



# AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY  
3160 Airway Avenue Costa Mesa, CA 92626 (949) 252-5170 Fax (949) 252-6012

## AGENDA ITEM 2

August 15, 2019

**TO:** Commissioners/Alternates  
**FROM:** Lea U. Choum, Executive Officer  
**SUBJECT:** Administrative Status Report

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The following attachments are for your review and information:

- Letter to the City of Costa Mesa regarding the NOI to Adopt a Mitigated Negative Declaration for Fletcher Jones Audi Automotive Dealership
- Letter to the City of Newport Beach regarding the ALUC Determination for the Vivante Senior Housing Project
- Letter to the City of Costa Mesa regarding the NOP of the EIR for One Metro West Project
- Letter from the Southern California Association of Governments (SCAG) Transportation Committee for Regional Air Passenger and Cargo Forecast Presentation
- Letter to the City of La Mirada regarding the approved amendments to the *Airport Environs Land Use Plan (AELUP) for Fullerton Municipal Airport (FMA)*
- Letter to the LA County ALUC regarding the approved amendments to the *Airport Environs Land Use Plan (AELUP) for Fullerton Municipal Airport (FMA)*
- Letter to the City of Costa Mesa regarding the Mitigated Negative Declaration (MND) for Permanent Bridge Shelter Facility

Respectfully submitted,

Lea U. Choum,  
Executive Officer



# AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

July 15, 2019

Mel Lee, Senior Planner  
City of Costa Mesa/Development Services Department  
77 Fair Drive  
Costa Mesa, CA 92628

**Subject: NOI to Adopt a MND for Fletcher Jones Audi Automotive Dealership**

Dear Mr. Lee:

Thank you for the opportunity to review the Draft Mitigated Negative Declaration (MND) for the Fletcher Jones Audi Automotive Dealership located at 1275 Bristol Street, Costa Mesa, CA, in the context of the Airport Land Use Commission's *Airport Environs Land Use Plan for John Wayne Airport (JWA AELUP)*. The proposed project includes demolition of the former Ganahl Lumber retail building and construction and operation of an automotive center, including a ground-up two-story sales and service center for Fletcher Jones Audi Automotive Dealership.

The proposed project is located within the Federal Aviation Regulation (FAR) Part 77 Notification Area for JWA. We suggest that the MND discuss the height at which the notification surface would be penetrated compared to the proposed building heights. We recommend that the project proponent utilize the Notice Criterial Tool on the Federal Aviation Administration (FAA) website <https://oeaaa.faa.gov/oeaaa/external/protal.jsp> to determine if the proposed project penetrates the notification surface and requires filing Form 7460-1 Notice of Proposed Construction or Alternation with the FAA.

Thank you again for the opportunity to comment on the MND. Please contact Lea Choum at (949) 252-5123 or via email at [lchoum@ocair.com](mailto:lchoum@ocair.com) should you have any questions related to the future referral of your project.

Sincerely,

Lea U. Choum  
Executive Officer



# AIRPORT LAND USE COMMISSION

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FOR ORANGE COUNTY

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3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

July 18, 2019

Makana Nova, Associate Planner  
City of Newport Beach  
100 Civic Center Drive  
Newport Beach, CA 92660

**Subject:** ALUC Determination for City of Newport Beach Vivante Senior Housing Project

Dear Ms. Nova:

During the meeting held on July 18, 2019 the Airport Land Use Commission (ALUC) for Orange County considered the subject project. The matter was duly discussed, moved, seconded, and carried unanimously by the Commission to find the proposed Vivante Senior Housing Project to be Consistent with the Commission's *Airport Environs Land Use Plan (AELUP) for John Wayne Airport (JWA)* with the condition that if there are changes to the proposed use and/or an increase in building height after being heard by the City of Newport Beach Planning Commission, the proposed Vivante Senior Housing Project will be required to return to the ALUC for another Consistency determination.

Please contact Lea Choum, at (949) 252-5123 or via email at [lchoum@ocair.com](mailto:lchoum@ocair.com) if you require additional information or have questions regarding this proceeding.

Sincerely,

Lea U. Choum  
Executive Officer



# AIRPORT LAND USE COMMISSION

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FOR ORANGE COUNTY

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3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

June 20, 2019

Mino Ashabi, Principal Planner  
City of Costa Mesa  
Development Services Department  
77 Fair Drive  
Costa Mesa, CA 92626

Subject: NOP of an EIR for One Metro West Project

Dear Ms. Ashabi:

Thank you for the opportunity to review the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the One Metro West Project located at 1683 Sunflower Avenue, Costa Mesa, 92626 in the context of the Airport Land Use Commission's *Airport Environs Land Use Plan for John Wayne Airport (JWA AELUP)*. The proposed project is a mixed-use development and consists of residential, specialty retail, creative office, and recreational uses. The project is proposed to include up to 1,057 dwelling units, 25,000 square feet of commercial creative office, 6,000 square feet of specialty retail, and 1.7 acres of open space. The proposed project would also require an amendment to the City's General Plan in order to change the existing land use designation from Industrial Park to Urban Center Commercial.

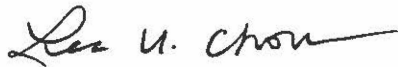
The proposed project is located within the Federal Aviation Regulation (FAR) Part 77 Notification Area for JWA. We suggest that the EIR discuss the height at which the notification surface would be penetrated compared to the proposed building heights. We recommend that the project proponent utilize the Notice Criterial Tool on the Federal Aviation Administration (FAA) website <https://oeaaa.faa.gov/oeaaa/external/protal.jsp> to determine if the proposed project penetrates the notification surface and requires filing Form 7460-1 Notice of Proposed Construction or Alternation with the FAA.

A referral by the City to the ALUC may be required for this project due to the location of the proposal within a JWA AELUP Planning Area and due to the nature of the required City approvals (i.e., General Plan Amendment and Zone Change) under PUC Section 21676(b). In this regard, please note that the Commission suggests such referrals be submitted to the ALUC for a determination, between the Local Agency's expected Planning Commission and City Council hearings. Since the ALUC meets on the third Thursday afternoon of each month, submittals must be received in the ALUC office by the first of the month to ensure sufficient time for review, analysis, and agendaing.

ALUC Comments – One Metro West Project  
June 20, 2019  
Page 2

Thank you for the opportunity to comment on this NOP. Please contact me at (949) 252-5123 or via email at [lchoum@ocair.com](mailto:lchoum@ocair.com) if you need any additional details or information.

Sincerely,

A handwritten signature in black ink that reads "Lea U. Choum". The signature is written in a cursive style with a long horizontal flourish at the end.

Lea U. Choum  
Executive Officer



## NOTICE OF PREPARATION AND SCOPING MEETING ONE METRO WEST ENVIRONMENTAL IMPACT REPORT

**RECEIVED**

**Date:** May 22, 2019

MAY 23 REC'D

**To:** Reviewing Agencies and Other Interested Parties

AIRPORT LAND USE COMMISSION

**Subject:** Notice of Preparation of an Environmental Impact Report and Public Scoping Meeting for the One Metro West Project

**Public Review Period:** May 23, 2019 to June 21, 2019

**Project Applicant:** Rose Equities

**Scoping Meeting:** June 5, 2019 at 3:30 PM (for Responsible Agencies) and 5:00 PM (for other interested parties) at the Costa Mesa Senior Center (Grand Hall 1) located at 695 W. 19th Street, Costa Mesa, CA 92627

Pursuant to Public Resources Code Section 21165 and the California Environmental Quality Act Guidelines (CEQA Guidelines) Section 15050, the City of Costa Mesa (City) is the Lead Agency responsible for preparation of an Environmental Impact Report (EIR) addressing potential impacts associated with the proposed One Metro West Project (Project).

### REQUEST FOR COMMENTS ON THE SCOPE OF THE EIR

The purpose of the Notice of Preparation (NOP) is to notify potential Responsible Agencies (Agencies) that the City, as Lead Agency, plans to prepare a Project-level EIR for the proposed Project and solicit comments and suggestions regarding (1) the scope and content of the EIR and (2) the environmental issues and alternatives to be considered in the EIR, pursuant to CEQA Guidelines section 15082. The NOP also provides notice to interested parties, organizations, and individuals of the preparation of the EIR and requests comments on the scope and contents of the environmental document.

### RESPONDING TO THE NOTICE OF PREPARATION

The City requests your careful review and consideration of the NOP, and it invites any and all input and comments from Agencies and interested parties regarding the preparation of the EIR. Pursuant to Public Resources Code section 21080.4, Responsible Agencies should submit any comments in writing to the City as soon as possible, but no later than 30 days from the date of the receipt of the NOP. In order for their comments to be considered, interested parties are requested to submit any comments in writing to the City in response to the NOP no later than 30 days beginning on Thursday, May 23, 2019, and ending at 5:00 PM on Friday, June 21, 2019. The NOP is available for review at the City of Costa Mesa Development Services Department, located at 77 Fair Drive, 2<sup>nd</sup> Floor, Costa Mesa, CA 92626, and can also be accessed online at:

[https://www.costamesaca.gov/city-hall/city-departments/development-services/planning/environmental-  
notices-and-reports](https://www.costamesaca.gov/city-hall/city-departments/development-services/planning/environmental-<br/>notices-and-reports)

All comments must be submitted in writing via mail or email to:

Minoo Ashabi, Principal Planner  
City of Costa Mesa  
Development Services Department  
77 Fair Drive  
Costa Mesa, CA 92626  
[minoo.ashabi@costamesaca.gov](mailto:minoo.ashabi@costamesaca.gov)

All parties that have submitted their names and mailing addresses will be notified of the availability of the Draft EIR. If you wish to be placed on the mailing list, have any questions, or need additional information, please contact the person identified above at (714) 754-5245.

### **SCOPING MEETING**

The City will conduct a public scoping meeting in conjunction with the NOP in order to present the Project and the EIR process and to receive public comments and suggestions regarding the scope and content of the EIR. This meeting will be held on June 5, 2019, at 3:30 PM to 4:30 PM (for Responsible Agencies) and 5:00 PM to 7:00 PM (for other interested parties) at the Costa Mesa Senior Center (Grand Hall 1) located at 695 W. 19th Street, Costa Mesa, CA 92627.

## PROJECT SUMMARY

### PROJECT LOCATION

The 15.6-acre Project site is located at 1683 Sunflower Avenue, Costa Mesa, 92626 (refer to Figure 1, *Regional Location*, and Figure 2, *Local Vicinity*). The City is surrounded by the cities of Huntington Beach, Fountain Valley, Santa Ana, Irvine, unincorporated Orange County, and Newport Beach. The site is specifically bounded by Sunflower Avenue to the north, industrial and office uses to the west, the Interstate (I)-405 Freeway to the south, and South Coast Collection (SOCO) retail center to the east. The Project site is currently occupied by Sakura Paper factory, Robinson Pharmaceuticals, and a bakery sub-tenant.

Regional access to the Project site from the west and east are available via I-405, from the south via the San Joaquin Hills Transportation Corridor State Route [SR]-73), and the east via the Costa Mesa Freeway (SR-55). Harbor Boulevard and Sunflower Avenue are the major roadways that provide local access to the Project site.

