

4.5 LAND USE AND PLANNING

This section describes the existing and land uses both on-site and surrounding the Airport and assesses the impact of the Project on these uses. Additionally, the section identifies the plans and policies of applicable planning documents and the consistency of the Project with those policies.

The Project does not propose any construction or change to the nature of the Airport operations. Therefore, the Project would not physically divide an established community. This topic is not discussed in this section (refer to the Notice of Preparation [“NOP”]/Initial Study in Appendix A).

4.5.1 REGULATORY SETTING

One aspect of land use planning considered under the California Environmental Quality Act (“CEQA”) is the consistency of the Proposed Project with relevant planning documents. Relevant planning documents associated with this Project include the *County of Orange General Plan*, the *City of Newport Beach General Plan*, the *City of Irvine General Plan*, the *City of Costa Mesa General Plan*, the *City of Tustin General Plan*, the *City of Santa Ana General Plan*, the *Airport Environs Land Use Plan for John Wayne Airport*, and the Southern California Association of Governments (“SCAG”) *2012–2035 Regional Transportation Plan/Sustainable Communities Strategy* (“RTP/SCS”). Based on comments on the NOP, the *City of Laguna Beach General Plan* was reviewed. Though the Noise Element identifies aircraft overflights from JWA as one of the noise sources impacting the City, there are no goals, policies or actions related to aircraft noise presented in the Noise Element.

REGIONAL

Southern California Association of Governments

SCAG is the Metropolitan Planning Organization (“MPO”) for six counties: Orange, Los Angeles, San Bernardino, Riverside, Ventura, and Imperial. The region’s population exceeds 19 million persons in an area that encompasses more than 38,000 square miles (SCAG 2014). As the designated MPO, SCAG prepares plans for transportation, growth management, hazardous waste management, and air quality. Among the leading activities SCAG undertakes are:

- Maintaining a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (“RTP”) and a Regional Transportation Improvement Program (“RTIP”);
- Developing demographic projections plus the integrated land use, housing, employment, transportation programs, measures, and strategies portions of the South Coast Air Quality Management District’s Air Quality Management Plan;
- Determining, pursuant to the Federal Clean Air Act, the conformity of its projects, plans and programs to the Air Quality Management Plan;
- Reviewing environmental impact reports for regionally significant for consistency with regional plans;
- Serving as the authorized areawide waste treatment management planning agency pursuant to federal water pollution control statutes; and
- Preparing the Regional Housing Needs Assessment pursuant to State law.

SCAG has developed a number of plans to achieve its regional objectives. The plan most applicable to the Project is the RTP/SCS (adopted on April 4, 2012; Amendment No. 1 adopted on June 6, 2013). Proposed projects are reviewed and an assessment is made about whether each project is consistent with or supports specific policies of the RTP/SCS. Some of the policies within the RTP/SCS are advisory in nature, as discussed below.

2012–2035 Regional Transportation Plan/Sustainable Communities Strategy

The RTP is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a vision for transportation investments throughout the region. The SCS is a newly required element of the RTP. The SCS integrates land use and transportation strategies that would achieve California Air Resources Board (“CARB”) emissions reduction targets pursuant to Senate Bill (“SB”) 375. On April 4, 2012, the SCAG Regional Council adopted the 2012–2035 RTP/SCS. Amendment No. 1 was approved by SCAG’s Transportation Committee on June 6, 2013. The 2012–2035 RTP/SCS includes goals and policies applicable to transportation projects. Section 4.5.5 evaluates the Project’s consistency with applicable goals and policies in the 2012–2035 RTP/SCS.

LOCAL

County of Orange General Plan

State law requires each county to adopt a comprehensive, long-range General Plan for its own physical development and for any land outside its boundaries related to its planning activities. The *Orange County General Plan* was adopted in 2005 and was last revised in 2011 to reflect adopted General Plan amendments to the Safety and Housing elements. The General Plan is organized into nine elements: Land Use, Transportation, Public Services and Facilities, Resources, Recreation, Noise, Safety, Housing, and Growth Management. Seven of these elements are required by State law (i.e., Land Use, Transportation, Resources, Recreation, Noise, Safety, and Housing) and the remaining two (i.e., Public Services and Facilities and Growth Management) are either mandated by regional requirements or are optional elements addressing issues relevant to the development of the County. A discussion of the Project’s consistency with applicable *County of Orange General Plan* goals and policies is provided in Section 4.5.5. Brief descriptions of applicable General Plan elements are provided below.¹

Land Use Element

The Land Use Element describes objectives, policies, and land use patterns for all unincorporated Orange County territory. Land use categories are used to depict the general distribution, location, and extent of public and private uses of land. This element also establishes development criteria and standards, including population density and building intensity. The Land Use Element would only be applicable to the Airport and the few remaining unincorporated islands in the area because the Airport and these islands are the only unincorporated lands in the project area. The Orange County Local Agency Formation Commission (“LAFCO”) Unincorporated Islands Vicinity Map (2012) shows three islands located immediately south of the Airport. However, one of the

¹ The General Plan Elements for the County of Orange and cities of Newport Beach, Irvine, Costa Mesa, Tustin, and Santa Ana were reviewed to goals and policies that pertain to JWA, either directly or indirectly. The goals and policies were considered to be applicable if through implementation the Project had the potential to conflict with the provisions outlined in the General Plan. If no goals or policies were identified then the Element was not included in the discussion.

islands, Emerson Island, was incorporated into the City of Newport Beach, effective March 19, 2013 (Emery 2013). Emerson Island is bound by Tustin Avenue, Gloucester Drive, and Emerson Street. (Refer to the Land Use Element discussion under the *City of Newport Beach General Plan*.) The remaining two islands are discussed below.

The Santa Ana Avenue/Colleen Street Island has a land use designation of 1B (Suburban Residential) and remains unincorporated. The island is located to the northeast of the intersection of Santa Ana Boulevard and 22nd Street. The City of Costa Mesa is exploring annexation of this island; however, no formal application has been submitted (Emery 2013).

The Santa Ana Avenue/South Mesa Island includes the Santa Ana Country Club (“SACC”), which has a land use designation of 5 – Open Space while the remaining part of this island has land use designations of 1B-Suburban Residential and 2A-Community Commercial. The SACC/South Mesa Island remains unincorporated, and there has been no movement towards annexation (Emery 2013).

Transportation Element

The Transportation Element contains the County’s overall transportation system plan. It develops a strategy for planning, developing, and maintaining a surface transportation system to serve existing and planned land uses in the unincorporated areas of Orange County. The existing traffic conditions in the Project area are discussed in Section 4.8, Transportation/Traffic, of this EIR.

Resources Element

The Resources Element sets forth a comprehensive strategy for the development, management, preservation, and conservation of resources that are necessary to meet Orange County’s existing and future demands. This strategy is expressed as an integrated framework of resource goals, policies, and programs. Upper Newport Back Bay is recognized as an important ecosystem in the county.

Noise Element

The purpose of the Noise Element is to provide a statement of public policy and a decision framework for the maintenance of a quiet environment. The Noise Element identifies the sources of noise; analyzes the extent of the noise intrusion; and estimates the potential impact of noise on the County. This identification process, in turn, provides the basis for goals, policies, and implementation programs designed to preserve, where possible, a quiet environment in Orange County. A noise study has been conducted for the Project and is discussed in Section 4.6, Noise, of this EIR.

Safety Element

The Safety Element was updated in 2011. It is the primary document for identifying hazards that impact persons and property in the unincorporated areas of Orange County. The Element focuses on fire, flood, and geologic hazards; other hazards that are locally relevant to safety issues are also discussed.

City of Newport Beach General Plan

The *City of Newport Beach General Plan* is the long-range guide for growth and development in the City. On July 25, 2006, the General Plan was adopted and the Final EIR was certified by the Newport Beach City Council. At the General Municipal Election held on November 7, 2006, the City Electorate approved the land use plan of the General Plan, pursuant to City Charter Section 423.

The *City of Newport Beach General Plan* contains the following ten elements: Land Use; Harbor and Bay; Housing; Historical Resources; Circulation; Recreation; Arts and Cultural; Natural Resources; Safety; and Noise. A discussion of the Project's consistency with applicable goals and policies in the *City of Newport Beach General Plan* is provided in Section 4.5.5. Brief descriptions of applicable General Plan elements are provided below.

Land Use Element

The General Plan Land Use Element presents goals and policies pertaining to how existing development is to be maintained and enhanced and how new development is to be implemented. The *City of Newport Beach General Plan* establishes goals and policies for land use development in the City as well as its Sphere of Influence. The southern and southeastern boundaries of John Wayne Airport ("JWA") are adjacent to the City of Newport Beach jurisdictional boundary.

In May 2013, the Newport Beach City Council initiated an amendment to the Land Use Element which, if approved by the City Council and voters, would shape future development within the City by altering land uses in certain areas of the City, including, potentially, Newport Center/Fashion Island and the Airport Area near JWA. The proposed amendment, which has not been considered by the City Council, sets forth potential changes to land use designation and/or development capacities in these subareas. The proposed amendment also proposes revisions to the Land Use Element goals and policies as they relate to land use changes and, as appropriate, updates/refines said policies. A Draft Supplemental Environmental Impact Report (SEIR) for the amendment was released for 45-day public review and comment period, which concluded on April 30, 2014. Public hearings on the amendment are tentatively scheduled for July 2014. If approved by the City Council, the amendment will be placed on the November 2014 ballot for voter approval pursuant to Section 423 of the Charter of the City of Newport Beach.

Circulation Element

The Circulation Element governs the long-term mobility system of the City of Newport Beach. The goals and policies in this element are closely correlated with the Land Use Element and are intended to provide the best possible balance between the City's future growth and land use development, roadway size, traffic service levels, and community character. The existing traffic conditions in the Project area are discussed in Section 4.8, Transportation/Traffic, of this EIR.

Natural Resources Element

The primary objective of the Natural Resources Element is to provide direction regarding the conservation, development, and use of natural resources. It identifies the City's natural resources and policies for their preservation, development, and wise use. This Element addresses water supply (as a resource) and water quality (includes bay and ocean quality, and potable drinking water); air quality; terrestrial and marine biological resources; open space; archaeological and paleontological resources; mineral resources; visual resources; and energy. The City's Local

Coastal Program (“LCP”) identifies a number of Environmental Sensitive Areas (“ESAs”), including West Bay, Upper Newport Bay State Marine Park (formerly Ecological Reserve), and East Bluff Remnant—all of which are referred to as Upper Newport Bay in this EIR section. Upper Newport Bay is also identified as an important open space resource in the City.

Noise Element

The Noise Element of a General Plan is a tool for including noise control in the planning process in order to maintain compatible land use with environmental noise levels. This Noise Element identifies noise-sensitive land uses and noise sources, and defines areas of noise impact for the purpose of developing policies to ensure that Newport Beach residents would be protected from excessive noise intrusion. The Noise Element follows the revised State guidelines in Section 46050.1 of the *California Health and Safety Code*. The Element quantifies the community noise environment in terms of noise exposure contours for both near and long-term levels of growth and traffic activity. The information contained in the Noise Element provides the framework to achieve compatible land uses and to provide baseline levels and noise source identification for local Noise Ordinance enforcement.

Safety Element

The Safety Element of a General Plan is a tool to reduce the potential risk of death, injuries, property damage, and economic and social dislocation resulting from natural and human-induced hazards. The Safety Element recognizes and responds to public health and safety risks that could cause exposure to the residents of Newport Beach. Implementation of City, county, and state emergency response and mutual aid plans will enable the community to avert or minimize impacts to the extent practical and feasible, as well as allow restoration of the City in a timely manner after an event. The element specifically addresses coastal hazards, geologic hazards, seismic hazards, flood hazards, wildland and urban fire hazards, hazardous materials, aviation hazards, and disaster planning. JWA is described in the City’s Safety Element as generating nearly all aviation traffic above the City of Newport Beach. Three City areas identified in the Safety Element as being subject to increased vulnerability to aviation hazards are Balboa Peninsula, Balboa Island, and Upper Newport Bay.

Housing Element

The City of Newport Beach’s Housing Element details the City’s strategy for enhancing and preserving the community’s character, identifies strategies for expanding housing opportunities and services for all household types and income groups, and provides the primary policy guidance for local decision-making related to housing. The Housing Element is mandated by Sections 65580 to 65589 of the Government Code which includes the requirement that Housing Elements be updated at least every five years. The current City of Newport Beach 2008–2014 Housing Element is an update and revision of the 2006 Housing Element and consists of new technical data and updated policies and programs. In the 2006 General Plan update process, several key areas in the City were identified as for future housing opportunities, including the Airport Area near JWA, Newport Center, Banning Ranch, and the Balboa Peninsula area. The proposed City of Newport Beach General Plan Land Use Element Amendment, identified above and discussed in greater detail in Section 5, Cumulative Impacts, would allow for additional mixed use (MU-H2 designated parcels) in the Airport Area, allowing for additional residential development.

City of Irvine General Plan

The *City of Irvine General Plan* is current as of City Council Resolution 12-60, adopted May 8, 2012 (Supplement 8, July 2012). The *City of Irvine General Plan* contains the following 13 elements: Land Use; Circulation; Housing; Seismic; Cultural Resources; Noise; Public Facilities; Integrated Waste Management; Energy; Safety; Parks and Recreation; Conservation and Open Space; and Growth Management. A discussion of the Project's consistency with applicable goals and policies in the *City of Irvine General Plan* is provided in Section 4.5.5. Brief descriptions of applicable General Plan elements are provided below.

Land Use Element

The *City of Irvine General Plan's* Land Use Element seeks to protect and enhance the quality of life in the community through land use policies that guide future growth and that define the quality of life in the City. The goal of the Land Use Element is to "promote land use patterns that maintain safe residential neighborhoods, bolster economic prosperity, preserve open space, and enhance the overall quality of life in Irvine." Land use policies determine how land is developed in the community, and also guide and resolve many land use issues and constraints in order to define the quality of life in the City. The northern and northeastern boundaries of JWA are adjacent to the City of Irvine jurisdiction boundary.

Circulation Element

The Citywide circulation system can influence the pace of urban development and facilitate interaction among the City's planning areas. The Circulation Element describes the City's circulation system, which has been designed to: (1) create a hierarchy of roadways, (2) reinforce boundaries of planning areas, (3) respond to conservation, noise, air pollution, and wildlife preservation policies, and (4) satisfy City General Plan and Strategic Business Plan objectives. There are four different types of systems that compose Irvine's circulation system: air, road, public transit, and transit. The northern and northeastern boundaries of JWA are adjacent to City of Irvine jurisdiction roadways (Michelson Drive, Campus Drive, and Main Street).

City of Costa Mesa General Plan

The *City of Costa Mesa 2000 General Plan* was adopted in January 2002 and is current as of City Council Resolution 02-08 adopted on January 22, 2002. The *City of Costa Mesa 2000 General Plan* contains the following ten elements: Land Use; Circulation; Growth Management; Housing; Conservation; Noise; Safety; Community Design; Open Space and Recreation; and Historic and Cultural Resources. A discussion of the Project's consistency with applicable goals and policies in the *City of Costa Mesa 2000 General Plan* is provided in Section 4.5.5. Brief descriptions of the applicable General Plan elements are provided below.

Circulation Element

The Circulation Element identifies and establishes the City's policies governing the system of roadways, intersections, bike paths, pedestrian ways, and other components of the circulation system, which collectively provide for the movement of persons and goods throughout the City.

Noise Element

The Noise Element describes existing noise levels and sources in the City of Costa Mesa. The Noise Element includes an exhibit that depicts the noise contours associated with JWA, which has been used for planning consistency within the City of Costa Mesa. The Noise Element indicates the exhibit is from the *Orange County Airport Land Use Commission's 1999 Airport Environs Land Use Plan*, which utilized the noise contours from the 1985 JWA Master Plan. This exhibit identified a small portion of Costa Mesa located within the 65 A-weighted decibel ("dBA") Community Noise Equivalent Level ("CNEL") contour for JWA. At the time the Noise Element was adopted, a portion of the area south of the Airport was also in the City's Sphere of Influence ("SOI"). However, this area of Santa Ana Heights ultimately was annexed into the City of Newport Beach.

City of Tustin General Plan

The *City of Tustin General Plan* is current as of City Council Resolution 12-83, adopted October 2, 2012. The Noise Element was last amended with City Council Resolution 08-43, adopted June 17, 2008. The *City of Tustin General Plan* contains the following seven elements: Land Use, Housing, Circulation, Conservation/Open Space/Recreation, Public Safety, Noise, and Growth Management. A discussion of the Project's consistency with applicable goals and policies in the *City of Tustin General Plan* is provided in Section 4.5.5. A brief description of the applicable General Plan element is provided below.

Noise Element

The Noise Element of a General Plan is a comprehensive approach for including noise control in the planning process. It is a tool for achieving and maintaining environmental noise levels compatible with land use. The Noise Element identifies noise-sensitive land uses and noise sources, and defines areas of noise impact. The Noise Element establishes goals, policies, and programs to ensure that Tustin residents will be protected from excessive noise.

City of Santa Ana General Plan

The *City of Santa Ana General Plan* contains the following 16 elements: Airport Environs; Circulation; Conservation; Economic Development; Education; Energy; Growth Management; Housing; Land Use; Noise; Open Space, Parks and Recreation; Public Facilities; Public Safety; Scenic Corridors; Seismic Safety; and Urban Design. Each element has a different adoption date with the Airport Environs Element adopted on February 11, 2009. A discussion of the Project's consistency with applicable goals and policies in the *City of Santa Ana General Plan* is provided in Section 4.5.5. A brief description of the applicable General Plan element is provided below.

Airport Environs Element

The Airport Environs Element of the *City of Santa Ana General Plan* serves as a long-range policy guide ensuring that development in the City does not endanger the general public from safety or noise hazards associated with aircraft in the vicinity of JWA. Additionally, the Airport Environs Element provides guidance for the purpose of ensuring navigable airspace is not impacted by future development in the City.

City of Newport Beach Coastal Land Use Plan

The certified Coastal Land Use Plan (“CLUP”) for the City of Newport Beach establishes goals, objectives, and policies that govern the use of land and water in the Coastal Zone within the City of Newport Beach. The Project site is not located within the Coastal Zone; however, land uses and sensitive habitat areas located south of JWA are located within the Coastal Zone. Any applicable CLUP land use and resources protection policies are also contained in the General Plan Land Use Element and Natural Resources Element. Therefore, further consistency analysis is not required.

John Wayne Airport 1985 Master Plan

In April 1985, the County, acting as the proprietor and operator of JWA, adopted the Master Plan and Compatible Land Use Plan (“the 1985 Master Plan”) for further development of physical facilities at the Airport and an increase in previously imposed limits on certain aircraft operations. The Compatible Land Use Plan set forth zoning controls and other mechanisms to make the land uses south of the Airport compatible with the 65 CNEL contour for the Master Plan Project. Environmental Impact Report (“EIR”) 508 was certified to address the impacts associated with the Master Plan.

Airport Environs Land Use Plan for John Wayne Airport

The Airport Environs Land Use Plan (“AELUP”) is the comprehensive land use plan adopted and administered by the Airport Land Use Commission (“ALUC”) for Orange County, as required by Section 21675 of the *California Public Utilities Code*. The AELUP, originally adopted by the ALUC in 1975 with subsequent revisions, establishes land use guidelines based on noise and safety impacts for areas surrounding airports. The most current AELUP for JWA was approved in April 2008.

The land use compatibility plan within the AELUP is intended to provide for JWA’s 20-year planning future. The purpose of the plan is to “protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable air space.” For review purposes, applicable land use guidelines, policies, and regulations are related to the 60 and 65 decibel (“dB”) CNEL contours established for JWA activities based on Federal Aviation Administration (“FAA”) criteria. Noise-sensitive land uses, defined in terms of use type and intensity, are specifically discouraged, or not permitted within the 65 CNEL contour.

The implementation of the AELUP will forestall urban encroachment on the Airport and will allow for its continued operation. This compatibility plan for JWA affects the cities of Costa Mesa, Irvine, Newport Beach, Santa Ana, and Tustin, as well as unincorporated areas of the County of Orange because they have areas of their jurisdiction within the 60 CNEL contour or Federal Aviation Regulation (“FAR”) Part 77 notice area for JWA. These local agencies are required to refer proposed General Plan Amendments, Specific Plans/Planned Communities Amendments or adoptions, zoning ordinances and amendments, or building regulations to the ALUC prior to adoption. The ALUC notifies the local agency of the proposed plan’s consistency with the AELUP. A two thirds vote of the local agency governing body is required to approve a plan that the ALUC has found to be inconsistent with the AELUP. Such an override must be accompanied by specific findings pursuant to Section 21670 of the *California Public Utilities Code*.

