

# 1.0 EXECUTIVE SUMMARY

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## 1.1 INTRODUCTION

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

The purpose of this Executive Summary is to provide the reader with a clear and simple description of the Project<sup>1</sup> and its potential environmental impacts. Section 15123 of the State CEQA Guidelines requires that the summary of an EIR identify each significant impact with proposed mitigation measure(s) and alternatives that would reduce or avoid the significant impact(s); areas of controversy known to the Lead Agency, including issues raised by agencies and the public; and issues to be resolved, including the choice among alternatives and whether or how to mitigate significant effects. This summary focuses on the major areas of the Project that are anticipated to be important to decision makers.

## 1.2 PROJECT LOCATION

The Project would be implemented at John Wayne Airport, Orange County (“JWA” or “the Airport”) in an unincorporated area of the County. Although the Airport encompasses approximately 504 acres, the aviation activities at JWA are located on approximately 400 acres. The site is south of Interstate (“I”) 405, north of State Route (“SR”) 73, west of MacArthur Boulevard, and east of Red Hill Avenue. The Airport property, owned by the County of Orange, includes the airfield; the terminal; maintenance buildings; surface level and parking structures; the administrative building; property leased for aviation support uses; and a portion of the Newport Beach Golf Course. The Project area is surrounded by the cities of Newport Beach, Irvine, and Costa Mesa, as well as several unincorporated County islands. Regional location and local vicinity maps are provided in Section 3.1.

## 1.3 PROJECT DESCRIPTION

This EIR has been prepared to address the potential environmental impacts associated with contemplated amendments to the terms and conditions of the Stipulation for Entry of Final Judgment by Certain Settling Parties that resolved the litigation entitled *County of Orange v. Air Cal.* (USDC Case No. CV 85-1542 TJH [MCx]) (Settlement Agreement 1985).<sup>2</sup> In conformance with

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<sup>1</sup> When referencing the Settlement Agreement Amendment, inclusive of the Proposed Project and all the alternatives, the term “Project” is used. The Proposed Project is referencing a specific scenario being evaluated.

<sup>2</sup> The County of Orange, City of Newport Beach, and two citizens groups (Stop Polluting Our Newport [“SPON”] and the Airport Working Group [“AWG”]) are the signatories to the Settlement Agreement. Additional background is provided in Section 2.3.

CEQA, this EIR identifies and assesses the potential direct, indirect, and cumulative impacts of the Proposed Project.

As the proprietor of JWA and a party to the Settlement Agreement, the County of Orange is the project proponent and Lead Agency. The City of Newport Beach is a responsible agency and also would be required to take action on the amendment of the Settlement Agreement. This EIR is intended to evaluate the potential impacts that could result from the proposed amendments to the Settlement Agreement.

In accordance with the Memorandum of Understanding (“MOU”) entered into by the Settlement Agreement signatories (see footnote 2, above), this EIR addresses the impacts associated with the Proposed Project and three different alternatives (known as Alternatives A, B, and C), as well as the No Project Alternative at a comparable level of detail. The Proposed Project, Alternatives A through C, and the No Project Alternative include different levels of air operations and passenger levels, the details of which are provided in Table 1-1.

In addition to the alternatives identified in the MOU, this EIR also considers one other alternative in Section 7, and provides a discussion regarding alternatives that were found infeasible and not carried forward for full evaluation. The additional alternative studied in Section 7.4.1 is referred to as the “2025 Horizon Year Alternative” and is similar to the Proposed Project, subject to the caveats that the proposed extension of the term length would be 10 years and the alternative would limit the number of million annual passengers to 11.8 (see Table 7-2 for additional information). As such, the 2025 Horizon Year Alternative includes a different operational scenario than the Proposed Project and other alternatives, and was formulated in furtherance of the County’s obligation to describe a range of reasonable alternatives in the EIR under State CEQA Guidelines Section 15126.6(a).

The analysis provided for all alternatives evaluated in the EIR conforms to the requirement of State CEQA Guidelines Section 15126.6(d) that the EIR “shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with” the Proposed Project.

Neither the Proposed Project nor any of the alternatives propose physical facilities improvements.

**TABLE 1-1**  
**PRINCIPAL TERMS OF THE PROPOSED PROJECT AND ALTERNATIVES**  
**EVALUATED IN THE ENVIRONMENTAL IMPACT REPORT**

Principal Restrictions	Proposed Project	Alternative A	Alternative B	Alternative C	No Project <sup>a</sup>
<b>Term</b>	Through December 31, 2030	Through December 31, 2030	Through December 31, 2030	Not Applicable	Not Applicable-Settlement Agreement Expired
<b>Curfew</b>	Through December 31, 2035	Through December 31, 2035	Through December 31, 2035	Through December 31, 2020	Through December 31, 2020
<b>Annual Passenger Limit (MAP)</b>					
<b>Phase 1</b> January 1, 2016–December 31, 2020	10.8 MAP	10.8 MAP	10.8 MAP	16.9 MAP	10.8 MAP
<b>Phase 2</b> January 1, 2021–December 31, 2025	11.8 MAP	11.4 MAP	13.0 MAP	16.9 MAP	10.8 MAP
<b>Phase 3</b> January 1, 2026–December 31, 2030	12.2 or 12.5 MAP <sup>b</sup>	12.8 MAP	15.0 MAP	16.9 MAP	10.8 MAP
<b>Passenger Flights (Class A ADDs for passenger service)</b>					
<b>Phase 1</b> January 1, 2016–December 31, 2020	85 Class A ADDs	107 Class A ADDs (+22)	100 Class A ADDs (+15)	228 Class A ADDs (+143)	85 Class A ADDs
<b>Phase 2</b> January 1, 2021–December 31, 2025	95 Class A ADDs (+10)	120 Class A ADDs (+13)	110 Class A ADDs (+10)	228 Class A ADDs (+0)	85 Class A ADDs
<b>Phase 3</b> January 1, 2026–December 31, 2030	95 Class A ADDs	135 Class A ADDs (+15)	115 Class A ADDs (+5)	228 Class A ADDs (+0)	85 Class A ADDs
<b>Cargo Flights (Class A ADDs for all-cargo service)</b>					
January 1, 2016–December 31, 2030	4 Class A ADDs	4 Class A ADDs	4 Class A ADDs	4 Class A ADDs	4 Class A ADDs
<b>Passenger Loading Bridges</b>					
January 1, 2016–December 31, 2020	20	20	20	No Limit	20
January 1, 2021–December 31, 2030	No Limit	No Limit	No Limit	No Limit	20
MAP: Million Annual Passengers; ADD: Average Daily Departures. Table Notes: <b>Alternative A</b> was delineated based on information contained in the Federal Aviation Administration's Terminal Area Forecast Detail Report dated January 2013. <b>Alternative B</b> was delineated based on input from JWA's commercial air service providers. <b>Alternative C</b> was delineated based on the physical capacity of JWA's airfield. <sup>a</sup> The No Project Alternative assumes the maximum number of allowable operations under the current Settlement Agreement (as amended in 2003) would remain unchanged and the protection of the curfew would remain in place through 2020; however, there would be no limitation on the Board of Supervisors, to, at a subsequent time, to modify or eliminate the curfew or increase the number of ADD and MAP being served at the Airport. The analysis in this EIR assumes the curfew would stay in place for the duration of the analysis period (i.e., December 31, 2030). Subsequent CEQA documentation would be required to amend the curfew or modify the Access Plan to allow an increase in the number of flights and/or passengers. <sup>b</sup> Trigger for capacity increase to 12.5 MAP: air carriers must be within 5 percent of 11.8 MAP (i.e., 11.21 MAP) in any one calendar year during the January 1, 2021 through December 31, 2025 timeframe. Source: PROPOSED PROJECT AND ALTERNATIVES: Proposed Extension of the John Wayne Airport Settlement Agreement, Proposed Project and Alternatives A–C, JWA 2013.					

## **1.4 PROJECT OBJECTIVES**

The signatories have identified the following Project objectives:

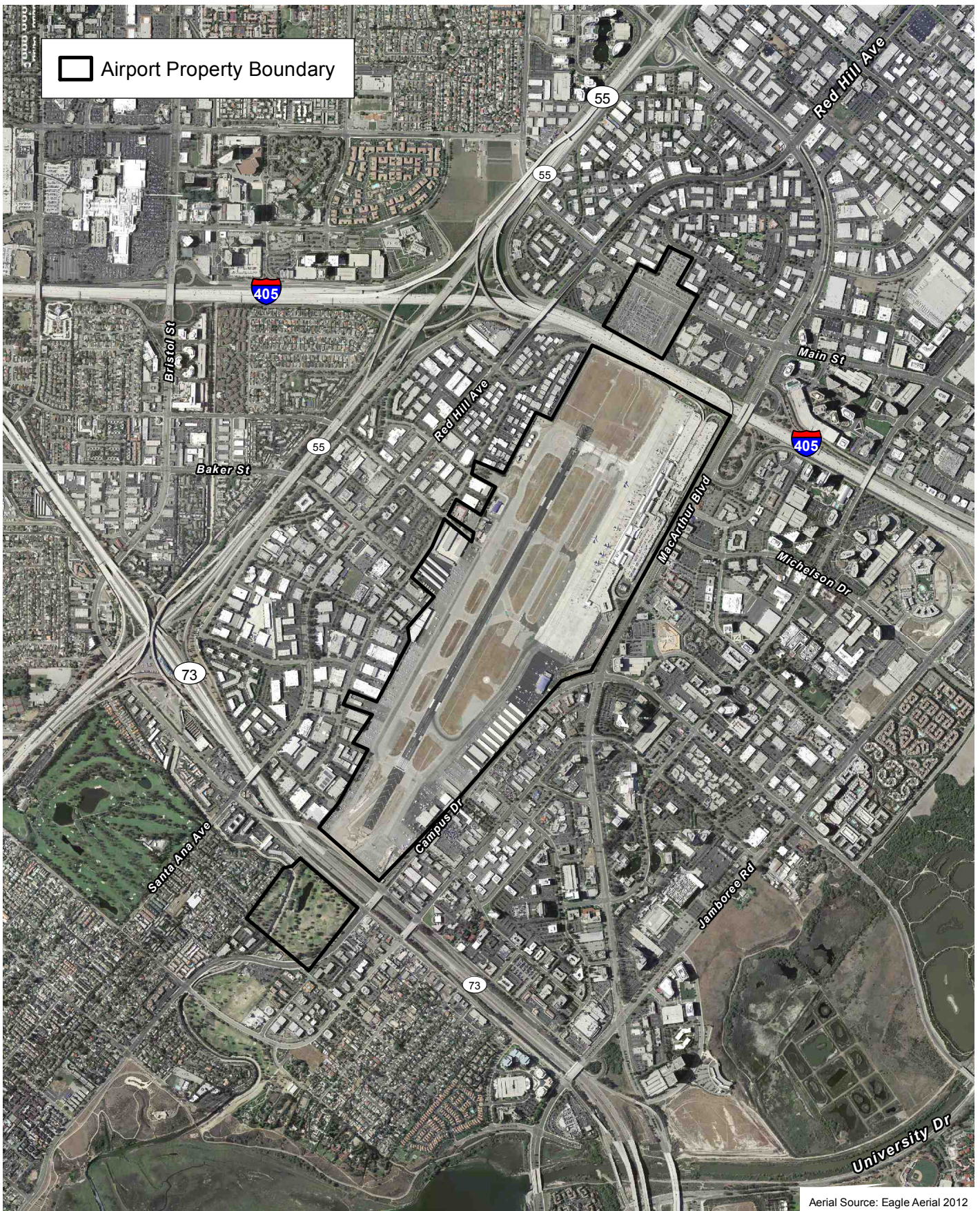
1. To modify some existing restrictions on aircraft operations at JWA in order to provide increased air transportation opportunities to the air-traveling public using the Airport without adversely affecting aircraft safety, recognizing that aviation noise management is crucial to continued increases in JWA's capacity.
2. To reasonably protect the environmental interests and concerns of persons residing in the vicinity of JWA, including their concerns regarding "quality of life" issues arising from the operation of JWA, including but not limited to noise and traffic.
3. To preserve, protect, and continue to implement the important restrictions established by the 1985 Settlement Agreement, which were "grandfathered" under the Airport Noise and Capacity Act" of 1990 ("ANCA") and reflect and accommodate historical policy decisions of the Orange County Board of Supervisors regarding the appropriate point of balance between the competing interests of the air transportation and aviation community and local residents living in the vicinity of the Airport.
4. To provide a reasonable level of certainty to the following regarding the level of permitted aviation activity at JWA for a defined future period of time: surrounding local communities; Airport users (particularly scheduled commercial users); and the air-traveling public.
5. To consider revisions to the regulatory operational restrictions at JWA in light of the current aviation environment; the current needs of the affected communities; and industry interests represented at JWA.

## **1.5 PROJECT SETTING**

The Project area is generally urban in character. Surrounding uses include industrial, commercial, and residential uses. The residential area is predominately south and southwest of the Airport. An extensive arterial highway and freeway system surrounds the Airport, providing access from several locations. In contrast to the surrounding urban development, the Upper Newport Bay, located approximately 3,600 feet south of the Airport, is an important natural area that provides habitat to many wildlife species. Exhibit 1-1 provides an aerial photograph of the Airport and surrounding areas. Additional detail on the project setting is provided in Section 2.4.



 Airport Property Boundary



Aerial Source: Eagle Aerial 2012

## Aerial Photograph

John Wayne Airport Settlement Agreement Amendment

Exhibit 1-1



1,500 750 0 1,500  
Feet





## 1.6 EIR FOCUS AND EFFECTS FOUND NOT TO BE SIGNIFICANT

In accordance with Section 15063 of the State CEQA Guidelines, the County of Orange prepared an Initial Study/Environmental Checklist for the Proposed Project and distributed it along with the Notice of Preparation ("NOP") to responsible and interested agencies, and key interest groups. The NOP was distributed to 76 individuals or agencies for a 30-day review period beginning on October 1, 2013. In addition, notices regarding the availability of the NOP on the JWA website were sent to all the lessees at the Airport, a press release was issued, and the NOP was posted on the JWA website, as well as the County of Orange Public Works website.

A scoping meeting was held on October 17, 2013 from 6:00 to 8:00 PM at JWA in the Airport Commission Meeting Room. JWA staff provided an overview of the Project and the environmental process. A hand-out, which provided an overview of the Proposed Project and alternatives being evaluated in the EIR and a list of frequently asked questions, also was distributed. Comment cards were available for attendees to submit at the meeting or mail to JWA staff. Approximately 50 people attended the scoping meeting (28 people signed the sign-in sheet). Copies of the hand-out made available at the scoping meeting, as well as all submitted comment cards are included in Appendix A. Copies of the NOP/Initial Study, its distribution list, a transcript of the meeting, and comments received on the NOP also are included in Appendix A.