### PROJECT DESCRIPTION

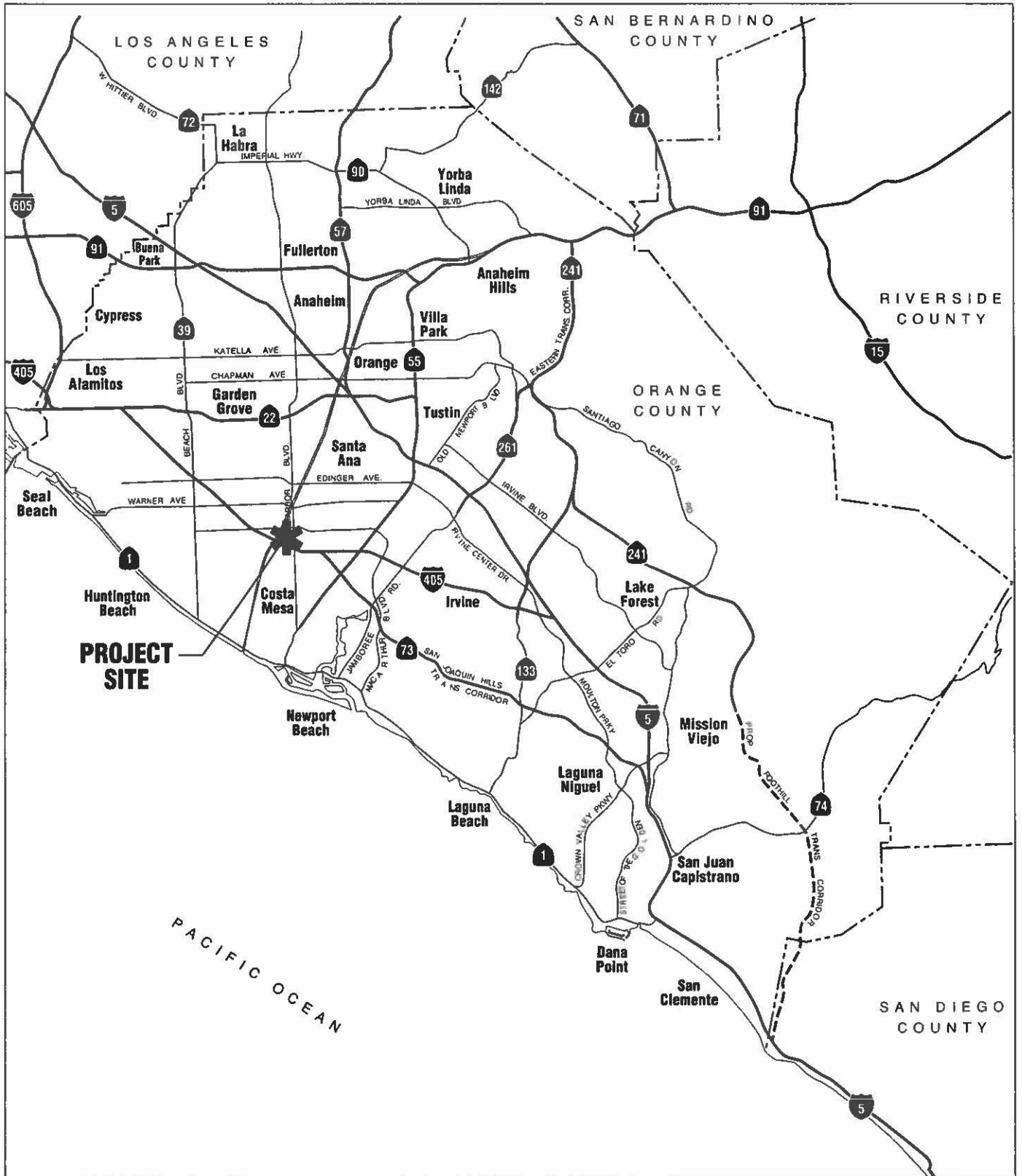
The Project site has a General Plan Land Use designation of Industrial Park (IP) and a zoning designation of Industrial Park (MP). The proposed Project is a mixed-use development and consists of residential, specialty retail, creative office, and recreational uses. The Project is proposed to include up to 1,057 dwelling units (anticipated to be rental units), 25,000 square feet of commercial creative office, 6,000 square feet of specialty retail, and 1.7-acres of open space. All existing buildings, structures, parking areas, drive aisles, and hardscape/landscape improvements are proposed to be demolished.

The proposed development includes three multi-family residential structures with a maximum building height of seven stories; one stand-alone office building up to four stories in height; tenant-serving commercial retail space integrated into one of the residential structures; open space; landscaping; streetscape improvements; and a Class-I bike trail system on Sunflower Avenue providing access to the Santa Ana River Trail.

The proposed Project requires approval of a General Plan Amendment, a Zone Change, a Specific Plan, a Master Plan, a Development Agreement, a Tentative Tract Map, and other ministerial permits.

On November 8, 2016, voters approved Measure Y, which requires that any proposed change to the General Plan that includes over 40 residential units be submitted to the voters at either a general or special election. The proposed Project is subject to Measure Y, as codified in Article 22, Chapter IX of Title 13 (Zoning) of the Costa Mesa Municipal Code. Pursuant to Measure Y, after final approval by the City Council, including all CEQA review, the voters must then approve the Project.





NOT TO SCALE

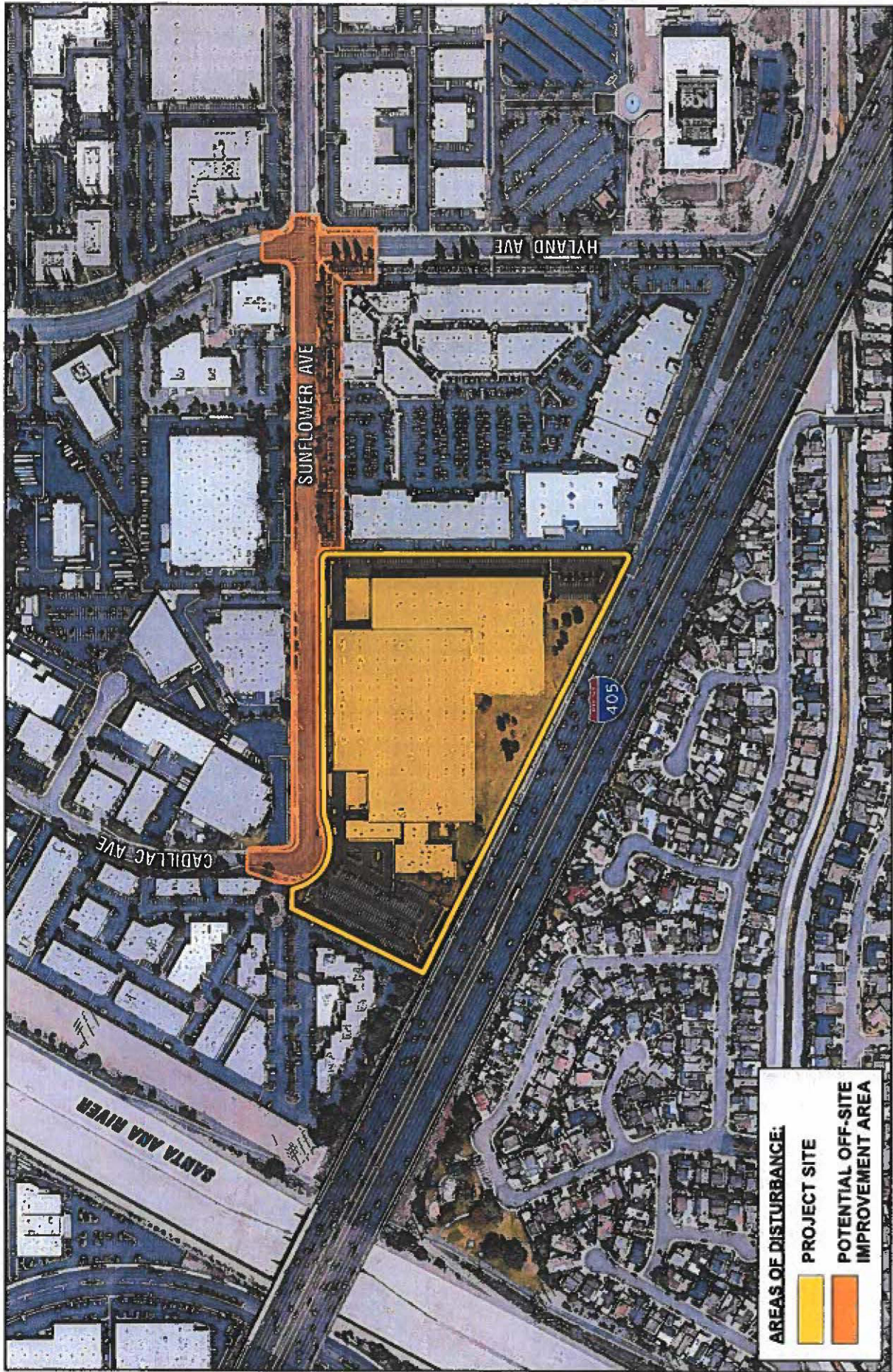
**Michael Baker**  
INTERNATIONAL



05/19 IN 172326

ONE METRO WEST NOP  
**Regional Location**

**Figure 1**



**AREAS OF DISTURBANCE:**  
 PROJECT SITE  
 POTENTIAL OFF-SITE IMPROVEMENT AREA

Source: Google Earth Pro, May 2019

NOT TO SCALE



06/19 JM 17226

## **Parking**

The Project proposes to provide 1,750 parking spaces, integrated into the residential buildings. Parking for the commercial businesses would total 24 spaces, integrated into the residential building parking structures, as well as 100 at-grade surface parking spaces. Office parking is proposed to be used as shared parking for the open space area in the evenings and on weekends.

## **Recreational and Open Space Uses**

The Project proposes a 1.7-acre open space area with seating and resting areas as well as landscaping/art pieces and shade structures. The open space would be accessible to pedestrians from the nearby employment centers such as SOCO and The Press as well as by bicycles through a connection to the Santa Ana River Trail.

## **Utilities and Offsite Improvements**

Utility improvements on-site would include domestic water, sanitary sewer, and storm drain improvements. Access to the Project site would be via Sunflower Avenue with two points of access. Off-site improvements may include undergrounding of SCE power lines on Sunflower Avenue, Sunflower Avenue right-of-way improvements, as well as potential intersection improvements at off-site locations.

## **Project Construction Timeline**

The Project's construction timeline is six years and would be constructed at one time. Construction of the proposed Project is anticipated to commence in 2021 and be completed by 2027.

## **Anticipated Discretionary Approvals**

The proposed Project requires the discretionary actions by the City including: a General Plan Amendment, Zone Change, Specific Plan, Master Plan, Tentative Tract Map, and Development Agreement. In addition, the Project requires approval by the electorate pursuant to Article 22, Chapter IX of Title 13 (Zoning) of the Costa Mesa Municipal Code. Ministerial approvals include, but are not limited to: demolition permits, grading permits, building permits and certificate(s) of occupancy.

1. General Plan Amendment - The proposed General Plan Amendment would change the existing "Industrial Park" land use designation to "Urban Center Commercial" to allow a mixed-use development with a site-specific base density of 20 to 80 dwelling units per acre.
2. Zone Change - The proposed zone change would implement the specific plan for the proposed Project and replace the current "MP" (Industrial Park) zoning designation of the Project site.
3. Specific Plan – A Specific Plan is proposed to allow for site-specific development standards and would establish the necessary land use plan, development standards, regulations, design guidelines, infrastructure systems, and implementation strategies on which subsequent, Project-related development activities would be founded.

4. Master Plan – The Master Plan is required for any development within the PDC zoning district. The Master Plan would include the overall site plan, floor plan, architectural design and elevations, site landscape/hardscape, site lighting design and construction phasing.
5. Tentative Tract Map - The Project site is 15.6 acres. Approximately 0.37 acre along the southwest site boundary would be dedicated for the I-405 expansion and the proposed development would occur on the remaining 15.23 acres. The tentative tract map would be processed to subdivide the property for condominium purposes.
6. Development Agreement – The proposed Project includes a development agreement between the Project Applicant and the City of Costa Mesa pursuant to California Government Code sections 65864 et seq.

## POTENTIAL ENVIRONMENTAL EFFECTS

Due to the decision to prepare an Environmental Impact Report, an Initial Study was not prepared. This option is permitted under CEQA Guidelines section 15063(a), which states that if the Lead Agency determines an EIR will be required for a Project, the Lead Agency may skip further initial review and begin work on the EIR. The Draft EIR will include the following environmental issues:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

The Project-level EIR will particularly focus on the following topical areas:

*Aesthetics.* The proposed Project would involve approval of a General Plan Amendment and Zone Change. Consideration of the Project's consistency with applicable zoning, and other regulations, pertaining to scenic

quality will be made. The Project would also generate additional light and glare during construction and during operations. The Draft EIR will address aesthetics/light and glare issues.

*Air Quality.* The Project may result in air quality impacts due to temporary construction-related emissions, as well as long-term air emissions from Project operations associated with daily automobile traffic, in addition to energy consumption. Short-term construction air quality impacts that may occur include dust generation, construction vehicle emissions, and possible odors. Construction-related health risks will also be considered. With the development of the Project, long-term air quality impacts may occur within the South Coast Air Basin. These issues will be addressed in the Draft EIR, including Project consistency with regional air quality planning programs.

*Cultural Resources.* The potential for historical and archeological resources to occur on-site will be documented in the Draft EIR.

