



JOHN WAYNE AIRPORT
3160 AIRWAY AVENUE
COSTA MESA, CALIFORNIA 92626

NOTICE OF PREPARATION AND NOTICE OF SCOPING MEETING

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

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

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

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

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

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

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

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

Submitted by:

Lea Choum, Project Manager

JOHN WAYNE AIRPORT GENERAL AVIATION IMPROVEMENT PROGRAM PROJECT DESCRIPTION SUMMARY

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

1.1 PROJECT LOCATION

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

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

1.2 PROJECT SETTING

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

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



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Regional Location

John Wayne Airport General Aviation Improvement Program



Exhibit 1



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Local Vicinity

John Wayne Airport General Aviation Improvement Program

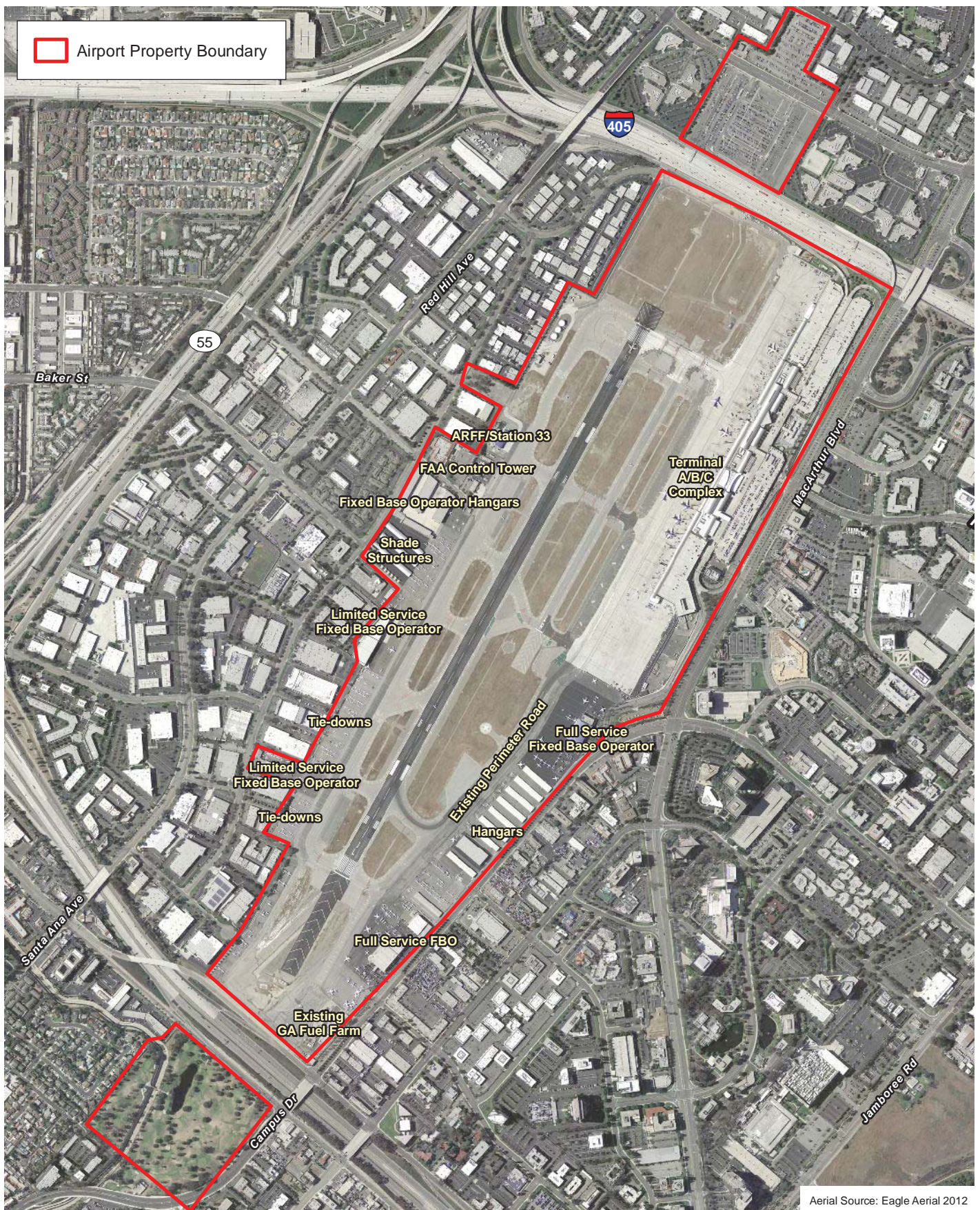


2,000 1,000 0 2,000
Feet

Exhibit 2



 Airport Property Boundary



Aerial Source: Eagle Aerial 2012

Aerial Photograph

John Wayne Airport General Aviation Improvement Program



1,200 600 0 1,200
Feet

Exhibit 3



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

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

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

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

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

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

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

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

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

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

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

Background

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

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

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

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

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

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

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

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

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




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

1.3 DESCRIPTION OF THE PROJECT

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

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

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

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



Aerial Source: Eagle Aerial 2012

Potential Development Areas

John Wayne Airport General Aviation Improvement Program

Exhibit 4



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

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

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

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

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

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

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

Anticipated Project Approvals

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

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

Anticipated Schedule

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

1.4 PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT

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

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

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

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

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

1.5 ENVIRONMENTAL CHECKLIST

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

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

⁸ CEQA checklist questions 8a through 8c.

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

¹⁰ CEQA checklist questions 8d through 8h.

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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

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

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

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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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


Signature

March 29, 2017
Date

Lea Choum, Project Manager
Name



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

1. Aesthetics

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

2. Agriculture and Forestry Resources

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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

3. Air Quality

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

Would the project:

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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

4. Biological Resources

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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

5. Cultural/Scientific Resources

Would the project:

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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

6. Geology and Soils

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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

7. Greenhouse Gas Emissions

Would the project:

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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

9. Hydrology and Water Quality

Would the project:

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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

10. Land Use and Planning

Would the project:

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

11. Mineral Resources

Would the project:

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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

12. Noise

Would the project:

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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

13. Population and Housing

Would the project:

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

14. Public Services

Would the project:

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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

15. Recreation

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

16. Transportation/Traffic

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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

17. Tribal Cultural Resources