A total of 115 comment letters/cards/e-mails were received in the 30-day review period. An additional seven comment letters/cards/e-mails were received after the end of the NOP review period. Table 1-2 provides a summary matrix of the issues raised in the NOP comment letters.

**TABLE 1-2  
SUMMARY MATRIX OF NOTICE OF PREPARATION COMMENTS**

Agency/Individual	Residency	Comment Category										
		Project Definition	Air Quality/Health Risk	Biological Resources	Greenhouse Gas Emissions	Hazardous Materials	Land Use/Planning	Noise	Public Services	Transportation	Utilities	Water Quality
<b>State Agencies</b>												
Caltrans, District 12										x		
<b>Regional Agencies</b>												
Southern California Association of Governments ("SCAG")							x			x		
South Coast Air Quality Management District ("SCAQMD")			x		x							
Transportation Corridor Agencies										x		

**TABLE 1-2**  
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Agency/Individual	Residency	Comment Category										
		Project Definition	Air Quality/Health Risk	Biological Resources	Greenhouse Gas Emissions	Hazardous Materials	Land Use/Planning	Noise	Public Services	Transportation	Utilities	Water Quality
<b>Local Agencies</b>												
City of Irvine	IRV									x		
City of Laguna Beach	LB		x					x				
City of Newport Beach	NB		x	x		x	x	x		x		
<b>Organizations</b>												
Balboa Peninsula Point Assn			x					x				
The Boeing Company (Daniel L. McGregor)												
La Sierra University (Fabricio de Sa)				x								
SoCal Pilots Assn (Joe Finnell)						x						
<b>Individuals<sup>a</sup></b>												
Nancy Alston (2)			x					x				
Scott Alston (2)	NB		x	x	x	x	x	x	x	x	x	x
Alberto Aviles	CM		x									
Martin Benavidas			x	x								
Alex Bonnin	LB							x				
John Bonnin	LB							x				
Winter Bonnin	LB							x				
Zack Bonnin	LB							x				
Logan Brannon	NB		x									
Taryn Brannon	NB											
Thomas L. Brannon	SB		x					x				
David M. Browne	CDM		x	x				x				
Bruce	LB	x						x				
Bernhardt Bruns	NB							x				
Burr Buman	NB		x					x				
Diana Burlingham	CM		x					x				
Diane Byers			x	x	x	x	x	x	x	x	x	x
Andre Camargo				x								
John Carlyle	NB		x			x						

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Agency/Individual	Residency	Comment Category										
		Project Definition	Air Quality/Health Risk	Biological Resources	Greenhouse Gas Emissions	Hazardous Materials	Land Use/Planning	Noise	Public Services	Transportation	Utilities	Water Quality
Valerie Carson			x			x						
Peggy Clark	NB		x									
Tammi Cluck	NB		x					x				
Ellen Conzelman	TUS		x					x				
Carol Cuoco	NB		x	x	x	x	x	x	x	x	x	x
Dee Curry	NB	x	x					x				
Kimberly Davenport	NB		x	x		x	x					x
Seth Davenport	NB		x	x		x	x	x				x
Doreen Davis Fuhr	CM		x	x		x		x		x		x
Joel De La Cruz			x									
Cindy Dupuie	IRV		x			x				x		x
Pam Edson	NB		x			x		x				
Judy Elmore	NB		x	x			x	x				
Constance Esposito	CM		x	x	x	x	x	x	x	x	x	x
Craig Flanagan	FV		x			x						
Wendy Flotow	NB		x	x		x		x	x			x
J. Daniel Fox												
Marjaneh Goodarzy	NB		x	x	x	x	x	x	x	x	x	x
Kate Gregory			x					x				
Matt Gross	NB			x								
Jack Guiney	NB		x				x					
Karen Guiney	NB		x				x					
Kim Hapke				x		x		x				
John Harty	NB		x			x		x				
Sue Hogan	NB		x	x	x	x	x	x	x	x	x	x
Helen Hogle										x		
Dan Holtz	CDM		x	x	x	x	x	x	x	x	x	x
Donna Johnson	CM	x	x					x				
Steve Johnson	CM	x	x					x				
Taylor Johnson	CM							x				



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Agency/Individual	Residency	Comment Category										
		Project Definition	Air Quality/Health Risk	Biological Resources	Greenhouse Gas Emissions	Hazardous Materials	Land Use/Planning	Noise	Public Services	Transportation	Utilities	Water Quality
HF Karwan		x	x					x		x		
Gale D. Kirk	NB							x				
Mark and Carol Knaeps	NB		x					x		x		
Jason Korengold	NB							x				
David and Patricia Lamb	NB		x			x		x				
Natalie Lascelles			x	x								
Samantha Leclaire								x				
Josh Lemos	NB	x	x									
Andrea Lingle	NB		x							x		
Alison & Kimo McCormick	NB	x										
Luke McDaniel	CM		x			x				x		
Vilma McDaniel	CM		x					x				
Deanna McIntire	NB		x	x	x	x	x	x	x	x	x	x
Michael Miller	CM	x	x					x				
Peter Miyao	NB	x										
Tamara Miyao	CM		x					x				
Diane Mondini			x	x	x	x	x	x	x	x	x	x
Diane Monroe	NB	x	x					x		x		
Gail Mooers	NB		x	x								
James M. Mosher	NB	x		x		x		x		x	x	
Peggy Mozley			x	x	x	x	x	x	x	x	x	x
Steve Mullins			x			x				x		
Patty Nesbit	NB		x	x	x	x	x	x	x	x	x	x
Sharon Niederhaus	NB		x					x		x		
Patricia O'Donnell	NB	x	x			x						
Kathryn Olsen			x	x	x	x	x	x	x	x	x	x
Firooz Oskooi	NB		x					x				
Jeff Parker			x	x	x	x	x	x	x	x	x	x
Darrell Pash	CM		x									
Lynn Pash	CDM		x					x				

**TABLE 1-2**  
**SUMMARY MATRIX OF NOTICE OF PREPARATION COMMENTS**

Agency/Individual	Residency	Comment Category										
		Project Definition	Air Quality/Health Risk	Biological Resources	Greenhouse Gas Emissions	Hazardous Materials	Land Use/Planning	Noise	Public Services	Transportation	Utilities	Water Quality
Sharon Pence	NB	x										
Dino Perez	CM	x										
Sue Podany			x	x	x	x	x	x	x	x	x	x
Kathi Ramming	NB		x	x	x	x		x				x
Enrique Ron								x				
Don Ronaldson	NB		x	x				x				
Vicki Ronaldson(2)	NB	x	x					x		x		x
Gail Rosenstein	NB							x				
Earl Sandvigen	LB	x						x				
Mark Shu			x			x		x				
Alan Slutzky	NB		x									
Eric Slutzky	NB		x					x				x
Corrinne & Charles Spence	NB		x	x	x	x	x	x	x	x	x	x
Carey Strombotne	LB	x	x					x				
Sheryl Urdaneta			x	x	x	x	x	x	x	x	x	x
Lindsey Vaughan	NB							x				
Al Waldovines				x				x				x
James Ward	NB		x									
Portia Weiss			x	x	x	x	x	x	x	x	x	x
Remy Weiss			x	x	x	x	x	x	x	x	x	x
Richard D. Weiss	NB		x	x	x	x	x	x	x	x	x	x
Carmen Wollerman	CM		x	x				x				
Herb Wollerman	CM							x				
Karen Wight	NB							x				
Steve and Katherine Zeiser	NB		x	x	x	x	x	x	x	x	x	x
<b>Comments Received After the Close of the Review Period</b>												
City of Tustin	TUS											
Tomlu Baker			x	x	x	x	x	x	x	x	x	x
Marlene Chumo	NB											
John Hawkinson (2)	NB	x	x					x				x

**TABLE 1-2**  
**SUMMARY MATRIX OF NOTICE OF PREPARATION COMMENTS**

Agency/Individual	Residency	Comment Category										
		Project Definition	Air Quality/Health Risk	Biological Resources	Greenhouse Gas Emissions	Hazardous Materials	Land Use/Planning	Noise	Public Services	Transportation	Utilities	Water Quality
Dave and Pat Lamb	NB	x										
Linda Rogers	NB		x	x		x	x	x		x	x	x
Sally Werlin/Dr. Larry Werlin	NB							x				
<sup>a</sup> Listed in alphabetical order by last name. <b>LEGEND</b> CDM - Corona Del Mar CM - Costa Mesa FV - Fountain Valley IRV - Irvine LB - Laguna Beach NB - Newport Beach SB - Seal Beach TUS - Tustin												

The scope of the EIR is based on the findings of the Initial Study and input received from the agencies and the public as part of the scoping process. The EIR addresses all potential significant effects identified in the Environmental Checklist. The following topical areas are addressed in Sections 4.1 through 4.10 of this EIR.

- Air Quality
- Biological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Public Services
- Transportation/Traffic
- Utilities
- Water Quality

Cumulative Impacts, Long-Term Implications of the Project (which includes growth inducing impacts) and Alternatives are addressed in Sections 5 through 7, respectively.

In addition, the EIR provides a discussion of other issues that were determined not to be significant. In accordance with Section 15128 of the State CEQA Guidelines, certain items were checked “No Impact” or “Less Than Significant Impact” in the Initial Study/Notice of Preparation (IS/NOP) and were deemed to not warrant further evaluation in the EIR. However, there were two items that were identified in the IS/NOP as not warranting further discussion, that based on

subsequent technical analysis done for the Project or comments received as part of the IS/NOP review, have been addressed in the EIR. These pertain to the transport of hazardous materials in the vicinity of a school and groundborne vibration. Though impacts would be less than significant the following two checklist questions have been included in Sections 4.4, Hazards and Hazardous Materials, and 4.6, Noise, respectively:

- Environmental Checklist question 8(c) asks if the project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The Project would increase the amount of jet fuel used at the Airport due to an increase in the number of flights. The fuel is brought in by tanker trucks. Though the increased number of trucks would have an incremental increase on the potential for a spill or accident involving jet fuel, the Project would not result in increased potential exposure to the Mariner's Christian School because all fuel delivery is done at night between 10:00 PM and 6:00 AM. No further evaluation of this issue was anticipated in the EIR; however, when detailed fueling analysis was conducted, it was determined that day-time fuel delivery would be required for Alternatives B and C. This threshold, therefore, has been included in the discussion of hazardous materials in Section 4.4 of the EIR.
- Environmental Checklist question 12(b) asks if the project would expose persons to or generate excessive groundborne vibration or groundborne noise levels. A comment received on the IS/NOP asked if a jetliner would result in groundborne vibration similar to construction equipment. To provide more discussion on this issue, this threshold has been included in the discussion noise in Section 4.6 of the EIR.

The following issues were checked "No Impact" or "Less Than Significant Impact" in the Initial Study/Notice of Preparation (IS/NOP); therefore, in accordance with Section 15128 of the State CEQA Guidelines, have not received further evaluation in the EIR:

- Aesthetics: There are no designated or eligible State or local scenic highways within the vicinity of the Project site. Because the Project does not propose any physical improvements, there would be no change to the visual character or quality of the Project site, nor would the Project result in new substantially adverse light or glare.
- Agriculture and Forestry Resources: The Project would not result in any impacts to farmlands listed as "Prime", "Unique", or of "Statewide Importance" based on the 2010 Orange County Important Farmland Map prepared by the California Department of Conservation. 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.
- Air Quality (odors): The Project does not propose any land uses that are identified by the SCAQMD as odor sources of concern (such as wastewater treatment plants, agricultural operations, landfills, composting, food processing plants, chemical plants, or refineries), nor would the Project be located in the vicinity of a land use of this type.
- Biological Resources (wetlands): The Project does not include any physical improvements, including construction or grading activities. Therefore, the Project would not result in a

substantial adverse effect on wetlands pursuant to Section 404 the Clean Water Act through direct removal, filling, or hydrological interruption.

- **Cultural/Scientific Resources:** Because of the absence of ground disturbance, construction activities, and new development associated with the Project, no direct or indirect impacts to historical, archaeological, or paleontological resources would occur, nor would the Project disturb any human remains.
- **Geology and Soils:** Since there would be no land use development as part of the Project, the Project would not result in any direct geology or soils impacts, nor would there be soils impacts related to septic tanks or alternative wastewater disposal systems.
- **Hazards and Hazardous Materials (private airstrips; emergency evacuation plan; wildlands):** There are no private airstrips in the vicinity of the Project site. The Project would not impair or interfere with implementation of the emergency evacuation plan because it would not alter any of the facilities on site or access to the Airport. The Project is located in an urbanized area and is not adjacent to wildlands.
- **Hydrology:** The Project does not involve any physical improvements or construction and grading activities that would have the potential to result in alterations to the drainage pattern or result in erosion or siltation. The Airport does not use groundwater, and the Project would not involve any activities that alter groundwater supplies. The Project site does not provide for substantial groundwater recharge due to the amount of impervious surfaces that exist on the site. Since the Project does not involve any physical improvements or construction, no housing or structures would be subjected to a 100-year flood hazard; exposure to flooding as a result of failure of a levee or dam; or inundation by seiche, tsunami or mudflow.
- **Land Use (divide an established community):** Since the Project does not involve any physical improvements or construction, it would not physically divide an established community.
- **Mineral Resources:** The Project site does not have significant existing and potential mineral or energy resources within its boundaries.
- **Noise (temporary/periodic increase in ambient noise levels; noise from a private airstrip):** The overall noise associated with the increased number of flights is being addressed in this EIR (see Section 4.6). Though the Project would increase the number of daily operations at the Airport, the type of aircraft used for the additional flights would be consistent with the fleet mix currently in operation at the Airport. Therefore, the noise characteristics of the aircraft would not be different from the single event noise levels experienced under current conditions and would not result in a substantial temporary or periodic increase in the ambient noise levels in the project vicinity. The Project also does not propose physical construction; therefore, there would not be temporary or periodic increases in ambient noise levels associated with construction activities.

There are no private airstrips in the vicinity of the Airport.