*Energy.* The Draft EIR will analyze the energy implications of the Project pursuant to Public Resources Code section 21100(b)(3) and Appendix G of the CEQA Guidelines. The analysis will analyze energy consumption associated with short-term construction activities, long-term operations, buildings, and transportation. The Draft EIR will describe impacts, where relevant, due to wasteful, inefficient, and unnecessary consumption of energy caused by the proposed Project.

*Geology and Soils.* The City of Costa Mesa is situated within a seismically active region, capable of producing surface rupture, ground motion, liquefaction, or soil settlement of sufficient magnitude to damage buildings or structures during an earthquake. A *Geotechnical Report* will be incorporated into the Draft EIR and impacts associated with the potential for fault rupture, seismic hazards, landform modifications, and soil erosion will be considered. Further, a paleontological records search will be conducted to identify whether or not paleontological resources are likely to be present on-site. The Draft EIR will identify the potential for the Project to encounter unidentified prehistoric resources.

*Greenhouse Gas Emissions.* Development of the proposed Project could increase greenhouse gas emissions both during construction and operations of the Project. The Draft EIR will analyze short-term construction activities, long-term operations, buildings, and transportation as these activities pertain to greenhouse gas emissions.

*Hazards and Hazardous Materials.* The existing on-site buildings and associated facilities are proposed to be demolished, which may result in the exposure to hazardous materials including asbestos, lead paints, and other hazardous materials. The Draft EIR will identify whether or not the proposed Project would interfere with any emergency response plans. The Draft EIR will also consider the potential impacts to nearby residents and schools, if any.

*Hydrology and Water Quality.* The Project would generate pollutants typical of urban development, which may adversely impact the beneficial uses of downstream water bodies. The Draft EIR will analyze short-term temporary construction-related effects on hydrology and water quality; long-term Project-related water quality; permanent changes to storm water drainage and/or flooding; Project-related impacts to groundwater quantity and quality; and off-site hydrology and water quality impacts.

*Land Use and Relevant Planning.* The proposed Project will be evaluated in regard to consistency with the City's General Plan, Municipal Code and Zoning Code. The proposed Project would require a General Plan

Amendment and Zone Change. The Project's potential adverse impacts to adjacent land uses will also be evaluated through an analysis of short-term construction activities and long-term operations.

Noise. The development of the Project may result in short-term construction noise and long-term changes in noise levels in the area due to traffic volume changes along area roadways. Project-related on-site activities and off-site mobile noise (from motor vehicles) may adversely affect adjacent sensitive receptors and locations through major travel routes in the City. The Draft EIR will summarize these potential noise-related issues.

Population and Housing. Currently, no residential uses are present at the Project site and the Project site is currently zoned for industrial land use. Therefore, the proposed Project could result in a substantial permanent increase in unplanned population growth in the Project area. The Draft EIR will analyze the potential impacts to population and housing in the City.

Public Services. Potentially affected agencies will be contacted to confirm relevant existing conditions, Project impacts, and recommended mitigation measures. The discussion will focus on the potential alteration of existing facilities, extension or expansion of new facilities, and the increased demand on services based on the proposed land uses. The Draft EIR will evaluate the ability of the Project to receive adequate service based on applicable City standards and, where adequate services are not available, will identify the effects of inadequate service and recommended mitigation measures.

Recreation. The Draft EIR will consider the Project's potential to result in increased use of existing neighborhood and regional parks or other recreational facilities. Proposed recreational facilities will also be evaluated.

Transportation. Potential impacts associated with construction-related traffic, Project-related operational traffic, internal circulation, and emergency access of the Project may occur. The Project proposes various on-site and off-site circulation improvements, which may affect access, parking, and/or traffic volumes. The Draft EIR will summarize the results of a Traffic Impact Assessment addressing these issues.

Tribal Cultural Resources. The City of Costa Mesa will solicit tribal consultation as required by Senate Bill 18 and Assembly Bill 52 for the Project site.

Utilities and Service Systems. Potentially affected agencies will be contacted to confirm relevant existing conditions, Project impacts, and recommended mitigation measures. The discussion will focus on the potential alteration of existing facilities, extension or expansion of new facilities, and the increased demand on services based on the proposed land uses. The Draft EIR will evaluate the ability of the Project to receive adequate service based on applicable City standards and, where adequate services are not available, will identify the effects of inadequate service and recommended mitigation measures as well as a discussion of mandatory findings of significance.

Cumulative Impacts. Per CEQA Guidelines section 15355, "cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Consistent with section 15130 of the CEQA Guidelines, the Draft EIR will discuss cumulative impacts of the proposed Project, addressing each topic covered in the environmental analysis.

*Effects Not Found to be Significant.* This section will discuss those environmental issues found not to have an impact as a result of the proposed Project. These topical areas may include, but not be limited to, agriculture and forestry resources, biological resources, mineral resources, and wildfire. The Project site is fully developed and does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No portion of the Project site is covered by a Williamson Act Contract. The Project site is not zoned for agriculture or forestry use, and it is not designated as forest land. Regarding biological resources, the Project site is located within a developed, urbanized area and is fully developed with commercial uses (Sakura Paper factory, Robinson Pharmaceuticals, and a bakery sub-tenant), associated surface parking lot, and is landscaped with ornamental landscaping features. Implementation of the proposed Project would include a mixed-use development, associated surface and structure parking, and ornamental landscaping. Based on the site's disturbed condition, no species identified as candidate, sensitive, or special status are anticipated to be present in the Project area. No riparian habitat or other sensitive natural communities, including wetlands, are known to be present on the Project site or in the vicinity. These findings will be verified through a Habitat Assessment, which will be appended to the EIR. Additionally, the Project site does not contain regionally or locally-important mineral resources, and there are no locally-important mineral resource recovery sites in the Project site vicinity. Last, the Project site is not situated within or near a State responsibility area for wildland fires or lands classified as a very high fire hazard severity zone. The proposed Project would have no impact to these resources.

*Significant and Unavoidable Environmental Effects.* This section will describe any significant and unavoidable impacts on the environment that cannot be avoided or reduced to a less than significant level with the application of mitigation measures.

*Growth Inducing Effects.* As a required discussion according to CEQA section 15126.2(e), the Draft EIR will include a discussion of growth inducing effects. The anticipated growth conditions in the Project area and parameters for consideration of any secondary impacts from growth will be discussed. The section will evaluate the potential for the proposed Project to generate additional growth in the area using standard growth analysis criteria, such as the Project's potential to foster economic or population growth or its potential to remove obstacles to population growth through extension of infrastructure.

*Project Alternatives.* Under CEQA, environmental documentation must include an analysis of a reasonable range of alternatives to the Project, including the "No Project" alternative. Each alternative will be contrasted with the proposed Project in terms of the extent to which Project's objectives are met and a reduction in adverse impacts is achieved. The environmentally superior alternative will be identified.



## NOTICE OF PREPARATION AND SCOPING MEETING ONE METRO WEST ENVIRONMENTAL IMPACT REPORT

RECEIVED

MAY 23 2019

JWA

**Date:** May 22, 2019

**To:** Reviewing Agencies and Other Interested Parties

**Subject:** Notice of Preparation of an Environmental Impact Report and Public Scoping Meeting for the One Metro West Project

**Public Review Period:** May 23, 2019 to June 21, 2019

**Project Applicant:** Rose Equities

**Scoping Meeting:** June 5, 2019 at 3:30 PM (for Responsible Agencies) and 5:00 PM (for other interested parties) at the Costa Mesa Senior Center (Grand Hall 1) located at 695 W. 19th Street, Costa Mesa, CA 92627

Pursuant to Public Resources Code Section 21165 and the California Environmental Quality Act Guidelines (CEQA Guidelines) Section 15050, the City of Costa Mesa (City) is the Lead Agency responsible for preparation of an Environmental Impact Report (EIR) addressing potential impacts associated with the proposed One Metro West Project (Project).

### REQUEST FOR COMMENTS ON THE SCOPE OF THE EIR

The purpose of the Notice of Preparation (NOP) is to notify potential Responsible Agencies (Agencies) that the City, as Lead Agency, plans to prepare a Project-level EIR for the proposed Project and solicit comments and suggestions regarding (1) the scope and content of the EIR and (2) the environmental issues and alternatives to be considered in the EIR, pursuant to CEQA Guidelines section 15082. The NOP also provides notice to interested parties, organizations, and individuals of the preparation of the EIR and requests comments on the scope and contents of the environmental document.

### RESPONDING TO THE NOTICE OF PREPARATION

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All comments must be submitted in writing via mail or email to:

Mino Ashabi, Principal Planner  
City of Costa Mesa  
Development Services Department  
77 Fair Drive  
Costa Mesa, CA 92626  
[mino.ashabi@costamesaca.gov](mailto:mino.ashabi@costamesaca.gov)

All parties that have submitted their names and mailing addresses will be notified of the availability of the Draft EIR. If you wish to be placed on the mailing list, have any questions, or need additional information, please contact the person identified above at (714) 754-5245.

### **SCOPING MEETING**

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## PROJECT SUMMARY

### PROJECT LOCATION

The 15.6-acre Project site is located at 1683 Sunflower Avenue, Costa Mesa, 92626 (refer to Figure 1, *Regional Location*, and Figure 2, *Local Vicinity*). The City is surrounded by the cities of Huntington Beach, Fountain Valley, Santa Ana, Irvine, unincorporated Orange County, and Newport Beach. The site is specifically bounded by Sunflower Avenue to the north, industrial and office uses to the west, the Interstate (I)-405 Freeway to the south, and South Coast Collection (SOCO) retail center to the east. The Project site is currently occupied by Sakura Paper factory, Robinson Pharmaceuticals, and a bakery sub-tenant.

Regional access to the Project site from the west and east are available via I-405, from the south via the San Joaquin Hills Transportation Corridor State Route [SR]-73), and the east via the Costa Mesa Freeway (SR-55). Harbor Boulevard and Sunflower Avenue are the major roadways that provide local access to the Project site.

