1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The environmental impact report ("EIR") process, as defined by the California Environmental Quality Act of 1970 ("CEQA") (*California Public Resources Code* ("PRC"), Sections 21000 *et seq*.) as amended, requires the preparation of an objective, full-disclosure document to: (a) inform agency decision makers and the general public of the reasonably foreseeable significant direct and indirect environmental effects of a proposed action; (b) identify feasible mitigation measures to avoid or substantially lessen any identified significant impacts; and (c) identify and evaluate reasonable alternatives to the proposed project.

In accordance with Section 15168 of the State CEQA Guidelines (California Code of Regulations ["CCR"], Title 14, Chapter 3, Sections 15000, *et seq*.), this Program EIR addresses the potential environmental impacts associated with the adoption and implementation of the John Wayne Airport, Orange County ("JWA" or "Airport") General Aviation Improvement Program ("GAIP" or "Project").

The purpose of this Executive Summary is to provide the reader with a clear and simple description of the GAIP and its potential environmental impacts. Section 15123 of the State CEQA Guidelines requires that the summary of an EIR identify each significant impact with proposed mitigation measure(s) and alternatives that would reduce or avoid the significant impact(s); areas of controversy known to the Lead Agency, including issues raised by agencies and the public; and issues to be resolved, including the choice among alternatives and whether or how to mitigate significant effects. This summary focuses on the major areas of the GAIP that are anticipated to be important to decision makers.

1.2 PROJECT LOCATION

The GAIP would be implemented at JWA, Orange County ("County") in an unincorporated area of the County. Although 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 property, owned by the County, includes the airfield, the terminal, maintenance buildings, surface level and parking structures, the administrative building, property leased for aviation support uses, and a portion of the Newport Beach Golf Course. JWA is surrounded by the Cities of Newport Beach, Irvine, and Costa Mesa, as well as several unincorporated County islands. The GAIP would be implemented on the southern portion of the Airport where general aviation (private, non-commercial operations) facilities are currently located. Regional location and local vicinity maps are shown on Exhibits 1-1 and 1-2, respectively.

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Regional Location Map

Exhibit 1-1

John Wayne Airport General Aviation Improvement Program

N W E S

5 2.5 0 5 Miles

JOHN WAYNE AIRPORT ORANGE COUNTY

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Local Vicinity Map

Exhibit 1-2

John Wayne Airport General Aviation Improvement Program

N W E S

2,000 1,000 0 2,000 Feet

1.3 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, the 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 1-3 provides an aerial photograph of the Airport and surrounding areas with the existing general aviation facilities identified.

The Airport is owned and operated by the County 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. The level of general aviation at the Airport has varied over the years with a high of 503,829 operations[1] 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, the Airport documented 192,800 general aviation operations, which represents nearly 68 percent of the Airport's total number of operations (JWA 2017).

In 2016, JWA was the home base for 482 private general aviation aircraft including helicopters. The Airport currently has capacity for 596 general aviation aircraft in a variety of facilities, including hangars, shade structures, and tie-down spaces. JWA currently has two full service Fixed Base Operators ("FBOs") and two limited service FBOs. An FBO is "a business granted the right by the airport sponsor to operate on an airport and provide aeronautical services such as fueling, hangaring, tie-down and parking, aircraft rental, aircraft maintenance, and flight instruction." (FAA 2007). The full service FBOs provide aircraft fueling services, supplies, aircraft maintenance, flying lessons, and other services at the Airport. The limited service FBOs provide similar services, but do not provide fueling. Additional detail on the pertinent environmental and regulatory setting is provided in Sections 2.5 and 2.6, respectively.

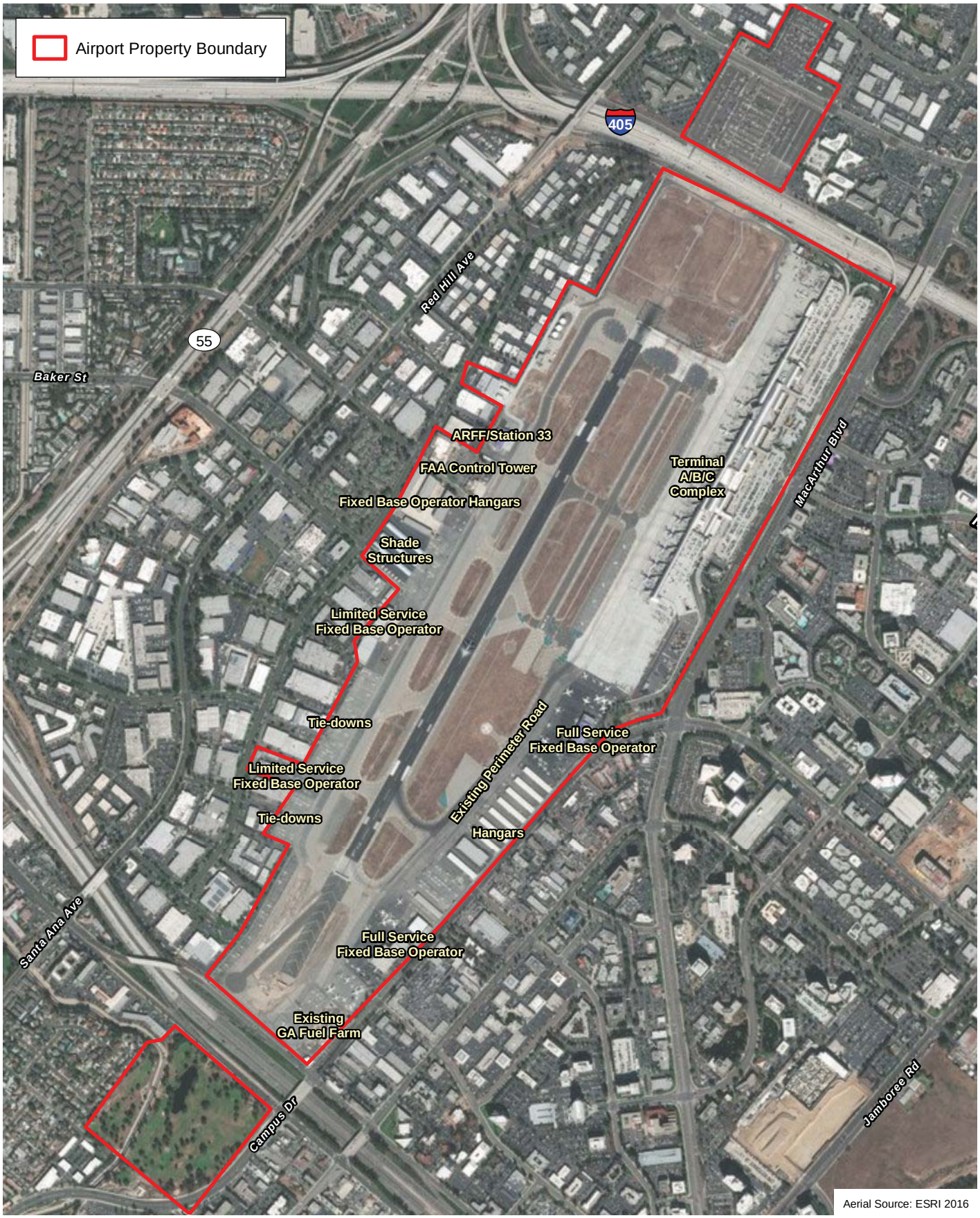
1.4 PROJECT OBJECTIVES

Early in the GAIP process, Airport staff met with stakeholders,[2] and Project objectives were developed and a preliminary planning process was established. The objectives for the GAIP were defined as follows:

- To enhance safe and secure operations
- To utilize limited land area efficiently and economically
- To enhance compatibility between general and commercial aviation operations

[1] The number of operations includes air taxi operations. An air taxi is an aircraft certificated for commercial service available for hire on demand. An operation is defined as either a takeoff or landing, each counting as one operation.

[2] The list of stakeholders is provided in Section 2.4, Project History. See Section 7 of this Program EIR for a more complete discussion on the outreach efforts during the GAIP process.



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Aerial Photograph with Existing General Aviation Uses Identified

Exhibit 1-3

John Wayne Airport General Aviation Improvement Program

N W E S

1,200 600 0 1,200

Feet

JOHN WAYNE AIRPORT ORANGE COUNTY

- 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

1.5 PROJECT DESCRIPTION

The GAIP 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 GAIP can be the basis for the review of potential future improvements proposed either by the County or its tenants as part of the leases at the Airport.

This Program EIR evaluates two alternatives at an equal level of consideration. The alternatives have been identified as the Proposed Project and Alternative 1. The Proposed Project proposes a Full Service West FBO and a Full Service East FBO, for a total of two full service FBOs. The total aircraft storage capacity under this alternative is approximately 354 based aircraft.[3] Alternative 1 proposes a Full Service West FBO, a Full Service Northeast FBO, and a Full Service Southeast FBO, for a total of three full service FBOs. The total aircraft storage capacity for all the facilities included under this alternative is approximately 356 based aircraft. These FBOs under both the Proposed Project and Alternative 1 would provide facilities that are sized to accommodate various sizes and types of general aviation aircraft and ramp space. Additionally, the full service FBOs would provide fuel storage facilities, which could include fuel tanks and/or fuel trucks. (AECOM 2017a).

Although distinguished by the number of full service FBOs and a minor variation in aircraft storage capacity, both the Proposed Project and Alternative 1 have features in common, including, but not limited to, the following elements:

- Modifications to buildings and airfield roadway to comply with current Federal Aviation Administration ("FAA") standards for airport design (i.e., to eliminate existing non-standard conditions associated with the proximate location of existing facilities to the airfield runways and taxiways)
- Opportunity for a general aviation terminal through one of the full service FBOs
- Provisions for an international General Aviation Facility ("GAF")[4]
- Provisions for a flight school with tie-down areas
- Provisions for the Orange County Sherriff's Department ("OCSD") air support facility
- Provisions for a self-service fuel facility for general aviation aircraft
- Retention of the existing general aviation fuel farm, which is located at the southeast side of the Airport

[3] A based aircraft is an aircraft that is leasing aircraft storage from an airport, such as a tie-down area or hangar.