- **Population and Housing:** The Project does not propose any land use development that would increase the population in the study area or within Orange County, nor would the Project be expected to have an effect on the population projections for Orange County because it would not provide infrastructure improvements that would lead to population increase. The increase in permitted service levels provided would not exceed the air travel demand associated with the Orange County population. The Project would not require the conversion of residential uses to comply with State noise requirements nor would it result in the displacement of people or housing (AECOM 2014).
- **Public Services (schools, parks, other public facilities):** The Project would not result in the development of any residential units and, therefore, would not result in a population increase, nor would it create an increased demand for schools, parks, or other public facilities.
- **Recreation:** 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.
- **Traffic/Transportation (hazards due to a design feature/incompatible uses; inadequate emergency access; conflict with policies, plans, and programs):** The Project does not propose any physical improvements to JWA, nor does it propose modifications to the circulation network, either on or off the site. Therefore, the Project is not anticipated to result in impacts associated with design features; emergency access would not be impeded; and there would be no conflict with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.
- **Utilities and Service Systems (storm water drainage and solid waste disposal):** The Project does not propose any construction or activities that would increase the amount of storm water runoff from the Airport site. The Airport site is fully developed and storm drains have been sized to accommodate storm flows in compliance with applicable standards. Although the Project has the potential to increase the number of passengers served at the Airport, any increased solid waste generated at the Airport would be able to be accommodated with the current landfill capacity.

Though not identified in specific questions on the Environmental Checklist, Appendix F of the State CEQA Guidelines requires that EIRs discuss the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy. When assessing if the Project's increased energy demand would be substantial enough to warrant analysis in a standalone section of this EIR, several factors were considered, including the Airport's current energy practices and the expected increase in energy demand associated with the various Project scenarios.

As discussed in Section 4.3, Greenhouse Gas Emissions, in 2010, JWA completed its Central Utility Plant, which is a cogeneration plant that reduces the Airport's energy footprint and conserves energy resources. The cogeneration plant is the primary source of electricity<sup>3</sup> for the Airport's passenger terminal, and supplies power and chilled water to serve the terminal's air

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<sup>3</sup> The cogeneration plant satisfies about 95 percent of the Airport's electricity needs.

conditioning system. JWA purchases approximately 5 percent of its power supply from Southern California Edison ("SCE") via a 12-kilovolt ("kV") feed line. (*Greenhouse Gas Technical Report*, ENVIRON, 2014, see Appendix E.)

Though the cogeneration plant is the largest measure taken at the Airport to conserve energy, the following additional energy-saving practices are employed at JWA:

- Utilization of diesel-powered preconditioned air units by commercial aircraft along with ground-based electrical power in place of a jet-fueled onboard Auxiliary Power Unit ("APU"). The ground-based units burn about ten times less fuel than APUs.
- Installation of electric charging stations for ground service equipment and JWA vehicles.
- Required operation of fleet vehicles, such as taxi cabs, using clean burning compressed natural gas ("CNG") or other cleaner burning fuel alternatives. JWA's taxi provider, Orange County Yellow Cab, uses 100 percent CNG vehicles.
- The use of Light Emitting Diode ("LED") lighting on the airfield reduces both maintenance and energy costs.
- Water saving measures, such as the installation of ultra-low flow fixtures and efficient landscape watering, which reduces the energy demands associated with the conveyance of water and wastewater.

Additional measures, which are designed to reduce air emissions that also have energy saving benefits are discussed in the *Greenhouse Gas Technical Report*. (See Table A-1 in Appendix A of the report, which is provided in Appendix E of this EIR.) An overall assessment of the existing JWA operations indicate that the Airport has taken substantial steps to reduce their overall energy usage.

The evaluation of increased demand for energy resources focused on the incremental increase in demand associated with the incremental increase in the number of passengers and flights at JWA. As none of the Project scenarios propose the construction of new facilities, the additional flights and passengers would be served by the existing terminal and ancillary structures.

To evaluate the Project's greenhouse gas emissions, the utility demand rate by passenger was developed. (The methodology is more fully discussed in Section 4.3.2.) Applying this rate, in Phase 3, the Proposed Project would result in an approximately 9 percent increase in demand for energy at the Airport; Alternative A would result in a 10 percent increase; and the No Project Alternative would result in a 4 percent increase in comparison to the baseline conditions. For each of these scenarios, the incremental increase in demand of electricity would not exceed the amount of power provided to JWA by its cogeneration plant and by the agreement with SCE. Therefore, they would not require additional energy from the local suppliers other than what is secured under existing agreements.

Alternative B, Phase 3 would result in an increase in energy demand of 15 percent and Alternative C would increase the amount of energy demand by 20 percent compared to baseline. At the ultimate MAP, the incremental increase in demand for energy associated with the Alternatives B and C would exceed the amount of power provided to JWA by its cogeneration plant and by the agreement with SCE. Alternative B would require an additional 2.6 percent of energy to be purchased from SCE and Alternative C would require the purchase of an additional

40 percent of energy from SCE. Though both of these alternatives would exceed the amount of power currently provided to JWA by its cogeneration plant and the amount of energy secured by the existing power purchase agreement with SCE, it would not be expected to exceed energy supplies available to the region because it is still substantially less than the energy JWA purchased from SCE prior to completion of the cogeneration plant. Additionally, all the energy saving measures previous discussed, as well as the mitigation measures discussed in this EIR for Air Quality and Greenhouse Gases (Sections 4.1 and 4.3) would be applicable.

In addition, both FAA and SCAG projections indicate that forecasted passenger demand at JWA exceeds the current 10.8 MAP authorization; and, FAA projections anticipate unconstrained passenger demand at JWA reaching 12.8 MAP by 2030. (See the *Capacity Analysis Technical Report*, Section 7, provided in Appendix F [AECOM, 2014].) JWA currently serves approximately 9.2 million annual passengers. Allowing an increase in MAP would reasonably result in energy savings by providing improved air service locally. (With a 10.8 MAP restriction, the unserved demand from Orange County likely would be diverted to other airports in the region to satisfy air travel needs. This diversion of workers and residents to other facilities, such as Los Angeles International Airport and Ontario, likely would result in additional energy usage for travel on the regional roadway system.)

## 1.7 AREAS OF CONTROVERSY

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

- JWA, and air travel in general, has historically been an area of controversy in Orange County. Litigation and community discourse over the noise and traffic associated with commercial air service at JWA has been an issue since the 1970s. The Settlement Agreement reduced the intensity of this controversy because it established operational parameters at the Airport that safeguarded the concerns of the community and allowed for needed improvements to be implemented without fear of litigation. This issue was reevaluated in 2003 when the Settlement Agreement was previously amended and extended.

The consideration of amending and extending the Settlement Agreement again involves balancing competing interests—the same interests that were addressed through execution of the Settlement Agreement in the first instance. For example, there is a need to balance the overall demand for air travel in Orange County with the potential impacts on the surrounding areas. There also is a need to balance the competing desires of the general public regarding the appropriate level of air service that should be accommodated in Orange County. While some members of the public would like to see no increase in the number of regulated flights or passengers being served at JWA, others would like to see the operations at JWA increased to more fully accommodate demand for air service to and from Orange County.

Because of the existing regulatory and physical constraints, JWA is not able to serve all the air travel demand of Orange County residents and travelers visiting Orange County. (AECOM 2014) The excess demand not being served by JWA would use other regional

airports or other modes of transportation. When travelers elect to use other airports or other modes of transportation, it shifts demand to other portions of the region's transportation system and/or those communities adjacent to the other airports.

- The analyses in this EIR assume the continuation of the existing fleet mix. Given the length of the planning timeframe for this Settlement Agreement Amendment (through 2030), it is reasonable to assume that there will be interest in introducing newer and next generation aircraft, such as the 737-900ERW, 787, 737-MAX, or comparable aircraft by other manufacturers into the fleet mix at JWA.<sup>4</sup> These newer aircraft may generate less noise and have fewer air emissions compared to the current fleet at JWA. In addition, since these aircraft accommodate more passengers than aircraft in the current fleet, it may be possible to serve more passengers (within the MAP cap) with fewer operations. For example, the estimated 2013 passenger level of 9.17 MAP is very close to the 2004 level of 9.27 MAP; yet, due to increased load factors and fleet mix size, operations are over 4,000 less in 2013 than in 2004.

This Settlement Agreement Amendment is focused on extending the term of the Agreement and providing an increase in operating capacity at JWA. It does not propose any modifications to the Airport's physical facilities. Therefore, at some point in the future, should the County choose to consider the introduction of new generation aircraft to reduce aircraft noise and air quality impacts or for any other reason, subsequent CEQA documentation and Board of Supervisors approval would be required prior to implementation of any airfield improvements. In addition, since approval by the Federal Aviation Administration ("FAA") would be required for airfield modifications, documentation pursuant to the National Environmental Policy Act ("NEPA") also would be required.

- Since the City of Newport Beach is a responsible agency and will be required to take action on the Project, the significance of the noise impacts from the Project are assessed using both the County *and* City thresholds. The City of Newport Beach has established significance thresholds that are more stringent than the County of Orange significance thresholds.<sup>5</sup> As a result, more areas have been identified as being significantly impacted by noise.

When the sensitive land uses are exposed to noise levels greater than 65 dB CNEL, they would potentially be eligible for sound insulation funded by the Airport or FAA. The FAA Program Guidance Letter 12-09, indicates the windows-closed interior noise level of a structure must be 45 dB or greater. The measurement of interior noise levels is an average of all habitable spaces in a particular residential unit, or educational spaces in a school. However, federal regulations prohibit the FAA or Airport from funding sound insulation programs outside of the 65 dB CNEL contour. (FAA 2012)

Using the City of Newport Beach significance thresholds, all three phases of Alternative C would result in significant cumulative impacts (combined noise from air traffic and roadway traffic) at the homes around noise monitoring stations 4S, 5S, 6S and/or 7S due to an incremental increase in the background noise levels. These homes, however, would

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<sup>4</sup> The 737-900ERW and 787 are currently in use at other airports. The 737-MAX is still in production.

<sup>5</sup> It should be noted that the County's thresholds of significance are consistent with those used by the FAA.

not be eligible for sound insulation because noise levels would be less than dB 65 CNEL. Therefore, these cumulative impacts would be significant and unavoidable. Using just the County of Orange significance thresholds, the significant unavoidable cumulative impacts would only occur in Phases 2 and 3 of Alternative C.

- Section 15126.6(e)(3)(A) of the State CEQA Guidelines defines the “no project” alternative for land use or regulatory plans. It states:

When a project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the “no project” alternative will be the continuation of the existing plan, policy or operation into the future. Typically this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.

Based on this guidance, for this EIR, the No Project Alternative assumes the continuation of the provisions in the Settlement Agreement, as most recently amended in 2003. Therefore, this alternative assumes there would be 85 regulated Class A passenger service ADDs and that the 10.8 MAP would be maintained throughout the study period.

However, although the No Project Alternative assumes operations at JWA would remain unchanged, under the No Project Alternative, there would be no limitation on the Board of Supervisors, ) independent of the City of Newport Beach, SPON, and AWG, increasing the number of ADD and MAP being served at the Airport, subject to CEQA review.

With expiration of the 1985 Settlement Agreement (as amended) under the No Project Alternative, and irrespective of whether the County exercises its discretion to modify JWA’s existing noise and access restrictions (e.g., curfew, Class A ADD and MAP limitations), other interested parties – such as the FAA and commercial air carriers – may argue that the restrictions violate the Airport Noise and Capacity Act of 1990 and take action against the County seeking to eliminate the restrictions. (See 49 U.S.C. Section 47254, subd. (d)(3) [restrictions are exempt from ANCA to the extent an intergovernmental agreement is in place].)

## **1.8 ISSUES TO BE RESOLVED**

Consistent with State CEQA Guidelines Section 15123(b)(3), a key issue to be resolved is the choice among alternatives and whether or how to mitigate the significant effects. The Proposed Project and the three alternatives developed as part of the MOU between the signatories provide for a range of operational parameters at JWA, all of which would result in significant, unavoidable impacts. The No Project Alternative would also result in significant, unavoidable impacts. A factor to be considered by the County of Orange and the City of Newport Beach in connection with the selection and adoption of a Project under this EIR is the determination of the appropriate point of balance between the need for adequate air transportation services and the environmental interests and concerns of local residents.



The analysis in this EIR shows that Alternative A, Phase 3, Alternative B, Phase 3, and Alternative C (all Phases) would exceed the capacity of the on-site facilities.<sup>6</sup> Because the Project, as defined, does not propose any improvements to facilities at the Airport, adoption and approval of any of these alternatives would result in capacity exceedances at specified facilities. As a result, during peak times, portions of the Airport would be crowded and processing of passengers would be less efficient. For a historic perspective, prior to implementation of the 1985 Master Plan improvements, the operations at the Airport exceeded the physical capacity of the terminal.

Though there is nothing in the Settlement Agreement Amendment that would preclude the County of Orange at a subsequent time from proposing facility improvements,<sup>7</sup> none are reasonable foreseeable at the time and the Proposed Project and the alternatives could be accommodated with the existing facilities. However, especially with Alternative B, Phase 3 (2026 through 2030) and Alternative C, passengers would be inconvenienced because at peak periods the level of service at the Airport would decline and delays (such as security screening and customs) would likely be experienced. Additionally, coordination of operations, such as fuel delivery, aircraft Remain Over Night (RON) parking, and gate access) would become more complex. With the construction of the current terminal facilities (Terminals A, B, and C), there is limited physical space remaining at the Airport that would allow for expansion of the number of gates to accommodate the higher MAP levels envisioned in Alternative B, Phase 3 and Alternative C (all Phases) or expansion of the RON areas. As discussed in Section 4.5 and in the *Capacity Analysis Technical Report* (Appendix F), there also are limitations on the ability to expand the international terminal facilities due to design. In light of this information, the feasibility of effectively implementing Alternative C or Alternative B, Phase 3 is in question and must be considered prior to taking any action to select Alternatives B or C for adoption and approval.

## **1.9 OTHER AIRPORT-RELATED ISSUES NOT ASSOCIATED WITH THE SETTLEMENT AGREEMENT AMENDMENT**

Though unrelated to the Project, the City of Newport Beach has requested that the FAA authorize a new departure procedure for use at JWA. The requested procedure would utilize satellite guidance to more accurately direct aircraft down the middle of the Upper Newport Bay. (Newport Beach 2013) Departure procedures are solely under the jurisdiction of the FAA and are not a component of the Settlement Agreement Amendment, as they are not within the jurisdiction of the County or the other parties to the Settlement Agreement. The FAA has indicated that the City of Newport Beach's request will be considered in mid- to late 2014 (FAA 2013). If approved, it is anticipated that implementation of Newport Beach's proposal could result in minor modifications to the noise contours provided in this EIR.