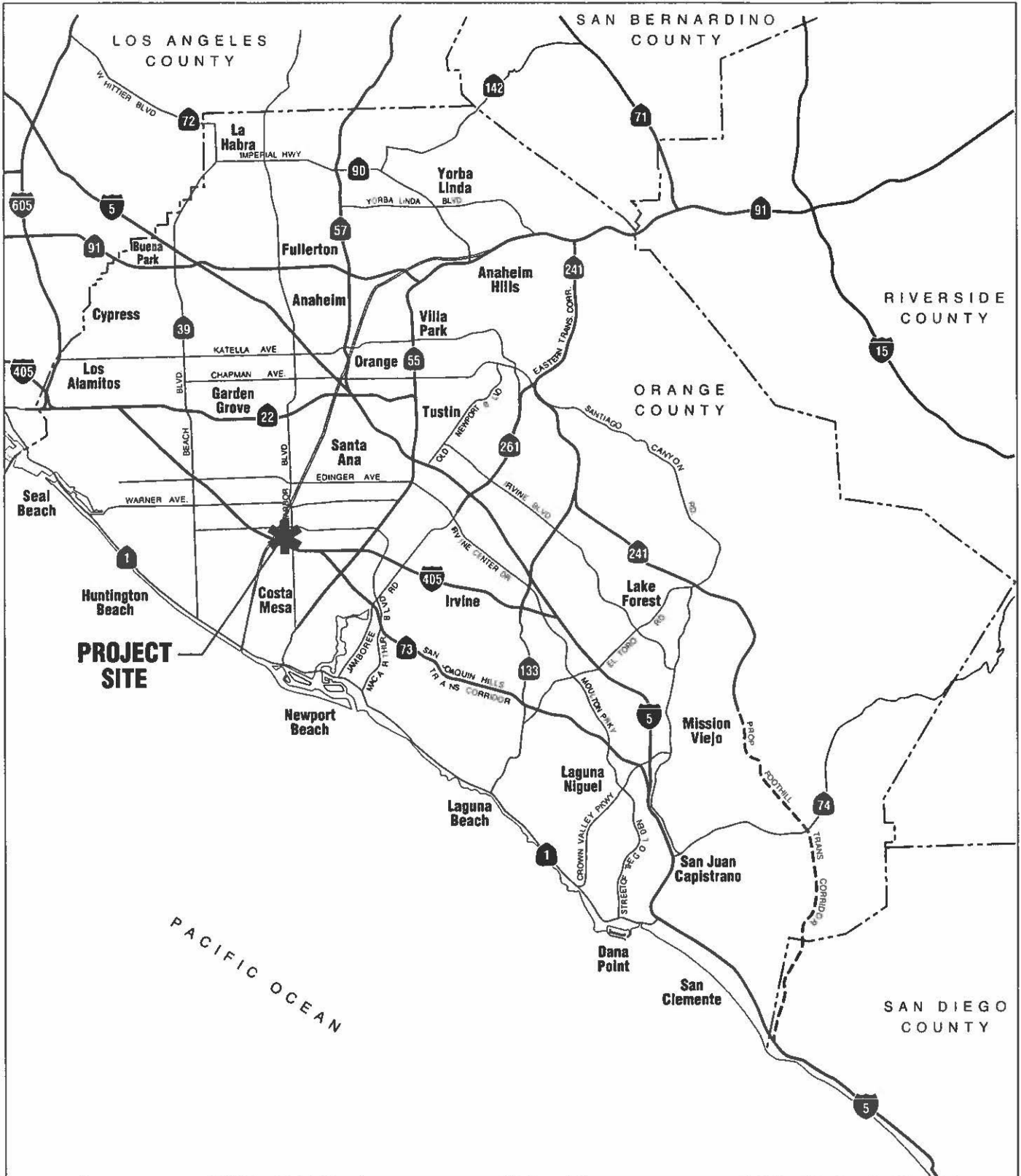
### PROJECT DESCRIPTION

The Project site has a General Plan Land Use designation of Industrial Park (IP) and a zoning designation of Industrial Park (MP). The proposed Project is a mixed-use development and consists of residential, specialty retail, creative office, and recreational uses. The Project is proposed to include up to 1,057 dwelling units (anticipated to be rental units), 25,000 square feet of commercial creative office, 6,000 square feet of specialty retail, and 1.7-acres of open space. All existing buildings, structures, parking areas, drive aisles, and hardscape/landscape improvements are proposed to be demolished.

The proposed development includes three multi-family residential structures with a maximum building height of seven stories; one stand-alone office building up to four stories in height; tenant-serving commercial retail space integrated into one of the residential structures; open space; landscaping; streetscape improvements; and a Class-I bike trail system on Sunflower Avenue providing access to the Santa Ana River Trail.

The proposed Project requires approval of a General Plan Amendment, a Zone Change, a Specific Plan, a Master Plan, a Development Agreement, a Tentative Tract Map, and other ministerial permits.

On November 8, 2016, voters approved Measure Y, which requires that any proposed change to the General Plan that includes over 40 residential units be submitted to the voters at either a general or special election. The proposed Project is subject to Measure Y, as codified in Article 22, Chapter IX of Title 13 (Zoning) of the Costa Mesa Municipal Code. Pursuant to Measure Y, after final approval by the City Council, including all CEQA review, the voters must then approve the Project.



NOT TO SCALE

**Michael Baker**  
INTERNATIONAL



05/19 JN 172326

ONE METRO WEST NOP  
**Regional Location**

**Figure 1**



Source: Google Earth Pro, May 2019

NOT TO SCALE

Michael Baker  
INTERNATIONAL



05/19 JM 172326

ONE METRO WEST NOP  
**Local Vicinity**

**Figure 2**

## **Parking**

The Project proposes to provide 1,750 parking spaces, integrated into the residential buildings. Parking for the commercial businesses would total 24 spaces, integrated into the residential building parking structures, as well as 100 at-grade surface parking spaces. Office parking is proposed to be used as shared parking for the open space area in the evenings and on weekends.

## **Recreational and Open Space Uses**

The Project proposes a 1.7-acre open space area with seating and resting areas as well as landscaping/art pieces and shade structures. The open space would be accessible to pedestrians from the nearby employment centers such as SOCO and The Press as well as by bicycles through a connection to the Santa Ana River Trail.

## **Utilities and Offsite Improvements**

Utility improvements on-site would include domestic water, sanitary sewer, and storm drain improvements. Access to the Project site would be via Sunflower Avenue with two points of access. Off-site improvements may include undergrounding of SCE power lines on Sunflower Avenue, Sunflower Avenue right-of-way improvements, as well as potential intersection improvements at off-site locations.

## **Project Construction Timeline**

The Project's construction timeline is six years and would be constructed at one time. Construction of the proposed Project is anticipated to commence in 2021 and be completed by 2027.

## **Anticipated Discretionary Approvals**

The proposed Project requires the discretionary actions by the City including: a General Plan Amendment, Zone Change, Specific Plan, Master Plan, Tentative Tract Map, and Development Agreement. In addition, the Project requires approval by the electorate pursuant to Article 22, Chapter IX of Title 13 (Zoning) of the Costa Mesa Municipal Code. Ministerial approvals include, but are not limited to: demolition permits, grading permits, building permits and certificate(s) of occupancy.

1. General Plan Amendment - The proposed General Plan Amendment would change the existing "Industrial Park" land use designation to "Urban Center Commercial" to allow a mixed-use development with a site-specific base density of 20 to 80 dwelling units per acre.
2. Zone Change - The proposed zone change would implement the specific plan for the proposed Project and replace the current "MP" (Industrial Park) zoning designation of the Project site.
3. Specific Plan – A Specific Plan is proposed to allow for site-specific development standards and would establish the necessary land use plan, development standards, regulations, design guidelines, infrastructure systems, and implementation strategies on which subsequent, Project-related development activities would be founded.

4. Master Plan – The Master Plan is required for any development within the PDC zoning district. The Master Plan would include the overall site plan, floor plan, architectural design and elevations, site landscape/hardscape, site lighting design and construction phasing.
5. Tentative Tract Map - The Project site is 15.6 acres. Approximately 0.37 acre along the southwest site boundary would be dedicated for the I-405 expansion and the proposed development would occur on the remaining 15.23 acres. The tentative tract map would be processed to subdivide the property for condominium purposes.
6. Development Agreement – The proposed Project includes a development agreement between the Project Applicant and the City of Costa Mesa pursuant to California Government Code sections 65864 et seq.

## POTENTIAL ENVIRONMENTAL EFFECTS

Due to the decision to prepare an Environmental Impact Report, an Initial Study was not prepared. This option is permitted under CEQA Guidelines section 15063(a), which states that if the Lead Agency determines an EIR will be required for a Project, the Lead Agency may skip further initial review and begin work on the EIR. The Draft EIR will include the following environmental issues:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

The Project-level EIR will particularly focus on the following topical areas:

*Aesthetics.* The proposed Project would involve approval of a General Plan Amendment and Zone Change. Consideration of the Project's consistency with applicable zoning, and other regulations, pertaining to scenic

quality will be made. The Project would also generate additional light and glare during construction and during operations. The Draft EIR will address aesthetics/light and glare issues.

*Air Quality.* The Project may result in air quality impacts due to temporary construction-related emissions, as well as long-term air emissions from Project operations associated with daily automobile traffic, in addition to energy consumption. Short-term construction air quality impacts that may occur include dust generation, construction vehicle emissions, and possible odors. Construction-related health risks will also be considered. With the development of the Project, long-term air quality impacts may occur within the South Coast Air Basin. These issues will be addressed in the Draft EIR, including Project consistency with regional air quality planning programs.

*Cultural Resources.* The potential for historical and archeological resources to occur on-site will be documented in the Draft EIR.

*Energy.* The Draft EIR will analyze the energy implications of the Project pursuant to Public Resources Code section 21100(b)(3) and Appendix G of the CEQA Guidelines. The analysis will analyze energy consumption associated with short-term construction activities, long-term operations, buildings, and transportation. The Draft EIR will describe impacts, where relevant, due to wasteful, inefficient, and unnecessary consumption of energy caused by the proposed Project.

*Geology and Soils.* The City of Costa Mesa is situated within a seismically active region, capable of producing surface rupture, ground motion, liquefaction, or soil settlement of sufficient magnitude to damage buildings or structures during an earthquake. A *Geotechnical Report* will be incorporated into the Draft EIR and impacts associated with the potential for fault rupture, seismic hazards, landform modifications, and soil erosion will be considered. Further, a paleontological records search will be conducted to identify whether or not paleontological resources are likely to be present on-site. The Draft EIR will identify the potential for the Project to encounter unidentified prehistoric resources.

*Greenhouse Gas Emissions.* Development of the proposed Project could increase greenhouse gas emissions both during construction and operations of the Project. The Draft EIR will analyze short-term construction activities, long-term operations, buildings, and transportation as these activities pertain to greenhouse gas emissions.

*Hazards and Hazardous Materials.* The existing on-site buildings and associated facilities are proposed to be demolished, which may result in the exposure to hazardous materials including asbestos, lead paints, and other hazardous materials. The Draft EIR will identify whether or not the proposed Project would interfere with any emergency response plans. The Draft EIR will also consider the potential impacts to nearby residents and schools, if any.

*Hydrology and Water Quality.* The Project would generate pollutants typical of urban development, which may adversely impact the beneficial uses of downstream water bodies. The Draft EIR will analyze short-term temporary construction-related effects on hydrology and water quality; long-term Project-related water quality; permanent changes to storm water drainage and/or flooding; Project-related impacts to groundwater quantity and quality; and off-site hydrology and water quality impacts.

*Land Use and Relevant Planning.* The proposed Project will be evaluated in regard to consistency with the City's General Plan, Municipal Code and Zoning Code. The proposed Project would require a General Plan

Amendment and Zone Change. The Project's potential adverse impacts to adjacent land uses will also be evaluated through an analysis of short-term construction activities and long-term operations.

Noise. The development of the Project may result in short-term construction noise and long-term changes in noise levels in the area due to traffic volume changes along area roadways. Project-related on-site activities and off-site mobile noise (from motor vehicles) may adversely affect adjacent sensitive receptors and locations through major travel routes in the City. The Draft EIR will summarize these potential noise-related issues.

Population and Housing. Currently, no residential uses are present at the Project site and the Project site is currently zoned for industrial land use. Therefore, the proposed Project could result in a substantial permanent increase in unplanned population growth in the Project area. The Draft EIR will analyze the potential impacts to population and housing in the City.

Public Services. Potentially affected agencies will be contacted to confirm relevant existing conditions, Project impacts, and recommended mitigation measures. The discussion will focus on the potential alteration of existing facilities, extension or expansion of new facilities, and the increased demand on services based on the proposed land uses. The Draft EIR will evaluate the ability of the Project to receive adequate service based on applicable City standards and, where adequate services are not available, will identify the effects of inadequate service and recommended mitigation measures.

Recreation. The Draft EIR will consider the Project's potential to result in increased use of existing neighborhood and regional parks or other recreational facilities. Proposed recreational facilities will also be evaluated.

Transportation. Potential impacts associated with construction-related traffic, Project-related operational traffic, internal circulation, and emergency access of the Project may occur. The Project proposes various on-site and off-site circulation improvements, which may affect access, parking, and/or traffic volumes. The Draft EIR will summarize the results of a Traffic Impact Assessment addressing these issues.

Tribal Cultural Resources. The City of Costa Mesa will solicit tribal consultation as required by Senate Bill 18 and Assembly Bill 52 for the Project site.

Utilities and Service Systems. Potentially affected agencies will be contacted to confirm relevant existing conditions, Project impacts, and recommended mitigation measures. The discussion will focus on the potential alteration of existing facilities, extension or expansion of new facilities, and the increased demand on services based on the proposed land uses. The Draft EIR will evaluate the ability of the Project to receive adequate service based on applicable City standards and, where adequate services are not available, will identify the effects of inadequate service and recommended mitigation measures as well as a discussion of mandatory findings of significance.

Cumulative Impacts. Per CEQA Guidelines section 15355, "cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Consistent with section 15130 of the CEQA Guidelines, the Draft EIR will discuss cumulative impacts of the proposed Project, addressing each topic covered in the environmental analysis.