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

- Maintenance of the southeast corner of the Airport for transient aircraft tie-downs only

All improvements are proposed to be confined to the existing Airport footprint (i.e., no expansion of the general aviation uses beyond the current Airport limits). More detailed descriptions of the Proposed Project and Alternative 1 are provided in Section 3.6. Additionally, Table 1-1 provided in Section 1.7 provides a more detailed comparison of the key design elements for the Proposed Project and each of the alternatives. Table 1-2, included in Section 1.11 provides a summary of the impacts associated with the Proposed Project and Alternative 1.

1.6 EIR FOCUS AND EFFECTS FOUND NOT TO BE SIGNIFICANT

In accordance with Section 15063 of the State CEQA Guidelines, the County prepared an Initial Study/Environmental Checklist for the Proposed Project and distributed it along with the Notice of Preparation ("NOP") to responsible and interested agencies and key interest groups. The NOP was distributed to 75 individuals or agencies for a 30-day review period beginning on March 30, 2017. In addition, email notices regarding the availability of the NOP on the JWA website were sent to all the lessees at the Airport, and the NOP was posted on the JWA website. The NOP and distribution list are included Appendix A.

A scoping meeting was held on April 12, 2017, at the JWA Administrative Office in the Airport Commission Meeting Room. The comments received on the NOP by the County and the handout made available at the Scoping Meeting are also included in Appendix A of this EIR.

Based on the NOP and related Initial Study, as well as the comments received by the County on those documents, this EIR analyzes the following environmental topics:

- Aesthetics
- Air Quality
- Cultural and Scientific Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Transportation/Traffic
- Tribal Cultural Resources
- Utilities and Service Systems
- Water Quality

Issues assessed as "No Impact" or "Less Than Significant Impact" in the IS/NOP, in accordance with Section 15128 of the State CEQA Guidelines, have not received further evaluation in the EIR and are discussed in Section 2.3.2, Issues to be Addressed in the EIR.

1.7 PROJECT ALTERNATIVES

Section 15126.6(a) of the State CEQA Guidelines states that "an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."

As discussed in Section 4 of this Program EIR, the significant impacts associated with the Proposed Project and Alternative 1 include three residences without sound attenuation or avigation easements that would be included in the 65 to 70 CNEL contour resulting in potentially significant land use compatibility impacts. Additionally, the Proposed Project and Alternative 1

would contribute to a potential cumulative land use compatibility impact at two schools. For both the residences and the schools, the Sound Insulation Program ("SIP") adopted by the Board of Supervisors in 2014 in conjunction with the JWA Settlement Agreement Amendment would provide possible mitigation; however, given the FAA criteria for the attenuation of noise sensitive uses, it is uncertain if the SIP would adequately reduce interior noise levels at all potentially impacted uses.[5] Therefore, these impacts have been determined to be significant and unavoidable.

In addition to the Proposed Project and Alternative 1, which are evaluated in Section 4 of this Program EIR, three other alternatives have been evaluated. The alternatives were developed to avoid or minimize impacts associated with implementation of the GAIP. These alternatives are summarized below and discussed and depicted graphically in Section 5.0, Alternatives, of this Program EIR. Table 1-1 provides a comparison of the key elements of the Proposed Project, Alternative 1, and each other alternative. Table 5-24 provides a qualitative comparison of the impacts for each of the alternatives to the impacts associated with the Proposed Project and Table 5-25 provides a comparison of the alternatives' ability to meet GAIP objectives.

[5] The Airport Insulation Program adopted in conjunction with the 1985 Master Plan and the SIP are discussed in Section 4.6.1.

TABLE 1-1
SUMMARY OF KEY DESIGN ELEMENTS FOR THE PROPOSED PROJECT AND ALTERNATIVES

Facilities Layout	Proposed Project	Alternative 1	Alternative 2	Alternative 3	No Project Alternative
Brief Description	• 2 .Full Service FBOs (1 Eastside and 1 Westside) • New GA Terminal/GAF at FBO • 1 Limited Service FBO • 1 Existing Limited Service FBO[a] • Correction of 4 existing non-standard design features • 354 based aircraft • 167,900 annual operations	• 3 Full Service FBOs (2 Eastside and 1 Westside) • New GA Terminal/GAF at FBO • 1 Limited Service FBO • 1 Existing Limited Service FBO [a] • Correction of 4 existing non-standard design features • 356 based aircraft • 168,600 annual operations	• 2 Full Service FBOs (Both Eastside) • New GA Terminal/GAF at FBO • 1 Limited Service FBO • 1 Existing Limited Service FBO [a] • Correction of 4 existing non-standard design features • 361 based aircraft • 169,400 annual operations	• 2 Existing Full Service FBOs (Both have presence on Eastside but one is split between east and west side) • 2 Existing Limited Service FBOs • No GA Terminal/GAF • Correction of 4 existing non-standard design features • 490 based aircraft • 197,600 annual operations	• 2 Existing Full Service FBOs (Both have presence on Eastside but one is split between east and west side) • 2 Existing Limited Service FBOs • No GA Terminal/GAF • No correction of existing non-standard design features • 505 based aircraft • 201,000 annual operations
Full Service FBO Northwest	• 15 Aircraft in Hangars • 17 Based Aircraft on Apron • 21,653 SF FBO Terminal • 3,953 SF GA Terminal • 1,952 SF GAF • 355 Vehicle Parking Spaces	• 15 Aircraft in Hangars • 17 Based Aircraft on Apron • 21,653 SF FBO Terminal • 3,953 SF GA Terminal • 1,952 SF GAF • 355 Vehicle Parking Spaces	N/A	N/A	N/A
Full Service FBO Northeast	• 15 Aircraft in Hangars • 15 Based Aircraft on Apron • 21,653 SF FBO Terminal • 3,953 SF GA Terminal • 1,952 SF GAF • 246 Vehicle Parking Spaces	• 15 Aircraft in Hangars • 15 Based Aircraft on Apron • 21,653 SF FBO Terminal • 3,953 SF GA Terminal • 1,952 SF GAF • 413 Shared Vehicle Parking Spaces	• 15 Aircraft in Hangars • 15 Based Aircraft on Apron • 21,653 SF FBO Terminal • 3,953 SF GA Terminal • 1,952 SF GAF • 413 Shared Vehicle Parking Spaces	• 5 Aircraft in Hangars • 20 Based Aircraft on Apron • 12,840 SF FBO Terminal • No GA Terminal • No GAF • 164 Vehicle Parking Spaces	• 2 Aircraft in Community Hangars • 18 Based Aircraft on Apron • 12,840 SF FBO Terminal • No GA Terminal • No GAF • 164 Vehicle Parking Spaces

TABLE 1-1
SUMMARY OF KEY DESIGN ELEMENTS FOR THE PROPOSED PROJECT AND ALTERNATIVES

Facilities Layout	Proposed Project	Alternative 1	Alternative 2	Alternative 3	No Project Alternative
Full Service FBO Southeast	N/A	• 15 Aircraft in Hangars • 15 Based Aircraft on Apron • 21,653 SF FBO Terminal • 3,953 SF GA Terminal • 1,952 SF GAF • Vehicle parking shared with Full Service FBO NE	• 15 Aircraft in Hangars • 15 Based Aircraft on Apron • 21,653 SF FBO Terminal • 3,953 SF GA Terminal • 1,952 SF GAF • Vehicle parking shared with Full Service FBO NE	• 6 Aircraft in Hangars • 17 Based Aircraft on Apron • 4,740 SF FBO Terminal • No GA Terminal • No GAF • 210 Vehicle Parking Spaces	• 23 Aircraft in Hangars • 17 Based Aircraft on Apron • 20,000 SF FBO Terminal • No GA Terminal • No GAF • 232 Vehicle Parking Spaces
Total Full Service FBOs	• 30 Aircraft in Hangars • 32 Based Aircraft on Apron • 43,306 SF FBO Terminal • 7,906 SF GA Terminal • 3,904 SF GAF • 601 Vehicle Parking Spaces	• 45 Aircraft in Hangars • 47 Based Aircraft on Apron • 64,959 SF FBO Terminal • 11, 859 SF GA Terminal • 5,856 SF GAF • 768 Vehicle Parking Spaces	• 30 Aircraft in Hangars • 30 Based Aircraft on Apron • 43,306 SF FBO Terminal • 7,906 SF GA Terminal • 3,904 SF GAF • 413 Vehicle Parking Spaces	• 11 Aircraft in Hangars • 37 Based Aircraft on Apron • 17,580 SF FBO Terminal • No GA Terminal • No GAF • 374 Vehicle Parking Spaces	• 25 Aircraft in Hangars • 35 Based Aircraft on Apron • 32,840 SF FBO Terminal • No GA Terminal • No GAF • 396 Vehicle Parking Spaces
Limited Service FBO Martin Aviation	• 8 Aircraft On Apron • 6 Aircraft in Hangar (Lyon Air Museum) • 80 Vehicle Parking Spaces	• 8 Aircraft On Apron • 6 Aircraft in Hangar (Lyon Air Museum) • 80 Vehicle Parking Spaces	• 8 Aircraft On Apron • 6 Aircraft in Hangar (Lyon Air Museum) • 80 Vehicle Parking Spaces	• 8 Aircraft On Apron • 6 Aircraft in Hangar (Lyon Air Museum) • 80 Vehicle Parking Spaces	• 8 Aircraft On Apron • 6 Aircraft in Hangar (Lyon Air Museum) • 80 Vehicle Parking Spaces
Limited Service FBO Southwest	• 17 Aircraft in Hangars • 62 Vehicle Parking Spaces	• 17 Aircraft in Hangars • 62 Vehicle Parking Spaces	• 17 Aircraft in Hangars • 62 Vehicle Parking Spaces	• N/A[b] • 8 Vehicle Parking Spaces	• N/A[b] • 8 Vehicle Parking Spaces
Box Hangars	• 30 Aircraft	• 5 Aircraft[c]	• 19 Aircraft	• 45 Aircraft	• 45 Aircraft
T-Hangars	• 96 Aircraft Spaces	• 114 Aircraft Spaces	• 72 Aircraft Spaces	• 111 Aircraft Spaces	• 111 Aircraft Spaces
Tie-downs	• 88 Aircraft Spaces	• 72 Aircraft Spaces	• 132 Aircraft Spaces	• 276 Aircraft Spaces	• 302 Aircraft Spaces
Shade Structures	• N/A	• N/A	• N/A	• 66 Aircraft Spaces	• 66 Aircraft Spaces
Flight School	• 47 Aircraft on Apron • 52 Vehicle Parking Spaces	• 47 Aircraft on Apron • 52 Vehicle Parking Spaces	• 47 Aircraft on Apron • 52 Vehicle Parking Spaces	Included with Southeast FBO	Included with Southeast FBO