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<sup>6</sup> The EIR (Section 4.5) identifies impacts to gate capacity for Alternative A, Phase 3; impacts to gates, international terminal capacity, fuel storage capacity, and automobile parking for Alternative B, Phase 3; and impacts to airfield capacity (for both commercial and general aviation), the spaces required for aircraft remaining overnight, capacity for loading bridges, international terminal capacity, fuel storage capacity, and automobile parking capacity for Alternative C.

<sup>7</sup> Additional gates cannot be added until after December 31, 2020. Any physical improvements would require subsequent CEQA documentation and potentially NEPA documentation.

## **1.10 REFERENCED DOCUMENTS, AND AVAILABILITY OF STUDIES AND REPORTS**

Copies of this Draft EIR, the technical appendices, and cited or referenced studies or reports are available for review at the JWA Administrative Offices. The Draft EIR and technical appendices are also available online at [www.ocair.com/settlementagreement](http://www.ocair.com/settlementagreement). Additionally, copies of the EIR and technical appendices are available for review at the main offices of the City of Newport Beach. The appropriate addresses are located below:

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

City of Newport Beach  
Community Development Department/  
Planning Division  
100 Civic Center Drive  
Newport Beach, California 92660  
Contact: Patrick Alford

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

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

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

El Modena  
380 South Hewes Street  
Orange, California 92869

Irvine/Heritage Park  
14361 Yale Avenue  
Irvine, California 92604

Irvine/University Park  
4512 Sandburg Way  
Irvine, California 92612

Laguna Beach  
363 Glenneyre Street  
Laguna Beach, California 92651

Newport Beach  
1000 Avocado Avenue  
Newport Beach, California 92660

Orange  
407 East Chapman Avenue  
Orange, California 92866

Santa Ana  
26 Civic Center Plaza  
Santa Ana, California 92701

Tustin  
345 East Main Street  
Tustin, California 92780

## **1.11 SUMMARY OF SIGNIFICANT EFFECTS AND MITIGATION PROGRAM**

Table 1-3 presents a summary of the potential environmental effects of the Proposed Project and its alternatives; measures to mitigate impacts to the extent feasible; and expected status of effects following implementation of the mitigation measures. The more detailed evaluation of these issues is presented in Section 4. If the text of the mitigation measure is too lengthy to include in tabular format, it is briefly summarized in the table and the mitigation measure number is noted. All mitigation measures are listed in their entirety in the appropriate portion of Section 4. Due to space constraints, abbreviations are used to indicate if a mitigation measure applies only to a particular scenario. This same abbreviation is used in the column for Level of Significance After Mitigation. The following abbreviations are used for identifying the scenarios: PP=Proposed Project; A=Alternative A; B=Alternative B; C=Alternative C; and NP=No Project.

In Table 1-3, the significance of each impact is indicated by the following abbreviations that parenthetically follow the summary description of the impact: S=significant impact; LS=impact is less than significant according to the State CEQA Guidelines; and NI=no impact. In addition, for greenhouse gas emissions, "SPEC" is used because the level of significance is speculative. The level of significance provided for the Proposed Project and all the alternatives in the Impact columns denotes the level of significance prior to mitigation. There is also an indicator in the column identified as Level of Significance After Mitigation, which makes a determination if the mitigation measures would reduce the impact to a level of less than significant. Finally, unless otherwise noted in the table, the level of significance after mitigation is for all Project phases.

TABLE 1-3  
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact					Mitigation Measure	Level Of Significance After Mitigation*
	Proposed Project	Alternative A	Alternative B	Alternative C	No Project Alternative		
AIR QUALITY (Section 4.1)							
4.1-1: Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<p><b>Mass Daily Emissions – CAP</b> The Proposed Project operational emissions would have significant operational mass emissions impact for all phases. (S)</p> <p><b>Ambient Air Quality Standards</b> The Proposed Project would have a significant impact on local ambient air quality concentrations. (S)</p> <p><b>Local CO Hotspots</b> The Proposed Project would have a less than significant impact on local CO concentrations. (LS)</p>	<p><b>Mass Daily Emissions – CAP</b> Alternative A operational emissions would have significant operational mass emissions impact for all phases.(S)</p> <p><b>Ambient Air Quality Standards</b> Alternative A would have a significant impact on local ambient air quality concentrations. (S)</p> <p><b>Local CO Hotspots</b> Alternative A would have a less than significant impact on local CO concentrations. (LS)</p>	<p><b>Mass Daily Emissions – CAP</b> Alternative B operational emissions would have significant operational mass emissions impact for all phases. (S)</p> <p><b>Ambient Air Quality Standards</b> Alternative B would have a significant impact on local ambient air quality concentrations. (S)</p> <p><b>Local CO Hotspots</b> Alternative B would have a less than significant impact on local CO concentrations. (LS)</p>	<p><b>Mass Daily Emissions – CAP</b> Alternative C operational emissions would have significant operational mass emissions impact for all phases. (S)</p> <p><b>Ambient Air Quality Standards</b> Alternative C would have a significant impact on local ambient air quality concentrations. (S)</p> <p><b>Local CO Hotspots</b> Alternative C would have a less than significant impact on local CO concentrations. (LS)</p>	<p><b>Mass Daily Emissions – CAP</b> The No Project Alternative operational emissions would have significant operational mass emissions impact. (S)</p> <p><b>Ambient Air Quality Standards</b> The No Project Alternative would have a significant impact on local ambient air quality concentrations. (S)</p> <p><b>Local CO Hotspots</b> The No Project Alternative would have a less than significant impact on local CO concentrations. (LS)</p>	<p><b>AQ/GHG-1:</b> Support single/reduced engine taxiing procedures.</p> <p><b>AQ/GHG-2:</b> Develop Air Quality and GHG emission benchmarking databases.</p> <p><b>AQ/GHG-3:</b> Evaluate the effects of future Airport-related improvement projects cognizant of air quality and GHG emissions.</p> <p><b>AQ/GHG-4:</b> Develop a Climate Action Plan by 2018.</p> <p><b>AQ/GHG-5:</b> Specify energy efficiency requirements and goals for equipment and appliances in contractual agreements.</p> <p><b>AQ/GHG-6:</b> Install energy efficient equipment and controls for equipment being replaced.</p> <p><b>AQ/GHG-7:</b> Install variable speed drives and optimize the control of air handling unit pumps for equipment being replaced.</p> <p><b>AQ/GHG-8:</b> Install energy efficient elevators and escalators as the existing ones require replacement.</p>	<p><b>Mass Daily Emissions – CAP</b> PP: S A: S B: S C: S NP: S</p> <p><b>Ambient Air Quality Standards</b> PP: S A: S B: S C: S NP: S</p> <p><b>Local CO Hotspots</b> PP: LS A: LS B: LS C: LS NP: LS</p>

TABLE 1-3  
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact					Mitigation Measure	Level Of Significance After Mitigation*
	Proposed Project	Alternative A	Alternative B	Alternative C	No Project Alternative		
<b>4.1-2:</b> Would the project expose sensitive receptors to substantial pollutant concentrations?	<p>The Proposed Project would have less than significant impacts for cancer risk, cancer burden, and chronic non-cancer risk for all receptors and for acute non-cancer risk for residents and other sensitive receptors. (LS)</p> <p>The Proposed Project would have a significant acute non-cancer health risk impact for workers. (S)</p>	<p>Alternative A would have less than significant impacts for cancer risk, cancer burden, and chronic non-cancer risk for all receptors and for acute non-cancer risk for residents and other sensitive receptors. (LS)</p> <p>Alternative A would have a significant acute non-cancer health risk impact for workers. (S)</p>	<p>Alternative B would have less than significant impacts for cancer risk, cancer burden, and chronic non-cancer risk for all receptors and for acute non-cancer risk for residents and other sensitive receptors. (LS)</p> <p>Alternative B would have a significant acute non-cancer health risk impact for workers. (S)</p>	<p>Alternative C would have less than significant impacts for cancer risk and chronic non-cancer risk for all receptors. (LS)</p> <p>Alternative C would have significant impacts for cancer burden and for acute non-cancer health risk for all receptors. (S)</p>	<p>The No Project Alternative would have a less than significant impacts for cancer risk, cancer burden, chronic non-cancer risk, and for acute non-cancer risk. (LS)</p>	<p><b>AQ/GHG-9:</b> Optimize the energy efficiency and control of the conveyor motors in the baggage handling system. Replace older electric conveyor drive motors by 2016.</p> <p><b>AQ/GHG-10:</b> Develop an Integrated Solid Waste Management Plan by 2016.</p> <p><b>AQ/GHG-11:</b> Install electric vehicle chargers in specified parking structures and lots by 2016.</p> <p><b>AQ/GHG-12:</b> Support the expansion of public transit opportunities.</p> <p><b>AQ/GHG-13:</b> Support employee bicycle use.</p> <p><b>AQ/GHG-14:</b> Support use of alternatively fueled taxis, shuttles, and rental vehicles.</p> <p><b>AQ/GHG-15:</b> Support paperless ticket technology.</p>	<p><b>Cancer</b> PP: LS A: LS B: LS C: LS NP: LS</p> <p><b>Cancer Burden</b> PP: LS A: LS B: LS C: S NP: LS</p> <p><b>Chronic Non-Cancer</b> PP: LS A: LS B: LS C: LS NP: LS</p> <p><b>Acute Non-Cancer</b> PP: S (to workers) A: S (to workers) B: S (to workers) C: S (all receptors) NP: LS (all receptors)</p>
<b>4.1-3:</b> 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)?	<p>The Proposed Project operational emissions would have a significant cumulative impact on nonattainment pollutants for all phases. (S)</p>	<p>Alternative A operational emissions would have a significant cumulative impact on nonattainment pollutants for all phases. (S)</p>	<p>Alternative B operational emissions would have a significant cumulative impact on nonattainment pollutants for all phases. (S)</p>	<p>Alternative C operational emissions would have a significant cumulative impact on nonattainment pollutants for all phases. (S)</p>	<p>The No Action Alternative operational emissions would have a significant cumulative impact on nonattainment pollutants. (S)</p>		<p>PP: S A: S B: S C: S NP: S</p>
<b>4.1-4:</b> Would the project conflict with or obstruct implementation of the applicable Air Quality Plan?	<p>The Proposed Project would have a significant impact relative to consistency with the 2012 Air Quality Management Plan. (S)</p>	<p>Alternative A would have a significant relative to impact consistency with the 2012 Air Quality Management Plan. (S)</p>	<p>Alternative B would have a significant relative to impact consistency with the 2012 Air Quality Management Plan. (S)</p>	<p>Alternative C would have a significant relative to impact consistency with the 2012 Air Quality Management Plan. (S)</p>	<p>The No Project Alternative would have a significant relative to impact consistency with the 2012 Air Quality Management Plan. (S)</p>		<p>PP: S A: S B: S C: S NP: S</p>



TABLE 1-3  
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact					Mitigation Measure	Level Of Significance After Mitigation*
	Proposed Project	Alternative A	Alternative B	Alternative C	No Project Alternative		
BIOLOGICAL RESOURCES (Section 4.2)							
<b>4.2-1:</b> 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 CDFW or USFWS?	The Proposed Project would not have a substantial adverse direct effect on any candidate, sensitive, or special status species or any riparian habitat or other sensitive natural community. (LS)	Alternative A would not have a substantial adverse direct effect on any candidate, sensitive, or special status species or any riparian habitat or other sensitive natural community. (LS)	Alternative B would not a substantial adverse direct effect on any candidate, sensitive, or special status species or any riparian habitat or other sensitive natural community. (LS)	Alternative C would not have a substantial adverse direct effect on any candidate, sensitive, or special status species or any riparian habitat or other sensitive natural community. (LS)	The No Project Alternative would not have a substantial adverse direct effect on any candidate, sensitive, or special status species or any riparian habitat or other sensitive natural community. (LS)	N/A	PP: LS A: LS B: LS C: LS NP: LS
<b>4.2-2:</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 CDFW or USFWS?							
<b>4.2-3:</b> 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?	<p>The Proposed Project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established wildlife corridors. (LS)</p> <p>The Proposed Project would have a less than significant impact on the use of native wildlife nursery sites. (LS)</p>	<p>Alternative A would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established wildlife corridors. (LS)</p> <p>Alternative A would have a less than significant impact on the use of native wildlife nursery sites. (LS)</p>	<p>Alternative B would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established wildlife corridors. (LS)</p> <p>Alternative B would have a less than significant impact on the use of native wildlife nursery sites. (LS)</p>	<p>Alternative C would not substantially interfere with the movement of any native resident or migratory fish or with established wildlife corridors. (LS)</p> <p>Alternative C would result in significant adverse impacts to wildlife species, specifically to the western snowy plover, California black rail, light-footed clapper rail, American peregrine falcon, California brown pelican, coastal California gnatcatcher, Belding’s savannah sparrow, least Bell’s vireo, and California least tern. (S)</p>	<p>The No Project Alternative would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established wildlife corridors. (LS)</p> <p>The No Project Alternative would have a less than significant impact on the use of native wildlife nursery sites. (LS)</p>	N/A	<b>Wildlife Movement</b> PP: LS A: LS B: LS C: LS NP: LS  <b>Nursery Sites</b> PP: LS A: LS B: LS C: S NP: LS
<b>4.2-4:</b> Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	The Proposed Project would not conflict with any local policies or ordinances protecting biological resources. (LS)	Alternative A would not conflict with any local policies or ordinances protecting biological resources. (LS)	Alternative B would not conflict with any local policies or ordinances protecting biological resources. (LS)	Alternative C would not conflict with any local policies or ordinances protecting biological resources. (LS)	The No Project Alternative would not result in any impacts related to a tree preservation policy or ordinance. (LS)	N/A	<b>Local Policies</b> PP: LS A: LS B: LS C: LS NP: LS
<b>4.2-5:</b> Would the project conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or							