Effects Not Found to be Significant. This section will discuss those environmental issues found not to have an impact as a result of the proposed Project. These topical areas may include, but not be limited to, agriculture and forestry resources, biological resources, mineral resources, and wildfire. The Project site is fully developed and does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No portion of the Project site is covered by a Williamson Act Contract. The Project site is not zoned for agriculture or forestry use, and it is not designated as forest land. Regarding biological resources, the Project site is located within a developed, urbanized area and is fully developed with commercial uses (Sakura Paper factory, Robinson Pharmaceuticals, and a bakery sub-tenant), associated surface parking lot, and is landscaped with ornamental landscaping features. Implementation of the proposed Project would include a mixed-use development, associated surface and structure parking, and ornamental landscaping. Based on the site's disturbed condition, no species identified as candidate, sensitive, or special status are anticipated to be present in the Project area. No riparian habitat or other sensitive natural communities, including wetlands, are known to be present on the Project site or in the vicinity. These findings will be verified through a Habitat Assessment, which will be appended to the EIR. Additionally, the Project site does not contain regionally or locally-important mineral resources, and there are no locally-important mineral resource recovery sites in the Project site vicinity. Last, the Project site is not situated within or near a State responsibly area for wildland fires or lands classified as a very high fire hazard severity zone. The proposed Project would have no impact to these resources.

Significant and Unavoidable Environmental Effects. This section will describe any significant and unavoidable impacts on the environment that cannot be avoided or reduced to a less than significant level with the application of mitigation measures.

Growth Inducing Effects. As a required discussion according to CEQA section 15126.2(e), the Draft EIR will include a discussion of growth inducing effects. The anticipated growth conditions in the Project area and parameters for consideration of any secondary impacts from growth will be discussed. The section will evaluate the potential for the proposed Project to generate additional growth in the area using standard growth analysis criteria, such as the Project's potential to foster economic or population growth or its potential to remove obstacles to population growth through extension of infrastructure.

Project Alternatives. Under CEQA, environmental documentation must include an analysis of a reasonable range of alternatives to the Project, including the "No Project" alternative. Each alternative will be contrasted with the proposed Project in terms of the extent to which Project's objectives are met and a reduction in adverse impacts is achieved. The environmentally superior alternative will be identified.



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
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www.scag.ca.gov

August 6, 2019

Lea Choum, Executive Officer  
Airport Land Use Commission for Orange County  
3160 Airway Avenue  
Costa Mesa, CA 92626

Subject: SCAG Regional Air Passenger and Cargo Forecast Presentation

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Linda Parks, Ventura County  
Transportation  
Cheryl Viegas-Walker, El Centro

Dear Airport Land Use Commission for Orange County:

Attached to this letter is a presentation made at the Thursday, August 1, 2019, Southern California Association of Governments (SCAG) Transportation Committee meeting. The presentation is regarding the aviation element of the quadrennial SCAG Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), 2020-2045 (Connect SoCal). In the spirit of collaboration with our regional transportation partners, SCAG Transportation Committee Chair, Cheryl Viegas-Walker, Council Member, City of El Centro, requested that the presentation be shared with the Airport Land Use Commissions within the SCAG region.

Throughout 2018 and 2019, SCAG Aviation Program staff have been gathering data and conducting analyses in preparation of the Aviation Element of the Draft 2020 RTP/SCS (Connect SoCal). Traditionally, the Aviation Element of the RTP/SCS includes regional forecasts for air passenger and cargo demand. Based on an analysis of different aviation forecasts, including discussions with key stakeholders and experts, projected growth rates for the SCAG region passenger and cargo demand forecasts have been determined. The consensus thus far is to utilize passenger and cargo growth rate projections developed by the Federal Aviation Administration (FAA) through their Terminal Area Forecasts (TAF) and Aerospace Forecasts. The attached presentation contains information on current and historic air passenger and cargo trends in the SCAG region, as well as regional air passenger and cargo demand forecasts based on airport activity reports and other data, and FAA TAF and FAA Aerospace forecasting methodology.

If you have any questions, please contact Hiroshi John Ishikawa, SCAG Regional Transportation Planner, at [ishikawa@scag.ca.gov](mailto:ishikawa@scag.ca.gov)

Regards,

Hiroshi Ishikawa, Ph.D.  
Associate Regional Planner  
SCAG Aviation Program



# Regional Passenger Forecast

Transportation Committee

Hiroshi John Ishikawa, Ph.D.

Transportation Planning-Aviation Program

August 1, 2019

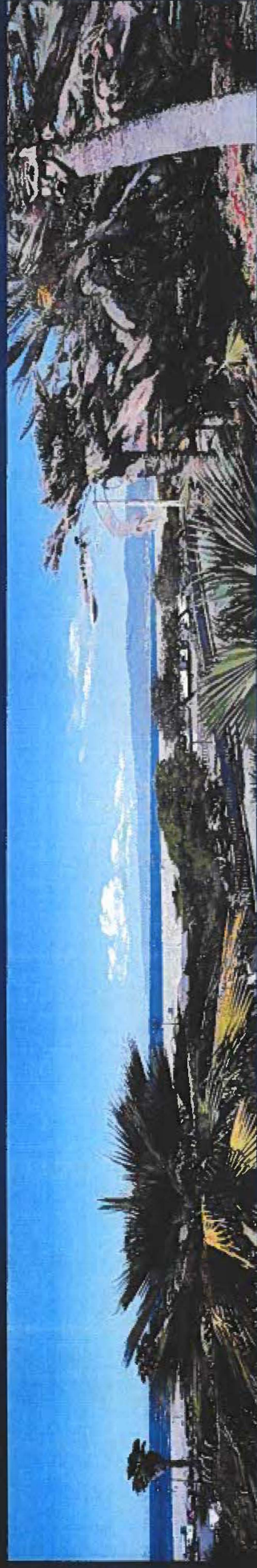
[www.scag.ca.gov](http://www.scag.ca.gov)



## Today's Meeting



- Completed Tasks: Data collection, analysis, and regional level forecasts
- Regional passenger activity and forecast
- Regional cargo activity and forecast
- Passenger and cargo activity does not translate into operations
- Next Steps: Work with airports to finalize airport forecast numbers and constraints, and upcoming deadlines.



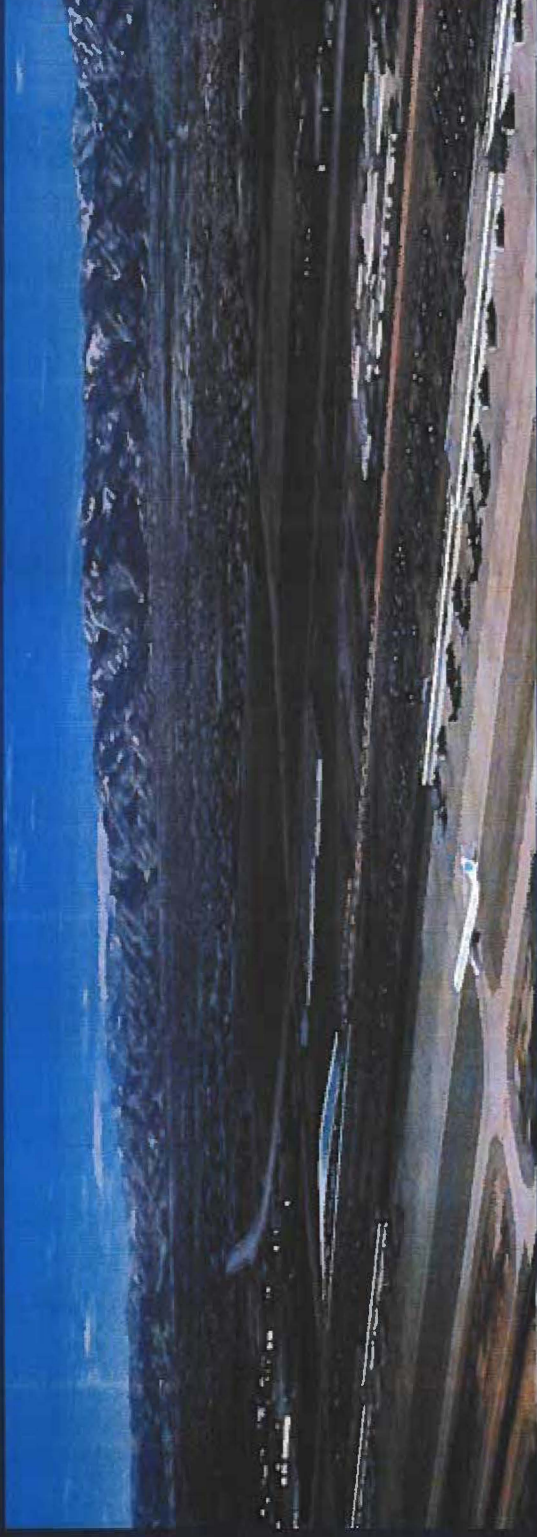
## **Reminder: SCAG/ATAC has no authority over airports**

- As a metropolitan planning organization (MPO), SCAG is a surface transportation planning agency
- State law (CA Government Code Section 65081.1) requires that regions that contain a primary air carrier airport (at least 10,000 annual scheduled passenger boardings) include airport ground access improvement projects within the MPO RTP/SCS
- Moreover, federal law encourages MPOs to consult with officials responsible for other types of planning activities that are affected by transportation in the area, including airport operations [23 U.S. Code Section 134 (g)(3)(A)]
- Beyond maintaining the list of ground access projects and the consultative relationship with airport officials, **SCAG has no regulatory, planning, or operational authority over the region's airports**

## **Federal and State Aviation Requirements for RTP (continued)**



- In summary, the focus of MPO aviation planning is to ensure adequate ground transportation improvements in response to potential future airport demands.
- Moreover, the purpose of MPO regional aviation planning is not to dictate airport operation and/or development.

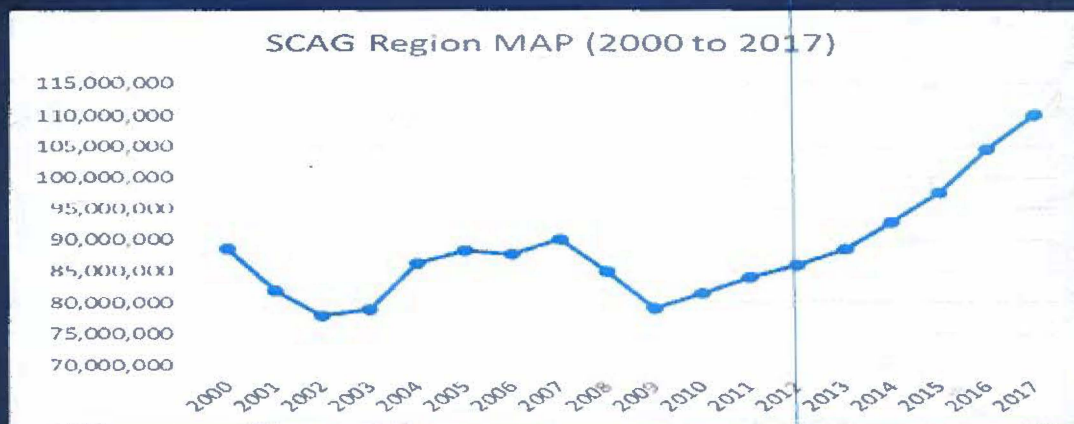


## **Completed Tasks: Research and analysis for the RTP/SCS**

- Data collection from airports, airport activity reports, and government and academic reports and websites.
- Analyses of airport current and historic activity data
- Reviewed/surveyed different regional aviation forecasts and their methodology
- Established base (2017) and horizon (2045) years for regional forecast: Base year = 2017 (110.17 MAP), Horizon year = 2045 (?? MAP)
- Analyzed existing forecasts and projections, and consulted with airports and experts to determine regional forecast growth rate.
- Worked with consultant, Mike Armstrong.
- Meeting and working with airports to finalize airport level forecasts and constraints.

## Review: Passenger Activity in SCAG Region

- Regional air passenger travel has increased at an annual growth rate of 1.3% a year, from 88.5 MAP in 2000 to 110.17 MAP in 2017.
- However, the overall growth rate from 2000 to 2017 factors in depressions caused by 9/11 and the housing recession of 2006.
- From 2009 onward, air travel in the region has experience steady growth, hitting its peak from 2012 to 2017, at an annual growth of 5.12% per year.





## Review: Key Elements of the FAA Terminal Area Forecast

The FAA Terminal Area Forecast-Modernization (TAF-M) is the official FAA forecast for aviation activity for U.S. airports.