TABLE 1-1
SUMMARY OF KEY DESIGN ELEMENTS FOR THE PROPOSED PROJECT AND ALTERNATIVES

Facilities Layout	Proposed Project	Alternative 1	Alternative 2	Alternative 3	No Project Alternative
OC Sherriff's Department	• 5 Aircraft in Hangar • 21 Vehicle Parking Spaces	• 5 Aircraft in Hangar • 21 Vehicle Parking Spaces	• 5 Aircraft in Hangar • 20 Vehicle Parking Spaces	Included with Northeast FBO (west side operation)	Included with Northeast FBO (west side operation)
Self Serve Aircraft Fuel Station & Wash Rack	• 14,545 SF	• 14,545 SF	• 14,545 SF	N/A	N/A

[a] There is one existing Limited Service FBO (Martin Aviation) that is not included in the GAIP because the lease extends to 2036, which is beyond the horizon year of the program. This Limited Service FBO is listed here to give a complete overview of general aviation facilities at JWA.

[b.] The hangar at the Limited Service FBO Southwest accommodates transient aircraft.

[c] Alternative 1 provides a box hangar for use by the Orange County Sherriff's Department, which would accommodate five aircraft.

FBO: Fixed Based Operator; GA: General Aviation; GAF: General Aviation Facility; N/A: Not applicable; SF: square feet

Source: AECOM 2018

1.7.1 ALTERNATIVE 2

Alternative 2 proposes development of a Full-Service Northeast FBO, and a Full-Service Southeast FBO. The total aircraft storage capacity for all the facilities included under this alternative is approximately 361 based aircraft. When compared to Existing Conditions, Alternative 2 reduces aircraft storage capacity by approximately 235 spaces (nearly 39 percent) and would accommodate 121 fewer (nearly 27 percent) general aviation aircraft than currently used at the Airport.

Similar to the Proposed Project and Alternative 1, Alternative 2 would result in three additional residential units being exposed to noise levels in excess of 65 CNEL that have not received sound attenuation and no avigation easement is recorded. Unless an avigation easement is recorded the exterior noise standard for residential uses would be exceeded. Interior noise readings would be required to verify if the interior noise levels exceed the 45 CNEL standard.[6] Additionally, two schools would be located in the 65 CNEL contour in the cumulative condition (i.e., with the maximum 2026 commercial carrier flights). The schools can be determined to be compatible if the interior noise standard can be achieved. These schools were constructed within the JWA 65 CNEL policy implementation line defined by the 1985 JWA Settlement Agreement and included in the JWA Airport Environs Land Use Plan (AELUP); therefore, the schools may have adequate interior attenuation. Exterior noise standards do not pose a land use compatibility issue for the schools because playgrounds are specifically identified as not being an "outdoor living area" where an exterior noise level of less than 65 dB standard is recommended.

Although the incremental increase in noise does not result in an exceedance of the noise thresholds, this would be considered a land use compatibility impact. This impact would be potentially significant and unavoidable. The potential impact on the residential units has been a known impact associated with the long-term operation of the Airport and is associated with all alternatives. Alternative 2 reduces the number of aircraft displaced by the GAIP by seven when compared to the Proposed Project and by five when compared to Alternative 1. This alternative minimizes the extent that general aviation aircraft have to cross Runway 20R/2L to access the shorter general aviation runway (Runway 20L/2R). Additionally, this alternative would reduce the number of vehicle trips on the west side of the Airport as compared to the Proposed Project and Alternative 1.

1.7.2 ALTERNATIVE 3

Alternative 3 proposes to leave all FBOs and other general aviation facilities in their current location, but would implement the following improvements and changes to correct existing nonstandard conditions:

- Relocate the Vehicle Service Road (also known as Perimeter Road) along Taxiway A to comply with FAA clearance standard dimensions for Group V aircraft

[6] Accurate interior noise readings to determine if interior noise levels are in excess of 45 CNEL would not be taken until after 2026 when commercial activity increases and the fleet mix assumed for Alternative 2 has been implemented.

- Remove obstructions (two community hangars from the Full-Service Southeast FBO) to comply with FAA height restrictions
- Remove 31 transient aircraft apron parking spaces from within the extended object free area ("OFA") in the approach to Runway 2L

Similar to the Proposed Project and Alternative 1, Alternative 3 would result in three additional residential units being exposed to noise levels in excess of 65 CNEL that have not received sound attenuation and no avigation easement is recorded. Unless an avigation easement is recorded the exterior noise standard for residential uses would be exceeded. Interior noise readings would be required to verify if the interior noise levels exceed the 45 CNEL standard.[7] Additionally, two schools would be located in the 65 CNEL contour in the cumulative condition (i.e., with the maximum 2026 commercial carrier flights). The schools can be determined to be compatible if the interior noise level standard can be achieved. These schools were constructed within the 65 CNEL policy implementation line in the AELUP; therefore, the schools may have adequate interior attenuation. Exterior noise standards do not pose a land use compatibility issue for the schools because playgrounds are specifically identified as not being an "outdoor living area" where an exterior noise level of less than 65 dB standard is recommended.

Although the incremental increase in noise does not result in an exceedance of the noise thresholds, this would be considered a land use compatibility impact. This impact would be potentially significant and unavoidable. The potential impact on the residential units has been a known impact associated with the long-term operation of the Airport and is associated with all alternatives. Alternative 3 reduces aircraft storage capacity by approximately 42 spaces (slightly more than 9 percent) compared to existing storage capacity; however, it would accommodate 72 more general aviation aircraft than are currently using the Airport. Therefore, this alternative would eliminate the displacement of general aviation aircraft associated with the Proposed Project and Alternative 1. With this alternative the number of based aircraft is projected to increase from 482 in 2016 to 490 in 2026. During this same period, the number of annual general aviation operations is projected to increase from 192,800 to 197,800.

1.7.3 NO PROJECT ALTERNATIVE

The No Project Alternative would not implement any improvements or modifications to the general aviation facilities at the Airport. This alternative assumes there would be no change in the current (2016) aircraft fleet mix; therefore, estimated capacity of the existing facilities is approximately 596 based aircraft at the Airport. With the No Project Alternative, the capacity would remain at 596 based aircraft. Even though no improvements are proposed, this alternative projects an increase in the number of operations of fixed-wing piston aircraft between 2016 and 2026. However, because the types of facilities do not fully align with the demand in 2026, the total number of based aircraft is projected to be 505 aircraft. Similar to the Proposed Project and Alternative 1, the No Project Alternative would result in three additional residential units being exposed to noise levels in excess of 65 CNEL that have not received sound attenuation and no avigation easement is recorded. And similarly, two schools would be located in the 65 CNEL contour in the cumulative condition (i.e., with the maximum 2026 commercial carrier flights). Although the incremental increase in noise does not result in an exceedance of the noise

[7] Accurate interior noise readings to determine if interior noise levels are in excess of 45 CNEL would not be taken until after 2026 when commercial activity increases and the fleet mix assumed for Alternative 3 has been implemented.

thresholds, this would be considered a land use compatibility impact. This impact would be potentially significant and unavoidable. This potential impact has been a known impact associated with the long-term operation of the Airport and is associated with all alternatives.

1.7.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires the identification of an environmentally superior alternative. Based on the evaluation contained in this EIR, the Proposed Project is the environmentally superior alternative because it incrementally reduces the impacts, such as the quantity of criteria pollutants and GHG emissions, although these impacts were not identified as significant and unavoidable. However, Alternative 1 most fully meets the Project Objectives. A discussion comparing the ability to meet the Project Objectives is provided in Section 5.5 and summarized in Table 5-25.

1.8 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Section 15123(b)(2) of the State CEQA Guidelines indicates that an EIR summary should identify areas of controversy known to the Lead Agency, including issues raised by agencies and the public. The following issues have been identified:

1) The Proposed Project and all the alternatives, other than the No Project Alternative, would reduce the capacity for general aviation aircraft at the Airport. The Proposed Project and Alternatives 1 and 2 would all displace general aviation aircraft requiring these aircraft be based at other airports in the region. Although other local airports have capacity, this would be a disruption for local pilots that have historically based their aircraft at JWA. The reduction of based aircraft would be accomplished through the lease process (i.e., leases would not be renewed for tie-down locations or the limitations would be reflected in the leases with the FBOs). The effect of reducing the number of based aircraft needs to be balanced with the need to respond to the trend in aviation by providing the type of facilities that best meets the future needs of the broad spectrum of people wishing to utilize the limited space available at JWA.

2) For Jet-A fuel, the east side full service FBO(s) could potentially connect to the hydrant fueling system used for the commercial carriers. Though not identified in the GAIP, the Program EIR does identify this as an option and evaluates the potential impacts associated with the extension of the hydrant fueling system to the Full Service FBO(s) on the east side. This would be accommodated by extending the existing pipeline under the "remain overnight" ("RON") parking apron for commercial aircraft located south of the passenger terminal building and adding an additional hydrant fueling station. This would reduce the number and length of truck trips internal to the Airport and reduce the potential for spills compared to fueling from trucks.