TABLE 1-3  
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact					Mitigation Measure	Level Of Significance After Mitigation*
	Proposed Project	Alternative A	Alternative B	Alternative C	No Project Alternative		
other approved local, regional, or state habitat conservation plan?	increase in noise levels would not be substantial and would not jeopardize existence of wildlife species and plant communities in the NCCP/HCP. As such, the Proposed Project would not conflict with the provisions of an adopted habitat conservation plan. (LS)	substantial and would not jeopardize existence of wildlife species and plant communities in the NCCP/HCP. As such, Alternative A would not conflict with the provisions of an adopted habitat conservation plan. (LS)	would not jeopardize existence of wildlife species and plant communities in the NCCP/HCP. As such, Alternative B would not conflict with the provisions of an adopted habitat conservation plan. (LS)	a component of the Central-Coastal NCCP/HCP Reserve area. Therefore, Alternative C would conflict with the provisions of an adopted habitat conservation plan. (LS)	noise in the NCCP/HCP Reserve area; the increase in noise levels would not be substantial and would not jeopardize existence of wildlife species and plant communities in the NCCP/HCP. As such, the No Project Alternative is consistent with the general plans, local plans, and the NCCP/HCP, and impacts would be less than significant. (LS)		B: LS C: S NP: LS
GREENHOUSE GAS EMISSIONS (Section 4.3)							
<b>4.3-1:</b> Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (comparable to State CEQA Guidelines, Section 15064.4[b][1–2])?	<b>Existing Conditions Analysis</b> The Proposed Project would result in an increase in GHG emissions as compared to the existing conditions. However, there is no scientific or regulatory consensus regarding what particular quantity of GHG emissions would result in a substantial adverse change to the physical conditions resulting in global climate change. Further, no agency with regulatory authority and expertise (such as CARB or SCAQMD) has adopted numeric GHG thresholds for airports for purposes of CEQA. Therefore, the estimated increases of GHG emissions over the existing GHG emissions are not a meaningful or reliable indicator of the Proposed Project’s significance. The impact therefore is speculative on a global scale. (SPEC)  <b>Assembly Bill 32</b> The GHG emissions for the Proposed Project would be 15 percent less than the corresponding NAT GHG emissions, but would be less	<b>Existing Conditions Analysis</b> Alternative A would result in an increase in GHG emissions as compared to the existing conditions. However, there is no scientific or regulatory consensus regarding what particular quantity of GHG emissions would result in a substantial adverse change to the physical conditions resulting in global climate change. Further, no agency with regulatory authority and expertise (such as CARB or SCAQMD) has adopted numeric GHG thresholds for airports for purposes of CEQA. Therefore, the estimated increases of GHG emissions over the existing GHG emissions are not a meaningful or reliable indicator of Alternative A’s significance. The impact therefore is speculative on a global scale. (SPEC)  <b>Assembly Bill 32</b> The GHG emissions for Alternative A would be 15 percent less than the corresponding NAT GHG	<b>Existing Conditions Analysis</b> Alternative B would result in an increase in GHG emissions as compared to the existing conditions. However, there is no scientific or regulatory consensus regarding what particular quantity of GHG emissions would result in a substantial adverse change to the physical conditions resulting in global climate change. Further, no agency with regulatory authority and expertise (such as CARB or SCAQMD) has adopted numeric GHG thresholds for airports for purposes of CEQA. Therefore, the estimated increases of GHG emissions over the existing GHG emissions are not a meaningful or reliable indicator of Alternative B’s significance. The impact therefore is speculative on a global scale. (SPEC)  <b>Assembly Bill 32</b> The GHG emissions for Alternative B would be 15 percent less than the corresponding NAT GHG emissions, but would be less than the 28.5 percent reduction	<b>Existing Conditions Analysis</b> Alternative C would result in an increase in GHG emissions as compared to the existing conditions. However, there is no scientific or regulatory consensus regarding what particular quantity of GHG emissions would result in a substantial adverse change to the physical conditions resulting in global climate change. Further, no agency with regulatory authority and expertise (such as CARB or SCAQMD) has adopted numeric GHG thresholds for airports for purposes of CEQA. Therefore, the estimated increases of GHG emissions over the existing GHG emissions are not a meaningful or reliable indicator of Alternative C’s significance. The impact therefore is speculative on a global scale. (SPEC)  <b>Assembly Bill 32</b> The GHG emissions for Alternative C would be 14 percent less than the	<b>Existing Conditions Analysis</b> The No Project Alternative would result in an increase in GHG emissions as compared to the existing conditions. However, there is no scientific or regulatory consensus regarding what particular quantity of GHG emissions would result in a substantial adverse change to the physical conditions resulting in global climate change. Further, no agency with regulatory authority and expertise (such as CARB or SCAQMD) has adopted numeric GHG thresholds for airports for purposes of CEQA. Therefore, the estimated increases of GHG emissions over the existing GHG emissions are not a meaningful or reliable indicator of the No Project Alternative’s significance. The impact therefore is speculative on a global scale. (SPEC)	See Air Quality (Section 4.1) above. The same measures apply to GHG.	<b>Existing Conditions</b> PP: SPEC A: SPEC B: SPEC C: SPEC NP: SPEC  <b>Assembly Bill 32</b> PP: S A: S B: S C: S NP: S

TABLE 1-3  
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact					Mitigation Measure	Level Of Significance After Mitigation*
	Proposed Project	Alternative A	Alternative B	Alternative C	No Project Alternative		
	than the 28.5 percent reduction identified by CARB in the 2008 Scoping Plan to ensure consistency with AB 32's requirement to achieve 1990 emission levels by 2020. The impact would be significant. (S)	emissions, but would be less than the 28.5 percent reduction identified by CARB in the 2008 Scoping Plan to ensure consistency with AB 32's requirement to achieve 1990 emission levels by 2020. The impact would be significant. (S)	identified by CARB in the 2008 Scoping Plan to ensure consistency with AB 32's requirement to achieve 1990 emission levels by 2020.. The impact would be significant. (S)	corresponding NAT GHG emissions, but would be less than the 28.5 percent reduction identified by CARB in the 2008 Scoping Plan to ensure consistency with AB 32's requirement to achieve 1990 emission levels by 2020. The impact would be significant.(S)	<b>Assembly Bill 32</b> The GHG emissions for the No Project Alternative would be 12 percent less than the corresponding NAT GHG emissions, but would be less than the 28.5 percent reduction required by AB 32. The impact would be significant. (S)		
<b>4.3-2:</b> Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (comparable to State CEQA Guidelines, Section 15064.4[b][3])?	The Proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases. There would be a less than significant impact. (LS)	Alternative A would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases. There would be a less than significant impact. (LS)	Alternative B would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases. There would be a less than significant impact. (LS)	Alternative C would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases. There would be a less than significant impact. (LS)	The No Project Alternative would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases. There would be a less than significant impact. (LS)		PP: LS A: LS B: LS C: LS NP: LS
<b>HAZARDS AND HAZARDOUS MATERIALS (Section 4.4)</b>							
<b>4.4-1:</b> Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?  <b>4.4-2:</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?	The Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. There would be a less than significant impact. (LS)	Alternative A would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. There would be a less than significant impact. (LS)	Alternative B would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. There would be a less than significant impact. (LS)	Alternative C would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. There would be a less than significant impact. (LS)	The No Project Alternative would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. There would be a less than significant impact. (LS)	N/A	PP: LS A: LS B: LS C: LS NP: LS
<b>4.4-3</b> Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes within one-quarter mile of an existing or proposed school?	The Proposed Project would have a less than significant impact related to handling of hazardous materials within one-quarter mile of a school. The quantitative risk modeling of increased fueling operations determined this activity would not create a significant hazard to the public, which includes	Alternative A would have a less than significant impact related to handling of hazardous materials within one-quarter mile of a school. The quantitative risk modeling of increased fueling operations determined this activity would not create a significant hazard to the	Alternative B would have a less than significant impact related to handling of hazardous materials within one-quarter mile of a school. The quantitative risk modeling of increased fueling operations determined this activity would not create a significant hazard to the public, which includes	Alternative C would have a less than significant impact related to handling of hazardous materials within one-quarter mile of a school. The quantitative risk modeling of increased fueling operations determined this activity would not create a significant hazard to the	The No Project Alternative would have a less than significant impact related to handling of hazardous materials within one-quarter mile of a school. The quantitative risk modeling of increased fueling operations determined	N/A	PP: LS A: LS B: LS C: LS NP: LS

TABLE 1-3  
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact					Mitigation Measure	Level Of Significance After Mitigation*
	Proposed Project	Alternative A	Alternative B	Alternative C	No Project Alternative		
	schools and other sensitive receptors, or the environment. (LS)	public, which includes schools and other sensitive receptors, or the environment. (LS)	schools and other sensitive receptors, or the environment. (LS)	public, which includes schools and other sensitive receptors, or the environment. (LS)	this activity would not create a significant hazard to the public, which includes schools and other sensitive receptors, or the environment. (LS)		
<b>4.4-4:</b> 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?	The Airport site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the Proposed Project would not create a significant hazard to the public or the environment attributable to undertaking activity on such a listed site. There would be no impact. (NI)	The Airport site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, Alternative A would not create a significant hazard to the public or the environment attributable to undertaking activity on such a listed site. There would be no impact. (NI)	The Airport site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, Alternative B would not create a significant hazard to the public or the environment attributable to undertaking activity on such a listed site. There would be no impact. (NI)	The Airport site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, Alternative C would not create a significant hazard to the public or the environment attributable to undertaking activity on such a listed site. There would be no impact. (NI)	The Airport site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the No Project Alternative would not create a significant hazard to the public or the environment attributable to undertaking activity on such a listed site. There would be no impact. (NI)	N/A	PP: NI A: NI B: NI C: NI NP: NI
<b>4.4-5:</b> 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?	While the Airport site is located within an existing airport land use plan, the Proposed Project would not result in safety hazards for people residing or working in the project area. Impacts would be less than significant. (LS)	While the Airport site is located within an existing airport land use plan, Alternative A would not result in safety hazards for people residing or working in the project area. Impacts would be less than significant. (LS)	While the Airport site is located within an existing airport land use plan, Alternative B would not result in safety hazards for people residing or working in the project area. Impacts would be less than significant. (LS)	While the Airport site is located within an existing airport land use plan, Alternative C would not result in safety hazards for people residing or working in the project area. Impacts would be less than significant. (LS)	While the Airport site is located within an existing airport land use plan, the No Project Alternative would not result in safety hazards for people residing or working in the project area. Impacts would be less than significant. (LS)	N/A	PP: LS A: LS B: LS C: LS NP: LS
<b>LAND USE AND PLANNING (Section 4.5)</b>							
<b>4.5-1:</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?	<b>Capacity of On-Site Facilities</b> The Proposed Project would have less than significant impacts on the capacity of on-site facilities. (LS)  <b>Compatibility with Surrounding Land Uses</b> With the Proposed Project, there would be an increase in the number of noise-sensitive uses exposed to noise levels in excess of 65 CNEL (a total of 173 residences would be in the 65 or greater CNEL contour, 77 as a result of the Proposed	<b>Capacity of On-Site Facilities</b> Alternative A, Phase 3 would result in insufficient gate capacity, which would be considered a significant impact. (S)  <b>Compatibility with Surrounding Land Uses</b> With Alternative A, there would be an increase in the number of noise-sensitive uses exposed to noise levels in excess of 65 CNEL (a total of 181 residences would be in the 65 or greater CNEL	<b>Capacity of On-Site Facilities</b> With Alternative B, Phase 3, the projected operations would exceed the existing capacity of number of gates, international terminal capacity, fuel storage capacity, and automobile parking. These would be significant impacts. (S)  <b>Compatibility with Surrounding Land Uses</b> With Alternative B, there would be an increase in the number of noise-sensitive uses exposed to noise levels in excess of 65	<b>Capacity of On-Site Facilities</b> With Alternative C, projected operations would exceed airfield capacity (for both commercial and general aviation); the spaces required for aircraft remaining overnight; capacity for loading bridges; international terminal capacity; fuel storage capacity; and automobile parking capacity. These	<b>Capacity of On-Site Facilities</b> With the No Project Alternative, operations would not result in significant impacts to on-site facilities. (LS)  <b>Compatibility with Surrounding Land Uses</b> With the No Project Alternative there would be an increase in the number of noise-sensitive uses exposed to noise levels in excess of 65	<b>PP, A-C LU-1:</b> Starting with the 2015 Annual Noise Report, the County of Orange will identify parcels with noise-sensitive uses that are newly located within the 65 CNEL contour and will evaluate the parcels' eligibility for insulation. Those uses with an average interior noise levels exceeding 45 CNEL will be eligible for insulation under the SIP	<b>Capacity of On-Site Facilities</b> PP: LS A: LS-Phases 1 and 2; S Phase 3 B: LS Phase 1; S Phases 2 and 3 C: S NP: LS  <b>Compatibility with Surrounding Land Uses</b> PP: S