- Dependent/Response variable: Passengers (e.g. ticket data, arrivals and departures)
- Independent/Regressor variables: Airfare, economy (e.g. GDP, personal income), and other variables (e.g. population, route, travel distance).
- The regression is a logarithmic (i.e. log-log) regression due in part to the coefficients being interpreted as elasticities

$$\begin{aligned}
 \log(\text{Passenger}_{i-j,t}) &= \beta_0 + \beta_1 \log(\text{Fare}_{i-j,t}) + \beta_2 \log(\text{Route}_{i-j,t}) + \beta_3 \log(\text{Distance}_{i-j}) \\
 &+ \beta_4 \log(\text{Income Origin}_{i,t}) + \beta_5 \log(\text{Income Dest}_{j,t}) + \alpha_{i-j} + u_{i-j,t} (1)
 \end{aligned}$$

## FAA-TAF Passenger Demand Forecast for SCAG Region

- After internal analysis (e.g. in-house regression), review of other forecasts (e.g. AECOM, FAA-TAF), and discussions with airports and experts, the decision was made to use the FAA-TAF projection for the 2020-2045 RTP/SCS passenger demand forecast for the region.
- Based on an analysis of different forecasts and the recommendation of our consultant, we opted for the FAA-TAF projection.
- **The 2018 FAA-TAF CAGR from 2017 to 2045 for passenger enplanements is 2.1%. (Note: prior meetings referenced the 2017 FAA-TAF CAGR)(Note: average annual growth from 2017 to 2045 is 2.8%)**

### SCAG Region Air Passenger Forecast

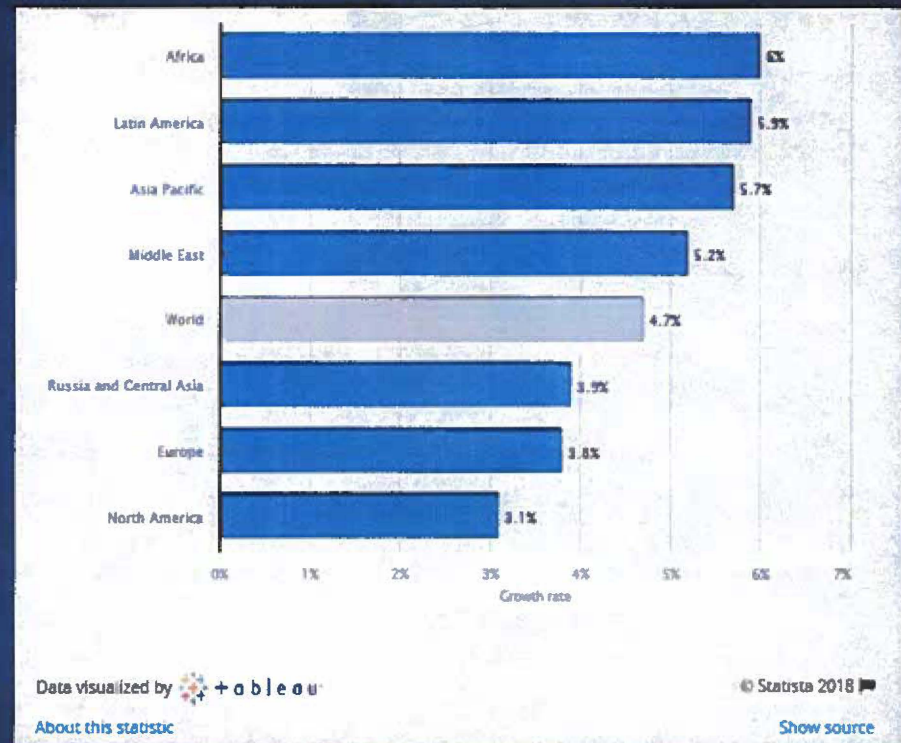
- Base Year (2017): 110.17 million annual passengers
- Projected growth rate for air passenger demand: 2.1%
- Horizon Year (2045): 197.1 million annual passengers

## SCAG vs the World Forecasts

In comparison to global air passenger traffic, North American (i.e. traveler residence is the United States) air travel is forecasted to grow at a slower rate than the rest of the world.

Forecasted Annual Passenger Growth Rates (2018 to 2037)

Region	Estimated Annual Growth
Africa	6%
Latin America	5.9%
Asia Pacific	5.7%
Middle East	5.2%
World	4.7%
Russia and Central Asia	3.9%
Europe	3.8%
North America	3.1%



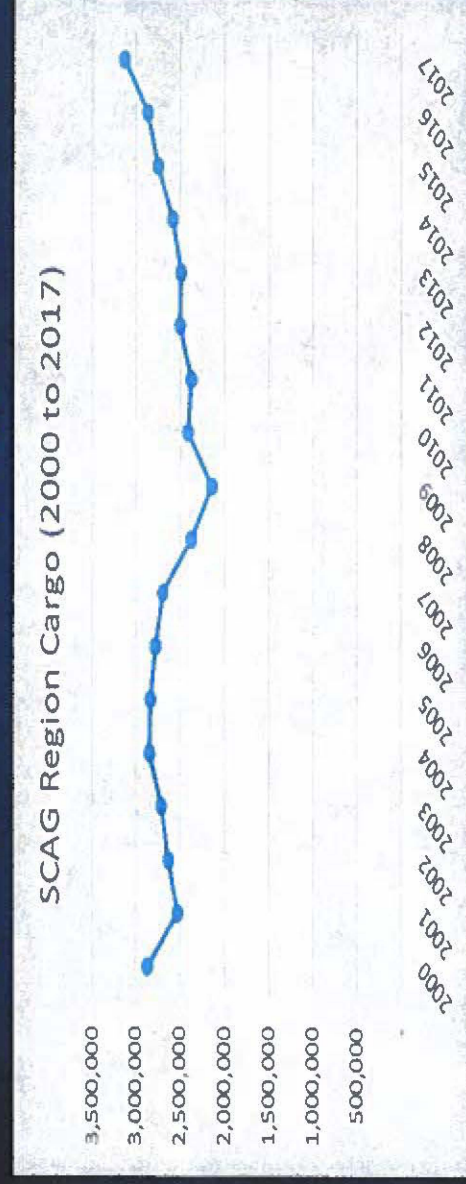
## Comparison of Air Traffic Forecasts/Growth Rates

Based on prior and current work conducted by AECOM and the FAA TAF-M, there are a range of growth rates and forecasts for the SCAG Region. Moreover, these growth rates and forecasts can be compared to national and other regional forecasts.

Source	Rate (Per Year)	Time Period	Region/Airport
SCAG (Airports)(Actual)	1.30%	Per Year (2000 to 2017)	SCAG
SCAG (Airports)(Actual)	5.12%	Per Year (2012 to 2017)	SCAG
FAA TAF CAGR	2.1%	Per Year (2017 to 2045)	SCAG
AECOM (2016 RTP)	1.61%	Per Year (2013 to 2040)	SCAG
FAA TAF	1.83%	Per Year (2016 to 2045)	ATL
FAA TAF	2.11%	Per Year (2016 to 2045)	ORD
FAA TAF	2.17%	Per Year (2016 to 2045)	JFK
FAA TAF	2.56%	Per Year (2016 to 2045)	SFO
SFO	2.70%	Per Year (2018 to 2023)	SFO
Statista	3.10%	Per Year (2018 to 2037)	North America
Statista	4.70%	Per Year (2018 to 2037)	World

## Air Cargo Trends and Forecasts

- Although the overall annual growth rate for air cargo (in tons) appeared relatively flat from 2000 to 2017, at compounded annual growth of 0.52%, air cargo activity was also volatile during that time period.
- Cargo activity was impacted by 9/11 and the housing recession.
- However, after dipping down to a low of 2.15 million tons in 2009, from 2012 to 2017, cargo experienced rapid growth at an annual rate of 4.6%.



## FAA Aerospace Forecast for SCAG Region

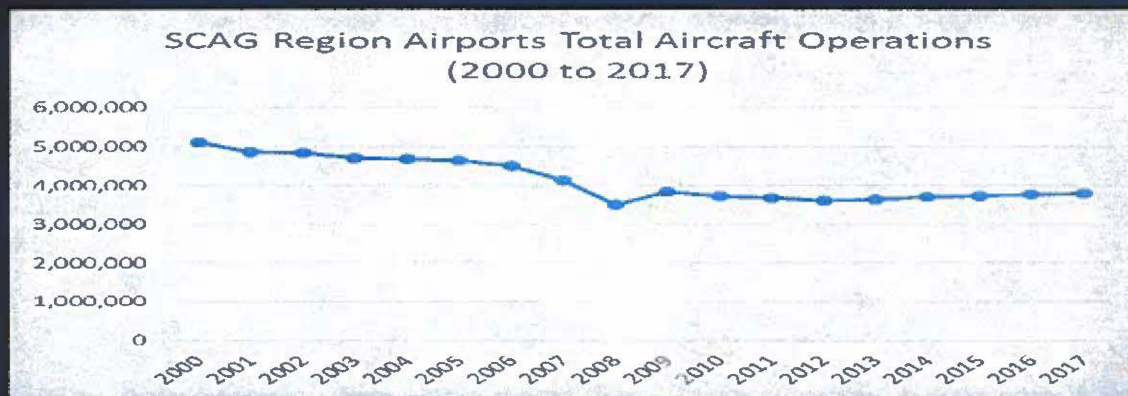
- The FAA Aerospace Forecast 2019 – 2039 is developed using statistical models to explain and incorporate emerging trends of the different segments of the aviation industry.
- Based on an analysis of different cargo forecasts and the recommendation of our consultant, we opted for the FAA Aerospace Forecast projection.
- The 2019 FAA Aerospace Forecast projects a CAGR of 3.3% for cargo activity. (Note: prior meetings referenced the 2018 FAA Aerospace Forecast) (Note: the 2019 Forecast average annual growth is 4.6%)

### SCAG Region Air Passenger Forecast

- Base Year (2017): 3.14 million tons
- Projected growth rate for air cargo demand: 3.3%
- Horizon Year (2045): 7.77 million tons

## Declining and flattening aircraft operations

- Unlike air passenger and cargo demand, aircraft operations decreased from 2000 to 2017 at a rate of -1.8%.
- However, after the reductions caused by 9/11 and the housing recession, aircraft operations flattened to 0.8% from 2012 to 2017
- Due to newer planes with higher passenger and cargo capacity, and airlines operating at higher load factors, aircraft operations do not mirror air and passenger demand.



## Aircraft Operations Forecast for SCAG Region

- In addition to enplanements, the FAA-TAF also forecasts aircraft operations.
- Not surprisingly, the FAA-TAF operations forecast was impacted by the historic decline and recent flattening of aircraft operations.
- **The 2018 FAA-TAF projects an annual growth rate of .74% for total aircraft operations in the SCAG region.**

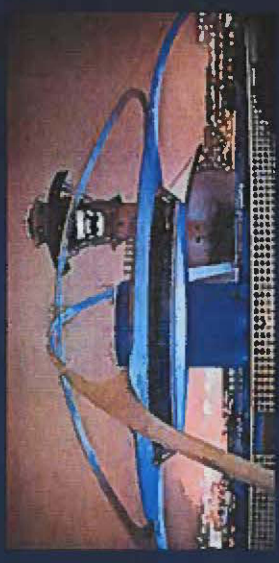
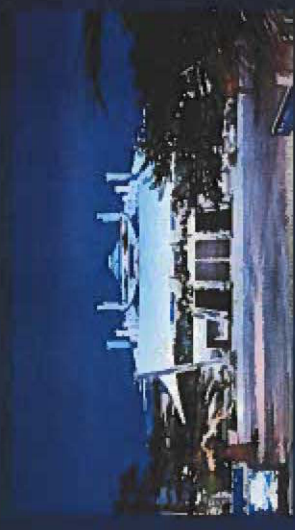
### SCAG Region Aircraft Operations Forecast

- Base Year (2017): 3.7 million operations
- Projected growth rate for air cargo demand: .74%
- Horizon Year (2045): 4.58 million operations



## Next Steps:

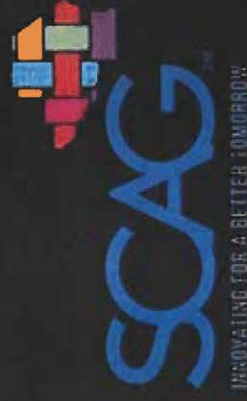
- Work with airports on airport forecasts and capacity constraints
- Report final forecast numbers to ATAC and TC
- Preliminary Draft Aviation Element to TC by September 2019
- Release Draft 2020 RTP/SCS October 2019





**Thank you!**  
**Mahalo nui loa!**  
**Gracias!**

Hiroshi John Ishikawa, Ph.D.  
Ishikawa@scag.ca.gov  
213-236-1838  
[www.scag.ca.gov](http://www.scag.ca.gov)





# AIRPORT LAND USE COMMISSION

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FOR ORANGE COUNTY

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3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

August 8, 2019

Bruce Durbin, Supervising Regional Planner  
Ordinance Studies Section/ALUC Staff  
320 West Temple St.  
Los Angeles, CA 90012

Subject: Approved Amendment to the *Airport Environs Land Use Plan (AELUP) for Fullerton Municipal Airport*.