3) Currently the two full service FBOs manage separate fuel storage facilities at the general aviation fuel farm. Alternative 1 proposes the introduction of a third full service FBO. Expansion of the general aviation fuel farm to provide new separate storage tanks for the third full-service FBO is not proposed as part of the GAIP. Should Alternative 1 be selected, the most effective approach for fuel management will need to be resolved in conjunction with lease agreements. Currently, the fuel is delivered to the general aviation

aircraft by fuel trucks that are filled from the storage tanks. An option could include the three full service FBOs sharing the existing storage capacity because no new fuel tanks are proposed for the general aviation fuel farm. Should it be decided to extend the hydrant fueling system to the Full Service FBO(s) on the east side, this would eliminate the need to share Jet-A fuel tanks.

4) The FAA is continuing to develop new airspace and air traffic procedures for JWA. These procedures have the potential to change the flight path at JWA. This could influence the noise contours at the Airport. This FAA program, which is discussed in more detail in Section 1.9, is independent of the GAIP and is outside of the control of the County of Orange.

5) During construction, current users of the general aviation facilities (i.e., FBOs and aircraft owners) would need to be temporarily relocated either to alternative locations on the Airport or to other airports in the region while each area on the Airport is under construction. The timing and precise number of aircraft that may need to relocate to other airports in the region cannot be known at this time. It will be a factor of the precise design of the improvements and number of aircraft based at the Airport at the time.

1.9 OTHER AIRPORT-RELATED ISSUES NOT ASSOCIATED WITH THE JWA GENERAL AVIATION IMPROVEMENT PROGRAM

Though unrelated to the GAIP, the City of Newport Beach has requested that the FAA authorize a curved departure procedure for use at JWA. This request was made prior to changes made to the flight procedures as part of a national FAA effort intended to improve aviation safety and efficiency through the use of space-based technology. The program, "Next Generation Air Transportation System," now called NextGen, was authorized by Congress in 2003. An important part of the NextGen initiative is the development of new airspace and air traffic procedures. The FAA's approach to this mandate from Congress was to divide the United States into 21 "metroplexes." For this region, the FAA's 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 in fall 2016 for arrivals from the north of JWA. As a result, the measured noise levels for 2016, which is the baseline condition for the GAIP, are not directly comparable to data collected in prior years. In March and April 2017, additional departure procedures were implemented for departures to the south of JWA. Minor modifications were made to the departure patterns in May, October and December 2017. (JWA 2018) However, the FAA is reviewing for possible implementation the City-requested procedure that would utilize satellite guidance to more accurately direct aircraft along the middle of the Upper Newport Bay (City of Newport Beach 2013). Departure procedures are solely under the jurisdiction of the FAA and are not within the jurisdiction of the County. The concerns expressed to FAA by the City and County pertain more to commercial carriers and the larger general aviation aircraft that fly out over the Newport Back Bay as part of their departure pattern. Smaller aircraft generally turn prior to reaching the Newport Bay. If a modified departure pattern is approved, it is anticipated that implementation of Newport Beach's requested procedure could result in minor modifications to the noise contours provided in this Program EIR; however, any modifications would not be as a

result of or related to the GAIP. Any environmental impacts associated with the change, would be addressed by the FAA as part of their action changing the flight path.

1.10 REFERENCED DOCUMENTS AND AVAILABILITY OF STUDIES AND REPORTS

Copies of this Draft Program EIR, the technical appendices, and cited or referenced studies or reports are available for review at the JWA Administrative Offices, located at the address provided below. The Draft Program EIR and technical appendices are also available online at www.ocair.com/DEIR627.

John Wayne Airport
Administrative Office
3160 Airway Avenue
Costa Mesa, California 92626
Contact: Lea Choum

In addition, the EIR and technical appendices are available at the following libraries:

Costa Mesa/Donald Dugan
1855 Park Avenue
Costa Mesa, California 92627

Costa Mesa/Mesa Verde
2969 Mesa Verde Drive
Costa Mesa, California 92626

El Modena
380 South Hewes Street
Orange, California 92869

Irvine/Heritage Park
14361 Yale Avenue
Irvine, California 92604

Irvine/University Park
4512 Sandburg Way
Irvine, California 92612

Laguna Beach
363 Glenneyre Street
Laguna Beach, California 92651

Newport Beach
1000 Avocado Avenue
Newport Beach, California 92660

Orange Main Branch
407 East Chapman Avenue
Orange, California 92866

Santa Ana
26 Civic Center Plaza
Santa Ana, California 92701

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1.11 SUMMARY OF SIGNIFICANT EFFECTS AND MITIGATION PROGRAM

Table 1-2 presents a summary of the potential environmental effects of the Proposed Project and Alternative 1; measures to mitigate impacts to the extent feasible; and expected status of effects following implementation of the mitigation measures. The more detailed evaluation of these issues is presented in Section 4.0. If the text of the regulatory requirement ("RR"), standard condition of approval ("SC"), minimization measure ("MN") or mitigation measure ("MM") is too lengthy to include in tabular format, it is briefly summarized in the table and the number of the applicable measure is noted. All measures (i.e., RRs, SC, MNs, and MMs) are listed in their entirety in the appropriate portion of Section 4.0. Due to space constraints, where an RR, SC, MN, or MM would be applicable to more than one threshold, the cells in Table 1-2 with the measures may be joined or the measure is cross-referenced rather than duplicated.[8]

In Table 1-2, the significance of each impact is indicated by the following abbreviations that parenthetically follow the summary description of the impact: S=significant impact; LTS=impact is less than significant according to the State CEQA Guidelines; and NI=no impact. The level of significance provided for the Proposed Project and Alternative 1 in the impact columns denotes the level of significance prior to mitigation. An indicator also appears in the column identified as Level of Significance After Mitigation, which makes a determination if the mitigation measures would reduce the impact to a level of less than significant.

[8] An explanation of regulatory requirements, standard conditions, minimization measures, and mitigation measures is provided in Section 4.0.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
AESTHETICS (Section 4.1)				
4.1-1: Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	Construction activities would result in temporary visual changes at the Airport; however, given the urban context of the GAIP site, these changes would not result in a significant visual impact. Long-term, the character of the improvements for the Proposed Project would be consistent with the visual character of the Airport. The Proposed Project would have to comply with existing regulations related to building height. The replacement of older facilities with new facilities would result in a visual improvement; therefore, the Proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings. Implementation of MN AES-1 would serve to reduce impacts associated with construction staging. (LTS) The Wickland Pipeline Project would be the only cumulative project that would introduce new facilities within the same viewshed as the Proposed Project. The combined projects would result in an intensification of development on the Airport. However, both the GAIP and the	Construction activities would result in temporary visual changes at the Airport; however, given the urban context of the GAIP site, these changes would not result in a significant visual impact. Long-term, the character of the improvements for the Alternative 1 would be consistent with the visual character of the Airport. Alternative 1 would have to comply with existing regulations related to building height. The replacement of older facilities with new facilities would result in a visual improvement; therefore, Alternative 1 would not substantially degrade the existing visual character or quality of the site and its surroundings. Implementation of MN AES-1 would serve to reduce impacts associated with construction staging. (LTS) The cumulative impacts would be the same as those identified for the Proposed Project. (LTS)	No mitigation measures are required. Although impacts would be less than significant, the following Minimization Measure has been included: **MN AES-1** Construction contract specifications for any phase of development where the Airport property on the southwest corner of Irvine Avenue and Bristol Street South (i.e., golf course area) will be used as a construction laydown area/staging area, shall include security fencing with opaque screening around the construction sites and staging areas to block the ground-level views of the site. No removal of trees shall be allowed at the staging area.	Less than significant for the Proposed Project and Alternative 1.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
	Wickland Pipeline project would be consistent with the visual character of the Airport. (LTS)			
4.1-2: Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	The Proposed Project would result in the replacement of existing light sources on site. Compliance with RR AES-1 would regulate the type of building materials allowed and the intensity of lighting for all new facilities at the Airport. Use of solar panels would require a glint and glare evaluation pursuant to MN AES-2. Therefore, the Proposed Project would not result in substantially greater new sources of light or glare. (LTS) The GAIP and cumulative projects would be required to comply with FAA requirements pertaining to lighting and use of reflective materials, thereby minimizing the potential for cumulative light and glare impacts. (LTS)	Alternative 1 would result in the replacement of existing light sources on site. Compliance with RR AES-1 would regulate the type of building materials allowed and the intensity of lighting for all new facilities at the Airport. Use of solar panels would require a glint and glare evaluation pursuant to MN AES-2. Therefore, Alternative 1 would not result in substantially greater new sources of light or glare. (LTS) The potential for cumulative light and glare impacts with Alternative 1 would be the same as those identified for the Proposed Project. (LTS)	No mitigation measures are required. **RR AES-1** Prior to issuance of any building permit for individual general aviation projects at JWA, the contractor shall file a Notice of Proposed Construction or Alteration (FAA Form 7460-1) with the FAA regional office that will show compliance with the FAR Part 77 regulation, as it relates to building or structure heights, markings, lighting, and other standards. The FAA's Determination of No Hazard shall be submitted to the County prior to the start of construction. Although impacts would be less than significant, the following Minimization Measure has been included: **MN AES-2** Prior to issuance of a building permit for any project proposing the use of solar panels, the applicant shall prepare an evaluation of glare and glint on surrounding land uses and effects on navigation. The evaluation shall include description of the number, style, and placement of all solar panels. Additionally, evaluation shall include an analysis consistent with FAA guidance on evaluating solar technologies at the Airport. The evaluation shall be approved	Less than significant for the Proposed Project and Alternative 1.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
			by the John Wayne Airport, Deputy Director, Facilities.	
AIR QUALITY (Section 4.2)				
4.2-1: Would the project conflict with or obstruct implementation of the applicable air quality plan?	The Proposed Project would be consistent with the AQMP. JWA staff participated in SCAG's Aviation Technical Advisory Committee and coordinated with SCAQMD to ensure that aircraft operation data specific to the Airport (such as the number of operations, fleet mix and taxi times) and construction emissions were accounted for throughout the forecasted planning period for both the 2016-2040 RTP/SCS and AQMP. (LTS) The Proposed Project and identified cumulative projects are consistent with the AQMP. Therefore, the GAIP would not contribute to cumulative impacts associated with obstruction of the applicable air quality plan. (LTS)	Alternative 1 would be consistent with the AQMP. JWA staff participated in SCAG's Aviation Technical Advisory Committee and coordinated with SCAQMD to ensure that aircraft operation data specific to the Airport (such as the number of operations, fleet mix and taxi times) and construction emissions were accounted for throughout the forecasted planning period for both the 2016-2040 RTP/SCS and AQMP. (LTS) As with the Proposed Project, Alternative 1 and identified cumulative projects are consistent with the AQMP. Therefore, the GAIP would not contribute to cumulative impacts associated with obstruction of the applicable air quality plan. (LTS)	No mitigation measures are required.	Less than significant for the Proposed Project and Alternative 1.
4.2-2: Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Significant NO_X emissions associated with construction would be reduced to less than significant with the implementation of MM AQ-1, which requires the use of Tier 4 construction equipment. All other criteria pollutant emissions would be below SCAQMD	Significant NO_X emissions associated with construction would be reduced to less than significant with the implementation of MM AQ-1, which requires the use of Tier 4 construction equipment. All other criteria pollutant emissions would be below SCAQMD	**RR AQ-1** During construction, the developer shall comply with South Coast Air Quality Management District ("SCAQMD") Rules 402 and 403, in order to minimize short-term emissions of dust and particulates. SCAQMD Rule 402 requires that air pollutant emissions not be a nuisance off site. SCAQMD Rule 403 requires that fugitive dust be controlled	Less than significant for the Proposed Project and Alternative 1.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	**Alternative 1**		
	thresholds during the construction period. Operational emissions of criteria pollutants would be below thresholds established by the SCAQMD for the SoCAB. While no mitigation is required by CEQA for operational emissions, MN AQ-1 (use of low VOC architectural coatings) and MN AQ-2 (use of Zero Emission Vehicles for 90 percent or greater of the GSE operating hours) would further reduce potential emissions. (LTS) Cumulative impacts pertaining to violating air quality standards are addressed under Threshold 4.2-3.	thresholds during the construction period. Operational emissions of criteria pollutants would be below thresholds established by the SCAQMD for the SoCAB. While no mitigation is required by CEQA for operational emissions,, MN AQ-1 (use of low VOC architectural coatings) and MN AQ-2 (use of Zero Emission Vehicles for 90 percent or greater of the GSE operating hours) would further reduce potential emissions. (LTS) Cumulative impacts pertaining to violating air quality standards are addressed under Threshold 4.2-3.	with the best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. This requirement shall be included as notes on the contractor specifications. Table 1 of Rule 403 prescribes the Best Available Control Measures that are applicable to all construction projects. The developer shall provide the Manager of Building & Safety, or designee, with an SCAQMD-approved Dust Control Plan or other sufficient proof of compliance with Rule 403, prior to issuance of a grading permit. **RR AQ-2** Architectural coatings shall be selected so that the volatile organic compound ("VOC") content of the coatings is compliant with SCAQMD Rule 1113. This requirement shall be included as notes on the contractor specifications. The specifications for each project within the GAIP area shall be reviewed by the Manager of Building & Safety, or designee, for compliance with this requirement prior to issuance of a building permit. **MN AQ-1** JWA shall require architectural coatings applied to the East and West Access Roads be marked using low VOC coatings. Specifically, JWA shall require the use of a paint for markings with less than 50 grams of VOC emissions per liter of paint.	