TABLE 1-3  
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact					Mitigation Measure	Level Of Significance After Mitigation*
	Proposed Project	Alternative A	Alternative B	Alternative C	No Project Alternative		
	<p>Project in Phase 3), which would result in a land use incompatibility. This would be a significant impact because there are no feasible mitigation measures to reduce exterior noise levels to below 65 CNEL, consistent with the County of Orange standards for noise sensitive uses. There is also a potential that interior noise levels would exceed established standards for land use compatibility for noise sensitive uses (a total of 102 uninsulated residences would be in the 65 or greater CNEL contour, 44 as a result of the Proposed Project in Phase 3). With implementation of mitigation, this impact would be reduced to a less than significant level for all residences, with the exception of the residences within the area zoned for business park that are not eligible for sound insulation (a total of 75 units in Phase 3, 28 as a result of the Proposed Project). These residences would be subject to significant land use impact because interior noise levels would exceed the County standard. (S)</p> <p><b>Policy Consistency</b> The Proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project with adoption of the recommended mitigation. (LS)</p>	<p>contour, 85 as a result of the Alternative A in Phase 3), which would result in a land use incompatibility. This would be a significant impact because there are no feasible mitigation measures to reduce exterior noise levels to below 65 CNEL, consistent with the County of Orange standards for noise sensitive uses. There is also a potential that interior noise levels would exceed established standards for land use compatibility for noise sensitive uses (a total of 104 residences uninsulated residences would be within the 65 or greater CNEL contour, 46 as a result of Alternative A in Phase 3). With implementation of mitigation, this impact would be reduced to a less than significant level for all residences, with the exception of the nine residences within the area zoned for business park that are not eligible for sound insulation (a total of 75 units in Phase 3, 28 as a result of the Alternative A). These residences would have a significant land use impact because interior noise levels would exceed the County standard. (S).</p> <p><b>Policy Consistency</b> Alternative A would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction with adoption of the recommended mitigation. (LS)</p>	<p>CNEL (a total of 230 residences would be in the 65 or greater CNEL contour, 134 as a result of Alternative B in Phase 3), which would result in a land use incompatibility. This would be a significant impact because there are no feasible mitigation measures to reduce exterior noise levels to below 65 CNEL, consistent with the County of Orange standards for noise sensitive uses. There is also a potential that interior noise levels would exceed established standards for land use compatibility for noise sensitive uses (a total of 119 uninsulated residences would be within the 65 or greater CNEL contour, 61 as a result of Alternative B in Phase 3). With implementation of mitigation, this impact would be reduced to a less than significant level for all residences, with the exception of the residences within the area zoned for business park that are not eligible for sound insulation (a total of 76 units in Phase 3, 29 as a result of the Alternative B). These residences would be subject to a significant land use impact because interior noise levels would exceed the County standard. (S)</p> <p><b>Policy Consistency</b> Alternative B would conflict with a land use policy from the City of Newport Beach. Since the City of Newport Beach is a Responsible Agency for purposes of CEQA and required to approve the Settlement Agreement extension, this was</p>	<p>would be significant impacts. (S)</p> <p><b>Compatibility with Surrounding Land Uses</b> With Alternative C, there would be an increase in the number of noise-sensitive uses (a total of 962 residences would be in the 65 or greater CNEL contour, 865 as a result of Alternative C in Phase 2, and the Peter and Mary Muth Interpretive Center) exposed to noise levels in excess of 65 CNEL, which would result in a land use incompatibility. This would be a significant impact. There are no feasible mitigation measures to reduce exterior noise levels to below 65 CNEL, consistent with the County of Orange standards for noise sensitive uses. There is also a potential that interior noise levels would exceed established standards for land use compatibility for noise sensitive uses (a total of 537 uninsulated residences within the 65 or greater CNEL contour, 479 as a result of Alternative C in Phase 2; 2 schools; an educational facility; and 6 places of worship). With implementation of mitigation, this impact would be reduced to a less than significant level for all residences, with the exception of the residences within the area zoned for business park that are not eligible for the sound insulation. (a total of 76 units</p>	<p>CNEL (a total of 128 units would be in the 65 or greater CNEL contour, 32 as a result of the No Project Alternative), which would result in a land use incompatibility. This would be a significant impact. There are no feasible mitigation measures to reduce exterior noise levels to below 65 CNEL, consistent with the County of Orange standards for noise sensitive uses. There is also a potential that interior noise levels would exceed established standards for land use compatibility for noise sensitive uses (a total of 79 units uninsulated units within the 65 or greater CNEL contour, 21 as a result of the No Project Alternative). With implementation of mitigation, this impact would be reduced to a less than significant level for all units, with the exception of the 17 residential units within the area zoned for business park that are not eligible for the sound insulation plan. These units would have a significant land use impact because interior noise levels would exceed the County standard use impact because interior noise levels would exceed the County standard. (S)</p>	<p>described in Mitigation Measure N-3. <b>PP, A-B</b> <b>LU-2:</b> Prior to authorizing the allowed Phase 3 increases for the Proposed Project and Alternative A and Phases 2 and 3 for Alternative B, the 2025 Annual Noise Report shall be evaluated by JWA to determine if increased operations would result in a change in the annual 65 CNEL contour as compared to their location relative to the 65 CNEL contour in the 2013 annual contours. If the increase would result in a greater than a 1 CNEL change at NMS 1S or 2S, the allowed increases in MAP and/or ADD shall be restricted to ensure the increase would be less than 1 CNEL difference at these locations. This shall be done annually to ensure the increase in CNEL as compared to the 2013 annual contours, do not exceed the City of Newport Beach threshold provided for in General Plan Policy N 1.8.</p>	<p>A: S B: S C: S NP: S</p> <p><b>Policy Consistency</b> PP: LS A: LS B: LS Phases 1 and 2; S Phase 3 C: S NP: S</p>



TABLE 1-3  
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact					Mitigation Measure	Level Of Significance After Mitigation*
	Proposed Project	Alternative A	Alternative B	Alternative C	No Project Alternative		
			found to be a significant impact and no mitigation is feasible. (S)	<p>in Phase 3, 29 as a result of Alternative C). These residences would have a significant land use impact because interior noise levels would exceed the County standard. (S)</p> <p><b>Policy Consistency</b> Alternative C would conflict with the City of Newport Beach General Plan. Since the City of Newport Beach is a Responsible Agency for purposes of CEQA and required to approve the Settlement Agreement Amendment, this was found to be a significant impact and no mitigation is feasible.</p> <p>Alternative C would also extend the 65 CNEL contour into areas designed for mixed-use development in the Airport Area of the City of Newport Beach. The City of Newport Beach General Plan Noise Element noise/land use compatibility matrix (Table N2) lists land uses within the 65 CNEL contour as “normally incompatible;” and provides that new construction or development, including residential and mixed land uses, should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design and approval of the project. Increasing the area considered unsuitable for residential development</p>	<p><b>Policy Consistency</b> The No Project Alternative would conflict with the City of Newport Beach General Plan. Since the City of Newport Beach is required to approve the Settlement Agreement Amendment, this was found to be a significant impact and no mitigation is feasible. (S).</p>		

TABLE 1-3  
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact					Mitigation Measure	Level Of Significance After Mitigation*
	Proposed Project	Alternative A	Alternative B	Alternative C	No Project Alternative		
				presents a conflict with the City’s General Plan Land Use Element policies that call for a mix of housing types and buildings that integrate housing with ground-level convenience retail uses and would be developed at a sufficient scale to achieve a “complete” neighborhood. (S)			
<b>NOISE (Section 4.6)</b>							
<b>4.6-1:</b> Would the project generate aircraft noise that would cause any one of the following noise increases? <ul style="list-style-type: none"><li>A noise increase of 1.5 CNEL or more at a sensitive receptor where the existing exposure is 65 CNEL or above.</li><li>A noise increase of 3.0 CNEL or more at a sensitive receptor where the existing exposure is between 60 and 65 CNEL.</li><li>An increase of 5.0 CNEL or more at a sensitive receptor where the existing exposure is between 45 and 60 CNEL.</li><li>A noise increase at a sensitive receptor in the City of Newport Beach exceeding the values in Newport Beach General Plan Policy N1.8 (see Table 4.6-3).</li></ul>	<p>The Proposed Project would have a less than significant impact for all phases for noise increases determined by FAA and Orange County standards. (LS)</p> <p>In accordance with Newport Beach Standards, Phase 3 of the Proposed Project would result in a significant noise impact at NMS 2S in the City of Newport Beach.(S)</p>	<p>Alternative A would have a less than significant impact for all phases for noise increases determined by FAA and Orange County standards. (LS)</p> <p>In accordance with Newport Beach Standards, Phase 3 of the Alternative A would result in a significant noise impact at NMS 1S and 2S in the City of Newport Beach. (S)</p>	<p>Alternative B would have a less than significant impact for Phases 1 and 2 for noise increases determined by FAA and Orange County standards. (LS)</p> <p>In accordance with Newport Beach Standards, Phase 2 would result in a significant noise impacts at NMS 1S and 2S for Phase 2.</p> <p>In Phase 3 of Alternative B would result in significant noise impact at NMS 1S and 2S by FAA, Orange County, and Newport Beach standards. In addition, NMS 3S would have a significant impact as determined by Newport Beach standards. (S)</p>	<p>Phase 1 of Alternative C would result in significant noise impacts at NMS 1S, 2S, and 3S as determined by FAA, Orange County, and Newport Beach standards. In addition, with Phase 1 there would be a significant impact NMS 6S in accordance with the Newport Beach standards. Phases 2 and 3 of Alternative C would result in significant noise impacts at NMS 1S, 2S, 3S, 4S, 5S, 6S, and 7S as determined by FAA, Orange County, and Newport Beach standards. Phases 2 and 3 of Alternative C would also result in significant noise impact resulting from the introduction of nighttime aircraft noise. (S)</p>	<p>The No Project Alternative would have a less than significant noise impact relative to the FAA, Orange County, and Newport Beach noise increase standards (LS).</p>	<p><b>N-1:</b> Starting with the 2015 Annual Noise Report, the annual noise levels at NMS 1S, 2S, and 3S will be compared by JWA to the 2013 annual noise levels. If the noise levels have increased by 1.5 dB or more at any of these NMS, all noise sensitive uses represented by that NMS that have not been previously insulated will be eligible for evaluation for participation in the SIP as described in Mitigation Measure N-3.</p> <p><b>N-2:</b> Starting with the 2015 Annual Noise Report, if the noise levels have increased by 1.0 dB or more at specified locations, all noise sensitive uses in that area exposed to noise levels of 65 CNEL or greater that were not previously insulated under the 1985 RSIP will be eligible for participation in the SIP (see N-3). Those uses with interior noise levels exceeding an average of 45 CNEL will be eligible</p>	<p><b>FAA and County Standard</b> PP: LS A: LS B: LS Phases 1 and 2; S Phase 3 C: S NP: LS</p> <p><b>City of Newport Beach Standard</b> PP: LS Phases 1 and 2; S Phase 3 A: LS Phases 1 and 2; S Phase 3 B: LS Phase 1; S Phases 2 and 3 C: S NP: LS</p>
<b>4.6-2:</b> Would the project generate aircraft noise that would increase noise levels at exterior use areas of residences or schools to noise levels of 65 CNEL or above or interior areas of residences or schools to noise levels of 45 CNEL or above?	<p>The Proposed Project would have a significant exterior noise impact on 31 residences in Phase 1, 62 residences in Phase 2, and 77 residences in Phase 3. The Proposed Project would have a potentially significant interior noise impact on 21 residences in Phase 1, 39 residences in Phase 2, and 43 residences and one place of worship in Phase 3. (S)</p>	<p>Alternative A would have a significant exterior noise impact on 22 residences in Phase 1, 48 residences in Phase 2, and 85 residences in Phase 3. Alternative A would have a potentially significant interior noise impact on 15 residences in Phase 1, 32 residences in Phase 2, and 46 residences and one place of worship in Phase 3. (S)</p>	<p>Alternative B would have a significant exterior noise impact on 25 residences in Phase 1, 90 residences in Phase 2, and 135 residences in Phase 3. Alternative B would have a potentially significant interior noise impact on 17 residences in Phase 1, 47 residences and one place of worship in Phase 2, and 62 residences and one place of worship in Phase 3. (S)</p>	<p>Alternative C would have a significant exterior noise impact on 255 residences in Phase 1, 866 residences in Phase 2, and 865 residences in Phase 3. Alternative C would have a potentially significant interior noise impact on 87 uninsulated residences, 3 schools/educational facilities, and 2 places of worship in Phase 1; 479</p>	<p>The No Project Alternative would have a significant exterior noise impact on 31 additional residences and a potentially significant interior noise impact on 21 residences. (S)</p>		<p>PP: S A: S B: S C: S NP: S</p>

TABLE 1-3  
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact					Mitigation Measure	Level Of Significance After Mitigation*
	Proposed Project	Alternative A	Alternative B	Alternative C	No Project Alternative		
				uninsulated residences, 3 schools/educational facilities, and 5 places of worship in Phase 2; and 478 uninsulated residences, 3 schools/educational facilities, and 5 places of worship in Phase 3. Additionally, Alternative C would have and potentially significant interior noise impact to 4 insulated residences in Phase 1 and 33 insulated residences in Phases 2 and 3. (S)		for insulation under the SIP (see N-3).  <b>N3: Part 1, Evaluation:</b> When Mitigation Measures LU-1, N-1, or N-2 determines that a noise sensitive use is significantly impacted based on measured noise levels and the relevant significance thresholds, that use will be evaluated by JWA for eligibility for sound insulation.  <b>Part 2, Sound Insulation Program:</b> Schools or residences that have interior noise levels satisfying the FAA criteria described in Chapter 812 of Order 5100.38C Airport Improvement Program Handbook shall be provided sound insulation.	
<b>4.6-3:</b> Would the project generate traffic noise that would cause any one of the following noise increases? <ul style="list-style-type: none"><li>• A noise increase of 1.5 CNEL or more at a sensitive receptor where the existing exposure is 65 CNEL or above.</li><li>• A noise increase of 3.0 CNEL or more at a sensitive receptor where the existing exposure is between 60 and 65 CNEL.</li><li>• An increase of 5.0 CNEL or more at a sensitive receptor where the existing exposure is between 45 and 60 CNEL.</li><li>• A noise increase of any magnitude at a sensitive receptor in the City of Newport Beach if the noise level is 75 CNEL or greater.</li></ul>	The Proposed Project would have less than significant traffic noise impacts. (LS)	Alternative A would have less than significant traffic noise impacts. (LS)	Alternative B would have less than significant traffic noise impacts. (LS)	Alternative C would have less than significant traffic noise impacts. (LS)	The No Project Alternative would have less than significant traffic noise impacts. (LS)	N/A	PP: LS A: LS B: LS C: LS NP: LS

TABLE 1-3  
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact					Mitigation Measure	Level Of Significance After Mitigation*
	Proposed Project	Alternative A	Alternative B	Alternative C	No Project Alternative		
<ul style="list-style-type: none"><li>A noise increase at a sensitive receptor in the City of Newport Beach of 1.0 dB or greater where the noise level is less than 75 CNEL, which is the most restrictive noise increase threshold applied by the City of Newport Beach (see Table 4.6-3).</li></ul>							
4.6-4 Expose persons to or generate excessive groundborne vibration or groundborne noise levels.	The Proposed Project would have a less than significant impact associated with groundborne vibration and noise. (LS)	Alternative A would have a less than significant impact associated with groundborne vibration and noise. (LS)	Alternative B would have a less than significant impact associated with groundborne vibration and noise. (LS)	Alternative C would have a less than significant impact associated with groundborne vibration and noise. (LS)	The No Project Alternative would have a less than significant impact associated with groundborne vibration and noise. (LS)	N/A	PP: LS A: LS B: LS C: LS NP: LS
PUBLIC SERVICES (Section 4.7)							
4.7-1: 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?  ii. Police protection?	<b>Fire Protection</b> The Proposed Project would result in less than significant impacts to fire protection services because the existing fire facilities would be able to accommodate the increase in demand for fire protection services (LS).  <b>Police/Security Protection</b> The Proposed Project would result in less than significant impacts to police protection services because it would not interfere with the sheriff/ security response times and because existing facilities can accommodate the increased number of flights and passengers (LS).	<b>Fire Protection</b> Alternative A would result in less than significant impacts to fire protection services because the existing fire facilities would be able to accommodate the increase in demand for fire protection services (LS).  <b>Police/Security Protection</b> Alternative A would result in less than significant impacts to police protection services because it would not interfere with the sheriff/ security response times and existing facilities can accommodate the increased number of flights and passengers (LS).	<b>Fire Protection</b> Alternative B would result in less than significant impacts to fire protection services because the existing fire facilities would be able to accommodate the increase in demand for fire protection services (LS).  <b>Police/Security Protection</b> Alternative B would result in less than significant impacts to police protection services because it would not interfere with the sheriff/ security response times and because existing facilities can accommodate the increased number of flights and passengers (LS).	<b>Fire Protection</b> Alternative C would result in less than significant impacts to fire protection services because the existing fire facilities would be able to accommodate the increase in demand for fire protection services (LS).  <b>Police/Security Protection</b> Alternative C would result in less than significant impacts to police protection services because it would not interfere with the sheriff/ security response times and because existing facilities can accommodate the increased number of flights and passengers (LS).	<b>Fire Protection</b> The No Project Alternative would result in less than significant impacts to fire protection services because the existing fire facilities would be able to accommodate the increase in demand for fire protection services (LS).  <b>Police/Security Protection</b> The No Project Alternative would result in less than significant impacts to police protection services because it would not interfere with the sheriff/ security response times and because existing facilities can accommodate the increased number of flights and passengers (LS).	<b>Fire Protection</b> N/A  <b>Police/ Security Protection</b> N/A	<b>Fire Protection</b> PP: LS A: LS B: LS C: LS NP: LS  <b>Police/ Security Protection</b> PP: LS A: LS B: LS C: LS NP: LS