4.5.2 METHODOLOGY

This section describes the land use conditions for the Project site (and the immediate vicinity) and discusses potential land use impacts that could result from implementing the Proposed Project. Pursuant to Section 15125(a) of the State CEQA Guidelines, the discussion of the Project site is based on the conditions of the site when the NOP was published in September 2013.

ON-SITE LAND USE EVALUATION

The threshold from the County's *Environmental Analysis Checklist*, as well as the State CEQA Guidelines Appendix G Checklist, is focused on planning and policy consistency. The County General Plan does not have specific criteria for capacity considerations of the Airport facilities. Given that the Project does not propose any changes to the type of use on site or physical improvements to the Airport facilities, the evaluation will assess the potential for exceeding capacity of the existing facilities based on historical usage of the Airport and industry standards. The assessment considers airfield (runway) capacity and the capacity of other airport facilities such as terminal gates, remain overnight ("RON") apron, Federal Inspection Services ("FIS") facilities used for the processing of international passengers, commercial fuel storage capacity, general aviation facilities, and parking.

- **Airfield (Runway) Capacity.** Hourly runway capacity has been estimated using a methodology contained in FAA Advisory Circular 150/5060-5, Airport Capacity and Delay. The estimates of hourly runway capacity were then compared to the hourly projections of aircraft operations for each operational scenario contemplated by the Proposed Project and four alternatives to determine whether runway capacity issues can be expected.
- **Remain Overnight Capacity.** The Airport can accommodate a total of 37 aircraft remaining overnight under current usage patterns. Parking on the north RON apron can be configured to accommodate additional air carrier aircraft, at the expense of displacing commuter aircraft at Gate 1C. In this configuration, a total of 38 aircraft can remain parked overnight as follows: 20 at gates with passenger loading bridges, 5 at the commuter ground loading gates, 10 on the south RON, and 3 on the north RON. This would not require physical improvements, just changes to the operations to ensure that commuter aircraft are out of Gates 1A, 1B and/or 1C before the RON aircraft is parked.

For the purpose of this analysis, it is assumed that the departures in the first hour of operation represent the demand for RON space because the aircraft would need to be available at the Airport to accommodate the first flights of the day.² For the Proposed Project and the alternatives (with the exception of Phases 2 and 3 of Alternative C), the flights in the 7:00 AM and 8:00 AM hours represent the required number of aircraft stored overnight. The exception to this is Alternative C, Phases 2 and 3, in which the curfew is removed. For Phases 2 and 3 of Alternative C, it is assumed that departures in the 6:00 AM and 7:00 AM hours represent the demand for the total number of aircraft stored overnight.

- **Gate Capacity.** The capacity of the existing gates was assessed by reviewing existing ramp charts that depict the use of the passenger terminal gates throughout the day. The gates were also evaluated in terms of their utilization, which is measured by the number

² Note that this is total flights in the first hour, which includes Class A and Class E operations.

of annual enplanements per gate and the number of departures per gate. Based on review of this data, it was possible to identify whether potential gate issues might result under any of the operational scenarios contemplated by the Proposed Project and four alternatives.

The analysis assumes a similar mix of airlines as presently operating at the Airport today. This is a key assumption as gate utilizations vary widely by airline and could have a dramatic impact on an Airport's capacity. The present mix of airlines serving JWA represents a balance between airlines with very efficient ground operations and those with longer aircraft servicing times per flight. Thus, the present mix of airline operations represents a suitable average for gate capacity analysis.

- **Terminal Capacity for International Passengers.** Airports serving international airline operations require dedicated space for the inspection of passengers, crew, and baggage by federal inspectors (i.e., U.S. immigrations, customs, agriculture, and public health officers). In the airport industry, these services and facilities are commonly referred to as "federal inspection services." A review of the existing JWA FIS facilities was performed to identify whether the projected number of international passengers for any of the operational scenarios contemplated by the Proposed Project and four alternatives exceeded the existing capacity.
- **Commercial Fuel Storage Capacity.** The existing fuel system's ability to serve the projected flight levels was evaluated based on demand for the Average Day Peak Month ("ADPM"). As discussed below under Existing Conditions, the daily working capacity of the fuel system is assumed to be 254,000 gallons a day and a projection based on fuel dispensed per passenger was used to determine demand. The fuel per passenger ratio represents a 5-year average of 7.4 gallons per passenger.³
- **General Aviation.** The analysis evaluated if there would be the displacement of any general aviation facilities or a need to modify general aviation operations at the Airport.
- **Airport Parking.** The analysis assumed that, with the projected increases in passenger travel, parking demand would likely increase proportionally. The evaluation used a 90 percent threshold to indicate when parking facilities are at capacity. This threshold is the "effective" capacity of a parking facility and reflects conditions such as when a person may park improperly thereby limiting access to adjacent spaces or drivers circulating around to find spaces.

The analysis of the on-site facilities is based on data provided in the *Capacity Analysis Technical Report* provided in Appendix F and the *Parking Adequacy for JWA With Increased MAP and Flights*, provided in Appendix F of the *Transportation Impact Analysis*, provided in Appendix G of this EIR.

SURROUNDING LAND USE EVALUATION

An important consideration when assessing land use compatibility surrounding an airport is the potential for incompatible land uses associated with excessive noise levels. The Project does not

³ As discussed in the *Aviation Forecasts Technical Report*, a projection based on fuel dispensed per passenger is considered appropriate for planning purposes since this approach results in a more conservative estimate (i.e., higher forecast) and could be less affected by the relative amount of commuter operations (AECOM 2014a).

propose any construction that would result in land use incompatibility associated with physical improvements. Therefore, this analysis focuses on land use incompatibility associated with increased noise levels from aircraft.

The County of Orange General Plan has established compatibility standards and guidelines for various land uses in terms of CNEL and L_{eq} . The County generally uses the 65 CNEL as a standard for determining land use compatibility for noise sensitive uses. For residential land uses, the County has established a maximum exterior noise level standard of 65 CNEL for private outdoor living areas and an interior standard of 45 CNEL. These standards are reproduced in Table 4.5-1.

**TABLE 4.5-1
COUNTY OF ORANGE COMPATIBILITY MATRIX FOR LAND USE
AND COMMUNITY NOISE EQUIVALENT LEVELS**

| Type of Use | 65+ decibels CNEL | 60 to 65 decibels CNEL |
|---|----------------------|---------------------------|
| Residential | 3a, b, e | 2a, e |
| Commercial | 2c | 2c |
| Employment | 2c | 2c |
| Open Space | | |
| <i>Local</i> | 2c | 2c |
| <i>Community</i> | 2c | 2c |
| <i>Regional</i> | 2c | 2c |
| Educational Facilities | | |
| <i>Schools (K through 12)</i> | 2c, d, e | 2c, d, e |
| <i>Preschool, college, other</i> | 2c, d, e | 2c, d, e |
| Places of Worship | 2c, d, e | 2c, d, e |
| Hospitals | | |
| <i>General</i> | 2a, c, d, e | 2a, c, d, e |
| <i>Convalescent</i> | 2a, c, d, e | 2a, c, d, e |
| Group Quarters | 1a, b, c, e | 2a, b, e |
| Hotel/Motels | 2a, c | 2a, c |
| Accessory Uses | | |
| <i>Executive Apartments</i> | 1a, b, e | 2a, e |
| <i>Caretakers</i> | 1a, b, c, e | 2a, c, e |
| CNEL: Community Noise Equivalent Level; L_{eq} : average noise level. | | |
| EXPLANATION AND DEFINITIONS | | |
| <u>Action Required to Ensure Compatibility Between Land Use and Noise From External Sources:</u> | | |
| 1: Allowed if interior and exterior community noise levels can be mitigated. | | |
| 2: Allowed if interior levels can be mitigated. | | |
| 3: New residential uses are prohibited in areas within the 65 CNEL contour from any airport or air station and are allowed in other areas if interior and exterior community noise levels can be mitigated. The prohibition against new residential development excludes limited "infill" development within an established neighborhood. | | |
| <u>Standards Required for Compatibility of Land Use and Noise:</u> | | |
| a Interior Standard: CNEL of less than 45 decibels (habitable rooms only). | | |
| b Exterior Standard: CNEL of less than 65 decibels in outdoor living areas. | | |
| c Interior Standard: $L_{eq(h)}$ = 45 to 65 decibels interior noise level, depending on interior use. | | |

TABLE 4.5-1
COUNTY OF ORANGE COMPATIBILITY MATRIX FOR LAND USE
AND COMMUNITY NOISE EQUIVALENT LEVELS

| Type of Use | 65+ decibels CNEL | 60 to 65 decibels CNEL |
|--|----------------------|---------------------------|
| <p>d Exterior Standard: $L_{eq(h)}$ of less than 65 decibels in outdoor living areas.</p> <p>e Interior Standard: As approved by the Board of Supervisors for sound events of short duration such as aircraft flyovers or individual passing railroad trains.</p> <p><u>Key Definitions:</u></p> <p>Habitable Room: Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking, or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.</p> <p>Interior: Spaces that are covered and largely enclosed by walls.</p> <p>$L_{eq(h)}$: The A-weighted equivalent sound level averaged over a period of “h” hours. An example would be $L_{eq(12)}$ where the equivalent sound level is the average over a specified 12-hour period (such as 7:00 AM to 7:00 PM). Typically, time period “h” is defined to match the hours of operation of a given type of use.</p> <p>Outdoor Living Area: Outdoor living area is a term used by the County of Orange to define spaces that are associated with residential land uses typically used for passive private recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, and other outdoor areas associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are front yard areas, driveways, greenbelts, maintenance areas, and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yard areas).</p> <p>Source: <i>Noise Analysis Technical Report</i>, Tables 3 and 4, Landrum & Brown 2014.</p> | | |

Existing noise-sensitive land uses newly located within the 65 CNEL contour as a result of the Proposed Project are identified as incompatible land uses because there are no feasible measures that would reduce the outdoor noise levels to less than 65 CNEL. The County’s standard also identifies an interior noise standard of 45 CNEL. Therefore, a determination is made in this analysis regarding land use compatibility with both the exterior and interior noise standards for existing residential uses adjacent to the Airport.

It should be noted that if noise-attenuation (i.e., sound insulation) measures were installed as part of the 1985 JWA Master Plan and Santa Ana Heights Acoustical Insulation Program (“AIP”),⁴ then – even if the existing land use is within the 65 CNEL – no land use impact would occur. Additionally, there are a number of noise-sensitive land uses (e.g., schools and places of worship) that are currently located in office/industrial buildings adjacent to the Airport. As part of the construction permit process, a standard condition implemented by the jurisdictions adjacent to the Airport is to require documentation demonstrating that these buildings can achieve appropriate interior noise standards. Therefore, even though these uses may be within the 65 CNEL contour, there would not be a noise impact.

⁴ To avoid confusion between the residential attenuation program adopted as part of the 1985 Master Plan and the program recommended as part of this EIR, the 1985 program has been identified as the Santa Ana Heights Acoustical Insulation Program (“AIP”), whereas the program identified in conjunction with this Project (Mitigation Measure LU-1) is identified as a Sound Insulation Program (“SIP”).

The land use analysis is based on review of aerial photographs; 2010 U.S. Census data; review of relevant planning documents referenced in this section; and field reconnaissance. The field reconnaissance was used to verify the surrounding sensitive land uses (e.g., residences, schools, places of worship, hospitals, and daycare facilities) that are located within the 60 CNEL contour of Alternative C, the alternative with the largest noise contour.

For a determination that a noise-sensitive land use is incompatible, it must be in the 65 CNEL contour or greater. Information on development in the 60 to 65 CNEL contour has been provided because the County of Orange uses the 60 NEL contour as a threshold in order to screen projects and ensure that the 65 CNEL exterior and 45 CNEL interior criteria are met. In other words, projects located within the 60 CNEL contour are required to submit detailed acoustical studies ensuring compliance with the County noise standards. The outdoor to indoor noise reduction achieved by typical Southern California wood frame residences is 12 dBA with windows open and 20 dBA with windows closed.⁵

It should be noted that the EIR may determine there is a noise impact (see Section 4.6) when no land use impact is identified because of the difference in the threshold being applied for the noise analysis. The City of Newport Beach noise thresholds address substantial increases in noise for areas outside of the 65 CNEL contour.

To 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. (FAA 2012). However, the County's noise standards specifically require that the noise level in any habitable room or educational space must be less than 45 CNEL. This is implied in the City of Newport Beach's noise standards, as well. Under CEQA, the lead agency's noise standard is used to determine impacts. Therefore, a noise sensitive use is considered significantly impact if the noise level in any habitable room or educational space exceeds 45 CNEL. However, when assessing the feasibility of mitigation, the availability of funding must be considered. If FAA precludes the Airport from using Airport funds for implementation of sound insulation, then there may be cases where a habitable room at a noise sensitive use experiences noise levels in excess of 45 CNEL but on average is less than 45 CNEL. In these cases, mitigation (i.e., sound insulation) would not be feasible because there would be no funding source to pay for it.

POLICY CONSISTENCY EVALUATION

As part of the land use analysis, the State CEQA Guidelines require the EIR to evaluate potential "conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project." For this Project, the agencies with jurisdiction over the Project would be the County of Orange and the City of Newport Beach. These are the agencies that must approve the Settlement Agreement Amendment. The plans and policies of these agencies have been used as the basis of making a determination of a significant impact. However, for informational purposes,

⁵ Detailed outdoor and indoor noise measurements were made in these neighborhoods as part of the earlier sound insulation program (see *Noise Analysis Technical Report*, Appendix C). The average outdoor-to-indoor noise reduction (measured from outside of the house to inside the house) before the insulation work was in the mid-20 dB range. This measured reduction is consistent with the general rule of thumb utilized by the FAA and State of California that the minimum outdoor-to-indoor noise reduction achieved by typical Southern California wood frame homes is 20 dBA with windows closed.

information from other jurisdictions adjacent to the Airport and SCAG have been included in the analysis.

4.5.3 EXISTING CONDITIONS

LAND USES

On-Site Land Uses

Existing facilities within the JWA property include airside facilities, passenger terminal facilities, support facilities, general aviation facilities, and Airport access and auto parking facilities. The location of these uses is depicted on Exhibit 2-1, Existing On-Site Uses. The following are the existing conditions for the key land uses on the Airport.

Airside Facilities

The term “airside,” as used in this EIR, relates principally to the airfield facilities and includes the runway and taxiway system; the runway approach areas; RON parking apron; and associated equipment (e.g., airfield lighting and navigational aids). As discussed in Section 2.4, Environmental Setting, the airfield includes 2 runways: a 5,701-foot main runway and a 2,887-foot general aviation runway. The existing taxiway system is comprised of three parallel and a number of exit taxiways, which facilitate the movement of aircraft while on the ground at JWA.

There are ten RON spaces on the south RON apron and three in the north RON area. This is in addition to the aircraft that can be parked at each of the 20 gates with passenger loading bridges. However, while the south RON spaces are independent of commuter terminal parking, the north RON area is shared with the north commuter terminal. If 3 commuter aircraft are parked at the commuter terminal, then only 1 narrow-body RON space is available for a total of 11 spaces. Combined, in its current configuration, a total of 37 aircraft can remain overnight (20 at gates with passenger loading bridges, 6 at the commuter ground loading gates, 10 on the south RON apron, and 1 on the north RON apron).⁶ Observations in October 2013 indicated that a total of 26 aircraft remained overnight: 20 at gates with passenger loading bridges and 3 each on both the north and south RON aprons. During the peak month, one additional aircraft is parked on the south apron. Therefore, presently the RON spaces are underutilized.

Passenger Terminal Facilities

The terminal building is located at the north end of the airfield, parallel to and east of the runways. The JWA terminal building, officially named the Thomas F. Riley Terminal Building, was opened to the public on September 16, 1990, and consisted of Terminals A and B. In November 2011, Terminal C was completed. Federal Inspection Services (“FIS”) facilities are located in the lower (arrivals) level of Terminal C. The FIS facilities comprise approximately 28,400 square feet.

⁶ As discussed in Section 4.5.2, parking on the north RON apron can be configured to accommodate additional air carrier aircraft, at the expense of displacing commuter aircraft at Gate 1C. In this configuration, a total of 38 aircraft can remain parked overnight as follows: 20 at gates with passenger loading bridges, 5 at the commuter ground loading gates, 10 on the south RON, and 3 on the north RON. This more efficient configuration is used for analysis of future conditions.

The terminal building functions as 1 contiguous building encompassing 730,505 square feet and providing 20 passenger loading bridges. The terminal includes security screening checkpoints, federal inspection services for international flights, a baggage claim area, and ticket counters along with a variety of concessions, retail space for rental car companies, and other ground-transportation options. Commuter holdroom areas are located at the northern and southern ends of the concourses. Access to the commuter aircraft (Gates 1A, 1B, and 1C and Gates 22A, 22B, and 22C) occurs across the tarmac and not via a passenger loading bridge.

The Airport is presently served by three airlines that provide international service: Interjet, Airtran Airways, and Westjet. Interjet and Airtran serve Mexico destinations and Westjet serves Canada destinations. Presently, passengers arriving from Vancouver, Canada are prescreened in Vancouver. Thus, Canadian arrivals do not use the FIS facilities at JWA. In order to be conservative in this assessment, it is assumed that future Canadian arrivals will be screened at JWA. International departures do not utilize the FIS facilities; rather, passengers are screened at the gate during the boarding process.

Based on the current operations, there is only 1 international arrival per hour and, therefore, the maximum number of international arriving passengers is 150 (represented by an arriving Interjet Airbus A320).

Fuel Facilities

The existing commercial fuel farm ("SNAFuel") is located on approximately two acres on the west side of the airfield at the northern end, within the security fencing of the airfield. The fuel farm includes three 300,000-gallon, aboveground storage tanks ("ASTs") for the storage of jet fuel. These tanks were constructed as part of the 1985 Master Plan improvements. The fuel tanks have approximately 750,000 gallons of storage capacity because, in all fuel systems, there is a portion of the fuel that is unusable and referred to as "dead fuel". This is fuel that is at the bottom of tanks and not able to be pumped out through normal system operation, along with fuel that resides in pipes, pumps, and filters.

The full capacity of the fuel tanks is not currently being utilized due to the location of some of the existing vents. JWA has plans to modify the lower vents, thereby creating more space for fuel in the tanks. These minor modifications will be completed by 2016 and will increase fuel storage capacity in the existing tanks to 254,000 gallons per tank, for a total capacity of approximately 762,000 gallons.

During any given day, only one tank of fuel is available for commercial aircraft refueling. The second tank is used to store fuel that is settling and will be ready for aircraft refueling the following day. The third tank is a "flex" tank, used to transfer fuel and hold fuel that does not pass quality inspection.⁷ The third tank also provides additional storage during periods of peak demand. Without the use of the third tank, the total daily working capacity of the present fuel system is 187,000 gallons (existing) to 254,000 gallons (with tank modifications).

⁷ In all fuel systems, there is a portion of the fuel that is unusable and referred to as "dead fuel." This is fuel that is at the bottom of tanks and not able to be pumped out through normal system operation, along with fuel that resides in pipes, pumps, and filters. The dead fuel represents a static and unchanging amount and, therefore, is not included in the analysis.

Fuel is delivered to the Airport on a nightly basis in 8,000-gallon tanker trucks from nearby refineries. JWA has 4 truck unloading positions, which can unload trucks simultaneously to the fuel farm facility.⁸ The maximum capability of the existing system is for 32 truck deliveries during the night time hours (between 11:30 PM and 5:30 AM). In 2013, an average of 28 trucks of fuel were delivered to the Airport on a nightly basis on the ADPM.

General Aviation Facilities

JWA is the home base for approximately 419 private general aviation aircraft. JWA's general aviation aircraft run the gamut from vintage biplanes and helicopters to sleek corporate jets. The general aviation facilities include fixed based operators ("FBOs"), tie-downs, and hangars. The FBOs provide fuel, supplies, aircraft maintenance, flying lessons, and other services. There are also currently 406 county tie-down spaces for general aviation at JWA. Additional hangar space is provided by the County and several of the FBOs. The Lyon Air Museum, located at 19300 Ike Jones Road, is located on the west side of the Airport on the premises of one of the FBOs.