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
			MN AQ-2 General Aviation FBOs shall employ Zero Emission Vehicle ("ZEV") GSE where available (e.g. tugs, water carts, lavatory carts, other ramp service equipment/vehicles) for 90 percent or greater of the GSE operating hours (see Section 4.2.9, for full text of MM AQ-2). **MM AQ-1** JWA shall require heavy-duty, off-road, diesel-powered construction equipment to meet or exceed the USEPA's Tier 4 off-road emissions engine standards during Airport construction in order to reduce construction-related NOx emissions.	
4.2-3: 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)?	Based on the SCAQMD guidance, projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. The Proposed Project would not exceed the project-specific thresholds with mitigation; therefore, they would not result in cumulatively considerable net increase of any criteria pollutant for which the SoCAB region has a non-attainment status under an applicable federal or State Ambient Air Quality Standard. (LTS).	Based on the SCAQMD guidance, projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. Alternative 1 would not exceed the project-specific thresholds with mitigation and therefore, would not result in a cumulatively considerable net increase of any criteria pollutant for which the SoCAB region has a non-attainment status under an applicable federal or State Ambient Air Quality Standard. (LTS)	MN AQ-1 and MN AQ-2 and MM AQ-1 (listed above) would reduce the air emissions associated with the Proposed Project and Alternative 1, which would reduce the cumulative emissions associated with the Airport.	Less than significant for the Proposed Project and Alternative 1.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
4.2-4: Would the project expose sensitive receptors to substantial pollutant concentrations?	Emissions after mitigation would be less than the SCAQMD thresholds of significance for all criteria pollutants. Additionally, the Proposed Project would not result in substantial concentrations of toxic air contaminants (TAC) as the concentrations would be below the significance thresholds for both workers and adjacent sensitive receptors. Therefore, the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations. (LTS) Of the cumulative projects, only the 2014 Settlement Agreement Amendment would result in a substantial increase in the emission of criteria pollutants and an increase in toxic air contaminants (TAC) that adversely impacts acute non-cancer risk for workers. The Proposed Project would not substantially contribute emissions that expose sensitive receptors to adverse health effects and its cumulative contribution of criteria air pollutants and toxic air contaminants would be less than significant. (LTS)	Emissions after mitigation would be less than the SCAQMD thresholds of significance for all criteria pollutants. Additionally, Alternative 1 would not result in substantial concentrations of toxic air contaminants. Therefore, Alternative 1 would not expose sensitive receptors to substantial pollutant concentrations. (LTS) The cumulative contribution for Alternative 1 would be similar to the Proposed Project and impacts would be less than significant. (LTS)	MM AQ-1 and MN AQ-1 would serve to reduce the concentration of pollutants. No further mitigation is required.	Less than significant for the Proposed Project and Alternative 1.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
CULTURAL/SCIENTIFIC RESOURCES (Section 4.3)				
4.3-1: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	The Proposed Project has a low potential to cause a substantial adverse change in the significance of an archaeological resource. Should buried archaeological resources be discovered during grading, implementation of SC CULT-1 would reduce potential impacts to less than significant levels. Additionally, the cumulative projects identified are not expected to disturb unknown cultural resources because of the shallow depth of excavation. Further, each of the cumulative projects are subject to the same standard conditions. Therefore, cumulative impacts would be less than significant. (LTS)	Alternative 1 has a low potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. Should buried archaeological resources be discovered during grading, implementation of SC CULT-1 would reduce potential impacts to less than significant levels. The potential for cumulative impacts with Alternative 1 would be the same as with the Proposed Project and would be less than significant. (LTS)	No mitigation measures are required. **SC CULT-1** Prior to the issuance of the first grading permit, the applicant shall provide written evidence to the Manager, Building and Safety, that applicant has retained a County-certified archaeologist, to observe grading activities and salvage and catalogue archaeological resources as necessary. The archaeologist shall be present at the pre-grade conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts as appropriate (see Section 4.3.5, for full text of SC CULT-1).	Less than significant for the Proposed Project and Alternative 1.
4.3-2: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	The Proposed Project has a low potential to directly or indirectly destroy a unique paleontological resource or site; however, the geologic formations underlying the site has moderate sensitivity. Implementation of SC CULT-2 would reduce potential impacts to less than significant should unknown buried resources be discovered as part of grading activities. Additionally, due to lack of unique geologic features on the site, no impacts to such	Alternative 1 has a moderate potential to directly or indirectly destroy a unique paleontological resource or site. However, implementation of SC CULT-2 would reduce potential impacts to less than significant should unknown buried resources be discovered as part of grading activities. Additionally, due to lack of unique geologic features on the site, no impacts to such features would occur and no mitigation is required. The	No mitigation measures are required. **SC CULT-2** Prior to the issuance of the first grading permit, the project applicant shall provide written evidence to the Manager, Building and Safety, that applicant has retained a County certified paleontologist to observe grading activities and salvage and catalogue fossils as necessary. The paleontologist shall be present at the pre-grade conference, shall establish procedures for paleontological resource surveillance, and shall establish, in cooperation with	Less than significant for the Proposed Project and Alternative 1.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
	features would occur and no mitigation is required. Each of the cumulative projects are located in the same geologic formation; therefore, the potential for cumulative impacts would also be less than significant. (LTS)	potential for cumulative impacts with Alternative 1 would be the same as with the Proposed Project and would be less than significant. (LTS)	the applicant, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of the fossils (see Section 4.3.5, for full text of SC CULT-2).	
4.3-3: Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?	The Proposed Project-specific and cumulative projects are not expected to disturb human remains. However, if human remains are encountered during grading activities, implementation of RR CULT-1 would reduce potential impacts to human remains to a less than significant level. (LTS)	Alternative 1-specific and cumulative projects are not expected to disturb human remains. However, if human remains are encountered during grading activities, implementation of RR CULT-1 would reduce potential impacts to human remains to a less than significant level. (LTS)	No mitigation measures are required. **RR CULT-1** If human remains are encountered during ground-disturbing activities, all activity shall cease immediately. Pursuant to Section 7050.5 of the *California Health and Safety Code*, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Section 5097.98 of the California Public Resources Code. The provisions of Section 15064.5 of the California Environmental Quality Act Guidelines shall also be followed (see Section 4.3.5, for full text of RR CULT-1).	Less than significant for the Proposed Project and Alternative 1.
4.3-4: Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Neither the Proposed Project nor the cumulative projects would not cause substantial adverse change in the significance of a historical resource because no historic resources are located on or immediately adjacent to the Airport. (NI)	Neither Alternative 1 would not cause substantial adverse change in the significance of a historical resource because no historic resources are located on or immediately adjacent to the Airport. (NI)	No mitigation measures are required	No impact for the Proposed Project and Alternative 1.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
GREENHOUSE GAS EMISSIONS (Section 4.4)				
4.4-1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	GHG impacts are exclusively cumulative impacts. Construction activities and the changes in the fleet mix associated with the Proposed Project (2026) would generate greenhouse gas emissions beyond those identified for the Baseline (2016). However, the net emissions would be substantially below the SCAQMD threshold for industrial uses (i.e., 10,000, annual $MTCO_2EQ$) both prior to and after the implementation of mitigation and minimizations measures (3,561 annual $MTCO_2EQ$ and 3,021 annual $MTCO_2EQ$, respectively). Therefore, the Proposed Project would not generate greenhouse gas emissions that would have a significant impact on the environment. (LTS)	GHG impacts are exclusively cumulative impacts. Construction activities and the changes in the fleet mix associated with Alternative 1 (2026) would generate greenhouse gas emissions beyond those identified for the Baseline (2016). However, the net emissions would be substantially below the SCAQMD threshold for industrial uses (i.e., 10,000, annual $MTCO_2EQ$) both prior to and after the implementation of mitigation and minimizations measures (3,872 annual $MTCO_2EQ$ and 3,331 annual $MTCO_2EQ$, respectively). Therefore, Alternative 1 would not generate greenhouse gas emissions that would have a significant impact on the environment. (LTS)	No mitigation measures are required. **RR GHG-1** GAIP facilities must be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6). These standards are updated, approximately every three years, to incorporate improved energy efficiency technologies and methods. The Manager of Building & Safety, or designee shall ensure compliance prior to the issuance of each building permit. **RR GHG-2** GAIP facilities must be designed in accordance with applicable requirements of the California Green Building Standards (CALGreen) Code (24 CCR 11). The Manager of Building & Safety, or designee shall ensure compliance prior to the issuance of each building permit. Although no mitigation measures are required, MN AQ-1, and MN AQ-2 would serve to further reduce GHG emissions. Additionally, MN GHG-1 (listed below) would require GAIP-related facilities and uses to comply with the JWA Climate Action Plan, which would also reduce GHG emissions.	The GHG emissions for the GAIP are less than significant for the Proposed Project and Alternative 1.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
4.4-2: Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	The GHG emissions for the Proposed Project would be less than the quantitative significance thresholds used to evaluate their significance, and are further reduced by MN GHG-2 and the measures identified in Section 4.2. Additionally, the Proposed Project would implement applicable emissions-reducing strategies identified in CARB's Mobile Source Strategy and 2017 Scoping Plan, to the extent required by law. Therefore, it would not conflict with any applicable plans, programs, and regulations established for achieving the GHG reduction goals. (LTS).	The GHG emissions for Alternative 1 would be less than the quantitative significance thresholds used to evaluate their significance, and are further reduced by MN GHG-2 and the measures identified in Section 4.2. Additionally, Alternative 1 would implement applicable emissions-reducing strategies identified in CARB's Mobile Source Strategy and 2017 Scoping Plan, to the extent required by law. Therefore, it would not conflict with any applicable plans, programs, and regulations established for achieving the GHG reduction goals. (LTS)	No mitigation measures are required. However, both the Proposed Project and Alternative 1 incorporate additional measures not required to reduce significant impacts that would also reduce GHG emissions. This includes MN GHG-1 listed below, as well as MN AQ-1 and MN AQ-2, identified under Section 4.2. Although impacts would be less than significant, the following Minimization Measure has been included: **MN GHG-1**: JWA shall require that all general aviation-related development and uses facilitated by approval of the GAIP comply with applicable measures set forth in its Climate Action Plan. This compliance requirement shall be set forth in all leasehold agreements for GAIP-related development. Additionally, compliance with building design-related measures shall be verified by JWA Deputy Director, Facilities or designee, prior to the issuance of building permits for GAIP-related development.	Less than significant for the Proposed Project and Alternative 1.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
HAZARDS AND HAZARDOUS MATERIALS (Section 4.5)				
4.5-1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? **4.5-2:** 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?	With implementation of existing federal, State, and local regulations the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. These same regulations and standard conditions would apply to the cumulative projects; therefore, with the Proposed Project both Project-specific and cumulative impacts would be less than significant. (LTS)	With implementation of existing federal, State, and local regulations Alternative 1 would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. These same regulations and standard conditions would apply to the cumulative projects; therefore, with Alternative 1 both Project-specific and cumulative impacts would be less than significant. (LTS)	No mitigation measures are required. **RR HAZ-1** Prior to the start of demolition or construction at the facilities, an asbestos abatement work plan shall be prepared in compliance with federal, State, and local regulations for any necessary removal and disposal of such materials, (see Section 4.5.5, for full text of RR HAZ-1). **RR HAZ-2** Prior to the start of any construction/demolition at the facilities, a lead-based paint/lead-containing paint abatement work plan shall be prepared in compliance with federal, State, and local regulations (see Section 4.5.5, for full text of RR HAZ-2).	Less than significant for the Proposed Project and Alternative 1.
4.5-3 Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes within one-quarter mile of an existing or proposed school?	Operation and maintenance activities associated with the Proposed Project and the identified cumulative projects would be consistent with the existing conditions at the Airport. The Proposed Project would not alter delivery routes or require substantially greater quantities of fuel being delivered to the Airport. All handling of hazardous materials would continue in full compliance with applicable codes and adopted safety programs currently in operation to reduce	Alternative 1 would redevelop and operate on the same portion of the Airport site; and therefore, uses on the west side of the Airport, closest to existing schools are excepted to be similar. Similar to the Proposed Project, Alternative 1 and the identified cumulative projects would not alter delivery routes or require substantially greater quantities of fuel being delivered to the Airport. All handling of hazardous materials would continue in full compliance with	No mitigation measures are required. **RR HAZ-3** All transportation of hazardous materials at the facilities is regulated at the federal (Title 49 of the *Code of Federal Regulations* ["49 CFR"]) and State (Title 13 of the *California Code of Regulations* ["13 CCR"]) levels and requires compliance with all applicable federal, State, and local regulations pertaining to hazardous materials (see Section 4.5.5, for full text of RR HAZ-3). **RR HAZ-4** An amendment to the SNAFuel *Spill Prevention, Control, and Countermeasure Plan* may be required	Less than significant for the Proposed Project and Alternative 1.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	**Alternative 1**		
	potential health risks related to handling of hazardous materials. These adopted ongoing programs and procedures would continue to reduce the potential for risk of exposure to schools in proximity to the Airport. (LTS)	applicable codes and adopted safety programs currently in operation to reduce potential health risks related to handling of hazardous materials. (LTS)	should the hydrant fueling system be extended to the East Full Service FBO (see Section 4.5.5, for full text of RR HAZ-4). **RR HAZ-5** A *Spill Prevention, Control, and Countermeasure Plan* or an amendment to an existing SPCC may be required to address the additional fueling related activities Prior to construction of the self-service fueling station, the JWA Environmental Engineer shall determine if an amendment to an existing SPCC Plan or a new plan is required. Prior to the self-serve fueling station becoming operational, said document, would be prepared in compliance with the requirements of the U.S. Environment	
			Protection Agency as provided for in 40 CFR Section 112 to the satisfaction of the JWA Environmental Engineer.). **SC HAZ-1** Prior to the issuance of a building permit for installation of an industrial oven, spray booth, powder-coating operation, dust collection equipment, welding operation, refrigeration system, or other hazardous equipment, the applicant shall provide the Manager, Permit Services with a clearance from OCFA, or other Local Fire Agency (if applicable), indicating plan compliance with Fire Code and all guidelines specific to the operation.[1]	