Dear Mr. Durbin:

On February 21, 2019, the Airport Land Use Commission (ALUC) for Orange County approved amendments to the *Airport Environs Land Use Plan (AELUP) for Fullerton Municipal Airport (FMA)*. Below is the link to the approved amended *AELUP for FMA*. <https://www.ocair.com/commissions/aluc/>. The *AELUP* is located at the bottom of the page webpage.

We are bringing this amendment to your attention because a portion of the Planning Area for FMA encompasses Los Angeles County as shown on the attached exhibits from the *AELUP for FMA*. The City of La Mirada falls within the planning area boundary for FMA.

The ALUC for Orange County would like to request your consideration of referring projects to the ALUC for Orange County that fall within your LA ALUC's jurisdiction but penetrate the Federal Aviation Regulation (FAR) Part 77 Imaginary Surfaces for FMA and meet ALUC referral requirements. This would give the ALUC for Orange County an opportunity to review projects for consistency with the *AELUP for FMA*. The ALUC for Orange County will also be reaching out to the City of La Mirada with a similar request.

We appreciate your consideration on this matter. Please contact me at 949-252-5123 or via email at [lchoum@ocair.com](mailto:lchoum@ocair.com) should you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Lea U. Choum".

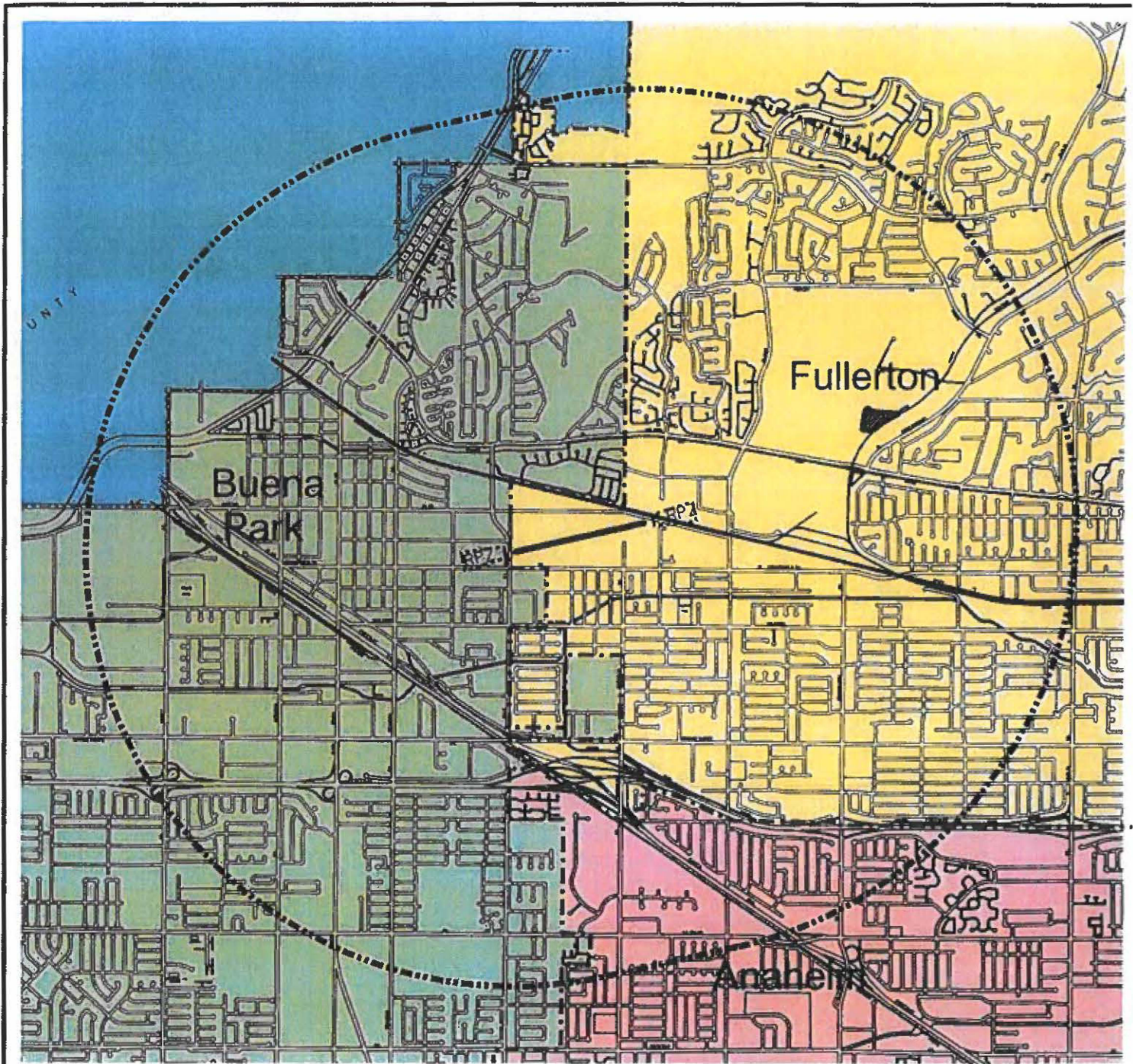
Lea U. Choum  
Executive Officer

Attachments:

- AELUP Notification Area for FMA
- FAR Part 77 Obstruction Imaginary Surfaces for FMA

cc: ALUC for Orange County

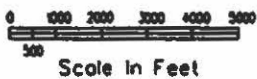
# AELUP Notification Area for FMA



Note: - County Unincorporated areas are shown in white.  
 - Larger format map is available through Commission office at 949-252-5170

## FAR PART 77 Fullerton Municipal Airport Notification Area: 10,000' Radius at 50:1 Slope

D1

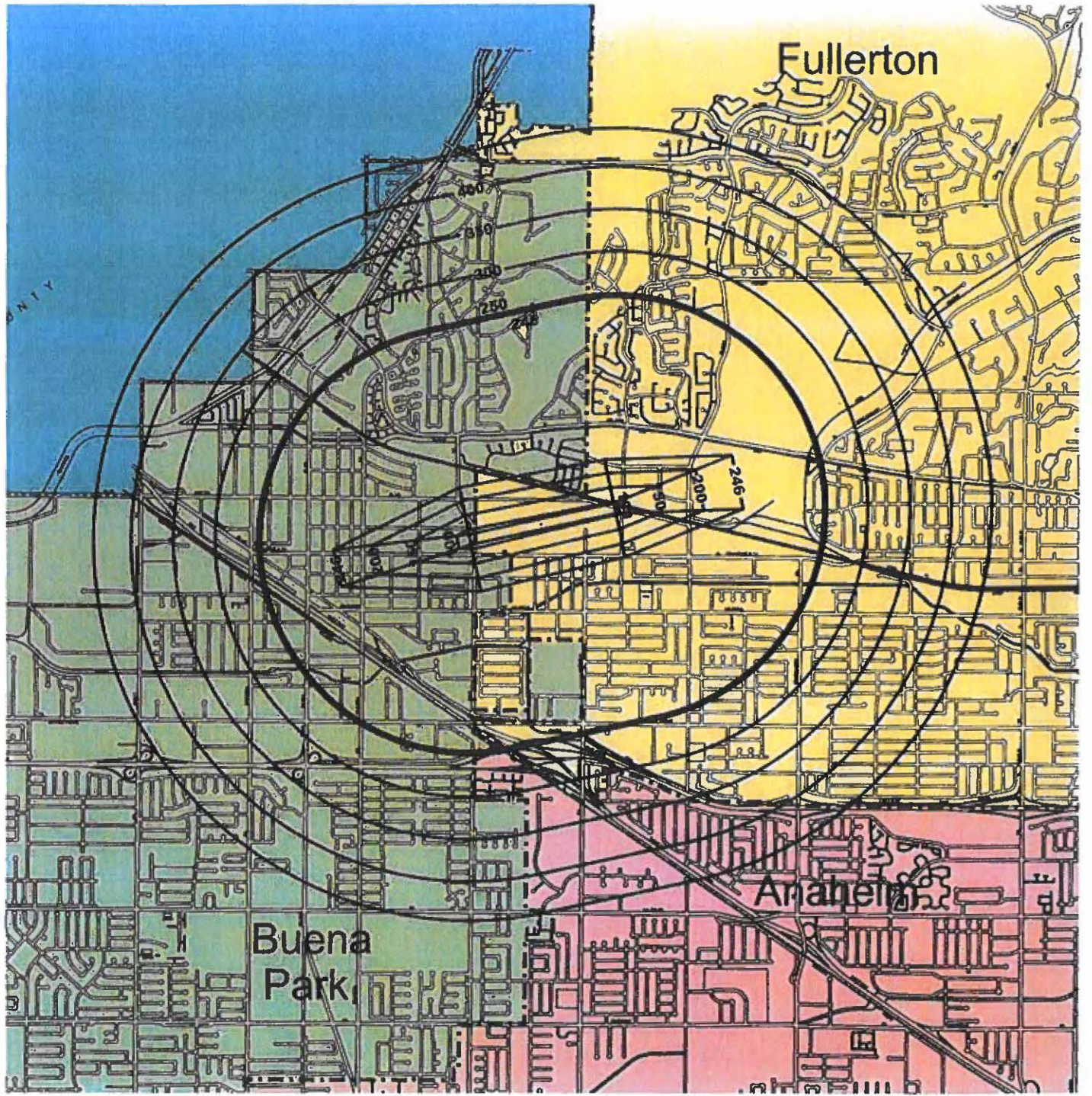


**LEGEND**  
 - - - - - 10,000' Radius  
 - - - - - CITY BOUNDARIES

**CERTIFICATION**

Adopted by the Airport Land Use Commission for Orange County

*Lea U. Orson for* 2/21/19  
 Kari A. Rigoni, Executive Officer Date



Note: - County Unincorporated areas are shown in white.  
 - Larger format map is available through Commission office at 949-252-5170

## FAR PART 77

D3

### Fullerton Municipal Airport Obstruction Imaginary Surfaces



0 1000 2000 3000 4000 5000  
 500 Scale In Feet

#### LEGEND

- - - CITY BOUNDARIES
- AIRPORT BOUNDARIES

#### CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

*Kari A. Rigoni* for 2/21/19

Kari A. Rigoni, Executive Officer

Date



# AIRPORT LAND USE COMMISSION

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FOR ORANGE COUNTY

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3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

August 8, 2019

Gabriel Bautista  
Community Development Director  
City of La Mirada  
13700 La Mirada Boulevard  
La Mirada, CA. 90638

Subject: Approved Amendment to the *Airport Environs Land Use Plan (AELUP) for Fullerton Municipal Airport*.

Dear Mr. Bautista:

On February 21, 2019, the Airport Land Use Commission (ALUC) for Orange County approved amendments to the *Airport Environs Land Use Plan (AELUP) for Fullerton Municipal Airport (FMA)*. Below is the link to the approved amended *AELUP for FMA*. <https://www.ocair.com/commissions/aluc/>. The *AELUP* is located at the bottom of the page webpage.

We are bringing this amendment to your attention because a portion of the Planning Area for FMA encompasses Los Angeles County. As shown on the attached exhibit from the *AELUP for FMA*, the City of La Mirada falls within the planning area boundary for FMA.

The ALUC for Orange County would like to request your consideration of referring projects to the ALUC for Orange County that fall within your city's jurisdiction but penetrate the Federal Aviation Regulation (FAR) Part 77 Imaginary Surfaces for FMA and meet ALUC referral requirements. This would give the ALUC for Orange County an opportunity to review projects for consistency with the *AELUP for FMA*. The ALUC for Orange County will also be reaching out to the Los Angeles County ALUC with a similar request.

We appreciate your consideration on this matter. Please contact me at 949-252-5123 or via email at [lchoum@ocair.com](mailto:lchoum@ocair.com) should you have any questions.