Airport Parking Facilities

Passenger terminal parking on the Airport is provided in 4 multi-level parking structures located adjacent to and immediately north and south of the passenger terminal building. Combined, the parking structures provide a total of 6,597 parking spaces. There are an additional 1,959 parking spaces in the long-term parking lot, which can be accessed via Main Street or from the direct connector ramp to State Route ("SR") 55. Out of the 8,556 total spaces, 8,356 of these are designated as "revenue-generating" spaces and are priced through various mechanisms. Within the parking structures, the hourly cost is \$2 per hour with a maximum of \$20 per day. The Main Street lot costs \$2 per hour as well with a maximum of \$14 a day. The parking garages and the Main Street lot have a 15-minute grace period. Valet service is provided, which costs \$10 an hour with a maximum of \$30 per day.

Anecdotal evidence suggests that parking rates at JWA are comparable to other regional airports, such as the Ontario Airport and Long Beach. JWA daily parking rates are less than what is charged at Los Angeles International Airport ("LAX") (Fehr & Peers 2014, Appendix G).

Peak parking demand at JWA currently occurs in August. Data collected in August 2013 yielded a daily peak parking demand of 5,681 spaces based on observed entries and exits at parking facilities. When compared against the existing Million Annual Passengers ("MAP") of 9.17, this observed parking demand yields 619 parking spaces per 1 MAP. With this parking demand, there are approximately 2,675 parking spaces available for passenger use.

Parking Structure C was an improvement addressed in Final Supplemental EIR 582, certified in October 2004. The first phase of Parking Structure C was completed with the new Terminal C in November 2011. Design plans for Phase 2 of Parking Structure C ("C2"), which would add 1,381 parking spaces, have been completed and construction will initiated when the demand warrants.

Surrounding Land Uses

A majority of the area surrounding the Airport is within the cities of Newport Beach, Costa Mesa, Santa Ana, and Irvine. The formerly unincorporated area of Santa Ana Heights was fully annexed

⁸ Once the fuel is at the Airport, it is stored in large, aboveground tanks, comprising a fuel farm. The fuel farm also contains a variety of pumps and filters to clean the fuel; transfer fuel from one tank to another; and dispense the fuel.

into the City of Newport Beach in 2008. The Santa Ana Heights community is an area roughly bound by Upper Newport Bay to the south, Santa Ana Avenue to the west, Bristol Street to the north, and the Bayview Terrace area to the east. The remaining unincorporated areas in the vicinity of the Airport are identified above under the Land Use Element discussion of the *County of Orange General Plan*.

The Airport is located in an urbanized area; therefore, the majority of land surrounding JWA is already developed, generally in accordance with the adopted land use plans and policies of the relevant local jurisdictions. Surrounding land uses include the following:

- In the City of Newport Beach, RS-D (Single-Unit Residential Detached), RM (Multiple-Unit Residential), OS (Open Space), CO-G (General Commercial Office), PR (Parks and Recreation), and CG (General Commercial) in the Santa Ana Heights community to the south, and AO (Office Airport), CO-G (General Commercial Office), CG General Commercial, MU-H2 (Mixed Use Horizontal) in the Airport Area to the east.
- Business Park uses north of Interstate ("I") 405 in the City of Irvine and along MacArthur Boulevard, north of Campus Drive in the Irvine Business Complex ("IBC").
- Recreation and open space uses at the end of the runways south of the Airport in unincorporated Orange County and in the City of Newport Beach.
- Industrial park uses west of the Airport between Red Hill Avenue and JWA in the City of Costa Mesa.
- An important natural reserve and habitat to the south of the Airport, commonly known as the Upper Newport Bay Ecological Reserve, is located in the City of Newport Beach. (Refer to Section 4.2, Biological Resources, for additional discussion of this resource.)

Sensitive Land Uses

The *Noise Analysis Technical Report* prepared for this EIR provides a baseline of land uses within JWA's existing noise contours. The following provides a description of the amount of area and the sensitive receptors in the 2013 baseline contours:

- **70 CNEL contour:** 379 acres/0.59 square mile, including 1 place of worship (the Orange Coast Free Methodist Church), but no other noise-sensitive land uses.
- **65 to 70 CNEL contour:** 561 acres/0.88 square mile, including 96 residences (of which 49 are sound insulated) and 2 places of worship (Islamic Educational Center of Orange County and Berean Community Church), but no other noise-sensitive land uses.
- **60 to 65 CNEL contour:** 1,313 acres/2.05 square miles, including 932 residences (of which 348 are sound insulated), 5 places of worship, and 4 schools, as listed below:

Places of Worship

- Central Baptist Church of Orange County
- California Victory Church
- Disciple Church
- St. Mark Orthodox Church of Irvine

- Grace Fellowship Church

Schools/Educational Facilities

- Children's Village
- Peter and Mary Muth Interpretative Center
- Tutor Time Child Care/Learning Center
- Newport Montessori

It should be noted, that some of these uses are housed in buildings adjacent to the Airport, which have been designed to provide sufficient noise attenuation to reduce the interior noise levels to acceptable levels.

As result of the 1985 Master Plan EIR and the Land Use Compatibility Plan ("LUCP"), the County implemented an Acoustical Insulation Program ("AIP")⁹ for the residences in Santa Ana Heights projected to be within the 65 CNEL contour and exposed to aircraft noise levels in excess of 65 CNEL. Of the 603 residences within the AIP area, 426 residences have been acoustically insulated and the owners have granted avigation easements for all but 9 of the insulated residences. Noise levels measured in five of the 603 residences were found to be below 45 CNEL and, therefore, not eligible for sound insulation. Avigation easements also were acquired for 16 residences that were not acoustically insulated. The owners of 18 residences declined the insulation offer and the owners of 64 residences did not respond to multiple attempts, including return-receipt mailings, to inform them of their eligibility for the program.

In addition to the AIP, the County adopted the Santa Ana Heights Specific Plan ("SAHSP"), which provided for the conversion of the residential area along Birch Street to Acacia Avenue to business park. Residences in this area are not eligible for insulation. Since the adoption of the SAHSP, the residential uses within the business park zone have been reduced from approximately 12.5 acres in 1990 to approximately 6 acres in 2013. There are 76 uninsulated residences in this area.

The AIP has resulted in 71 percent of the AIP area having sufficient outdoor-to indoor noise reduction to reduce interior noise levels to below 45 CNEL based on the 1985 Master Plan noise contours. The 65 CNEL noise contour under any phase of the Proposed Project, Alternative A, Alternative B and No Project Alternative is not projected to extend beyond the 1985 Master Plan 65 CNEL contour. Therefore, all of the residences with projected outdoor noise exposures of 65 CNEL or greater under these scenarios were included in the 1985 Master Plan AIP and were eligible for insulation (except for the non-conforming uses located in the Business Park zone).

GENERAL PLAN DESIGNATIONS/ZONING

On-Site Designations/Zoning

The *County of Orange General Plan* categorizes JWA within land use Category 4 – Public Facilities. The public facilities land use category identifies major facilities built and maintained for public

⁹ To avoid confusion between the residential attenuation program adopted as part of the 1985 Master Plan and the program recommended as part of this EIR, the 1985 program has been identified as the Santa Ana Heights Acoustical Insulation Program ("AIP"), whereas the program identified in conjunction with this Project (Mitigation Measure LU-1) is identified as a Sound Insulation Program ("SIP").

use. Included are civic buildings, airports, junior colleges, military installations, correctional institutions, hospitals, solid waste facilities, water facilities, and sewer facilities.

JWA is zoned A1, “General Agricultural” District. The A1 District is established to provide for agriculture, outdoor recreational uses, and low intensity uses that have a predominately open space character. The General Plan permits airports to be located within the A1 General Agricultural District. The County of Orange has exempted the Airport from the zoning code requirements (see County Zoning Code, Section 7-9-20[i]).

Surrounding Designations/Zoning

The majority of zoning classifications for areas around the Airport allow uses that are compatible with Airport operations and the land use compatibility requirements of the State Noise Standards (*California Administrative Code*, Title 21, Chapter 2.5, Subchapter 6, Section 5000 et seq.).

The land uses deemed compatible by Title 21 include agricultural; airport property; industrial property; commercial property; properties subject to an aviation easement for noise; and zoned open space. In addition, high-rise apartments with acoustical treatments that reduce interior noise levels to 45 dB during aircraft operations are also compatible. Existing residences that have been acoustically treated may be in an area affected by a CNEL that is 15 dB higher than would normally be allowed.

Zones which are incompatible with the requirements of Title 21 include not only residential zones, but also the County’s A1 “General Agricultural” zone, which also allows for residential uses. As indicated above, the Cities of Newport Beach, Costa Mesa, Santa Ana, and Irvine surround the majority of the project site. Each of these cities has its own land use designations and zoning for land uses surrounding the Airport. The zoning for each is as follows:

- Irvine zoning is 5.1 (IBC Multi-Use);
- Costa Mesa zoning is MP (Industrial Park) and CL (Commercial Limited);
- Newport Beach zoning is SP-7 (East Santa Ana Heights Specific Plan), RMD (Multiple Residential Detached), R-A (Residential-Agricultural), R-1 (Single-Unit Residential), R-1-6,000 (Single-Unit Residential – 6,000), PF (Public Facilities), PC-11 (Newport Place Planned Community), PC-15 (Koll Center Planned Community), CG (General Commercial), OG (Office – General), and OA (Office-Airport); and
- Santa Ana zoning is C2 (General Commercial), M1 (Light Industrial), SD76 (Specific Development).

4.5.4 THRESHOLDS OF SIGNIFICANCE

In accordance with the County’s *Environmental Analysis Checklist* and Appendix G of the State CEQA Guidelines, the Project would result in a significant land use impact if it would:

Threshold 4.5-1 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the

general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

The following significance threshold addresses consistency with applicable habitat conservation plans: “Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?” In this EIR, that threshold is addressed Section 4.2, Biological Resources.

4.5.5 IMPACT ANALYSIS

THRESHOLD EVALUATION

Threshold 4.5-1 Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The analysis for this threshold is broken down into three areas: (1) capacity of on-site facilities to serve the projected demand; (2) compatibility with surrounding land uses; and (3) consistency with applicable planning documents.

Proposed Project

Capacity of On-Site Facilities

Airfield Capacity

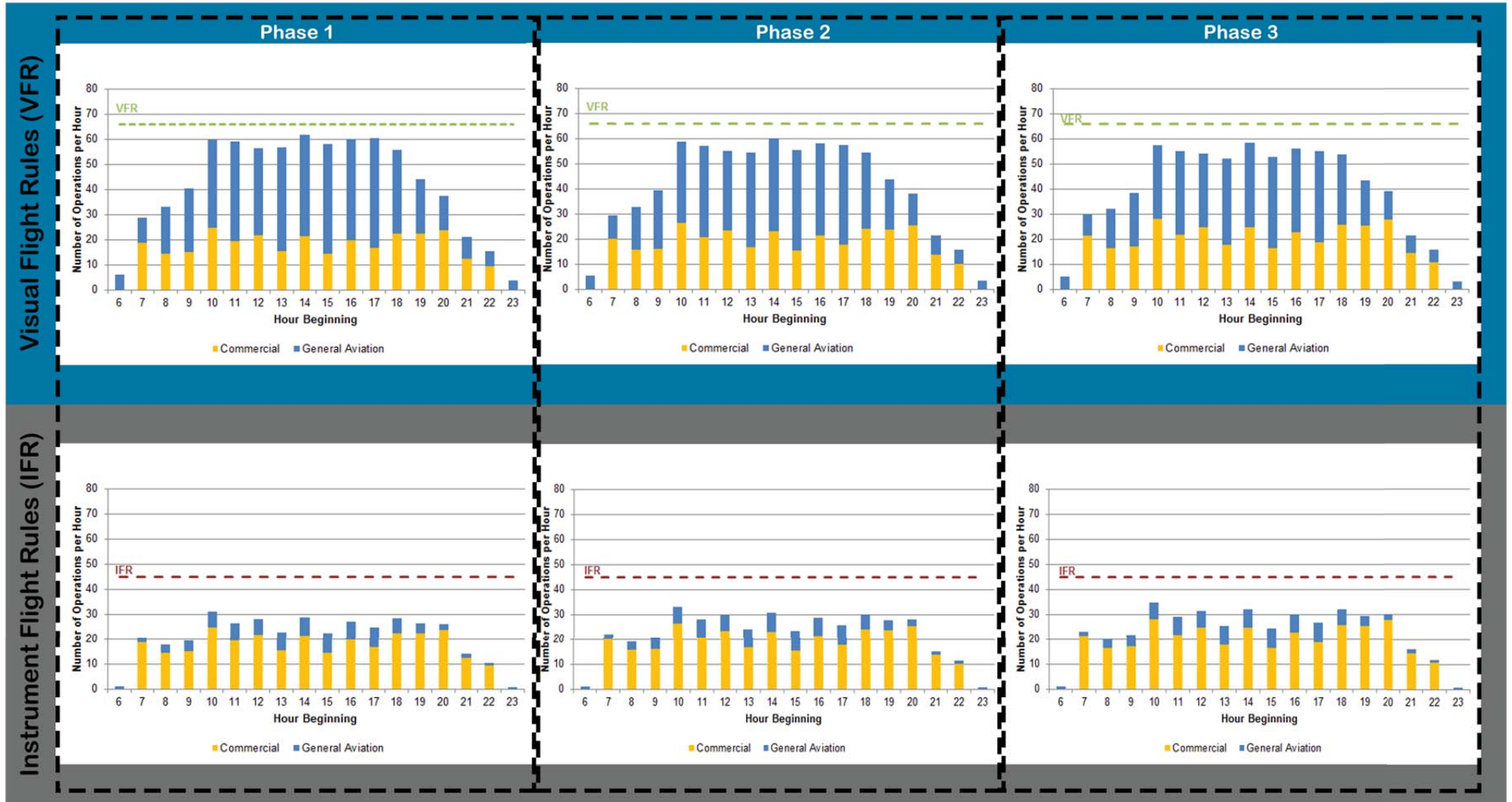
There are four major assumptions and inputs applied in the runway capacity analysis. These are:

- The runway configuration (layout).
- Weather conditions (Visual Flight Rule [“VFR”] or Instrument Flight Rule [“IFR”]).
- The aircraft mix index.
- Percentage of touch-and-go operations.¹⁰

For the purpose of the runway capacity evaluation, an average condition, where the number of arrivals equals the number departures, has been assumed. For JWA, this assumes an hourly capacity of 66 operations for VFR conditions or 45 operations for IFR conditions.

Exhibit 4.5-1 presents a comparison of hourly demand (aircraft operations) and runway capacity for the Proposed Project during VFR and IFR conditions. As seen, the runway capacity is sufficient and capable of accommodating the Proposed Project in each of the three phases. Therefore, there would be no impact associated with airfield capacity with the Proposed Project.

¹⁰ Touch-and-go operations are when an aircraft lands and immediately takes off again. This is often done by general aviation pilots as part of training/proficiency. The number of these operations usually decreases as the number of air carrier operations increase, as demand approaches runway capacity, or as weather conditions deteriorate. For 2013, touch-and-go operations at JWA accounted for approximately 27 percent of total operations.



Source: Aviation Forecasts Technical Report, AECOM 2014a

Hourly Demand Versus Capacity for the Proposed Project

Exhibit 4.5-1

John Wayne Airport Settlement Agreement Amendment



Remain Overnight Capacity

As discussed above, the evaluation assumes that the north RON spaces are maximized for air carrier aircraft and a total of 38 RON spaces are available at the Airport. During the morning peak, gates with passenger loading bridges are “reloaded” with aircraft from the RON. This refers to moving an aircraft parked on the RON to an open gate with a passenger loading bridge. The RON aircraft is towed by an aircraft tug from the RON parking position to an open gate with a passenger loading bridge (in other words, the aircraft is not under its own power, i.e., using its engines, for this operation).

RON requirements are assumed to be equal to the number of departures scheduled during the first hour of operation in the morning (7:00 AM to 8:00 AM for the Proposed Project). The “flight schedules” for the Proposed Project and the alternatives are based on a 5-year average; which captures the latest trend at the Airport (See the *Aviation Forecast Technical Report*, Appendix B, Tables 5-1 through 5-13).

Table 4.5-2 presents the available RON capacity and requirements for the Proposed Project (as well as the other three alternatives and the No Project Alternative). The RON requirements for the Proposed Project (Phase 3) are similar to existing conditions and would not place an undue burden on gates with passenger loading bridges or reloading of the same gates from the RON. For all phases of the Proposed Project, the demand would not exceed the RON capacity.

**TABLE 4.5-2
REMAIN OVERNIGHT AIRCRAFT PARKING REQUIREMENTS**

| Type of RON Space | Existing (2013) | Proposed Project | Alternative A | Alternative B | Alternative C | No Project Alternative |
|--------------------|-----------------|------------------|---------------|---------------|---------------|------------------------|
| Phase 1 | | | | | | |
| <i>Commuter</i> | | | | | | |
| Available | 5 | 5 | 5 | 5 | 5 | 5 |
| Required | 0 | 0 | 0 | 0 | 0 | 0 |
| Shortage | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Air Carrier</i> | | | | | | |
| Available | 33 | 33 | 33 | 33 | 33 | 33 |
| Required | 27 | 23 | 24 | 23 | 48 | 23 |
| Shortage | 0 | 0 | 0 | 0 | (15) | 0 |
| Phase 2 | | | | | | |
| <i>Commuter</i> | | | | | | |
| Available | 5 | 5 | 5 | 5 | 5 | 5 |
| Required | 0 | 0 | 0 | 0 | 0 | 0 |
| Shortage | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Air Carrier</i> | | | | | | |
| Available | 33 | 33 | 33 | 33 | 33 | 33 |
| Required | 27 | 24 | 26 | 27 | 37 | 23 |
| Shortage | 0 | 0 | 0 | 0 | (4) | 0 |

**TABLE 4.5-2
REMAIN OVERNIGHT AIRCRAFT PARKING REQUIREMENTS**

| Type of RON Space | Existing (2013) | Proposed Project | Alternative A | Alternative B | Alternative C | No Project Alternative |
|---|-----------------|------------------|---------------|---------------|---------------|------------------------|
| Phase 3 | | | | | | |
| <i>Commuter</i> | | | | | | |
| Available | 5 | 5 | 5 | 5 | 5 | 5 |
| Required | 0 | 0 | 0 | 0 | 0 | 0 |
| Shortage | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Air Carrier</i> | | | | | | |
| Available | 33 | 33 | 33 | 33 | 33 | 33 |
| Required | 27 | 26 | 30 | 31 | 37 | 23 |
| Shortage | 0 | 0 | 0 | 0 | (4) | 0 |
| RON: remaining overnight | | | | | | |
| Boldface text denotes a shortage of RON spaces. | | | | | | |
| Source: <i>Capacity Analysis Technical Report</i> , Table 2-3, AECOM 2014b. | | | | | | |

Gate Capacity

There presently are 20 air carrier gates with passenger loading bridges and 6 commuter gates where ground loading occurs. The Proposed Project removes the passenger loading bridge limit effective January 1, 2021; however, the Proposed Project does not contemplate a change in the number of passenger loading bridges or the number of commuter gates. Therefore, the analysis is based the current gate configuration.

As indicated above, several methodologies were used for analyzing gate capacity. The first involved a graphic review of current ramp charts (schedules) at JWA during a week of the peak month (August) in 2013. From this analysis, it was determined that commuter flights at JWA are on the ground for an average of 45 minutes; domestic air carrier flights (utilizing 18 gates) are on the ground for an average of 60 minutes; and international air carrier flights (utilizing 2 gates) are on the ground for an average of 90 minutes. Using this approach and comparing the ramp chart with future schedules projected in the *Aviation Forecasts Technical Report* (AECOM 2014a), it is possible to identify whether potential gate shortages would occur.

Table 4.5-3 presents the gate capacity analysis for the Proposed Project (as well as the other three Alternatives and the No Project Alternative). Based on this analysis, there would be no impacts associated with gate capacity for any of the phases of the Proposed Project.