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
			SC HAZ-2 Prior to the issuance of a grading permit or building permit, whichever comes first, for installation of an aboveground or an underground tank used for the storage of flammable, combustible, or hazardous liquids, the applicant shall provide the Manager, Permit Services with a clearance from OCFA indicating compliance with Guideline G-08.[2] **SC HAZ-3** A. Prior to the issuance of a building permit, the applicant shall provide the Manager, Permit Services with a clearance from OCFA, or other Local Fire Agency (if applicable), indicating compliance with Guideline G-06.[3] B. Prior to the final inspection approval, the applicant shall provide the Manager, Permit Services with a clearance from OCFA, or other Local Fire Agency (if applicable), indicating a "Hazardous Materials Disclosure Chemical Inventory and Business Emergency Plan" packet has been submitted to the OCFA for review and approval. **SC HAZ-4** Applicant/operator shall store, manifest, transport, and dispose of all on-site generated waste that meets hazardous materials criteria in accordance with the *California Code of Regulations* Title 22 (see Section 4.5.5, for full text of SC HAZ-4).	

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
LAND USE AND PLANNING (Section 4.6)				
4.6-1: 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?	The Proposed Project would result in a reduction in the number of general aviation aircraft that could be based at the Airport. The reduction would be 242 fewer aircraft parking spaces compared to current capacity and 128 fewer aircraft parking spaces compared to the number of currently used aircraft parking spaces at the Airport. (LTS) The Proposed Project would result in 10 residential units being exposed to noise levels in excess of 65 CNEL compared to the Baseline (2016) condition. Avigation easements have been obtained for seven of these units. Therefore, for those units land use compatibility impacts are less than significant. For the remaining three units, the noise exposure would potentially result in interior and exterior noise levels in excess of policies adopted to avoid or mitigate an environmental effect and there would be a significant land use compatibility impacts. (S) Under the cumulative scenario, there is an increase of 27 residential units in the 65 to 70 CNEL contour when compared to	Alternative 1 would result in a reduction in the number of general aviation aircraft that could be based at the Airport. The reduction would be 240 fewer aircraft parking spaces compared to current capacity and 126 fewer aircraft parking spaces compared to the number of currently used aircraft parking spaces at the Airport. (LTS) Alternative 1 would result in 12 residential units being exposed to noise levels in excess of 65 CNEL compared to the Baseline (2016) condition. Avigation easements have been obtained for nine of these units. Therefore, for those units land use compatibility impacts are less than significant. For the remaining three units, the noise exposure would potentially result in interior and exterior noise levels in excess of policies adopted to avoid or mitigate an environmental effect and there would be a significant land use compatibility impacts. (S) Under the cumulative scenario, there is an increase of 29 residential units in the 65 to 70 CNEL contour when compared to the Baseline (2016). As with the	No mitigation measures are required. The residential units in the 65 CNEL contour would be eligible for consideration of attenuation measures through the Sound Insulation Program ("SIP") adopted as part of Final EIR 617 if they fall within the 65 CNEL contour. This measure would address both direct and cumulative impacts associated with incompatibility with interior noise standards established in the Orange County General Plan. However, Final EIR 617 identified a significant unavoidable impact because until interior noise measurements are taken after the increase in commercial carrier flights at the Airport, as projected in Final EIR 617, it cannot be determined if all the noise-sensitive uses with interior noise levels in excess of 45 CNEL would qualify for sound attenuation based on FAA criteria.	Less than significant for the Proposed Project and Alternative 1. Potentially unavoidable significant impact for the Proposed Project and Alternative 1 for direct impacts. Significant unavoidable cumulative land use compatibility impact is identified, although the GAIP is not substantially contributing to the cumulative impact.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
	the Baseline (2016). All but two of these units are located within the AIP Area from the 1985 Master Plan. For the two parcels in the 2026 65 CNEL contour that are outside of the AIP there are no livable areas (i.e., the houses and backyards) that would be in the 65 CNEL contour. Additionally, the increase in the number of units in the 65 CNEL contour is substantially due to the increase in the number of commercial carrier operations approved for 2026 as part of the 2014 Settlement Agreement Amendment. There is only one additional unit when compared to the 2026 No Project Alternative. An avigation easement has been recorded for this unit. Therefore, although a significant unavoidable cumulative land use compatibility impact is identified, the GAIP (Proposed Project) is not substantially contributing to the cumulative impact. There would also be two units in the greater than 70 CNEL contour. Both of these residences received sound insulation through the AIP and avigation easements have been recorded. Therefore, these two residences	Proposed Project, all but two of these units are located within the AIP Area from the 1985 Master Plan. For the two parcels in the 2026 65 CNEL contour that are outside of the AIP there are no livable areas (i.e., the houses and backyards) that would be in the 65 CNEL contour. Additionally, the increase in the number of units in the 65 CNEL contour is substantially due to the increase in the number of commercial carrier operations approved for 2026 as part of the 2014 Settlement Agreement Amendment. There are three additional unit when compared to the 2026 No Project Alternative. An avigation easements has been recorded for the single family unit and there is a prescriptive avigation easement for the entire multifamily area. Although a significant unavoidable cumulative land use compatibility impact is identified, the GAIP (Alternative 1) is not substantially contributing to the cumulative impact. There would also be two units in the greater than 70 CNEL contour. Both of these residences received sound insulation through the AIP and avigation		

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
	would not be identified as incompatible uses. In the cumulative scenario, there would be a reduction in the number of places of worship in the 65 CNEL. (LTS)	easements have been recorded. Therefore, these two residences would not be identified as incompatible uses. In the cumulative scenario, there would be a reduction in the number of places of worship in the 65 CNEL. (LTS)		
NOISE (Section 4.7)				
4.7-1: 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? **4.7-2:** Would the project cause substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? **4.7-4** Would the project expose people residing or working in the project area to excessive noise levels?	The Proposed Project would result in minor increases in aviation noise levels compared to the Baseline (2016) condition. The increase in noise level would not exceed the performance standards established for determining a significant impact. Interior noise levels for the new facilities at the Airport would be consistent with County requirements through the implementation of SC NOI-1. Increased traffic on the west side of the Airport due to traffic redistribution would result in an incremental increase in traffic noise levels, although less than the performance standards established for determining a significant impact. Cumulative noise impacts would be less than significant because	Alternative 1 would result in minor increases in aviation noise levels compared to the Baseline (2016) condition. The increase in noise level would be slightly greater than the Proposed Project, although it would also not exceed the performance standards established for determining a significant impact. Interior noise levels for the new facilities at the Airport would be consistent with County requirements through the implementation of SC NOI-1. Increased traffic on the west side of the Airport due to traffic redistribution would result in an incremental increase in traffic noise levels, although less than the performance standards	**RR NOI-1** The Orange County Municipal Code Article 3 Section 2-1-30, General Aviation Noise Ordinance, prohibits nighttime general aviation operations for operations that exceed the specified SENEL noise limit at each of the noise monitoring locations. **SC NOI-1** Except when the interior noise level exceeds the exterior noise level, the applicant shall sound attenuate all nonresidential structures against the combined impact of all present and projected noise from exterior noise sources to meet the interior noise criteria as specified in the Noise Element and Land Use/Noise Compatibility Manual. Prior to the issuance of any building permits, the applicant shall submit to the Manager, Building and Safety, an acoustical analysis report prepared under the supervision of a County-certified acoustical consultant which describes in detail the exterior noise environment and the acoustical design	Less than significant for the Proposed Project and Alternative 1.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	**Alternative 1**		
	the change in noise level does not increase at a level greater than the significance threshold at any NMS even when comparing the 2026 cumulative noise levels (i.e., increase in commercial carrier operations and the GAIP operations) to the Baseline (2016) condition (LTS)	established for determining a significant impact. Cumulative noise impacts would be less than significant because the change in noise level does not increase at a level greater than the significance threshold at any NMS even when comparing the 2026 cumulative noise levels (i.e., increase in commercial carrier operations and the GAIP operations) to the Baseline (2016) condition (LTS)	features required to achieve the interior noise standard and which indicates that the sound attenuation measures specified have been incorporated into the design of the project. (County Standard Condition N02)	
4.7-3: Would the project cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Construction activities for the Proposed Project would generate noise and nighttime construction activities may be required. The closest residences to the construction area are approximately 1,760 feet away. This distance and the intervening commercial buildings would provide enough attenuation that construction noise impacts would be less than significant. (LTS)	Construction activities associated with Alternative 1 would generate noise and nighttime construction activities may be required. The closest residences to the construction area are approximately 1,760 feet away. This distance and the intervening commercial buildings would provide enough attenuation that construction noise impacts would be less than significant. (LTS)		Less than significant for the Proposed Project and Alternative 1.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
TRANSPORTATION/TRAFFIC (Section 4.8)				
4.8-1: 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?	The Proposed Project would generate overall fewer trips than the No Project Alternative. It would not conflict with adopted plans, ordinances, or policies establishing measures of effectiveness for the circulation system, as it would not cause any change in LOS at the study area intersections. All intersections would operate at an acceptable LOS D or better. No conflicts with alternative modes of transportation would result. Since the long range cumulative analysis (2026) reflects projected cumulative growth in the study area, the Proposed Project-specific and cumulative impacts would be less than significant. (LTS)	Alternative 1 would generate overall fewer trips than the No Project Alternative. It would not conflict with adopted plans, ordinances, or policies establishing measures of effectiveness for the circulation system, as it would not cause any LOS change at the study area intersections. All intersections would operate at an acceptable LOS D or better. No conflicts with alternative modes of transportation would result. Since the long range cumulative analysis (2026) reflects projected cumulative growth in the study area, the Proposed Project-specific and cumulative impacts would be less than significant (LTS)	No mitigation measures are required. **SC TRA-1:** Prior to the issuance of any grading permits, the applicant shall provide adequate sight distance per Standard Plan 1117 at all street intersections, in a manner meeting the approval of the Manager, Building and Safety OC Infrastructure/Traffic Engineering Permit Services. The applicant shall make all necessary revisions to the plan to meet the sight distance requirement such as removing slopes or other encroachments from the limited use area in a manner meeting the approval of the Manager, Building and Safety Permit Services. (County Standard Condition of Approval T10)	Less than significant for the Proposed Project and Alternative 1.