Sincerely,

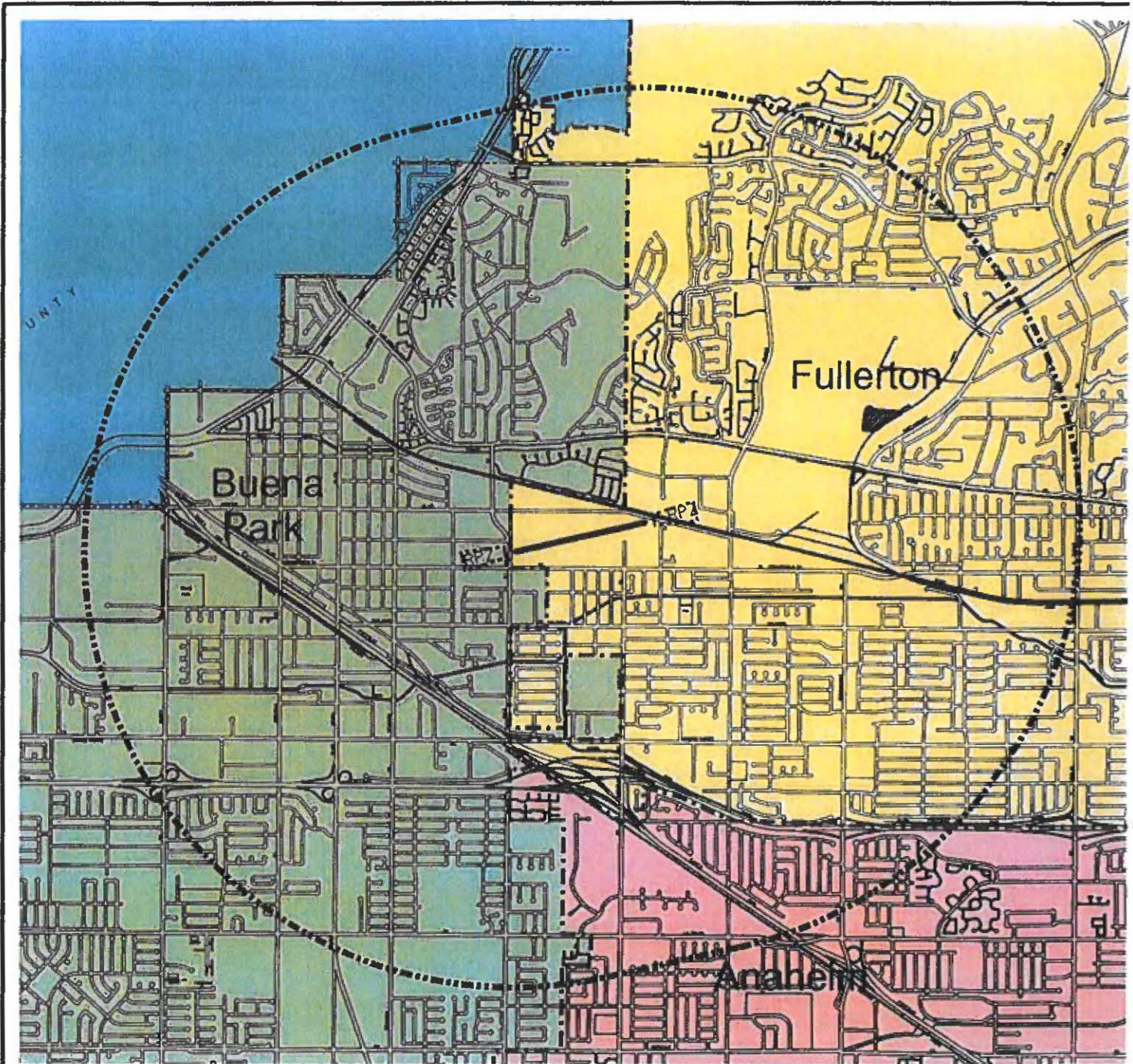
Lea U. Choum  
Executive Officer

Attachments:

- AELUP Notification Area for FMA
- FAR Part 77 Obstruction Imaginary Surfaces for FMA

cc: ALUC for Orange County

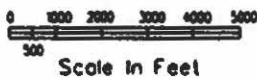
# AELUP Notification Area for FMA



Note: - County Unincorporated areas are shown in white.  
 - Larger format map is available through Commission office at 949-252-5170

## FAR PART 77 Fullerton Municipal Airport Notification Area: 10,000' Radius at 50:1 Slope

D1



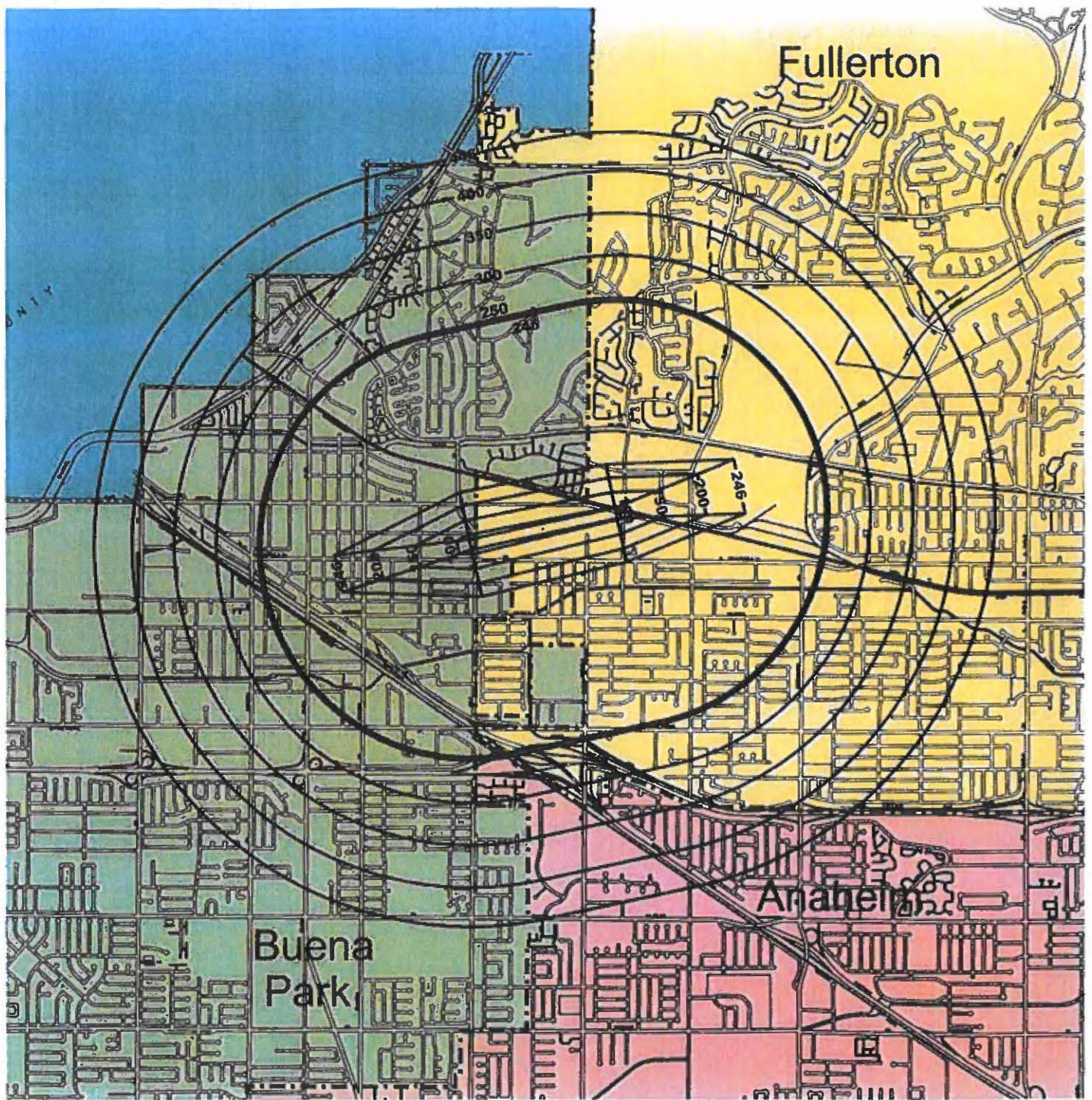
### LEGEND

- 10,000' Radius
- CITY BOUNDARIES

### CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

*Lea U. Odom* for 2/21/19  
 Kari A. Rigoni, Executive Officer Date



Note: - County Unincorporated areas are shown in white.  
 - Larger format map is available through Commission office at 949-252-5170

## FAR PART 77

D3

### Fullerton Municipal Airport Obstruction Imaginary Surfaces



0 1000 2000 3000 4000 5000  
 500 Scale in Feet

#### LEGEND

- CITY BOUNDARIES
- AIRPORT BOUNDARIES

#### CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

*Kari A. Rigoni* for 2/21/19

Kari A. Rigoni, Executive Officer

Date





# AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

August 5, 2019

Barry Curtis, Director  
Economic and Development Services  
City of Costa Mesa  
77 Fair Drive  
Costa Mesa, CA 92628-1200

**Subject: Mitigated Negative Declaration (MND) for Permanent Bridge Shelter Facility**

Dear Mr. Curtis:

Thank you for the opportunity to review the MND for the proposed Permanent Bridge Shelter Facility located at 3175 Airway Avenue, Costa Mesa, in the context of the Airport Land Use Commission's *Airport Environs Land Use Plan for John Wayne Airport (JWA AELUP)*. The proposed project would involve repurposing approximately half of the existing industrial building at 3175 Airway Avenue to be used as a shelter for individuals experiencing homelessness. The City is proposing 50 beds in the shelter, although the space has sufficient area to accommodate up to a maximum 100-bed shelter. The proposed project requires a zoning code amendment to allow emergency shelters to locate in the Industrial Park (MP) zone and the Planned Development Industrial (PDI) zone.

Please be aware that the proposed shelter facility is located within the 65 dBA CNEL noise contour for JWA. Noise-sensitive institutional uses such as schools, churches, hospitals, libraries, and other noise-sensitive uses may be inconsistent in this contour. All noise-sensitive uses are inconsistent in this area unless it can be shown conclusively that such units are sufficiently sound attenuated for present and projected noise exposures so as not to exceed an interior standard of 45 dB CNEL. Per the City of Costa Mesa Municipal Code, the proposed project is defined as an institutional use. Due to the close proximity of the proposed project to JWA, we recommend that the MND address safety and noise exposure concerns for the users and staff of the proposed shelter facility.

In addition, the proposed project location is located within Safety Zone 6 for JWA, which is the Traffic Pattern Zone. Uses that are limited within this safety zone include Children's schools, large daycare centers, hospitals, and nursing homes. Uses that should be avoided are outdoor stadiums and similar uses with very high intensities. There are no uses that are prohibited within this zone. The California Airport Land Use Planning Handbook (issued by the State of California Department of Transportation/ Division of

Aeronautics, October 2011) defines these safety zones and describes what uses are allowed, prohibited and limited within these zones. Noise and overflight issues should be considered when developing within Safety Zone 6.

The proposed project is also located within the AELUP Notification Area for JWA and the FAR Part 77 Imaginary Surfaces for JWA. Because the proposed project is utilizing an existing building with no proposed exterior modification or increase of building height, filing FAA Form 7460-1 Notice of Proposed Construction or Alteration will not be required. In addition, the existing building height does not penetrate the FAR Part 77 Imaginary Surfaces for JWA. The obstruction imaginary surface would be penetrated at 200' Above Mean Sea Level (AMSL). The proposed project will maintain the existing building height of 65' AMSL.

A referral by the City to the ALUC may be required for this project due to the location of the proposal within a JWA AELUP Planning Area and due to the nature of the required City approvals (i.e., Zone Change) under PUC Section 21676(b). In this regard, please note that the Commission suggests such referrals be submitted to the ALUC for a determination, between the Local Agency's expected Planning Commission and City Council hearings. Since the ALUC meets on the third Thursday afternoon of each month, submittals must be received in the ALUC office by the first of the month to ensure sufficient time for review, analysis, and agendaing.

Thank you for the opportunity to comment on this initial study. Please contact me at (949) 252-5123 or via email at [lchoum@ocair.com](mailto:lchoum@ocair.com) if you need any additional details or information regarding the future referral of your project.

Sincerely,



Lea U. Choum  
Executive Officer