**TABLE 4.5-3
GATE SCHEDULE ANALYSIS RESULTS FOR JOHN WAYNE AIRPORT**

| Type of Service | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|---|-----------------------------|-----------------------------|--|--|-----------------------------|
| Commuter (Ground Loading) | Sufficient gates available. | Sufficient gates available. | Sufficient gates available. | No commuter operations. | Sufficient gates available. |
| Air Carrier (Passenger Loading Bridge) | Sufficient gates available. | Sufficient gates available. | Gate shortages in Phase 3; operations in the 11:00 AM and 8:00 PM hours exceed gate availability by 2 and 7 gates, respectively. | Gate shortages in Phase 1 in the 10:00 AM through noon; 2:00 PM; and 6:00 PM through 8:00 PM hours. Gate availability is exceeded by as few as 2 gates (6:00 PM) and as many as 11 gates (11:00 AM). Gate shortages occur in Phases 2 and 3 from 10:00 AM through noon and 2:00 PM. Gate availability is exceeded by as few as 2 gates (6:00 PM) and as many as 11 gates (11:00 AM). | Sufficient gates available. |
| Source: <i>Capacity Analysis Technical Report</i> , Table 3-1, AECOM 2014b. | | | | | |

In addition to a schedule-based analysis, a review of “turns per gate” was conducted to determine the number of turns (or departures per day) per gate. Prior to the opening of Terminal C, the Airport consistently experienced a high number of turns per gate. (This information is provided in Appendix B.) The peak number of daily departures per gate (turns) coincides with the peak year experienced in 2007, at 9.1 turns per gate with a passenger loading bridge (AECOM 2014b). For the purpose of this analysis, the 2007 level of activity is used as the maximum number of turns per gate with a passenger loading bridge.

As seen in Table 4.5-4, the Proposed Project does not exceed the historical peak of 9.1 turns per gate with a passenger loading bridge and, based on this measure of gate capacity, that the number of gates with passenger loading bridges is adequate for the Proposed Project.

**TABLE 4.5-4
PROJECTED TURNS PER GATE JOHN WAYNE AIRPORT**

| | Existing (2013) | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|---|--------------------|---------------------|------------------|------------------|------------------|------------|
| Phase 1 | | | | | | |
| Air Carrier Operations | 86,000 | 95,000 | 92,000 | 93,000 | 164,000 | 95,000 |
| Departures | 43,000 | 47,500 | 46,000 | 46,500 | 82,000 | 47,500 |
| Gates with passenger loading bridges | 20 | 20 | 20 | 20 | 20 | 20 |
| Daily Departures/Gate | 5.9 | 6.5 | 6.3 | 6.4 | 11.2 | 6.5 |
| Phase 2 | | | | | | |
| Air Carrier Operations | 86,000 | 104,000 | 96,000 | 114,000 | 164,000 | 95,000 |
| Departures | 43,000 | 52,000 | 48,000 | 57,000 | 82,000 | 47,500 |
| Gates with passenger loading bridges | 20 | 20 | 20 | 20 | 20 | 20 |
| Daily Departures/Gate | 5.9 | 7.1 | 6.6 | 7.8 | 11.2 | 6.5 |
| Phase 3 | | | | | | |
| Air Carrier Operations | 86,000 | 111,000 | 109,000 | 134,000 | 164,000 | 95,000 |
| Departures | 43,000 | 55,500 | 54,500 | 67,000 | 82,000 | 47,500 |
| Gates with passenger loading bridges | 20 | 20 | 20 | 20 | 20 | 20 |
| Daily Departures/Gate | 5.9 | 7.6 | 7.5 | 9.2 | 11.2 | 6.5 |
| Boldface text denotes an exceedance of gates capacity. | | | | | | |
| Source: <i>Capacity Analysis Technical Report</i> , Table 3-2, AECOM 2014b. | | | | | | |

The third method of defining gate capacity utilized in this analysis is measuring throughputs of passengers at gates, specifically the number of enplanements per gate. Enplanement throughputs can be affected by a number of variables, such as airlines, ticketing methods, and terminal configuration. Since 2003, JWA has averaged 294,514 enplanements per gate with a passenger loading bridge, with a peak reached in 2007 when 356,418 enplanements per gate with a passenger loading bridge were processed. Since Terminal C was completed, the number of enplanements per gate with a passenger loading bridge has decreased to an average of 248,664 enplanements per gate with a loading bridge. The reason for the decrease in throughputs is a result of additional gates (six passenger loading bridges) being added as part of the completed Terminal C project.

For the purpose of this analysis, it is assumed that when enplanements per gate reach 90 percent of the historical peak throughput per gate with passenger loading bridge (or approximately 306,000), terminal levels of service are impacted. As shown in Table 4.5-5, the gate throughputs are not exceeded in any phase of the Proposed Project. This substantiates the findings from the other methodologies used for evaluating gate capacity, that there would be no impacts on gate capacity associated with the Proposed Project.

TABLE 4.5-5
JOHN WAYNE AIRPORT PROJECTED ENPLANEMENTS PER GATE WITH
A PASSENGER LOADING BRIDGE

| | Existing (2013) | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|--|--------------------|---------------------|------------------|------------------|------------------|------------|
| Phase 1 | | | | | | |
| Passengers ^a | 9,168,000 | 10,300,000 | 10,300,000 | 10,300,000 | 16,900,000 | 10,300,000 |
| Enplanements | 4,584,000 | 5,150,000 | 5,150,000 | 5,150,000 | 8,450,000 | 5,150,000 |
| Gates* | 20 | 20 | 20 | 20 | 20 ^b | 20 |
| Enplanements/ Gate* | 229,200 | 257,500 | 257,500 | 257,500 | 422,500 | 257,500 |
| Phase 2 | | | | | | |
| Passengers ^a | 9,168,000 | 11,300,000 | 10,900,000 | 12,500,000 | 16,900,000 | 10,300,000 |
| Enplanements | 4,584,000 | 5,650,000 | 5,450,000 | 6,250,000 | 8,450,000 | 5,150,000 |
| Gates* | 20 | 20 | 20 | 20 | 20 ^b | 20 |
| Enplanements/ Gate* | 229,200 | 282,500 | 272,500 | 312,500 | 422,500 | 257,500 |
| Phase 3 | | | | | | |
| Passengers ^a | 9,168,000 | 12,000,000 | 12,300,000 | 14,500,000 | 16,900,000 | 10,300,000 |
| Enplanements | 4,584,000 | 6,000,000 | 6,150,000 | 7,250,000 | 8,450,000 | 5,150,000 |
| Gates* | 20 | 20 | 20 | 20 | 20 ^b | 20 |
| Enplanements/ Gate* | 229,200 | 300,000 | 307,500 | 362,500 | 422,500 | 257,500 |
| Boldface text denotes an exceedance of gate capacity. * Reflects the number of gates with passenger loading bridges. ^a Passenger numbers of the Proposed Project, Alternative A, Alternative B, and the No Project Alternative are reduced by 500,000 as that quantity is reserved for commuter passengers, who are not loaded via bridge. Forecasts for Alternative C do not include commuter passengers. ^b There is no limit to the number of loading bridges for Alternative C; however, additional loading bridges are not proposed under this alternative. Source: <i>Capacity Analysis Technical Report</i> , Table 3-5, AECOM 2014b. | | | | | | |

Terminal Capacity for International Passengers

As previously indicated, currently there is only 1 international arrival per hour and, therefore, the maximum number of international arriving passengers is 150 (represented by an arriving Interjet Airbus A320). Comparing current operations to the design capacity of 300 passengers per hour, there is adequate capacity provided by FIS facilities. Although two international arrivals in an hour can be accommodated, it would be very crowded and levels of service could drop if arrivals are simultaneous. Facilities appear adequate to accommodate 2 arriving flights in an hour if the flights are not simultaneous; for example, 1 flight arriving near the top of an hour with the other arriving 30 minutes (or more) later in the hour. Critical points of the process that would be stressed by simultaneous arrivals would be the primary processing area and baggage claim. Also, operations of international aircraft with greater seating capacity than those presently operating at JWA will create additional demand on FIS facilities. This is not necessarily problematic if an arrival of a larger aircraft is the only international operation in an hour.

There are currently two terminal gates that accommodate international operations (Gates 13 and 14), both of which have passenger loading bridges. In the processing of international arriving passengers, it is important that passengers be kept separate from other, domestic passengers, until the international arrivals clear U.S. immigration and customs officers. In order to achieve this separation of international passengers, Gates 13 and 14 are connected to a sterile corridor, leading passengers directly downstairs to the FIS facilities. Progression from the gate to and through FIS is fairly straight forward and a short distance. Due to the configuration of the terminal and location of FIS facilities (the sterile corridor), it would be very difficult to connect additional gates with passenger loading bridges directly to the FIS facilities.

It is estimated that approximately 16 daily international flights could be accommodated using the present FIS facilities. This assumes that flights are on the ground 1.5 hours for passenger deplaning, aircraft servicing, and passenger enplaning and allows approximately 1 hour in between arriving international flights. Table 4.5-6 summarizes the projected average daily international flights (arrivals) for the Proposed Project and each of the alternatives. With the Proposed Project, there would be no terminal capacity impacts associated with international flights.

**TABLE 4.5-6
PROJECTED INTERNATIONAL DAILY FLIGHTS
JOHN WAYNE AIRPORT**

| | Existing (2013) | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|---|--------------------|---------------------|------------------|------------------|------------------|------------|
| Phase 1 | | | | | | |
| International Operations | 4,900 | 6,100 | 6,100 | 6,100 | 9,500 | 6,100 |
| International Departures | 2,450 | 3,050 | 3,050 | 3,050 | 4,750 | 3,050 |
| Daily Departures | 6.7 | 8.4 | 8.4 | 8.4 | 13.0 | 8.4 |
| Phase 2 | | | | | | |
| International Operations | 4,900 | 8,600 | 8,300 | 9,400 | 12,300 | 6,100 |
| International Departures | 2,450 | 4,300 | 4,150 | 4,700 | 6,150 | 3,050 |
| Daily Departures | 6.7 | 11.8 | 11.4 | 12.9 | 16.8 | 8.4 |
| Phase 3 | | | | | | |
| International Operations | 4,900 | 10,100 | 10,300 | 12,100 | 13,600 | 6,100 |
| International Departures | 2,450 | 5,050 | 5,150 | 6,050 | 6,800 | 3,050 |
| Daily Departures | 6.7 | 13.8 | 14.1 | 16.6 | 18.6 | 8.4 |
| Boldface text denotes a capacity exceedance at the FIS facilities. | | | | | | |
| Source: <i>Capacity Analysis Technical Report</i> , Table 5-3, AECOM 2014b. | | | | | | |

Fuel Storage Capacity

As previously indicated in Section 4.4, Hazards and Hazardous Material, on an annualized basis, assuming the completion of the current tank modifications, the daily working capacity of the fuel system can accommodate 12.5 annual MAP. However, to ensure the analysis evaluates the maximum environmental impact scenario, the calculations have been done based on the number of gallons required to support ADPM operations. Table 4.5-7 presents the required fuel capacity; the amount of unused fuel at the end of each day; and the number of additional truck deliveries that are needed to support the passenger activity level of each scenario during the ADPM.

As shown in Table 4.5-7, the additional fuel tanker delivers required for Phase 1 can be accommodated with no modifications to the existing fuel farm facilities or modification of operation. Compared to existing conditions, for Phase 2 there would be the need for 6 additional fuel tanker truck deliveries for the ADPM; 2 would be outside the current hours when fuel is delivered (for a total of 34 trucks). In Phase 3 there would be the need for 8 additional fuel tanker truck deliveries for the ADPM, with 4 outside the current hours when fuel is delivered (for a total of 36 trucks) for the ADPM.

**TABLE 4.5-7
AVERAGE DAY PEAK MONTH FUEL CAPACITY AND TRUCKING REQUIREMENTS**

| Item | Existing 2013 | Proposed Project | Alternative A | Alternative B | Alternative C | No Project Alternative |
|---|------------------|---------------------|------------------|------------------|------------------|---------------------------|
| Phase 1 | | | | | | |
| MAP Level | 9.17 | 10.8 | 10.8 | 10.8 | 16.9 | 10.8 |
| ADPM Passengers ^a | 27,451 | 32,742 | 32,742 | 32,742 | 51,258 | 32,742 |
| Required Gallons of Fuel for Daily Working Capacity | 203,000 | 242,000 | 242,000 | 242,000 | 379,000 | 242,000 |
| Existing Daily Working Fuel Capacity (in gallons) ^b | 254,000 | 254,000 | 254,000 | 254,000 | 254,000 | 254,000 |
| Remaining Fuel Capacity at Days' End | 51,000 | 12,000 | 12,000 | 12,000 | (125,000) | 12,000 |
| Total Additional Truck Deliveries | 0 | 4 | 4 | 4 | 20 | 4 |
| Additional Truck Deliveries Outside of Current Delivery Hours (11:30 PM to 5:30 AM) | 0 | 0 | 0 | 0 | 16 | 0 |
| Phase 2 | | | | | | |
| MAP Level | 9.17 | 11.8 | 11.4 | 13.0 | 16.9 | 10.8 |
| ADPM Passengers ^a | 27,451 | 35,774 | 34,581 | 39,419 | 51,258 | 32,742 |
| Required Gallons of Fuel for Daily Working Capacity | 203,000 | 265,000 | 256,000 | 292,000 | 379,000 | 242,000 |
| Existing Daily Working Fuel Capacity (in gallons) ^b | 254,000 | 254,000 | 254,000 | 254,000 | 254,000 | 254,000 |
| Remaining Fuel Capacity at Days' End | 51,000 | (11,000) | (2,000) | (38,000) | (125,000) | 12,000 |
| Total Additional Truck Deliveries | | 6 | 5 | 9 | 20 | 4 |
| Additional Truck Deliveries Outside of Current Delivery Hours (11:30 PM to 5:30 AM) | 0 | 2 | 1 | 5 | 16 | 0 |

**TABLE 4.5-7
AVERAGE DAY PEAK MONTH FUEL CAPACITY AND TRUCKING REQUIREMENTS**

| Item | Existing 2013 | Proposed Project | Alternative A | Alternative B | Alternative C | No Project Alternative |
|---|------------------|---------------------|------------------|------------------|------------------|---------------------------|
| Phase 3 | | | | | | |
| MAP Level | 9.17 | 12.5 | 12.8 | 15.0 | 16.9 | 10.8 |
| ADPM Passengers ^a | 27,451 | 37,903 | 38,806 | 45,484 | 51,258 | 32,742 |
| Required Gallons of Fuel for Daily Working Capacity | 203,000 | 280,000 | 287,000 | 337,000 | 379,000 | 242,000 |
| Existing Daily Working Fuel Capacity (in gallons) ^b | 254,000 | 254,000 | 254,000 | 254,000 | 254,000 | 254,000 |
| Remaining Fuel Capacity at Days' End | 51,000 | (26,000) | (33,000) | (83,000) | (125,000) | 12,000 |
| Total Additional Truck Deliveries | | 8 | 9 | 15 | 20 | 4 |
| Additional Truck Deliveries Outside of Current Delivery Hours (11:30 PM to 5:30 AM) | 0 | 4 | 5 | 11 | 16 | 0 |
| MAP: million annual passengers; ADPM: Average Day Peak Month Boldface text denotes a fueling capacity exceedance. ^a The ADPM passengers levels are from the <i>Aviation Forecasts Technical Report</i> , Table 3-5, (AECOM 2014a) and are also provided in Section 3 of this EIR in Table 3-2. ^b Assumes completion of the planned tank modifications. Source: <i>Capacity Analysis Technical Report</i> , Table 4-1, AECOM 2014b. | | | | | | |

The increased demand could be accommodated with the current facilities, but Phases 2 and 3 would require modifications to the current operations. As previously discussed in Section 4.4, Hazards and Hazardous Materials, due to fuel settling requirements and the capacity limitations of the existing tanks, it would not be possible to just extend the hours of delivery and have the additional trucks deliver during the night time hours. A maximum of 32 fuel trucks can deliver fuel during the night time hours. The fuel deliveries would need to arrive when the first tank has been emptied which, based on the limited amount of the shortfall-a maximum of 4 trucks for the Proposed Project, would be in the evening hours. As a result, during the peak month when the demand is greatest, fuel deliveries would need to start earlier in the evening (i.e., before 11:30 PM). Since there would not need to be an expansion of the facilities and the demand can be met with only a minor modification to the operations, this would not be considered a significant impact.

General Aviation Facilities

None of the phases of the Proposed Project would displace any general aviation facilities or have any impact on the operations of the FBOs.

Airport Parking Facilities

With the projected increases in passenger travel, parking demand would likely increase proportionally. Using the factor of 619 parking spaces per 1 MAP, the parking demand was generated for the future levels of passenger travel. As previously indicated, the "effective" capacity of the parking facility was used to assess whether sufficient parking would be available

based on the current parking configuration, as well as with the build out of Parking Structure C2. Parking Structure C2 was evaluated in the Final Supplemental EIR 582, certified in October 2004.

The anticipated parking demand is shown in Table 4.5-8 below. The analysis assumes:

- The existing parking facilities or the manner in which they are operated will not substantially change. For example, these estimates could change if JWA were to allocate additional parking for rental cars within the parking structures.
- The current travel patterns for JWA passengers will not change in the future. Passengers currently access the Airport through a variety of travel modes including driving themselves, shuttles, taxis, and via other shared ride measures.

As shown in Table 4.5-8, under the existing parking configuration, there would be sufficient parking capacity for the Proposed Project in Phases 1 and 2; however, Phase 3 would exceed the 90 percent effective capacity threshold. When the additional spaces in Parking Structure C2 are constructed, there would be adequate capacity for all phases of the Proposed Project. However, since the construction of Parking Structure C2 is not currently programmed for construction, the shortfall in parking would be considered a potentially significant impact, prior to mitigation.

**TABLE 4.5-8
PROJECTED PARKING DEMAND BY MILLION ANNUAL PASSENGERS**

| MAP | Applicable Scenario | Parking Demand | Existing Parking Configuration | | Existing Parking Plus 1,381 Additional Spaces | |
|------|----------------------------|----------------|--------------------------------|---------------------|---|---------------------|
| | | | Parking Supply | Parking Occupancy % | Parking Supply | Parking Occupancy % |
| 9.17 | Existing | 5,681 | 8,356 | 68 | 9,737 | 58 |
| 10.8 | PP-1; Alt A-1; Alt B-1, NP | 6,669 | 8,356 | 80 | 9,737 | 69 |
| 11.4 | Alternative A, Phase 2 | 7,040 | 8,356 | 85 | 9,737 | 73 |
| 11.8 | Proposed Project, Phase 2 | 7,287 | 8,356 | 87 | 9,737 | 75 |
| 12.5 | Proposed Project, Phase 3 | 7,719 | 8,356 | 93 | 9,737 | 80 |
| 12.8 | Alternative A, Phase 3 | 7,904 | 8,356 | 95 | 9,737 | 81 |
| 13 | Alternative B, Phase 2 | 8,028 | 8,356 | 96 | 9,737 | 83 |
| 15 | Alternative B, Phase 3 | 9,263 | 8,356 | 111 | 9,737 | 95 |
| 16.9 | Alternative C, All Phases | 10,436 | 8,356 | 125 | 9,737 | 108 |

MAP: million annual passengers; PP-1: Proposed Project, Phase 1; Alt A-1: Alternative A, Phase 1; Alt B-1: Alternative B, Phase 1; NP: No Project All Phases
 Scenarios where parking demand exceeds 90 percent occupancy are noted in **boldface text**.
 Source: *Transportation Impact Analysis Report*, Appendix F, Table 1, Fehr & Peers 2014.

Summary of Capacity of On-Site Facilities Evaluation

In summary, the Proposed Project would not require any unplanned physical improvements to terminal or airfield facilities. However, based on existing parking facilities, there would be insufficient automobile parking with Phase 3. Implementation of the planned Parking Structure C2 improvements would provide the needed capacity. Therefore, with implementation of the

mitigation measure requiring the timely construction of Parking Structure C2, any potential impacts on the on-site facilities would be reduced to a level of less than significant.

Compatibility with Surrounding Land Uses

As identified above, if the noise impacts are of sufficient magnitude, noise-sensitive uses would be deemed an incompatible use. The 65 CNEL is generally considered the upper threshold for noise-sensitive uses (e.g., residences, places of worship, and schools/childcare facilities) to be considered compatible, unless noise-attenuation measures (such as insulation) have been implemented. Data also has been provided for the 60 to 65 CNEL contour for information purposes; however, standard construction methods generally provide sufficient outdoor to indoor noise reduction for noise-sensitive uses located within this contour. Typical Southern California wood frame residences provide a reduction 20 dBA with windows closed. Newer or upgraded residences may provide even greater attenuation. For purposes of this analysis, the typical structural attenuation is being assumed when determining a potential land use compatibility impact.