4.8-2: 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?	None of the six study area intersections fall within the jurisdiction of the OCTA CMP 2017. Therefore, the Proposed Project would not conflict with the OCTA CMP. Because the Proposed Project would not result in any impacts at a CMP location, it could not contribute to a cumulative impact. (NI)	None of the six study area intersections fall within the jurisdiction of the OCTA CMP 2017. Therefore, Alternative 1 would not conflict with the OCTA CMP. Because the Proposed Project would not result in any impacts at a CMP location, it could not contribute to a cumulative impact. (NI)	No mitigation measures are required.	No impact for the Proposed Project and Alternative 1.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
TRIBAL CULTURAL RESOURCES (Section 4.9)				
4.9-1: 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	The Proposed Project and cumulative projects have a low potential to cause a substantial adverse change in the significance of a tribal cultural resource as defined by Section 21074 of the Public Resources Code because of the disturbed nature of the site and limited ground disturbance. Implementation of MN TCR-1 would further minimize the potential for impacts should buried tribal cultural resources be discovered as part of grading activities. (LTS)	Similar to the Proposed Project, Alternative 1 and cumulative projects have a low potential to cause a substantial adverse change in the significance of a tribal cultural resource as defined by Section 21074 of the Public Resources Code because of the disturbed nature of the site and limited ground disturbance. Implementation of MN TCR-1 would further minimize the potential for impacts should buried tribal cultural resources be discovered as part of grading activities. (LTS)	No mitigation measures are required. Although impacts would be less than significant, the following Minimization Measure has been included: **MN TCR-1** Tribal Cultural Resources Observation and Salvage. Prior to the issuance of any grading permit in which native soil is disturbed, the applicant shall provide written evidence to the Manager, Permit Services, that a Native American monitor has been retained to observe grading activities in native sediment and to salvage and catalogue tribal cultural resources as necessary. The Native American monitor shall be present at the pre-grade conference, shall establish procedures for tribal cultural resource surveillance, and shall establish, in cooperation with the County, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the tribal cultural resource as appropriate. If the tribal cultural resources are found to be significant, the Native American observer shall determine appropriate actions, in cooperation with the County for exploration and/or salvage.	Less than significant for the Proposed Project and Alternative 1.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?				
UTILITIES AND SERVICE SYSTEMS (Section 4.10)				
4.10-1: Would the project exceed the wastewater treatment requirements of the applicable Regional Water Quality Control Board ("RWQCB")? **4.10-2:** Would the project require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities, the construction of which could cause significant environmental impacts. **4.10-4:** 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.	The Proposed Project would not exceed the wastewater treatment requirements of the Santa Ana RWQCB or result in discharges that would require the construction of new wastewater treatment facilities or the expansion of existing facilities. The Proposed Project is projected to increase the number of average daily users at the Airport by approximately 28 additional persons. The installation of new water-efficient appliances and fixtures that would be installed as part of newly constructed general aviation buildings would be expected to offset the incremental increase in demand. RR UTL-1 and RR UTL-2 would apply to new construction of GAIP facilities. (LTS) Cumulative impacts for wastewater would occur with the combined demand of the Proposed Project and the 2014 Settlement Agreement Amendment; however, based on the Service Agreement between	Alternative 1 would not exceed the wastewater treatment requirements of the Santa Ana RWQCB or result in discharges that would require the construction of new wastewater treatment facilities or the expansion of existing facilities. Alternative 1 is projected to increase the number of average daily users at the Airport by approximately 42 additional persons. The installation of new water-efficient appliances and fixtures that would be installed as part of newly constructed general aviation buildings would be expected to offset the incremental increase in demand. RR UTL-1 and RR UTL-2 would apply to new construction of GAIP facilities. (LTS) As with the Proposed Project, the Service Agreement between JWA and the OCSD provides sufficient capacity to serve the increased cumulative wastewater demands associated with Alternative 1. (LTS)	No mitigation measures are required. **RR UTL-1** In conjunction with the development of the GAIP projects, building plans and site improvement plans shall show compliance with pertinent regulations of OCSD related to sewer system connections, installation of on-site facilities for industrial dischargers and food service establishments (e.g., pretreatment equipment, pollution control facilities, spill containment facilities, accidental slug control plans, and monitoring/metering facilities), as well as obtain the necessary discharge permits and comply with the discharge limits, prohibitions, monitoring and reporting, inspection and sampling, and other provisions of the permit. Compliance shall be in a manner meeting the approval of the Manager, Building and Safety compliance prior to issuance of any building permit. **RR UTL-2** In conjunction with the development of the GAIP projects, building plans and site improvement plans shall demonstrate compliance with applicable non-residential mandatory	Less than significant for the Proposed Project and Alternative 1.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	**Alternative 1**		
	JWA and the Orange County Sanitation District ("OCSD") there is sufficient capacity to accommodate the cumulative demand. (LTS)		measures in the California Green Building Standards Code (CALGreen Code) and the County's Landscape Water Use Standards in a manner meeting the approval of the Manager, Building and Safety compliance prior to issuance of any building permit.	
4.10-2: Would the project require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities, the construction of which could cause significant environmental impacts **4.10-3:** Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed.	The increase in the number of persons using the general aviation facilities associated with the Proposed Project would potentially result in an incremental increase in water usage; however, water-efficient plumbing fixtures and appliances that would be installed in new general aviation facilities would offset the minor increase in water demand under the Proposed Project (RR UTL-2 and RR UTL-3). Thus, the Proposed Project would not require additional water supplies or create the need for new or expanded water treatment facilities. Impacts would be less than significant pertaining to water usage. (LTS) Mesa Water determined there was sufficient capacity to accommodate the long-term demand at the Airport associated	The increase in the number of persons using the general aviation facilities associated with Alternative 1 would potentially result in an incremental increase in water usage; however, water-efficient plumbing fixtures and appliances that would be installed in new general aviation facilities would offset the minor increase in water demand under Alternative 1 (RR UTL-2 and RR UTL-3). Thus, Alternative 1 would not require additional water supplies or create the need for new or expanded water treatment facilities. Impacts would be less than significant pertaining to water usage. (LTS) Mesa Water determined there was sufficient capacity to accommodate the long-term demand at the Airport associated with the 2014 Settlement Agreement Amendment. Alternative 1 is within the service parameters identified in the	**RR UTL-3** In conjunction with the development of the GAIP projects, new or modified water service to the site shall comply with Mesa Water District's rules and regulations, including design and construction of connections and water facilities, payments for service, conditions for service, and compliance with its permanent and emergency water conservation programs that outline water waste prohibitions, escalating water restrictions under water supply shortage conditions and other general provisions.	Less than significant for the Proposed Project and Alternative 1.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
	with the 2014 Settlement Agreement Amendment. The Proposed Project is within the service parameters identified in the evaluation of the Settlement Agreement Amendment, therefore, the cumulative impacts would result in less than significant impacts related to sufficient water supplies or the need for new or expanded water treatment facilities. (LTS)	evaluation of the Settlement Agreement Amendment, therefore, the cumulative impacts would result in less than significant impacts related to sufficient water supplies or the need for new or expanded water treatment facilities. (LTS)		
WATER QUALITY (Section 4.11)				
4.11-1: Would the project violate any water quality standards or waste discharge requirements? **4.11-2:** 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? **4.11-3:** Would the project otherwise substantially degrade water quality?	General aviation activities at JWA generate pollutants that may enter the storm water runoff. JWA has an extensive list of Best Management Practices ("BMPs") to address runoff leaving the Airport to comply with all water quality standards. The Proposed Project would require additional BMPs under the priority redevelopment program improving storm water quality before discharging from the Airport. The Proposed Project would also reduce the number of based aircraft and the number of general aviation operations. Therefore, an incremental decrease in the amount of pollutants is anticipated.	General aviation activities at JWA generate pollutants that may enter the storm water runoff. JWA has an extensive list of BMPs to address runoff leaving the Airport to comply with all water quality standards. Alternative 1 would require additional BMPs under the priority redevelopment program improving storm water quality before discharging from the Airport. Alternative 1 would reduce the number of based aircraft and the number of general aviation operations. Therefore, an incremental decrease in the amount of pollutants is anticipated.	No mitigation measures are required. **RR WQ-1** If groundwater is encountered during ground disturbance activities at JWA, the contractor shall provide evidence to the County that it has applied for coverage under Order No. R8-2015-0004 for the disposal of acceptable construction dewatering discharges to the local storm drainage system (see Section 4.11.5 for the full text of RR WQ-1). **SC WQ-1** Prior to the issuance of any grading or building permits, the applicant shall submit for review and approval by the Manager, Building and Safety, a Water Quality Management Plan ("WQMP") specifically identifying BMPs that will be used on site to control	Less than significant for the Proposed Project and Alternative 1.