TABLE 1-3  
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact					Mitigation Measure	Level Of Significance After Mitigation*
	Proposed Project	Alternative A	Alternative B	Alternative C	No Project Alternative		
TRANSPORTATION/TRAFFIC (Section 4.8)							
4.8-1: In the City of Irvine outside of the Irvine Business Complex (“IBC”), would the addition of Project-generated trips increase the ICU at a study intersection by 0.01 or more of capacity, causing the intersection to change from an acceptable LOS D to LOS E or LOS F?	The addition of Proposed Project-generated trips would not increase the ICU by 0.01 or more of capacity, causing intersections in the City of Irvine outside of the Irvine Business Complex (“IBC”) to change from an acceptable LOS D to LOS E or LOS F. (LS)	The addition of the Alternative A-generated trips would not increase the ICU by 0.01 or more of capacity, causing intersections in the City of Irvine outside of the Irvine Business Complex (“IBC”) to change from an acceptable LOS D to LOS E or LOS F. (LS)	The addition of the Alternative B-generated trips would not increase the ICU by 0.01 or more of capacity, causing intersections in the City of Irvine outside of the Irvine Business Complex (“IBC”) to change from an acceptable LOS D to LOS E or LOS F. (LS)	The addition of the Alternative C-generated trips would not increase the ICU by 0.01 or more of capacity, causing intersections in the City of Irvine outside of the Irvine Business Complex (“IBC”) to change from an acceptable LOS D to LOS E or LOS F. (LS)	The addition of the No Project Alternative generated trips would not increase the ICU by 0.01 or more of capacity, causing intersections in the City of Irvine outside of the Irvine Business Complex (“IBC”) to change from an acceptable LOS D to LOS E or LOS F. (LS)	N/A	PP: LS A: LS B: LS C: LS NP: LS
4.8-2: In the City of Irvine inside the IBC, would the addition of Project-generated trips increase the ICU at a study intersection by 0.01 or more of capacity, causing the intersection to change from an acceptable LOS E to LOS F?	The addition of Project-generated trips associated with the Proposed Project, Phase 3 would increase the ICU at a study intersection within the IBC by 0.01 or more of capacity, causing the intersection to change from an acceptable LOS E to LOS F. (S)	The addition of Project-generated trips associated with the Alternative A, Phase 3 would increase the ICU at a study intersection within the IBC by 0.01 or more of capacity, causing the intersection to change from an acceptable LOS E to LOS F. (S)	The addition of Project-generated trips associated with the Alternative B, Phase 3 would increase the ICU at two study intersection within the IBC by 0.01 or more of capacity, causing the intersection to change from an acceptable LOS E to LOS F. (S)	The addition of Project-generated trips associated with the Alternative C, Phase 3 would increase the ICU at two study intersection within the IBC by 0.01 or more of capacity, causing the intersection to change from an acceptable LOS E to LOS F. (S)	The addition of Project-generated trips associated with the No Project Alternative would not increase the ICU at a study intersection within the IBC by 0.01 or more of capacity, causing the intersection to change from an acceptable LOS E to LOS F. (LS)	<b>Alternatives PP, A–C</b> T-1: The County shall coordinate with the City of Irvine to fully fund converting the traffic signal at the intersection of MacArthur Boulevard/ Michelson Drive so it is fully operational prior to serving 12.5 MAP. T-5: Prior to JWA serving 12.5 MAP, the County shall coordinate with the City of Irvine to fully fund the cost of adding a northbound right-turn lane at the intersection of Von Karman Avenue and Alton Parkway.	PP: LS (Phases 1 and 2); S (Phase 3)* A: LS (Phases 1 and 2); S (Phase 3)* B: LS (Phases 1 and 2); S (Phase 3)* C: S* NP: LS * The mitigation measures would reduce the impact to LS; however, implementation is outside the jurisdiction and control of the County of Orange.
4.8-3: In the City of Irvine outside of the IBC, would the addition of Project-generated trips increase the ICU by 0.02 or more at a study intersection operating at LOS E or F under baseline conditions?	The Proposed Project-generated trips would also not increase the ICU by 0.02 or more at a study intersection in the City of Irvine outside of the IBC operating at LOS E or F under baseline conditions. (LS)	The Alternative A-generated trips would also not increase the ICU by 0.02 or more at a study intersection in the City of Irvine outside of the IBC operating at LOS E or F under baseline conditions. (LS)	The Alternative B-generated trips would also not increase the ICU by 0.02 or more at a study intersection in the City of Irvine outside of the IBC operating at LOS E or F under baseline conditions. (LS)	The Alternative C-generated trips would also not increase the ICU by 0.02 or more at a study intersection in the City of Irvine outside of the IBC operating at LOS E or F under baseline conditions. (LS)	The No Project Alternative generated trips would also not increase the ICU by 0.02 or more at a study intersection in the City of Irvine outside of the IBC operating at LOS E or F under baseline conditions. (LS)	N/A	PP: LS A: LS B: LS C: LS NP: LS

TABLE 1-3  
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact					Mitigation Measure	Level Of Significance After Mitigation*
	Proposed Project	Alternative A	Alternative B	Alternative C	No Project Alternative		
<b>4.8-4:</b> In the City of Irvine inside the IBC, would the addition of Project-generated trips increase the ICU by 0.02 more at a study intersection operating at LOS E or F under baseline conditions?	The Proposed Project-generated trips would not increase the ICU by 0.02 or more at a study intersection in the City of Irvine inside the IBC operating at LOS E or F under baseline conditions. (LS)	The Alternative A-generated trips would not increase the ICU by 0.02 or more at a study intersection in the City of Irvine inside the IBC operating at LOS E or F under baseline conditions. (LS)	The Alternative B-generated trips would not increase the ICU by 0.02 or more at a study intersection in the City of Irvine inside the IBC operating at LOS E or F under baseline conditions. (LS)	The Alternative C-generated trips would not increase the ICU by 0.02 or more at a study intersection in the City of Irvine inside the IBC operating at LOS E or F under baseline conditions. (LS)	The No Project Alternative generated trips would not increase the ICU by 0.02 or more at a study intersection in the City of Irvine inside the IBC operating at LOS E or F under baseline conditions. (LS)	N/A	PP: LS A: LS B: LS C: LS NP: LS
<b>4.8-5:</b> In the City of Newport Beach outside of the JWA Area shared with the City of Irvine, would the addition of Project-generated trips cause the LOS at a study intersection to change from LOS D to LOS E or F?	There are no locations in the City of Newport Beach outside of the JWA Area shared with the City of Irvine where the addition of Proposed Project-generated trips would cause the LOS at a study intersection to change from LOS D to LOS E or F. (LS)	There are no locations in the City of Newport Beach outside of the JWA Area shared with the City of Irvine where the addition of Alternative A-generated trips would cause the LOS at a study intersection to change from LOS D to LOS E or F. (LS)	There are no locations in the City of Newport Beach outside of the JWA Area shared with the City of Irvine where the addition of Alternative B-generated trips would cause the LOS at a study intersection to change from LOS D to LOS E or F. (LS)	There are no locations in the City of Newport Beach outside of the JWA Area shared with the City of Irvine where the addition of Alternative C-generated trips would cause the LOS at a study intersection to change from LOS D to LOS E or F. (LS)	There are no locations in the City of Newport Beach outside of the JWA Area shared with the City of Irvine where the addition of the No Project Alternative generated trips would cause the LOS at a study intersection to change from LOS D to LOS E or F. (LS)	<b>Alternatives B and C Only</b> T-2: Prior to JWA serving 15.0 MAP, the County shall coordinate with the City of Newport Beach to fully fund the cost of adding a fully functional second northbound left-turn lane at the intersection of Campus Drive / Airport Way.	PP: LS A: LS B: LS (Phases 1 and 2); S (Phase 3)* C: S* NP: LS * The mitigation measure would reduce the impact to LS; however, implementation is outside the jurisdiction and control of the County of Orange.
<b>4.8-6:</b> In the City of Newport Beach inside the JWA Area shared with the City of Irvine, would the addition of Project-generated trips cause the LOS at a study intersection to change from an acceptable LOS E to LOS F?	There are no locations in the City of Newport Beach inside the JWA Area shared with the City of Irvine where the addition of Proposed Project-generated trips would cause the LOS at a study intersection to change from an acceptable LOS E to LOS F. (LS)	There are no locations in the City of Newport Beach inside the JWA Area shared with the City of Irvine where the addition of Alternative A-generated trips would cause the LOS at a study intersection to change from an acceptable LOS E to LOS F. (LS)	There are no locations in the City of Newport Beach inside the JWA Area shared with the City of Irvine where the addition of Alternative B-generated trips would cause the LOS at a study intersection to change from an acceptable LOS E to LOS F. (LS)	There are no locations in the City of Newport Beach inside the JWA Area shared with the City of Irvine where the addition of Alternative C-generated trips would cause the LOS at a study intersection to change from an acceptable LOS E to LOS F. (LS)	There are no locations in the City of Newport Beach inside the JWA Area shared with the City of Irvine where the addition of the No Project Alternative generated trips would cause the LOS at a study intersection to change from an acceptable LOS E to LOS F. (LS)	N/A	PP: LS A: LS B: LS C: LS NP: LS
<b>4.8-7:</b> In the City of Newport Beach outside of the JWA Area shared with the City of Irvine, would the addition of Project-generated trips increase the ICU by 0.010 or more at a study intersection operating at LOS E or F under baseline conditions?	The addition of Project-generated trips associated with the Proposed Project would result in the ICU of a study intersection in the City of Newport Beach, outside of the JWA Area shared with the City of Irvine, to increase by 0.010 or more at a location where the intersection is projected to	The addition of Project-generated trips associated with Alternative A would result in the ICU of a study intersection in the City of Newport Beach, outside of the JWA Area shared with the City of Irvine, to increase by 0.010 or more at a location where the intersection is projected to	The addition of Project-generated trips associated with Alternative B would result in the ICU of a study intersection in the City of Newport Beach, outside of the JWA Area shared with the City of Irvine, to increase by 0.010 or more at a location where the intersection is projected to operate at LOS E	The addition of Project-generated trips associated with Alternative C would result in the ICU of a study intersection in the City of Newport Beach, outside of the JWA Area shared with the City of Irvine, to increase by 0.010 or more at a location where the intersection is	The addition of Project-generated trips associated with the Project Alternative would result in the ICU of a study intersection in the City of Newport Beach, outside of the JWA Area shared with the City of Irvine, to increase by 0.010 or more	<b>Alternatives PP, A-C</b> T-3: Prior to serving 10.8 MAP, the County shall coordinate with the City of Newport Beach to fully fund the cost of adding a fully functional third southbound right-turn lane at the Campus Drive	PP: LS A: LS B: LS C: LS NP: LS

TABLE 1-3  
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact					Mitigation Measure	Level Of Significance After Mitigation*
	Proposed Project	Alternative A	Alternative B	Alternative C	No Project Alternative		
	operate at LOS E or F under baseline conditions. (S)	operate at LOS E or F under baseline conditions. (S)	or F under baseline conditions. (S)	projected to operate at LOS E or F under baseline conditions. (S)	at a location where the intersection is projected to operate at LOS E or F under baseline conditions. (S)	and Bristol Street North intersection.	
<b>4.8-8:</b> In the City of Newport Beach inside of the JWA Area shared with the City of Irvine, would the addition of Project-generated trips increase the ICU by 0.010 or more at a study intersection operating at LOS F under baseline conditions?	There are no locations in the City of Newport Beach inside of the JWA Area shared with the City of Irvine where the addition of Proposed Project-generated trips would increase the ICU by 0.010 or more at a study intersection operating at LOS F under baseline conditions. (LS)	There are no locations in the City of Newport Beach inside of the JWA Area shared with the City of Irvine where the addition of Alternative A-generated trips would increase the ICU by 0.010 or more at a study intersection operating at LOS F under baseline conditions. (LS)	There are no locations in the City of Newport Beach inside of the JWA Area shared with the City of Irvine where the addition of Alternative B-generated trips would increase the ICU by 0.010 or more at a study intersection operating at LOS F under baseline conditions. (LS)	There are no locations in the City of Newport Beach inside of the JWA Area shared with the City of Irvine where the addition of Alternative C-generated trips would increase the ICU by 0.010 or more at a study intersection operating at LOS F under baseline conditions. (LS)	There are no locations in the City of Newport Beach inside of the JWA Area shared with the City of Irvine where the addition of the No Project Alternative generated trips would increase the ICU by 0.010 or more at a study intersection operating at LOS F under baseline conditions. (LS)		PP: LS A: LS B: LS C: LS NP: LS
<b>4.8-9:</b> Would the addition of Project-generated trips cause the LOS at a study intersection within the City of Costa Mesa to change from LOS D to LOS E or F?	The additional trips generated by the Proposed Project (all phases) would not cause the LOS at any study intersections in the City of Costa Mesa to change from LOS D to LOS E or F. The impacts would be less than significant pursuant to this threshold (LS).	The additional trips generated by Alternative A (all phases) would not cause the LOS at any study intersections in the City of Costa Mesa to change from LOS D to LOS E or F. The impacts would be less than significant pursuant to this threshold (LS).	The additional trips generated by Alternative B (all phases) would not cause the LOS at any study intersections in the City of Costa Mesa to change from LOS D to LOS E or F. The impacts would be less than significant pursuant to this threshold (LS).	The additional trips generated by Alternative C, Phase 3 would cause the LOS at a study intersection in the City of Costa Mesa to change from LOS D to LOS E. This would be a significant impact pursuant to this threshold (LS).	The additional trips generated by the No Project Alternative (all phases) would not cause the LOS at any study intersections in the City of Costa Mesa to change from LOS D to LOS E or F. The impacts would be less than significant pursuant to this threshold (LS).	<b>Alternative C Only</b> T-4: Prior to serving 16.9 MAP, the County shall coordinate with the City of Costa Mesa to fully fund the cost of adding a fully operational traffic signal at the Santa Ana Avenue and Del Mar Avenue intersection.	PP: LS A: LS B: LS C: LS (Phases 1 and 2); S (Phase 3)* NP: LS  * The mitigation measures would reduce the impact to LS; however, implementation is outside the jurisdiction and control of the County of Orange.
<b>4.8-10:</b> Would the addition of Project-generated trips cause the LOS at a study intersection within Caltrans to degrade from LOS A, B, C, or D to LOS E or F (as measured by the application of the HCM methodologies)?	The addition of Proposed Project-generated trips would not cause the LOS at study intersections within Caltrans jurisdiction to degrade from LOS A, B, C, or D to LOS E or F. (LS)	The addition of Alternative A-generated trips would not cause the LOS at study intersections within Caltrans jurisdiction to degrade from LOS A, B, C, or D to LOS E or F. (LS)	The addition of Alternative B-generated trips would not cause the LOS at study intersections within Caltrans jurisdiction to degrade from LOS A, B, C, or D to LOS E or F. (LS)	For all phases, the addition of Alternative C-generated trips would not cause the LOS at study intersections within Caltrans jurisdiction to degrade from LOS A, B, C, or D to LOS E or F. (LS)	For all phases, the addition of the No Project Alternative-generated trips would not cause the LOS at study intersections within Caltrans jurisdiction to degrade from LOS A, B, C, or D to LOS E or F. (LS)		PP: LS A: LS B: LS C: LS NP: LS