Table 4.5-9 provides a comparison of the sensitive land uses located within the CNEL contours for the existing year (2013) conditions; 1985 JWA Master Plan;¹¹ Proposed Project; Alternatives A through C; and the No Project Alternative (all the scenarios are provided in a single table to facilitate comparison).

Phase 1

As shown in Table 4.5-9, the Proposed Project, Phase 1 would increase both the total 65 to 70 CNEL contour areas and the greater than 70 CNEL contour by approximately 0.06 square mile (7 percent and 10 percent, respectively) compared to existing conditions. Outside the Airport boundaries, the 65 to 70 CNEL contour would increase by 0.07 square mile (10 percent) and the greater than 70 CNEL contour would increase by 0.04 mile (44 percent) when compared to existing conditions. Exhibit 4.5-2a provides a comparison of the existing 60, 65, 70, and 75 CNEL contours and the projected contours with the Proposed Project, Phase 1. Exhibits 4.5-2b through 4.5-2d provide larger scale exhibits with the noise-sensitive land uses depicted.

Though the physical area encompassed by the subject noise contours would increase, the assessment of land use impacts needs to consider whether there are sensitive receptors. No additional sensitive receptors would be within the greater than 70 CNEL contour when Phase 1 of the Proposed Project is compared to existing conditions. Increased noise levels would add 31 additional residences to the area within the 65 to 70 CNEL contour, of which 10 were insulated under the AIP and 21 were not. For the 21 additional residences that have not been insulated, 17 of them are located in the area zoned for business park and are non-conforming uses. No other sensitive receptors would be included in the area added to the 65 to 70 CNEL contour.

¹¹ The 1985 Master Plan data is provided for informational purposes because this data was used as the basis for the Settlement Agreement. The assessment of impact in this EIR provides a comparison to the existing conditions.

The 1985 Master Plan noise contour used for the Land Use Compatibility Program ("LUCP") was developed to establish a program to achieve land use compatibility between projected noise levels at JWA and the surrounding land uses. The LUCP included an acoustical insulation program for homes in the then-unincorporated Santa Ana Heights and the Anniversary Tract neighborhood in the City of Newport Beach for those residences that were willing to participate in the program.

The County General Plan land use and noise compatibility standard (see Table 4.5-1) for residential uses requires an interior CNEL of less than 45 dB for habitable rooms and a CNEL of less than 65 dB in outdoor living areas. There is no feasible mitigation for the reduction of exterior noise levels. Therefore, as the 65 CNEL contour expands beyond the existing contour and includes additional residences this would be a significant impact. The non-conforming residential uses within the business park are not eligible for future sound attenuation; therefore, from a land use compatibility perspective, these residences are being exposed to exterior and potentially interior noise levels in excess of the County standards, which would be a significant impact and mitigation is not feasible.¹² (*Noise Analysis Technical Report*, Landrum & Brown, 2014, Appendix C)

Residences that have received insulation would be compatible with the interior noise standards. For the uninsulated residences, however, there is also the potential for incompatibility due to excessive interior noise levels, which would be considered a significant impact. Based on the County standard, an indoor noise impact occurs when the interior noise level exceeds 45 CNEL in any habitable room of a residence, or similar habitable space for schools, places of worship, and other noise sensitive uses. As the 65 CNEL contour expands to include additional noise sensitive uses, the interior noise levels would need to be verified on a house-by-house basis to determine if the average interior noise levels are in excess of 45 CNEL. If this standard is exceeded, implementation of a Sound Insulation Plan ("SIP") would be used to address interior noise impacts. With implementation of the SIP (see Mitigation Measure LU-1), the land use compatibility impact associated with interior noise levels would also be reduced to a less than significant level for those residences with an average noise level in excess of 45 CNEL that are outside of the business park. For those residences within the business park and those residences with a habitable room with noise levels in excess of 45 CNEL but the average noise levels in the habitable rooms is less than 45 CNEL, mitigation would not be feasible; therefore, the impact would be significant and unavoidable. (See discussion in Section 4.5.2, Methodology regarding FAA's noise attenuation requirements.)

Phase 2

The Proposed Project, Phase 2 would increase both the total 65 to 70 CNEL contour areas and the greater than 70 CNEL contour by approximately 0.10 square mile (11 percent and 17 percent, respectively) compared to existing conditions. Outside the Airport boundaries, the 65 to 70 CNEL contour would increase by 0.11 square mile (16 percent), and the greater than 70 CNEL contour would increase by 0.07 mile (78 percent) when compared to existing conditions. Exhibit 4.5-3a provides a comparison of the existing 60, 65, 70, and 75 CNEL contours and the projected contours with the Proposed Project, Phase 2. Exhibits 4.5-3b through 4.5-3d provide larger scale exhibits with the noise-sensitive land uses depicted.

¹² As discussed above, this analysis utilizes the typical minimum structural attenuation of 20 dB; there may be homes exposed to greater than 65 CNEL exterior noise levels that would achieve the interior noise levels of 45 dB. As discussed in Section 4.6, Noise, for those homes that received attenuation as part of the 1985 AIP, approximately 95 percent of the untreated rooms achieved more than 22 dB of outdoor-to-indoor noise reduction. Therefore, most of the remaining untreated dwelling units would need to be exposed to outdoor noise levels of 67 CNEL or greater in order to experience interior noise levels greater than 45 CNEL.

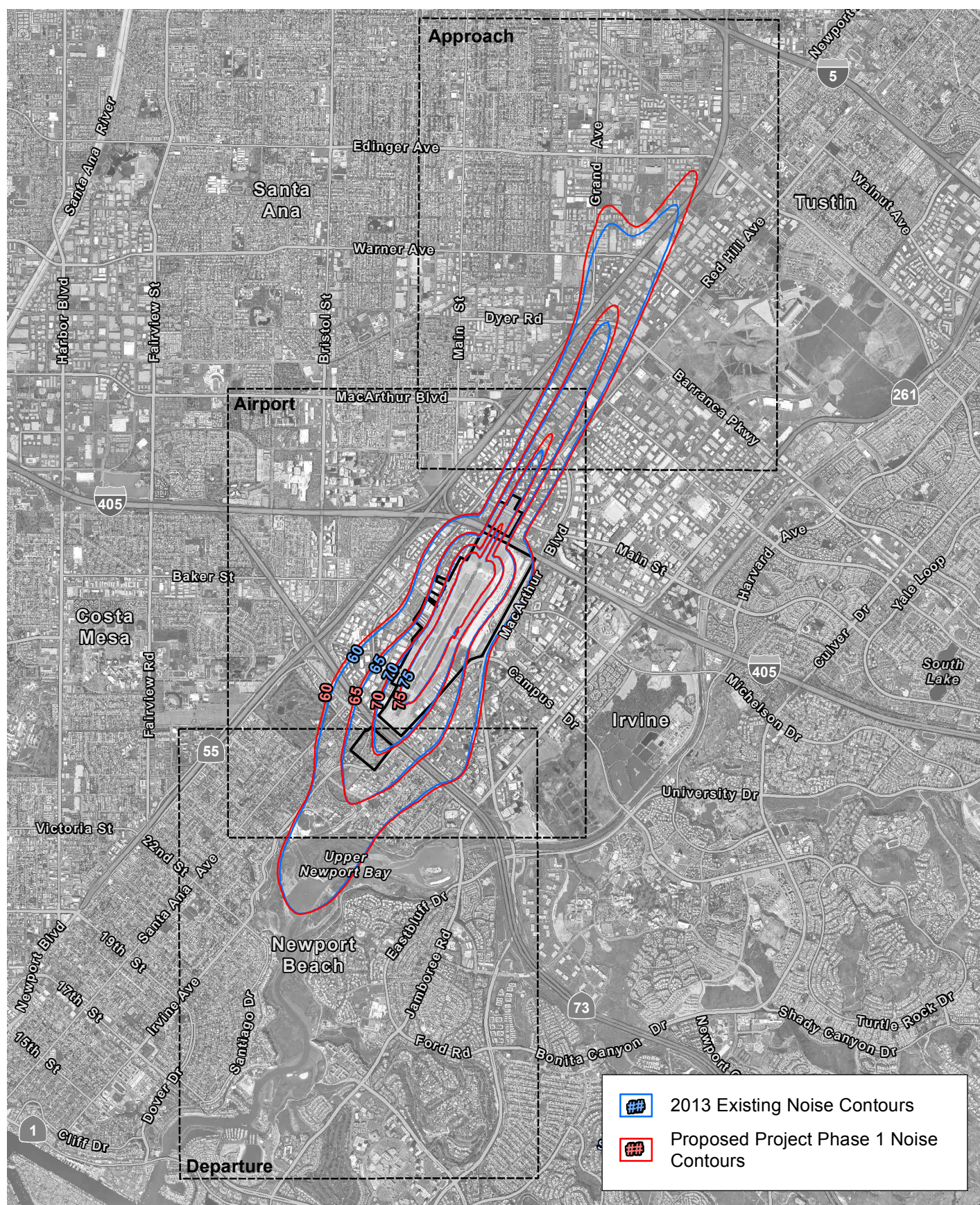
**TABLE 4.5-9
LAND USES WITHIN COMMUNITY NOISE EQUIVALENT LEVEL CONTOURS**

| CNEL | 2013 | Master Plan | No Project | Proposed Project Phases | | | Alternative A Phases | | | Alternative B Phases | | | Alternative C Phases | | |
|--|------|-------------|------------|-------------------------|-------|-------|----------------------|-------|-------|----------------------|-------|-------|----------------------|-------|-------|
| | | | | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| Total Contour Area (sq. mi.) | | | | | | | | | | | | | | | |
| 60-65 | 2.05 | 4.39 | 2.22 | 2.22 | 2.33 | 2.42 | 2.16 | 2.21 | 2.37 | 2.18 | 2.46 | 2.71 | 2.96 | 4.61 | 4.61 |
| 65-70 | 0.88 | 1.29 | 0.94 | 0.94 | 0.98 | 1.02 | 0.92 | 0.94 | 0.99 | 0.93 | 1.03 | 1.12 | 1.34 | 1.71 | 1.70 |
| >70 | 0.59 | 1.08 | 0.65 | 0.65 | 0.69 | 0.72 | 0.64 | 0.66 | 0.72 | 0.64 | 0.74 | 0.83 | 0.92 | 1.29 | 1.29 |
| Contour Area Within Airport Boundaries (sq. mi.) | | | | | | | | | | | | | | | |
| 60-65 | 0.10 | 0.01 | 0.09 | 0.09 | 0.08 | 0.08 | 0.09 | 0.09 | 0.08 | 0.09 | 0.07 | 0.06 | 0.05 | 0.00 | 0.00 |
| 65-70 | 0.20 | 0.08 | 0.19 | 0.19 | 0.19 | 0.17 | 0.20 | 0.19 | 0.18 | 0.20 | 0.18 | 0.16 | 0.15 | 0.11 | 0.12 |
| >70 | 0.50 | 0.71 | 0.52 | 0.52 | 0.53 | 0.55 | 0.51 | 0.52 | 0.54 | 0.51 | 0.55 | 0.58 | 0.60 | 0.69 | 0.68 |
| Contour Area Outside Airport Boundaries (sq. mi.) | | | | | | | | | | | | | | | |
| 60-65 | 1.95 | 4.38 | 2.13 | 2.13 | 2.25 | 2.34 | 2.07 | 2.12 | 2.29 | 2.09 | 2.39 | 2.65 | 2.91 | 4.61 | 4.61 |
| 65-70 | 0.68 | 1.21 | 0.75 | 0.75 | 0.79 | 0.85 | 0.72 | 0.75 | 0.81 | 0.73 | 0.85 | 0.96 | 1.19 | 1.60 | 1.58 |
| >70 | 0.09 | 0.37 | 0.13 | 0.13 | 0.16 | 0.17 | 0.13 | 0.14 | 0.18 | 0.13 | 0.19 | 0.25 | 0.32 | 0.60 | 0.61 |
| Total Number of Residences | | | | | | | | | | | | | | | |
| 60-65 | 932 | 7,138 | 1,014 | 1,014 | 1,082 | 1,130 | 995 | 1,020 | 1,114 | 999 | 1,151 | 1,225 | 1,662 | 4,418 | 4,406 |
| 65-70 | 96 | 407 | 128 | 127 | 158 | 173 | 118 | 144 | 181 | 121 | 186 | 230 | 345 | 870 | 869 |
| >70 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 92 | 92 |
| Number of Residences within the 1985 Santa Ana Heights Acoustical Insulation Program That Received Insulation | | | | | | | | | | | | | | | |
| 60-65 | 389 | 167 | 379 | 379 | 366 | 355 | 382 | 373 | 350 | 381 | 346 | 315 | 220 | 2 | 2 |
| 65-70 | 38 | 255 | 48 | 48 | 61 | 72 | 45 | 54 | 77 | 46 | 81 | 111 | 203 | 387 | 387 |
| >70 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 38 | 38 |
| Number of Residences within the 1985 Santa Ana Heights Acoustical Insulation Program That Did Not Receive Insulation | | | | | | | | | | | | | | | |
| 60-65 | 117 | 33 | 96 | 96 | 78 | 73 | 102 | 85 | 71 | 100 | 70 | 56 | 32 | 1 | 1 |
| 65-70 | 58 | 141 | 79 | 79 | 97 | 102 | 73 | 90 | 104 | 75 | 105 | 119 | 141 | 120 | 120 |
| >70 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 54 | 54 |

**TABLE 4.5-9
LAND USES WITHIN COMMUNITY NOISE EQUIVALENT LEVEL CONTOURS**

| CNEL | 2013 | Master Plan | No Project | Proposed Project Phases | | | Alternative A Phases | | | Alternative B Phases | | | Alternative C Phases | | |
|---|------|-------------|------------|-------------------------|-----|-----|----------------------|-----|-----|----------------------|-----|-----|----------------------|-------|-------|
| | | | | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| Number of Residences Outside the 1985 Santa Ana Heights Acoustical Insulation Program | | | | | | | | | | | | | | | |
| 60-65 | 426 | 6,938 | 539 | 539 | 638 | 701 | 511 | 562 | 693 | 518 | 735 | 854 | 1,410 | 4,415 | 4,403 |
| 65-70 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 363 | 362 |
| >70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Number of Schools | | | | | | | | | | | | | | | |
| 60-65 | 4 | 9 | 5 | 5 | 6 | 7 | 5 | 5 | 6 | 5 | 7 | 8 | 6 | 9 | 9 |
| 65-70 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 |
| >70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Number of Places of Worship | | | | | | | | | | | | | | | |
| 60-65 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 8 | 6 | 6 |
| 65-70 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 3 | 3 |
| >70 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 3 | 3 |
| CNEL: Community Noise Equivalent Level; sq. mi.: square mile. Source: <i>Noise Analysis Technical Report</i> , Table 22, Landrum & Brown 2014. | | | | | | | | | | | | | | | |

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Comparison of Existing and Proposed Project Phase 1 Noise Contours

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-2a



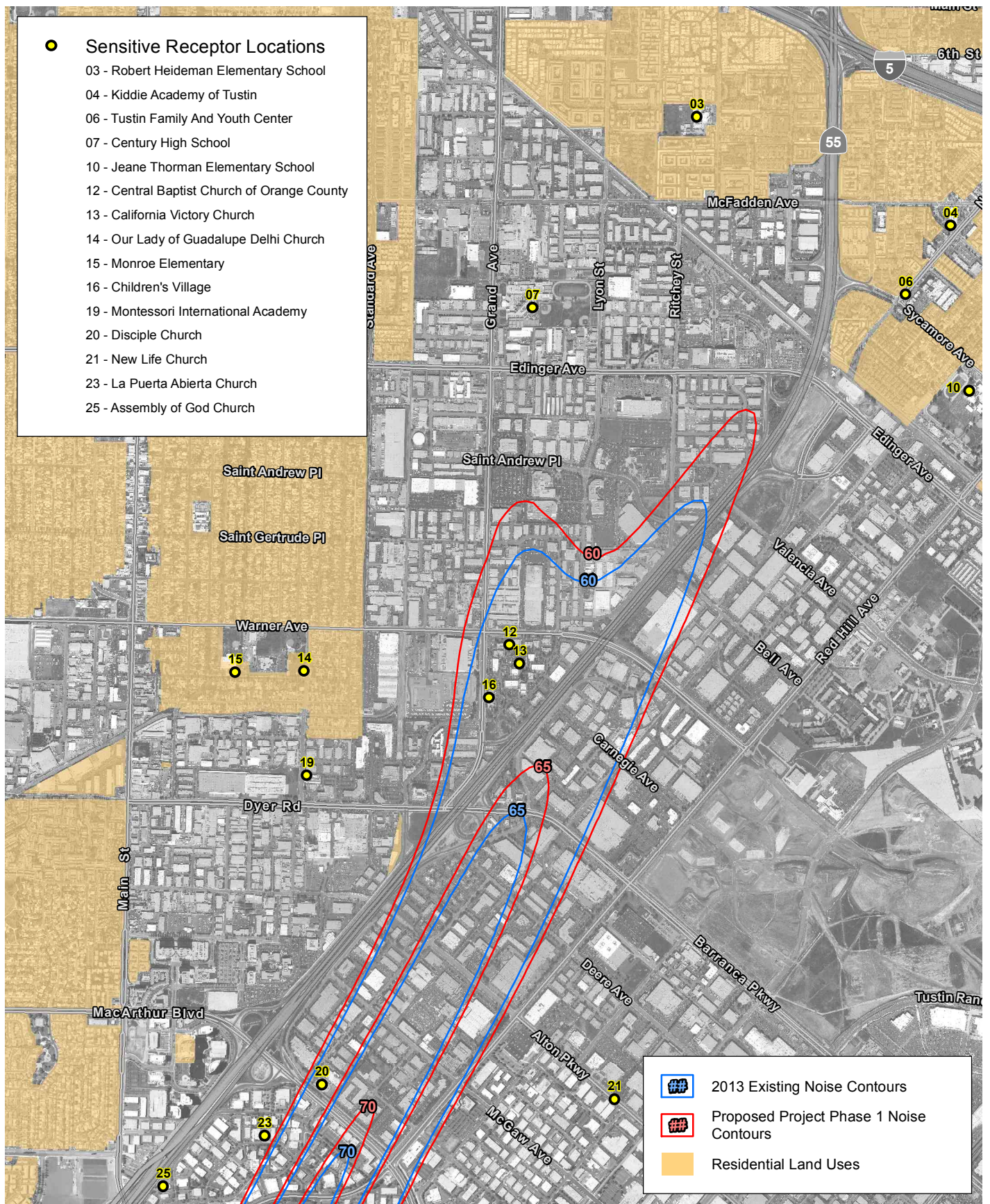
1 0.5 0 1 Miles





Sensitive Receptor Locations

- 03 - Robert Heideman Elementary School
- 04 - Kiddie Academy of Tustin
- 06 - Tustin Family And Youth Center
- 07 - Century High School
- 10 - Jeane Thorman Elementary School
- 12 - Central Baptist Church of Orange County
- 13 - California Victory Church
- 14 - Our Lady of Guadalupe Delhi Church
- 15 - Monroe Elementary
- 16 - Children's Village
- 19 - Montessori International Academy
- 20 - Disciple Church
- 21 - New Life Church
- 23 - La Puerta Abierta Church
- 25 - Assembly of God Church



- 2013 Existing Noise Contours
- Proposed Project Phase 1 Noise Contours
- Residential Land Uses

Existing and Proposed Project, Phase 1 Approach Noise Contours with Sensitive Land Uses