TABLE 1-2
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	**Alternative 1**		
	The BMPs would apply to baseline operations, the Proposed Project, and cumulative projects. Therefore, the Proposed Project and cumulative projects would not violate water quality standards or waste discharge requirements, 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, or otherwise substantially degrade water quality. (LTS)	As with the Proposed Project, neither Alternative 1 nor the cumulative projects would violate water quality standards or waste discharge requirements, 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, or otherwise substantially degrade water quality. (LTS)	predictable pollutant runoff (see Section 4.11.5 for the full text of SC WQ-1). **SC WQ-2** Prior to the issuance of a certificate of use and occupancy, the applicant shall demonstrate compliance with the County's NPDES Implementation Program (see Section 4.11.5 for the full text of SC WQ-2). **SC WQ-3** Prior to the issuance of any grading or building permits, the applicant shall demonstrate compliance with California's General Permit for Stormwater Discharges Associated with Construction Activity. Projects subject to this requirement shall prepare and implement a Storm Water Pollution Prevention Plan ("SWPPP") (see Section 4.11.5 for the full text of SC WQ-3) **SC WQ-4** Prior to the issuance of any grading or building permit, the applicant shall submit an Erosion and Sediment Control Plan ("ESCP") (see Section 4.11.5 for the full text of SC WQ-4). **SC WQ-5** Prior to the issuance of building permits for any tank or pipeline, the uses shall be identified, and the applicant shall submit a Chemical Management Plan in addition to a WQMP (see Section 4.11.5 for the full text of SC WQ-5). **SC WQ-6** For industrial facilities, the applicant shall demonstrate that compliance with the permit has been	

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Threshold	Impact		Mitigation Measure	Level Of Significance After Mitigation
	Proposed Project	Alternative 1		
			obtained and shall provide a copy of the notification of the issuance of a WDID Number (see Section 4.11.5 for the full text of SC WQ-6)	

Notes:

[1] This is a County Standard Condition of Approval; therefore, the wording has not been changed from the text of the adopted condition. However, it should be noted the lease agreements do not permit all these activities to occur on the Airport.

[2] Guideline G-08 is an OCFA document titled Installation and Modification of Aboveground Equipment Components of Fuel Dispensing Operations. The current version is dated January 1, 2017.

[3] Guideline G-06 is an OCFA document titled *Completion of the Chemical Classification Packet*. The current version is dated January 1, 2017

BMPs: Best Management Practices; CCR: California Code of Regulations; CFR: Code of Federal Regulations; CNEL: Community Noise Equivalent Level; ESCP: Erosion and Sediment Control Plan; FAA: Federal Aviation Administration; GAIP: General Aviation Improvement Program; GHG: greenhouse gas; LTS: Less than Significant Impact; MM: Mitigation Measure; MN Minimization Measure; NAHC: Native American Heritage Commission; NI: No Impact; OCFA: Orange County Fire Authority; OCSD: Orange County Sanitation District; RR: Regulatory Requirement; RWQCB: Regional Water Quality Control Board; S: Significant Impact; SC: Standard Condition; SIP:(2014) Sound Insulation Program; SWPPP: Storm Water Pollution Prevention Plan; WQMP: Water Quality Management Plan.

1.12 REFERENCES

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