**TABLE 1-3**  
**SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE**

Threshold	Impact					Mitigation Measure	Level Of Significance After Mitigation*
	Proposed Project	Alternative A	Alternative B	Alternative C	No Project Alternative		
<b>4.8-11:</b> Would the addition of Project-generated trips cause a 2 second or greater increase in delay at a study intersection within Caltrans (as measured by the application of HCM methodologies), where the intersection operates at LOS E or LOS F prior to the addition of Project traffic?	The addition of Proposed Project-generated trips would not cause a two second or greater increase in delay at a study intersection within Caltrans jurisdiction where the intersection operates at LOS E or LOS F prior to the addition of Proposed Project traffic. (LS)	The addition of Alternative A-generated trips would not cause a two second or greater increase in delay at a study intersection within Caltrans jurisdiction where the intersection operates at LOS E or LOS F prior to the addition of Alternative A traffic. (LS)	The addition of Alternative B-generated trips would not cause a two second or greater increase in delay at a study intersection within Caltrans jurisdiction, where the intersection operates at LOS E or LOS F prior to the addition of Alternative B traffic. (LS)	The addition of Alternative C-generated trips would not cause a two second or greater increase in delay at a study intersection within Caltrans jurisdiction, where the intersection operates at LOS E or LOS F prior to the addition of Alternative C traffic. (LS)	The addition of No Project Alternative-generated trips would not cause a two second or greater increase in delay at a study intersection within Caltrans jurisdiction where the intersection operates at LOS E or LOS F prior to the addition of No Project Alternative traffic. (LS)		PP: LS A: LS B: LS C: LS NP: LS
<b>4.8-12:</b> Would the addition of Project-generated trips increase the traffic on a freeway mainline, freeway ramp, or merge/diverge section by 2 percent or more, and causes the LOS to degrade from LOS A, B, C, or D to LOS E or F?	The addition of Proposed Project-generated trips would not increase the traffic volume on a freeway mainline, freeway ramp, or merge/diverge section by 2 percent or more, and cause the LOS to degrade from LOS A, B, C, or D to LOS E or F. (LS)	The addition of Alternative A-generated trips would not increase the traffic volume on a freeway mainline, freeway ramp, or merge/diverge section by 2 percent or more and cause the LOS to degrade from LOS A, B, C, or D to LOS E or F. (LS)	The addition of Alternative B-generated trips would not increase the traffic volume on a freeway mainline, freeway ramp, or merge/diverge section by 2 percent or more, and causes the LOS to degrade from LOS A, B, C, or D to LOS E or F. (LS)	Traffic generated by all phases of Alternative C would increase the traffic volume by more than 2 percent on a Caltrans freeway facility and contribute to the LOS being reduced from LOS D to LOS F. (S)	The addition of No Project Alternative-generated trips would not increase the traffic volume on a freeway mainline, freeway ramp, or merge/diverge section by 2 percent or more and cause the LOS to degrade from LOS A, B, C, or D to LOS E or F. (LS)		PP: LS A: LS B: LS C: S NP: LS
<b>4.8-13:</b> Would the addition of Project-generated trips increase the traffic on a freeway mainline, freeway ramp, or merge/diverge section by 2 percent or more on a facility operating at LOS E or F prior to the addition of Project traffic?	Traffic generated by the Proposed Project, Phases 2 and 3 would increase traffic volume by more than 2 percent on a Caltrans freeway facility operating at LOS E or F prior to the addition of Proposed Project traffic. This would be a significant cumulative impact. (S)	Traffic generated by Alternative A, Phase 3 would increase the traffic volume by more than 2 percent on a Caltrans freeway facility operating at LOS E or F prior to the addition of Alternative A traffic. This would be a significant cumulative impact. (S)	Traffic generated by Alternative B, Phases 2 and 3 would increase the traffic volume by more than 2 percent on a Caltrans freeway facility operating at LOS E or F prior to the addition of Alternative B traffic. This would be a significant cumulative impact. (S)	All phases of Alternative C would increase the traffic volume by more than 2 percent on a Caltrans freeway facility operating at LOS E or F prior to the addition of Alternative C traffic. This would be a significant cumulative impact. (S)	None of the phases of the No Project Alternative increase the traffic volume by more than 2 percent on a Caltrans facility operating at LOS E or F prior to the addition of No Project Alternative traffic. (LS)		PP: LS (Phase 1); S (Phases 2 and 3) A: LS (Phases 1 and 2); S (Phase 3) B: LS (Phase 1); S (Phases 2 and 3) C: S NP: LS
<b>4.8-14:</b> Would the addition of Project-generated trips cause the LOS at a study intersection in the Orange County Transportation Authority Congestion Management Program to change from an acceptable LOS E to LOS F?	Proposed Project-generated trips would not cause the LOS at a study intersection under the jurisdiction of OCTA CMP to change from an acceptable LOS E to LOS F. (LS)	Alternative A-generated trips would not cause the LOS at a study intersection under the jurisdiction of OCTA CMP to change from an acceptable LOS E to LOS F. (LS)	Alternative B-generated trips would not cause the LOS at a study intersection under the jurisdiction of OCTA CMP to change from an acceptable LOS E to LOS F. (LS)	Alternative C-generated trips would not cause the LOS at a study intersection under the jurisdiction of OCTA CMP to change from an acceptable LOS E to LOS F.	The No Project Alternative-generated trips would not cause the LOS at a study intersection under the jurisdiction of OCTA CMP to change from an acceptable LOS E to LOS F. (LS)		PP: LS A: LS B: LS C: LS NP: LS



TABLE 1-3  
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact					Mitigation Measure	Level Of Significance After Mitigation*
	Proposed Project	Alternative A	Alternative B	Alternative C	No Project Alternative		
<b>4.8-15:</b> Would the addition of Project-generated trips increase the ICU by 0.10 or more at a study intersection in the Orange County Transportation Authority Congestion Management Program operating at LOS F under baseline conditions?	Proposed Project-generated trips would not increase the ICU by 0.10 or more at a CMP study intersection operating at LOS F under baseline conditions. (LS)	Alternative A-generated trips would not increase the ICU by 0.10 or more at a CMP study intersection operating at LOS F under baseline conditions. (LS)	Alternative B-generated trips would not increase the ICU by 0.10 or more at a CMP study intersection operating at LOS F under baseline conditions. (LS)	Alternative C-generated trips would not increase the ICU by 0.10 or more at a CMP study intersection operating at LOS F under baseline conditions. (LS)	The No Project Alternative-generated trips would not increase the ICU by 0.10 or more at a CMP study intersection operating at LOS F under baseline conditions. (LS)		PP: LS A: LS B: LS C: LS NP: LS
<b>4.8-16:</b> 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?	The Proposed Project would increase the number of flights at JWA; however, it would not change the air traffic patterns or a change in location. Therefore, the potential for a substantial increase in safety risks is less than significant (LS).	Alternatives A would increase the number of flights at JWA; however, it would not change the air traffic patterns or a change in location. Therefore, the potential for a substantial increase in safety risks is less than significant (LS).	Alternatives B would increase the number of flights at JWA; however, it would not change the air traffic patterns or a change in location. Therefore, the potential for a substantial increase in safety risks is less than significant (LS).	Alternatives C would increase the number of flights at JWA; however, it would not change the air traffic patterns or a change in location. Therefore, the potential for a substantial increase in safety risks is less than significant (LS).	The No Project Alternative would increase the number of flights at JWA; however, it would not change the air traffic patterns or a change in location. Therefore, the potential for a substantial increase in safety risks is less than significant. (LS).		PP: LS A: LS B: LS C: LS NP: LS
<b>UTILITIES AND SERVICE SYSTEMS (Section 4.9)</b>							
<b>4.9-1:</b> Would the project exceed the wastewater treatment requirements of the applicable Regional Water Quality Control Board (“RWQCB”).	The Proposed Project would not exceed the wastewater treatment requirements of the Santa Ana RWQCB. (LS)	Alternative A would not exceed the wastewater treatment requirements of the Santa Ana RWQCB. . (LS)	Alternative B would not exceed the wastewater treatment requirements of the Santa Ana RWQCB. (LS)	Alternative C would not exceed the wastewater treatment requirements of the Santa Ana RWQCB. (LS)	The No Project Alternative would not exceed the wastewater treatment requirements of the Santa Ana RWQCB. (NI)	N/A	PP: LS A: LS B: LS C: LS NP: NI
<b>4.9-2:</b> Would the project require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities, the construction of which could cause significant environmental impacts.	The Proposed Project would not require the construction of new water or wastewater treatment facilities or the expansion of existing facilities (LS).	Alternative A would not require the construction of new water or wastewater treatment facilities or the expansion of existing facilities (LS).	Alternative B would not require the construction of new water or wastewater treatment facilities or the expansion of existing facilities (LS).	Alternative C would not require the construction of new water or wastewater treatment facilities or the expansion of existing facilities (LS).	The No Project Alternative would not require the construction of new water or wastewater treatment facilities or the expansion of existing facilities (LS).	N/A	PP: LS A: LS B: LS C: LS NP: LS
<b>4.9-3:</b> Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or new or expanded entitlements would be needed.	The Proposed Project would result in less than significant impacts related to water supplies or the need for new or expanded water treatment facilities. (LS).	Alternative A would result in less than significant impacts related to water supplies or the need for new or expanded water treatment facilities. (LS).	Alternative B would result in less than significant impacts related to water supplies or the need for new or expanded water treatment facilities. (LS).	Alternative C would result in less than significant impacts related to water supplies or the need for new or expanded water treatment facilities. (LS).	The No Project Alternative would result in less than significant impacts related to sufficient water supplies or the need for new or expanded water treatment facilities. (LS).	N/A	PP: LS A: LS B: LS C: LS NP: LS

TABLE 1-3  
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold	Impact					Mitigation Measure	Level Of Significance After Mitigation*
	Proposed Project	Alternative A	Alternative B	Alternative C	No Project Alternative		
<b>4.9-4:</b> Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments.	The Proposed Project would not exceed the wastewater flow allocations assumed by OCSD for the Airport. (LS)	Alternative A would not exceed the wastewater flow allocations assumed by OCSD for the Airport. (LS)	Alternative B Phase 3 would exceed the wastewater flow allocations assumed by OCSD for the Airport. (S)	Alternative C would exceed the wastewater flow allocations assumed by OCSD for the Airport. (S)	The No Project Alternative would not exceed the wastewater flow allocations assumed by OCSD for the Airport. (NI)	<b>Alternatives B–C</b> U-1:The County shall coordinate with the OCSD to determine and fund improvements required prior to allocating flights that would result in wastewater discharge in excess of that which corresponds to 12.96 MAP until improvements are completed or the OCSD confirms capacity is available.	PP: LS A: LS B: LS (Phases 2 and 3); S (Phase 3)* C: S * NP: NI  * The mitigation measure would reduce the impact to LS; however, implementation is outside the jurisdiction and control of the County of Orange
<b>WATER QUALITY (Section 4.10)</b>							
<b>4.10-1:</b> Would the project violate any water quality standards or waste discharge requirements?*	The Proposed Project would not violate water quality standards or waste discharge requirements; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or otherwise substantially degrade water quality (LS).	Alternative A would not violate water quality standards or waste discharge requirements; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or otherwise substantially degrade water quality (LS).	Alternative B would not violate water quality standards or waste discharge requirements; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or otherwise substantially degrade water quality (LS).	Alternative C would not violate water quality standards or waste discharge requirements; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or otherwise substantially degrade water quality (LS).	The No Project Alternative would not violate water quality standards or waste discharge requirements; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or otherwise substantially degrade water quality (LS).	N/A	PP: LS A: LS B: LS C: LS NP: LS
<b>4.10-2:</b> 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?							
<b>4.10-3:</b> Would the project otherwise substantially degrade water quality?							
* PP: Proposed Project; A: Alternative A; B: Alternative B; C: Alternative C; NP: No Project Alternative; LS: Less than Significant Impact; S: Significant Impact; NI: No Impact; IND: Indeterminable. N/A: Not applicable/no mitigation measures; CDFW: California Department of Fish and Wildlife; USFWS: U.S. Fish and Wildlife Service; NCCP/HCP: Natural Communities Conservation Plan/Habitat Conservation Plan; GHG: greenhouse gas; CNEL: Community Noise Equivalent Level; FAA: Federal Aviation Administration; NMS: Noise Monitoring Station; RWQCB: Regional Water Quality Control Board; SIP=Sound Insulation Program.							

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