Exhibit 4.5-2b

John Wayne Airport Settlement Agreement Amendment

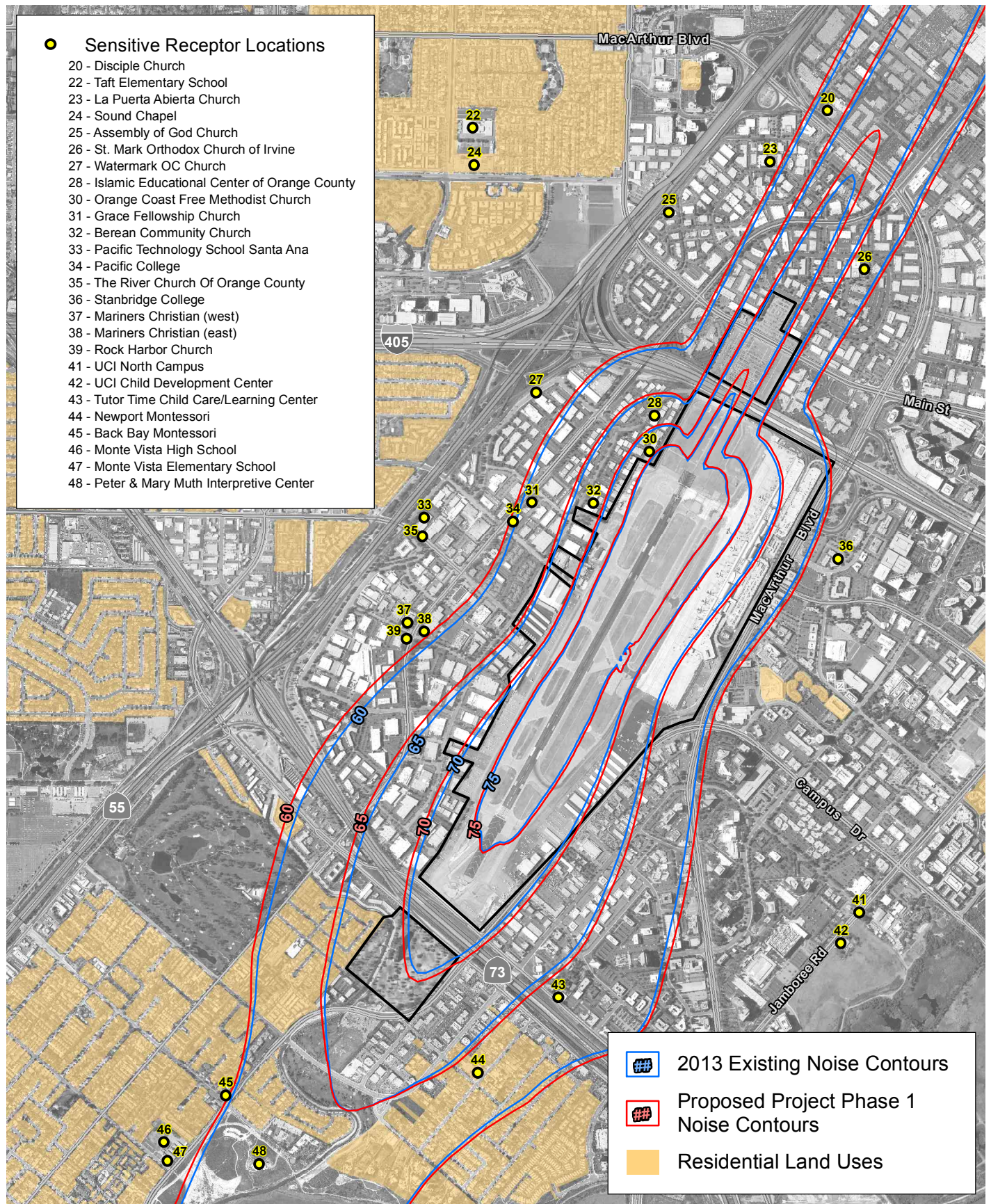


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Feet



● Sensitive Receptor Locations

- 20 - Disciple Church
- 22 - Taft Elementary School
- 23 - La Puerta Abierta Church
- 24 - Sound Chapel
- 25 - Assembly of God Church
- 26 - St. Mark Orthodox Church of Irvine
- 27 - Watermark OC Church
- 28 - Islamic Educational Center of Orange County
- 30 - Orange Coast Free Methodist Church
- 31 - Grace Fellowship Church
- 32 - Berean Community Church
- 33 - Pacific Technology School Santa Ana
- 34 - Pacific College
- 35 - The River Church Of Orange County
- 36 - Stanbridge College
- 37 - Mariners Christian (west)
- 38 - Mariners Christian (east)
- 39 - Rock Harbor Church
- 41 - UCI North Campus
- 42 - UCI Child Development Center
- 43 - Tutor Time Child Care/Learning Center
- 44 - Newport Montessori
- 45 - Back Bay Montessori
- 46 - Monte Vista High School
- 47 - Monte Vista Elementary School
- 48 - Peter & Mary Muth Interpretive Center



- 2013 Existing Noise Contours
- Proposed Project Phase 1 Noise Contours
- Residential Land Uses

Existing and Proposed Project, Phase 1 Airport Area Noise Contours with Sensitive Land Uses

Exhibit 4.5-2c

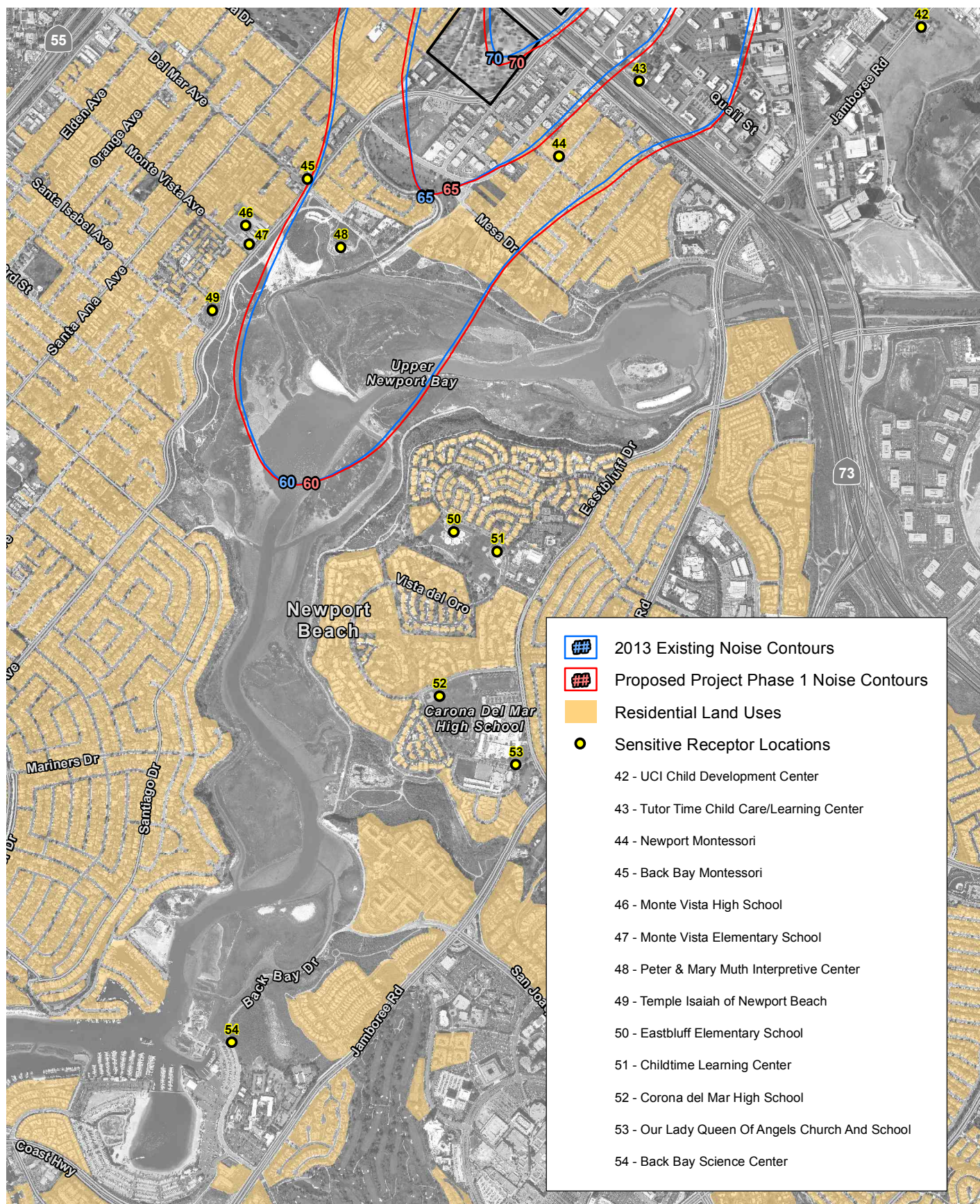
John Wayne Airport Settlement Agreement Amendment



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Existing and Proposed Project, Phase 1 Departure Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

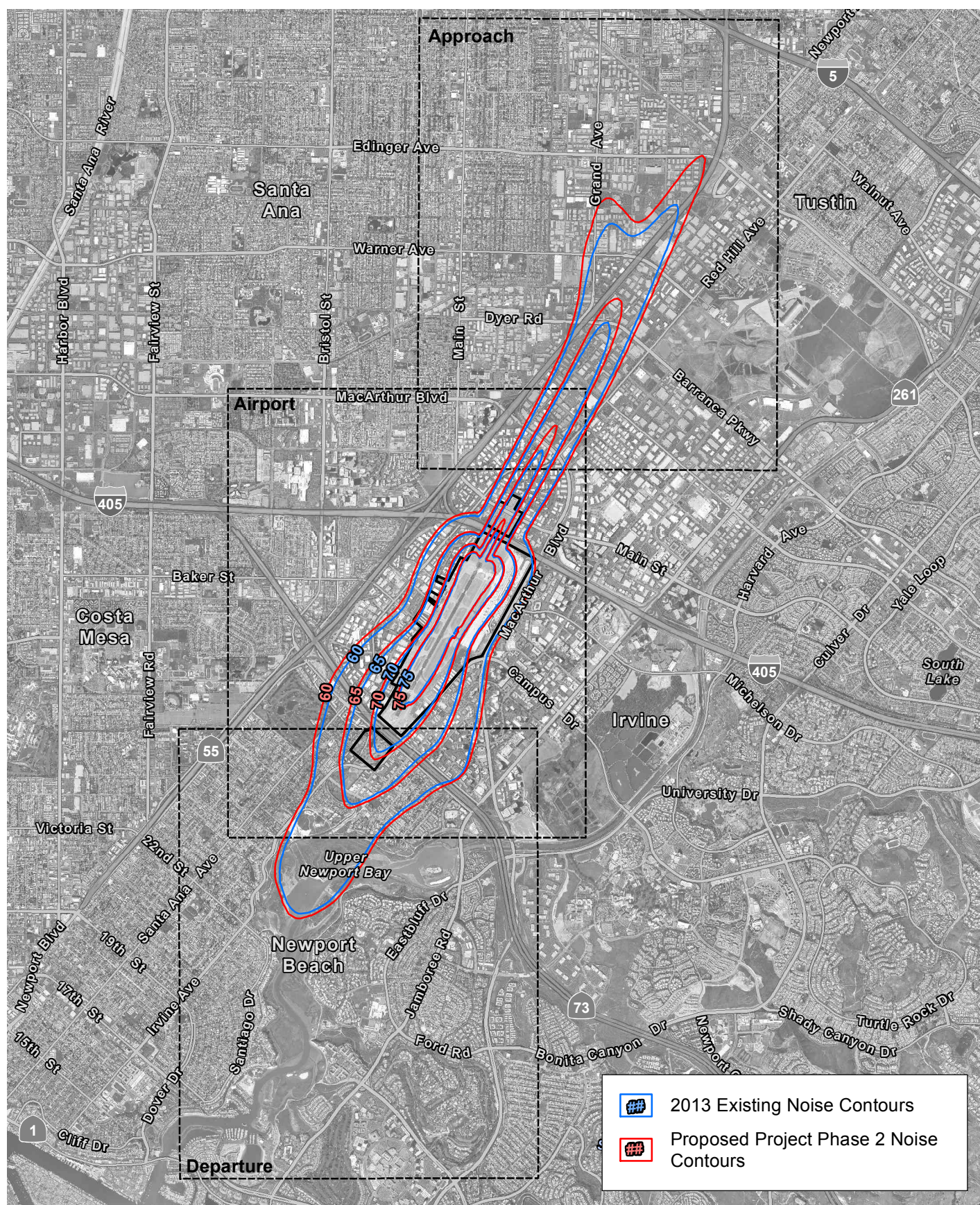
Exhibit 4.5-2d



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Comparison of Existing and Proposed Project Phase 2 Noise Contours

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-3a



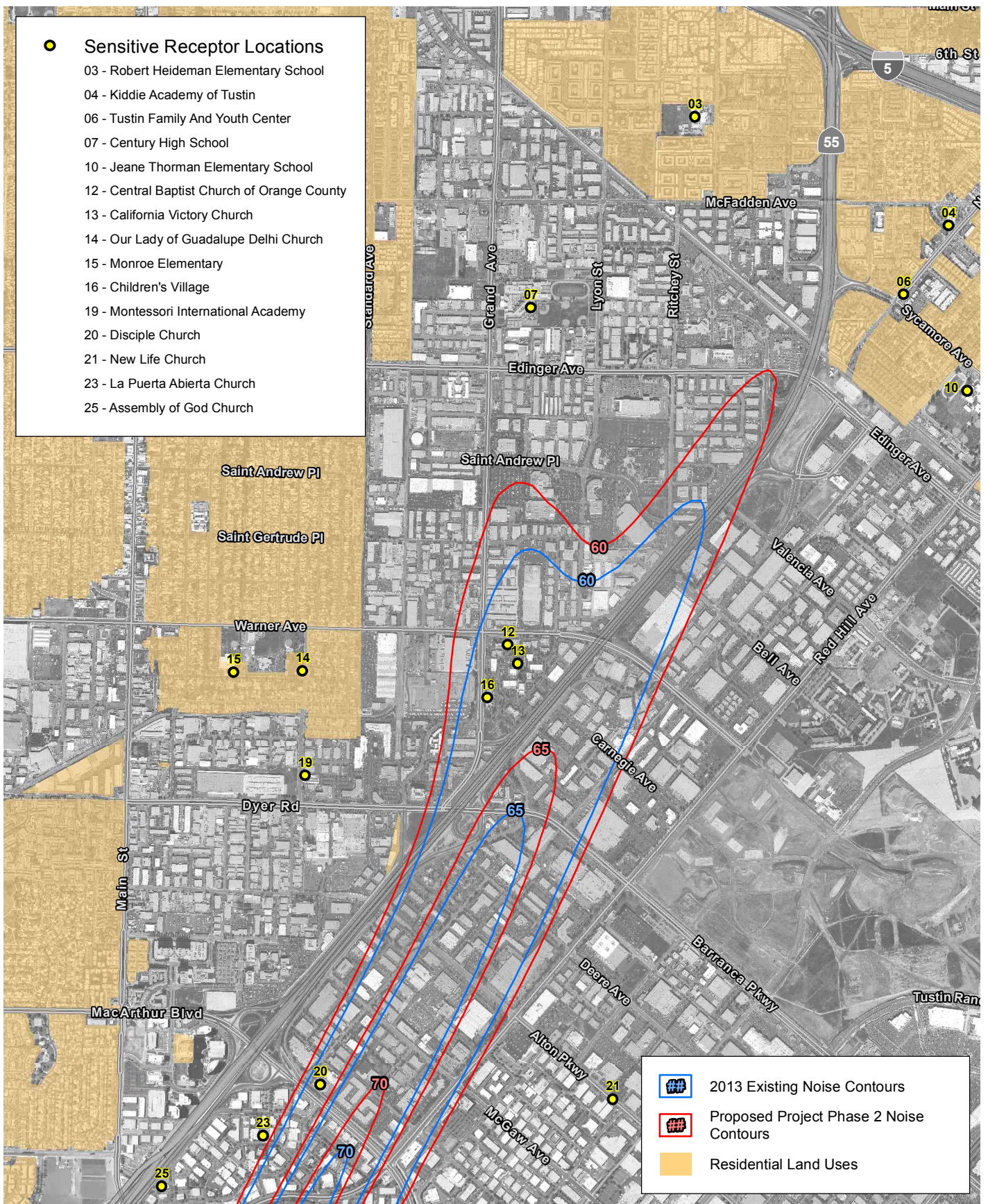
1 0.5 0 1 Miles





Sensitive Receptor Locations

- 03 - Robert Heideman Elementary School
- 04 - Kiddie Academy of Tustin
- 06 - Tustin Family And Youth Center
- 07 - Century High School
- 10 - Jeane Thorman Elementary School
- 12 - Central Baptist Church of Orange County
- 13 - California Victory Church
- 14 - Our Lady of Guadalupe Delhi Church
- 15 - Monroe Elementary
- 16 - Children's Village
- 19 - Montessori International Academy
- 20 - Disciple Church
- 21 - New Life Church
- 23 - La Puerta Abierta Church
- 25 - Assembly of God Church



Existing and Proposed Project, Phase 2 Approach Noise Contours with Sensitive Land Uses

Exhibit 4.5-3b

John Wayne Airport Settlement Agreement Amendment



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Feet



● Sensitive Receptor Locations




- 20 - Disciple Church
- 22 - Taft Elementary School
- 23 - La Puerta Abierta Church
- 24 - Sound Chapel
- 25 - Assembly of God Church
- 26 - St. Mark Orthodox Church of Irvine
- 27 - Watermark OC Church
- 28 - Islamic Educational Center of Orange County
- 30 - Orange Coast Free Methodist Church
- 31 - Grace Fellowship Church
- 32 - Berean Community Church
- 33 - Pacific Technology School Santa Ana
- 34 - Pacific College
- 35 - The River Church Of Orange County
- 36 - Stanbridge College
- 37 - Mariners Christian (west)
- 38 - Mariners Christian (east)
- 39 - Rock Harbor Church
- 41 - UCI North Campus
- 42 - UCI Child Development Center
- 43 - Tutor Time Child Care/Learning Center
- 44 - Newport Montessori
- 45 - Back Bay Montessori
- 46 - Monte Vista High School
- 47 - Monte Vista Elementary School
- 48 - Peter & Mary Muth Interpretive Center

MacArthur Blvd

Main St

Campus Dr

Janiboree Rd

-  2013 Existing Noise Contours
-  Proposed Project Phase 2 Noise Contours
-  Residential Land Uses

Existing and Proposed Project, Phase 2 Airport Area Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

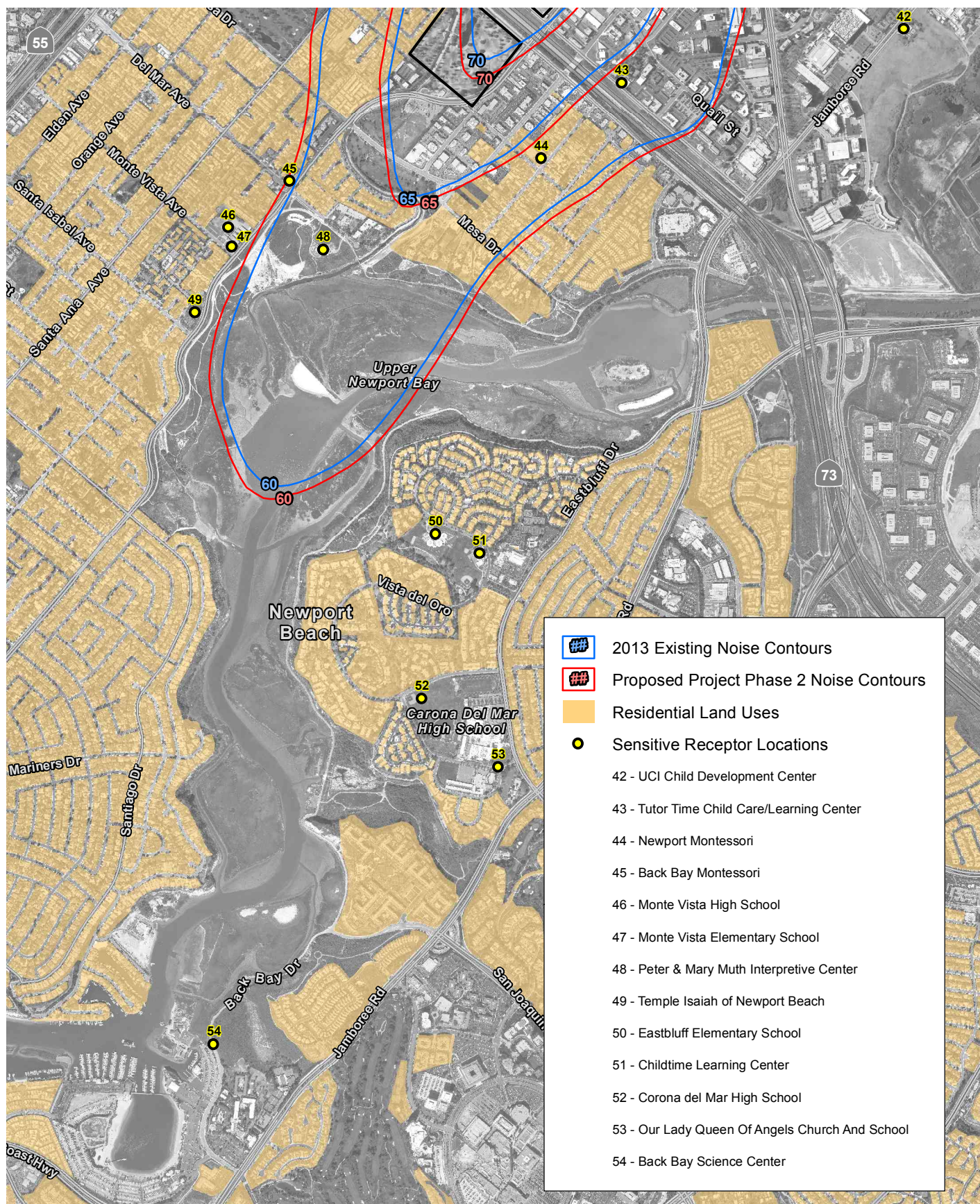
Exhibit 4.5-3c



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Feet



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Existing and Proposed Project, Phase 2 Departure Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-3d



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No additional noise-sensitive receptors would be within the greater than 70 CNEL contour when Phase 2 of the Proposed Project is compared to existing conditions. Increased noise levels when compared to the existing conditions would add 62 additional residences to the area within the 65 to 70 CNEL contour, of which 23 were insulated under the AIP and 39 were not. Of the 39 additional residences that have not been insulated 27 residences are located in the area zoned for business park and are non-conforming uses. No other noise sensitive uses would be within the expanded 65 CNEL contour.