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

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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

KBS: Revised 12/16

1. AESTHETICS

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

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

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

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

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

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

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

2. AGRICULTURE AND FORESTRY RESOURCES

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

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

3. AIR QUALITY

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

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

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

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

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

4. BIOLOGICAL RESOURCES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. CULTURAL/SCIENTIFIC RESOURCES

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

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

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

6. GEOLOGY AND SOILS

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

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

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

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

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

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

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

7. GREENHOUSE GAS EMISSIONS

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

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

8. HAZARDS AND HAZARDOUS MATERIALS

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

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

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

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

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

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

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

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

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

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

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

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

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

9. HYDROLOGY AND WATER QUALITY

- a) Would the project violate any water quality standards or waste discharge requirements?**
- e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**
- f) Would the project otherwise substantially degrade water quality?**

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

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

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

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

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

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

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

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

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

10. LAND USE AND PLANNING

a) Would the project physically divide an established community?

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

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

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

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

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

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

11. MINERAL RESOURCES

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

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

12. NOISE

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

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

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

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

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

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

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

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

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

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

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

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

13. POPULATION AND HOUSING

- a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**
- b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**
- c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

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

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

14. PUBLIC SERVICES

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

i) Fire protection?

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

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

ii) Police protection?

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

iii) Schools?

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

iv) Parks?

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

v) Other Public Facilities?

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

15. RECREATION

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

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

16. TRANSPORTATION/TRAFFIC

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

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

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

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

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

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

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

17. TRIBAL CULTURAL RESOURCES

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

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

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

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

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

18. UTILITIES AND SERVICE SYSTEMS

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

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

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

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

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

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

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

19. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

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

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

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