentAreas_20170327.mxd

Aerial Source: Eagle Aerial 2012

Potential Development Areas

John Wayne Airport General Aviation Improvement Program





Presentation for:
**John Wayne Airport
General Aviation Improvement Program
Public Scoping Meeting**



Presentation by:
John Wayne Airport

April 12, 2017

Purpose of this Scoping Meeting

John Wayne Airport will be preparing an Environmental Impact Report (EIR) for the General Aviation Improvement Program (GAIP). Tonight we will:

- Provide an overview of the Project
- Explain the Project process
- Explain the environmental review process
- Obtain feedback on the scope of the EIR



General Aviation History at JWA

- Orange County's aviation history is deeply rooted in general aviation (private, non-commercial) operations
- County has remained committed to maintaining both general aviation and commercial aviation uses
- Level of general aviation at JWA has varied over the years with a high of 503,829 operations in 1991 and a low of 174,726 in 2013
- In 2016, there were 191,159 general aviation operations, representing nearly 68 percent of Airport's total number of operations



General Aviation Services at JWA

General aviation services currently provided at the Airport include the following:

- Aircraft Handling/Support (fueling, cleaning, catering)
- Ground transportation/customer parking
- Aircraft storage (hangars and tie-downs)
- Flight schools/training/rental
- Aircraft charter
- Aircraft maintenance



Project Background

Factors that led to the proposed comprehensive update of general aviation facilities include:

- Changes within the general aviation fleet
- The advanced age of some of JWA's general aviation structures
- The need to ensure compliance with Federal Aviation Administration requirements related to proximity of buildings to taxiways and runways
- A number of general aviation-related long-term leases have expired or are nearing expiration



Project Objectives

- Provide safe and secure operations
- Utilize limited land area efficiently and economically
- Preserve compatibility between general and commercial aviation operations
- Embrace flexibility to allow for technological advances and market trends
- Maximize economic, self-sustaining, revenue producing facilities
- Assess the ability of existing infrastructure to support general aviation facilities



Area Being Evaluated



Project Description

- Project will provide framework for JWA general aviation improvements by conducting a comprehensive evaluation of general aviation facilities
- Full service FBOs on both the east and west sides of the Airport
- Demolition or structural modification of some existing facilities
- Future general aviation forecast, trends and fleet mix projections will be used
- All improvements will be confined to the existing Airport footprint
- Improvements may be built in phases



Key Design Elements

- Provide for compliance with applicable FAA regulations (obstructions, aircraft movement, etc.)
- Design for up to three (3) full-service FBOs
- Maintain, where possible, number and type of general aviation based aircraft facilities (hangars & tiedowns) comparable to existing
- Provide, where possible, separate facilities for OCSD Air Support, independent charter operators and flight schools



Key Design Elements (cont.)

- Evaluate feasibility of providing General Aviation Facility (GAF) for inspection of international arrivals and general aviation-specific terminal uses
- Maintain on-site piston engine maintenance facilities/services
- Retain existing general aviation fuel farm (SE corner of airfield)
- Provide self-service fueling facilities for smaller, independent general aviation operators
- Where possible, segregate vehicle service road and taxiway



California Environmental Quality Act

- CEQA requires agencies to:
 - Identify potential significant effects of a project on the environment
 - Recommend measures to avoid or mitigate those impacts, if feasible
- The County of Orange is preparing an EIR for the GAIP
- The CEQA Guidelines encourage preparation of a Program EIR when a phased project is proposed so the effects of the ultimate project are evaluated in a single document



Notice of Preparation/Initial Study

- A Notice of Preparation (NOP) is the beginning of an EIR process
- As part of this process, the County is soliciting input from the public on environmental issues that should be addressed in the EIR
- An Initial Study was prepared using the CEQA Checklist as a tool for identifying potential environmental impacts and to guide topical issues to be addressed in the EIR
- The NOP and the Initial Study can be found on the Airport's website at www.ocair.com/NOP



Issues to be Evaluated in the EIR

The CEQA Checklist contains 86 different questions covering 18 different topics, of which 10 will be covered in the GAIP EIR:

- Air Quality
- Cultural/Scientific Resources
- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Land Use and Planning
- Noise
- Transportation/Traffic
- Tribal and Cultural Resources
- Utilities and Service Systems
- Water Quality



Opportunities for Input

- Comments on the NOP can be submitted through May 1, 2017
- A Draft EIR will be distributed for a 45-day public review period and is anticipated to be released in the fourth quarter of 2017
- Comments received during the Draft EIR public review period will be responded to and included in the Final EIR, anticipated to be completed in the first quarter of 2018
- Opportunities to provide Draft EIR testimony include public hearings before the Airport Commission and Board of Supervisors (anticipated first quarter 2018)



Submit NOP Comments

Submit comments on the NOP by
May 1, 2017 to:

Ms. Lea Choum
JWA Project Manager
3160 Airway Avenue
Costa Mesa, CA 92626
NOP627@ocair.com



For more information:

www.ocair.com

Follow us:

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John Wayne Airport
General Aviation Improvement Program
Scoping Meeting
April 12, 2017
Sign-In Sheet



Name	Address	Email
Mel Beale (AWG)	1834 Tradewinds Ln, NB 92660	volvo77.mbe@gmail.com
James Dinwiddie	333 W Santa Ana Blvd	James.Dinwiddie@oc.gov.com
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John Wayne Airport
General Aviation Improvement Program
Scoping Meeting
April 12, 2017
Sign-In Sheet



Name	Address	Email
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