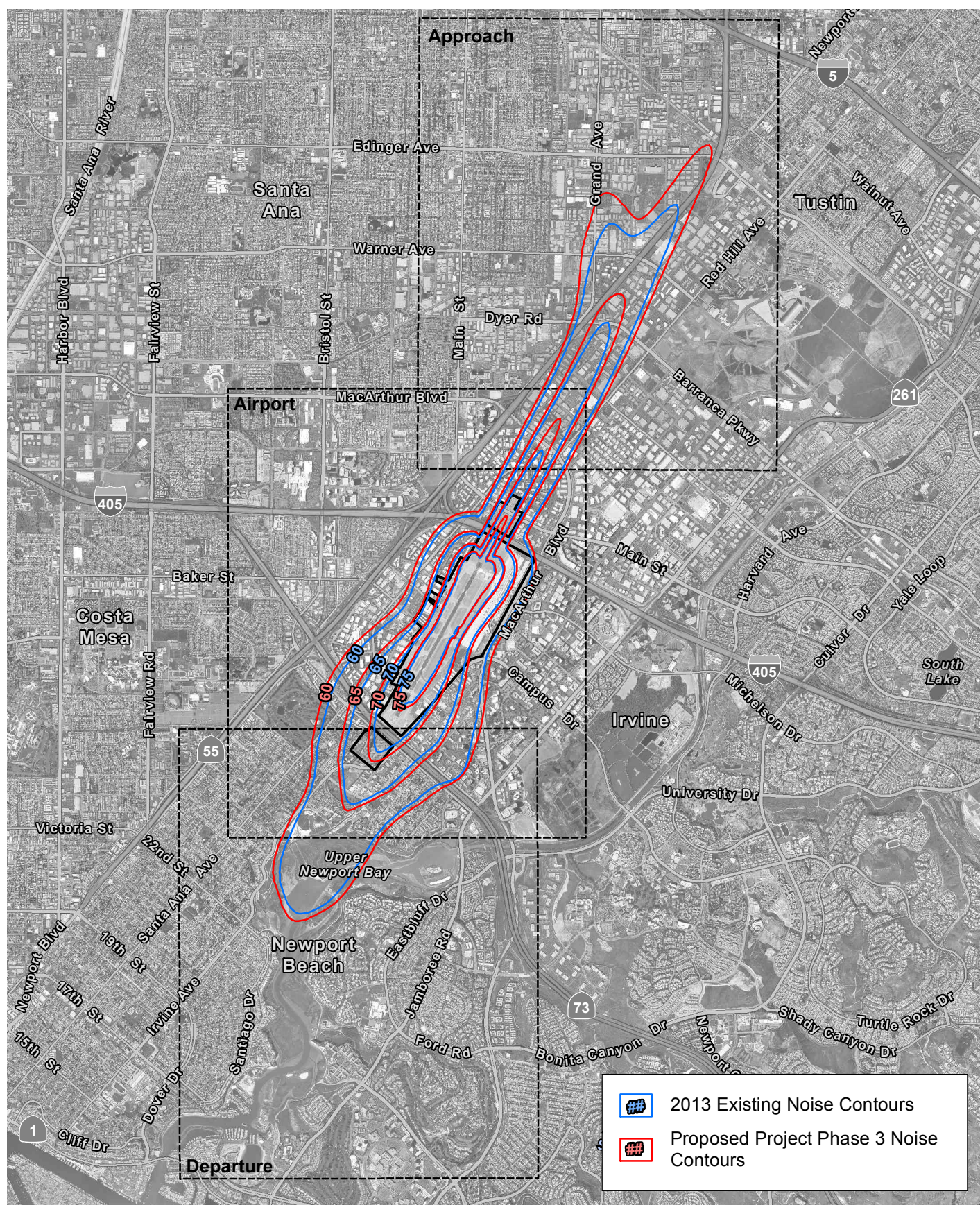
As previously indicated, those residences with outdoor living areas exposed to greater than 65 CNEL would be incompatible with the County's exterior noise standard. There is no feasible mitigation for the exterior noise levels. Therefore, as the 65 CNEL contour expands beyond the existing contour and includes additional residences this would be a significant impact. The non-conforming residential uses within the business park are not eligible for future sound attenuation; therefore, from a land use compatibility perspective, these residences are being exposed to exterior and potentially interior noise levels in excess of the County standards, which would be a significant impact and mitigation is not feasible.

Residences that have received insulation would be compatible with the interior noise standards. For the uninsulated residences, however, there is also the potential for incompatibility due to excessive interior noise levels, which would be considered a significant impact. Based on the County standard, an indoor noise impact occurs when the interior noise level exceeds 45 dB in any habitable room of a residence, or similar habitable space for schools, places of worship, and other noise sensitive uses. As the 65 CNEL contour expands to include additional noise sensitive uses, the interior noise levels would need to be verified on a house-by-house basis to determine if the average interior noise levels are in excess of 45 dB. If this standard is exceeded, implementation of a SIP would be used to address interior noise impacts. With implementation of the SIP (see Mitigation Measure LU-1), the land use compatibility impact associated with interior noise levels would also be reduced to a less than significant level for those residences with an average noise level in excess of 45 CNEL that are outside of the business park. For those residences within the business park and those residences with a habitable room with noise levels in excess of 45 CNEL but the average noise levels in the habitable rooms is less than 45 CNEL, mitigation would not be feasible; therefore, the impact would be significant and unavoidable. (See discussion in Section 4.5.2, Methodology regarding FAA's noise attenuation requirements.)

Phase 3

The Proposed Project, Phase 3 would increase the total 65 to 70 CNEL contour areas by approximately 0.14 square mile (16 percent) and the greater than 70 CNEL contour by approximately 0.13 square mile (22 percent) compared to existing conditions. Outside the Airport boundaries, there would be an approximate 0.17-square-mile (25 percent) increase in the 65 to 70 CNEL contour and a 0.08-square-mile (89 percent) increase in the greater than 70 CNEL contour compared to existing conditions. Exhibit 4.5-4a provides a comparison of the existing 60, 65, 70, and 75 CNEL contours and the projected contours with the Proposed Project, Phase 3. Exhibits 4.5-4b through 4.5-4d provide larger scale exhibits with the noise-sensitive land uses depicted.

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Comparison of Existing and Proposed Project Phase 3 Noise Contours

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-4a



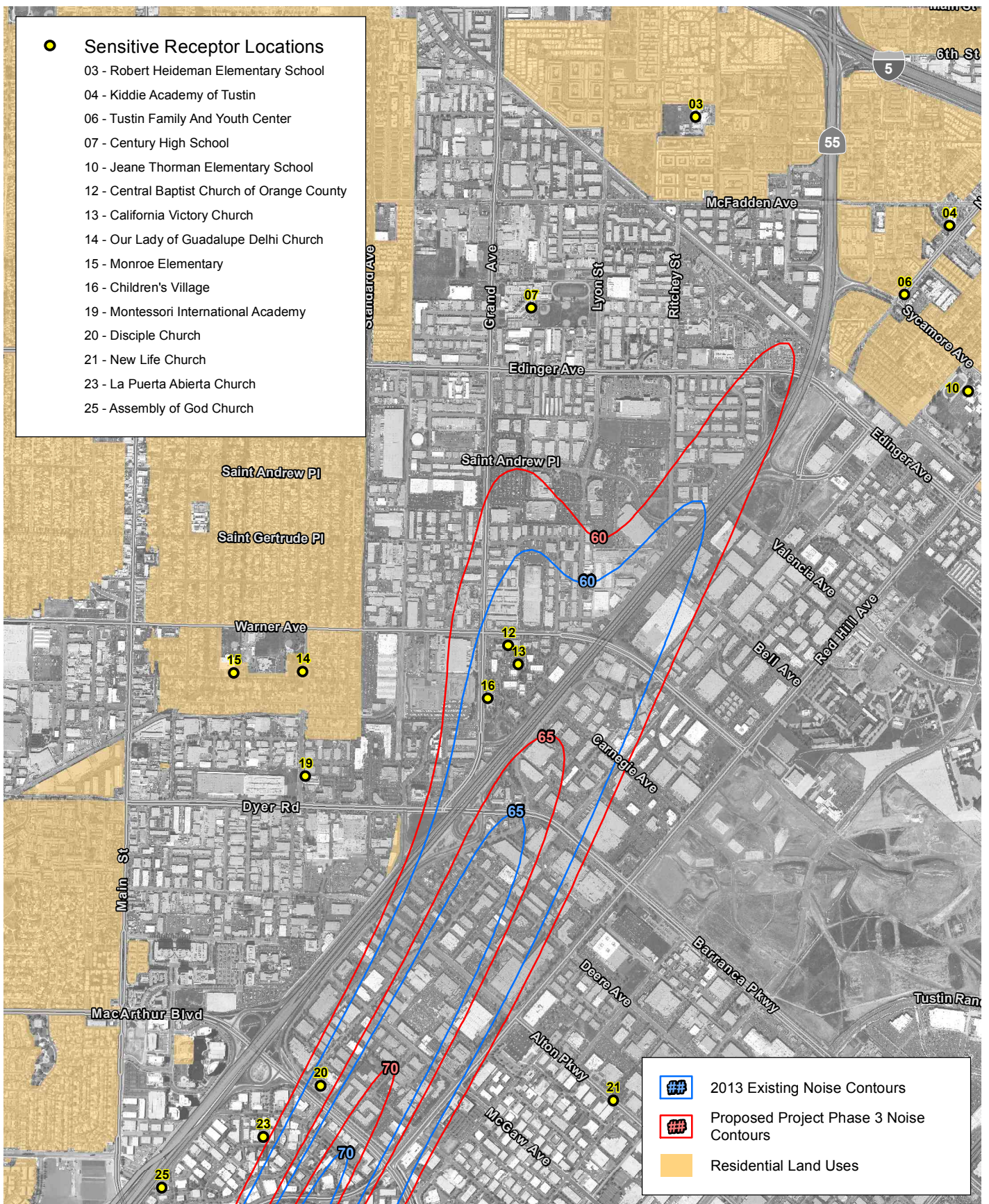
1 0.5 0 1 Miles





Sensitive Receptor Locations

- 03 - Robert Heideman Elementary School
- 04 - Kiddie Academy of Tustin
- 06 - Tustin Family And Youth Center
- 07 - Century High School
- 10 - Jeane Thorman Elementary School
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- 13 - California Victory Church
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- 15 - Monroe Elementary
- 16 - Children's Village
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- 20 - Disciple Church
- 21 - New Life Church
- 23 - La Puerta Abierta Church
- 25 - Assembly of God Church



- 2013 Existing Noise Contours
- Proposed Project Phase 3 Noise Contours
- Residential Land Uses

Existing and Proposed Project, Phase 3 Approach Noise Contours with Sensitive Land Uses

Exhibit 4.5-4b

John Wayne Airport Settlement Agreement Amendment



2,000 1,000 0 2,000
Feet



● Sensitive Receptor Locations




- 20 - Disciple Church
- 22 - Taft Elementary School
- 23 - La Puerta Abierta Church
- 24 - Sound Chapel
- 25 - Assembly of God Church
- 26 - St. Mark Orthodox Church of Irvine
- 27 - Watermark OC Church
- 28 - Islamic Educational Center of Orange County
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- 46 - Monte Vista High School
- 47 - Monte Vista Elementary School
- 48 - Peter & Mary Muth Interpretive Center

MacArthur Blvd

Main St

Campus Dr

Janiboree Rd

-  2013 Existing Noise Contours
-  Proposed Project Phase 3 Noise Contours
-  Residential Land Uses

Existing and Proposed Project, Phase 3 Airport Area Noise Contours with Sensitive Land Uses

Exhibit 4.5-4c

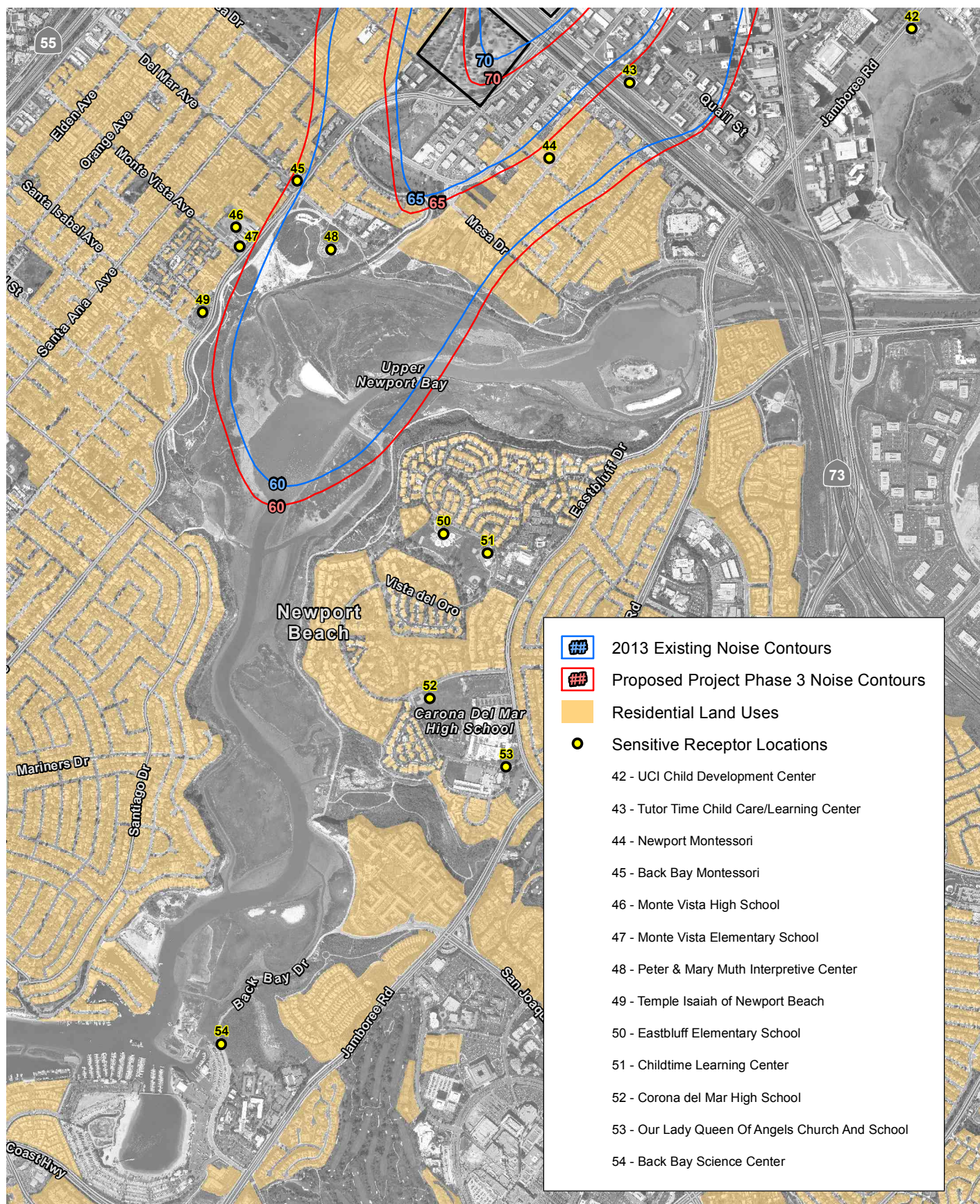
John Wayne Airport Settlement Agreement Amendment



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Existing and Proposed Project, Phase 3 Departure Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-4d



2,000 1,000 0 2,000 Feet



No additional sensitive receptors would be within the greater than 70 CNEL contour when Phase 3 of the Proposed Project is compared to existing conditions. Increased noise levels over existing conditions would add 77 additional residences to the area within the 65 CNEL contour, of which 34 were insulated through the AIP and 43 were not. For the 43 additional residences that have not been insulated, 28 residences located in the area zoned for business park and are non-conforming uses. The Orange Coast Free Methodist Church would move from the 70 to 75 CNEL contour to the greater than 75 CNEL contour. No other noise sensitive uses would be within the expanded 65 CNEL contour.

Residences with outdoor living areas exposed to a greater than 65 CNEL would be incompatible with the County's exterior noise standard. There is no feasible mitigation for the exterior noise levels. Therefore, as the 65 CNEL contour expands beyond the existing contour and includes additional residences this would be a significant land use compatibility impact. The non-conforming residential uses within the business park are not eligible for future sound attenuation. Therefore, from a land use compatibility perspective, these residences also are being exposed to exterior and potentially interior noise levels in excess of the County standards, which would be a significant impact and mitigation is not feasible.

Residences that have received insulation would be compatible with the interior noise standards. For the uninsulated residences, however, there is also the potential for incompatibility due to excessive interior noise levels, which would be considered a significant impact. Based on the County standard, an indoor noise impact occurs when the interior noise level exceeds 45 CNEL in any habitable room of a residence, or similar habitable space for schools, places of worship, and other noise sensitive uses. As the 65 CNEL contour expands to include additional noise sensitive uses, the interior noise levels would need to be verified on a house-by-house basis to determine if the average interior noise levels are in excess of 45 CNEL. If this standard is exceeded, implementation of a SIP would be used to address interior noise impacts. With implementation of the SIP (see Mitigation Measure LU-1), the land use compatibility impact associated with interior noise levels would also be reduced to a less than significant level for those residences with an average noise level in excess of 45 CNEL that are outside of the business park. For those residences within the business park and those residences with a habitable room with noise levels in excess of 45 CNEL but the average noise levels in the habitable rooms is less than 45 CNEL, mitigation would not be feasible; therefore, the impact would be significant and unavoidable. (See discussion in Section 4.5.2, Methodology regarding FAA's noise attenuation requirements.)

Policy Consistency Analysis

There are a number of regional and local planning programs that are relevant to the Project. Table 4.5-10 provides an evaluation of the Proposed Project in relation to the applicable goals and policies addressed in the relevant documents previously discussed. A consistency evaluation of all the alternatives is also included in Table 4.5-10 to provide easy comparison.

As discussed in Section 4.5.2, Methodology, for this Project, the plans and policies of the County of Orange and the City of Newport Beach have been used as the basis of making a determination of a significant impact because these are the agencies with jurisdiction over the Project. Inconsistency with the policies of an agency that does not have jurisdiction over the Project would be adverse, but not considered a significant impact.

**TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS**

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|--|---|---|---|---|---|
| SCAG 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy | | | | | |
| Goals | | | | | |
| RTP/SCS G1 Align the plan investments and policies with improving regional economic development and competitiveness. | The Proposed Project is consistent with this goal. It would increase air travel opportunities in Orange County. By better meeting the travel demand of the County, the economic benefits associated with air travel (e.g., jobs, taxes, improved service to businesses, and increased tourism) are realized by both the local and regional economy. | Alternative A is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| RTP/SCS G3 Ensure travel safety and reliability for all people and goods in the region. RTP/SCS G9 Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies. | The Proposed Project is consistent with these goals. As an Airport, there are multiple layers of security to satisfy TSA and ICE requirements. Measures have been incorporated into the Airport design (such as baggage screening and isolation of custom areas for international flights) and into daily operations to ensure JWA meets the required security requirements. The Airport is required to have and maintain plans for evacuation, handling of hazardous materials, and emergency response. Infrastructure (e.g., the fire stations and sheriff substation) and personnel (TSA, ICE, OCFA, and OC Sheriff) are all located on-site to serve this need. | In order to operate, Alternative A would need to comply with all applicable safety requirements and would be consistent with these goals. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. However, additional demands are placed on the Airport when existing passenger levels exceed design levels (i.e., gate capacity in Phase 3). | In order to operate, Alternative B would need to comply with all applicable safety requirements and would be consistent with these goals. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. However, additional demands are placed on the Airport when existing passenger levels exceed design levels (i.e., gate capacity, international terminal capacity, and fuel storage capacity in Phase 3). | In order to operate, Alternative C would need to comply with all applicable safety requirements and would be consistent with these goals. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. However, additional demands are placed on the Airport when existing passenger levels exceed design levels (i.e., RON space, gate capacity, international terminal capacity, and fuel storage capacity). | The No Project Alternative is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| RTP/SCS G2 Maximize mobility and accessibility for all people and goods in the region. RTP/SCS G4 Preserve and ensure a sustainable regional transportation system. RTP/SCS G5 Maximize the productivity of our transportation system. | The Proposed Project is consistent with these goals. The Proposed Project would increase the accessibility for air travel in Orange County, which would allow JWA to serve a greater portion of the local demand. This increases the productivity of the facilities that have been developed. The RTP/SCS regional air passenger demand forecast is 145.9 MAP for the SCAG region in 2035. . | Alternative A is consistent with these goals. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with these goals. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with these goals. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with these goals. The No Project Alternative would maintain the constrained service levels at JWA provided for in the RTP/SCS. While it would not accommodate any increment of the planned growth in the Orange County population grows, it would be consistent with the assumptions that were used to develop the plan. |
| RTP/SCS G6 Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking). RTP/SCS G8 Encourage land use and growth patterns that facilitate transit and non-motorized transportation. | The Proposed Project is consistent with these goals. JWA does not have land use authority that would allow them to influence land use and growth patterns or control over the transit system. However, the Proposed Project is located in an urban setting and would allow the use of existing infrastructure to be maximized. JWA has incorporated measures to encourage alternatives to automobile travel. The Proposed Project would continue the ongoing effort to encourage use of alternative transportation. JWA | Alternative A is consistent with these goals. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with these goals. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with these goals. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with these goals. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |

TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|---|---|--|--|--|--|
| | <p>provides information on ground transportation (including public buses and trains) and shuttle services that provide service to the Airport. Information on bus schedules and regional train service is also provided on JWA's website (www.ocair.com/groundtransportation/default.aspx).</p> <p>To support the use of non-motorized transportation, bicycle racks have been provided at the new maintenance facility.</p> <p>As discussed in Section 4.1, Air Quality, JWA has already implemented improvements and programs that reduce air emissions associated with Airport operations. Additional mitigation measures have been recommended to further reduce the increased emissions associated with the increased operations.</p> | | | | |
| <p>RTP/SCS G7 Actively encourage and create incentives for energy efficiency, where possible.</p> | <p>The Proposed Project is consistent with this goal. The Proposed Project does not propose any facilities improvements; therefore, the existing facilities will have an increased throughput (increased MAP), resulting in a net increase in efficiency per passenger served at the Airport. JWA's website provides information on the environmental policy and practices in place at the Airport, including energy efficient design and materials in the terminal and on the airfield. The Airport has constructed a cogeneration facility for generation of electricity locally (http://www.ocair.com/aboutjwa/environmental.aspx/).</p> | <p>Alternative A is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative A.</p> | <p>Alternative B is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative B.</p> | <p>Alternative C is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative C.</p> | <p>The No Project Alternative is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative.</p> |
| County of Orange General Plan | | | | | |
| Transportation Element | | | | | |
| <p>Goal 5 Manage peak hour traffic congestion to achieve an acceptable level of service (LOS) on existing and future circulation plan facilities in the unincorporated areas of the County.</p> <p>Policy 5.1 Establish "traffic impact fees" for application to county development projects with measurable traffic impacts, as defined in the Growth Management Plan Element of the General Plan. These fees may serve as local matching funds for Orange County Measure 'M', state and federal highway funding programs.</p> | <p>The Proposed Project is consistent with these policies. As discussed in Section 4.8, Transportation/Traffic, there would be traffic impacts associated with the Proposed Project on both the arterial highway network and the freeway system. For impacts to the arterial highway network, a limited area is within unincorporated Orange County (Goal 5); however, JWA is not located in an established fee program area. However, the County of Orange/JWA shall coordinate with the Cities of Newport Beach and Irvine, once agreements are reached as to the costs and parameters of design, pay to the City the</p> | <p>Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A.</p> | <p>Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B.</p> | <p>Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C.</p> | <p>The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative.</p> |

TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|---|---|---|---|--|---|
| | <p>full cost improvements for the mitigation measures identified in Section 4.8.</p> <p>The freeway is outside of the County and local agencies’ jurisdiction; therefore, the County does not have authority to establish traffic impact fees. Improvements are funded through Measure M2 (the ½ cent sales tax measure for transportation), as well as other State and federal funding mechanisms.</p> | | | | |
| Resources Element | | | | | |
| <p>Goal 1 Protect wildlife and vegetation resources and promote development that preserves these resources.</p> | <p>The Proposed Project is consistent with this goal. The Proposed Project does not propose any physical improvements or require any development of land. As discussed in Section 4.2, Biological Resources, the Proposed Project would not result in significant impacts to biological resources.</p> | <p>Alternative A is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative A.</p> | <p>Alternative B is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative B.</p> | <p>Though Alternative C does not propose any physical improvements that would directly impact plant and wildlife species, it would substantially increase the area contained in the 60 CNEL contour. Alternative C, Phases 2 and 3 would have a potentially significant unavoidable impact to a local population of listed bird species within the Upper Newport Bay. Therefore, Alternative C is inconsistent with this goal.</p> | <p>The No Project Alternative is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative.</p> |
| Noise Element | | | | | |
| <p>Policy 5: Noise/Land Use Planning To fully integrate noise considerations in land use planning to prevent new noise/land use conflicts.</p> <p>Policy 6: Noise Sensitive Land Uses To identify and employ mitigation measures in order to reduce the impact of noise levels and attain the standards established by the Noise Element, for both interior areas and outdoor living areas for noise sensitive land uses.</p> | <p>The Proposed Project is consistent with these policies of the General Plan. Although the Proposed Project would increase the number of sensitive uses being exposed to noise levels in excess of 65 CNEL (as compared to existing conditions), the Proposed Project’s 65 CNEL contour is smaller than what was allowed as part of the JWA 1985 Master Plan. The County’s Noise Element recognizes the 65 CNEL contour established as part of the Master Plan and EIR 508, and the General Plan references the 65 CNEL contour delineated in the 1985 Master Plan as the Project Case approved by the Board of Supervisors (shown as Figure VIII-2 in the General Plan), which - together with implementation of the Santa Ana Heights Land Use Compatibility Plan - is utilized as the “policy implementation line” when determining noise/land use compatibility within the previously unincorporated Santa Ana Heights community. Since no area within the City of Newport Beach beyond the 1985 Master Plan’s 65 CNEL contour</p> | <p>Alternative A is consistent with these policies. The consistency analysis presented for the Proposed Project would be applicable to Alternative A.</p> | <p>Alternative B is consistent with these policies. The consistency analysis presented for the Proposed Project would be applicable to Alternative B.</p> | <p>Alternative C is inconsistent with these policies because the 65 CNEL contour associated with Phases 2 and 3 would exceed the “Project Case” identified in the <i>Noise Element</i>. There is no feasible mitigation to achieve the exterior noise standard.</p> | <p>The No Project Alternative is consistent with these policies. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative.</p> |

TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|---|---|---|---|---|---|
| | would be affected, the Proposed Project would be consistent with this policy. However, it should be noted, regardless of the General Plan recognition of the 1985 65 CNEL contour and the implementation of Mitigation Measure LU-1, this EIR has determined there is a significant land use compatibility impact due to exterior noise impacts and a potential significant impact for interior noise impacts when measured against existing conditions. | | | | |
| Safety Element | | | | | |
| Goal 2 Minimize the effects of public safety hazards through implementation of appropriate regulations and standards which maximize protection of life and property. | The Proposed Project is consistent with this goal. The Airport is heavily regulated by federal, State, and local regulations. The County has established guidelines consistent with State and federal regulations pertaining to hazardous materials to minimize the risk associated with the use and storage of the hazardous materials. There are numerous safeguards in place that preclude or substantially reduce the likelihood of occurrence or severity of safety hazards. These include physical measures incorporated into the facilities at the Airport or designation of safety zones; as well as Best Management Practices associated with the handling of hazardous materials. | Alternative A is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| City of Newport Beach General Plan | | | | | |
| Land Use Element | | | | | |
| Policy 3.8: Project Entitlement Review with Airport Land Use Commission Refer the adoption or amendment of the General Plan, Zoning Code, specific plans, and Planned Community development plans for land within the John Wayne Airport planning area, as established in the JWA Airport Environs Land Use Plan (“AELUP”), to the Airport Land Use Commission (“ALUC”) for Orange County for review, as required by Section 21676 of the California Public Utilities Code. In addition, refer all development projects that include buildings with a height greater than 200 feet above ground level to the ALUC for review. | The Proposed Project is consistent with this policy. The Proposed Project does not propose any physical improvements or require any development of land. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Policy 6.15.3: Airport Compatibility Require that all development be constructed in conformance with the height restrictions set forth by Federal Aviation Administration (“FAA”), Federal Aviation Regulations (“FAR”) Part 77, and Caltrans Division of Aeronautics, and that residential development be located outside of the 65 dBA CNEL noise contour specified by the 1985 JWA Master Plan. | The Proposed Project is consistent with this policy. Exhibit 4.6-11c in Section 4.6 shows the 1985 Master Plan contours. The Proposed Project is an airport project and does not propose any land use development. No physical improvements would occur with the Proposed Project. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |

TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|--|---|---|--|--|--|
| Circulation Element | | | | | |
| <p>Policy CE 1.1.1: Comprehensive Transportation System Provide a diverse transportation system that provides mobility options for the community.</p> <p>Policy CE 1.1.2: Integrated System of Multiple Modes Provide an integrated transportation system that supports the land use plan set forth in the Land Use Element.</p> | The Proposed Project is consistent with these policies. In addition to providing access for private vehicles, multiple public transportation options exist that provide service to the Airport. JWA’s website provides information on ground transportation (including public buses and trains) and shuttle services that service to the Airport. Information on bus schedules and regional train service is also provided (www.ocair.com/groundtransportation/default.aspx). | Alternative A is consistent with these policies. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with these policies. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with these policies. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with these policies. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| <p>Policy CE 2.1.1: Level of Service Standards Plan the arterial roadway system to accommodate projected traffic at the following level of service standards:</p> <p>A. Level of Service (“LOS”) “D” throughout the City, unless otherwise noted B. LOS “E” at any intersection in the Airport Area shared with Irvine C. LOS “E” at Coast Highway (EW) and Dover Drive (NS) due to right-of-way limitations D. LOS “E” at Marguerite Avenue (NS) and Coast Highway (EW) in the pedestrian oriented area of Corona del Mar E. LOS “E” at Goldenrod Avenue (NS) and Coast Highway (EW) in the pedestrian oriented area of in Corona del Mar.</p> | The applicable elements of this policy have been incorporated into the thresholds used for the evaluation of traffic impacts (see Section 4.8, Transportation/Traffic). In Newport Beach, the Proposed Project (All Phases) would impact one intersection (Campus Dr./ Bristol St. North). The County of Orange/JWA shall construct the additional southbound turn required to maintain an acceptable LOS. The Proposed Project is consistent with this policy. | Alternative A is consistent with this policy. Alternative A (All Phases) would have the same impact to the Campus Dr./Bristol St. North intersection as the Proposed Project. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. Alternative B would impact intersections in Newport Beach (Campus Dr./Airport Way [Year 2026]; Campus Dr./Bristol St North [All Phases]) and one intersection in Irvine (MacArthur Blvd/Michelson Dr. [Year 2026]). The County of Orange/JWA would be responsible for constructing the improvements at Campus Dr./ Bristol St. North. In the other locations the County of Orange/ JWA shall fully fund the cost of improvements in order to maintain an acceptable LOS. | Alternative C is consistent with this policy. Alternative C would impact intersections in Newport Beach (Campus Dr./Airport Way and]; Campus Dr./Bristol St North [All Phases]) and one intersection in Irvine (MacArthur Blvd/Michelson Dr. [All Phases]). As with Alternative B, the County of Orange/JWA would be responsible for constructing the improvements at Campus Dr./ Bristol St. North. In the other locations the County of Orange/ JWA shall fully fund the cost of improvements in order to maintain an acceptable LOS. | The No Project Alternative is consistent with this policy. The No Project Alternative (All Phases) would have the same impact to the Campus Dr./Bristol St. North intersection as the Proposed Project. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| <p>Policy CE 2.1.5: MacArthur Boulevard Widening Plan the addition of lanes to MacArthur Boulevard between Harbor View Drive and the prolongation of Crown Drive so that more than four lanes are constructed only when the daily volume to capacity ratio equals 1.0 in that section of MacArthur Boulevard, not counting trips generated by the MacArthur Boulevard access drive to Corona del Mar Plaza, and after public hearings before the Planning Commission and City Council, and only by narrowing the median.</p> | The Proposed Project is consistent with this policy. MacArthur Blvd between Harbor View Dr. and the promulgation of Crown Dr is not one the study intersections identified for the Proposed Project due to its distance from JWA; therefore, it was not evaluated. Potential traffic impacts of the Proposed Project are evaluated in Section 4.8, Transportation/Traffic, of the EIR. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |

TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|---|--|---|---|---|---|
| Policy CE 3.1.2: Integration of Transportation Systems with Adjoining Communities and the Region Interface with regional and surrounding local agencies, such as Caltrans, OCTA, the County of Orange, John Wayne Airport, the Cities of Irvine, Costa Mesa, and Huntington Beach, and the University of California, Irvine to implement systems that serve the needs of regional travelers in a way that minimizes impacts on Newport Beach residents. | The Proposed Project is consistent with this policy. As part of the scoping process for the EIR, JWA coordinated with surrounding jurisdictions and agencies (including the County of Orange and the cities of Newport Beach, Irvine, Costa Mesa, Santa Ana, Tustin, and Caltrans) requesting input on the Proposed Project. These agencies have been involved in the development of the study area and will be involved, with implementation of mitigation measures, as applicable. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Policy CE 4.1.5: John Wayne Airport Shuttles Encourage the use of airport shuttle services to minimize the impacts of air travelers on the local roadway system. | The operation of the Airport is consistent with this policy. JWA’s website provides information on approximately 20 on-call shuttle service companies that provide service to the Airport. The Proposed Project would continue to provide this information to encourage the use of shuttle services and transit. There would be no changes to the facilities that would modify access by these providers. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Policy CE 6.1.3: Coordination with Adjacent Jurisdictions Coordinate operations with adjacent jurisdictions to enhance the efficiency of inter-jurisdictional roadway system operations. | The Proposed Project is consistent with this policy. As part of the scoping process for the EIR, JWA coordinated with surrounding jurisdictions and agencies (including the County of Orange and the cities of Newport Beach, Irvine, Costa Mesa, Santa Ana, Tustin, and Caltrans) requesting input on the Proposed Project and the scope of studies. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Policy CE 6.2.1: Alternative Transportation Modes Promote and encourage the use of alternative transportation modes, such as ridesharing, carpools, vanpools, public transit, bicycles, and walking; and provide facilities that support such alternate modes. | The Proposed Project is consistent with this policy. JWA’s website provides information on ground transportation (including public buses and trains) and shuttle services that provide service to the airport. Information on bus schedules and regional train service is also provided. As indicated above, there would be no changes to the facilities that would modify access by these providers. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |

**TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS**

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|---|---|--|---|--|--|
| Policy CE 8.1.11: Joint Funding with Adjoining Jurisdictions Pursue joint funding of improvements in areas (such as the Airport Area) where traffic growth and/or needed improvements are demonstrably based upon traffic contributions or improvements that are a joint responsibility of Newport Beach and one or more adjacent jurisdictions/agencies. | The Proposed Project is consistent with this policy. The County of Orange/JWA shall construct the improvements at the Campus Dr./Bristol St. North intersection, the only intersection within the City of Newport Beach with a significant impact as a result of the Proposed Project. The County of Orange and other surrounding local jurisdictions will continue their coordination with OCTA and Caltrans to obtain funding for improvements to the freeway system, which is not within local jurisdiction. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. In addition, Alternative B would result in impacts to the Campus Dr/Airport Way intersection. Consistent with the mitigation measures presented in Section 4.8, the County of Orange/JWA shall coordinate with the City of Newport Beach and, once agreement is reached as to the costs and parameters of design, pay to the City the full cost of the intersection improvements. | Alternative C is consistent with this policy. The consistency analysis presented for the Alternative B would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Natural Resources Element | | | | | |
| Goal NR 9 Reduced air pollution emissions from aircraft ground operations at John Wayne Airport. Policy NR 9.1: Efficient Airport Operations Work with John Wayne Airport to minimize air pollution generated by stationary and non-stationary sources. Policy NR 9.2: Aircraft and Equipment Emission Reduction Work with John Wayne Airport to encourage development and use of reduced emission ground service equipment and transit vehicles. | The current operation of the Airport has incorporated various measures to reduce air emissions associated with GSE, including working with the airlines to phase in electrification of the GSE equipment. JWA's website (http://www.ocair.com/aboutjwa/environmental.aspx/) provides information on the Airport's measures to reduce emissions generated by aircraft and by vehicles using the Airport. Measures include the use of low-emission electric vehicles; installation of electric charging stations for ground service equipment and Airport vehicles; and the requirement that fleet vehicles operate clean burning compressed natural gas or other cleaner burning fuel alternatives. The Proposed Project would continue and expand this effort. Therefore, the Proposed Project is consistent with this goal and related policies (See Sections 4.1, Air Quality). | Alternative A is consistent with this goal and related policies. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this goal and related policies. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this goal and related policies. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this goal and related policies. Though JWA will continue to implement measures to improve energy efficiency at the Airport, with the No Project Alternative there would not be a CEQA mitigation requirement to expand the use of electrified GSE. |
| Goal NR 10 Protection of sensitive and rare terrestrial and marine resources from urban development. | The Proposed Project is consistent with this goal. The Proposed Project does not propose any physical improvements and would not result in significant impacts to biological resources. | Alternative A is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is inconsistent with this goal. Alternative C would result in significant and unavoidable impacts to the local population of listed bird species within the Upper Newport Bay. | The No Project Alternative is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |

TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|--|--|---|---|--|---|
| Policy NR 10.2: Orange County Natural Communities Conservation Plan Comply with the policies contained within the Orange County Natural Communities Conservation Plan. | The Proposed Project is consistent with this policy. The project does not propose any physical improvements. The Project does not interfere with the policies of the Orange County NCCP/HCP because it does not propose to convert any of the Newport Bay Ecological Reserve sensitive habitats to other types of habitat or use. The Proposed Project would slightly increase noise levels and increase areas subject to noise in the NCCP/HCP Reserve area; however, the increase would not be substantial (refer to Section 4.2, Biological Resources, for further discussion). | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C would be inconsistent with this policy. Alternative C would result in significant and unavoidable impacts to the local population of listed bird species within the Upper Newport Bay, which is a component of the NCCP/HCP. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Goal NR 13 Protection, maintenance, and enhancement of Southern California wetlands. | The Proposed Project is consistent with this goal. The Project would not require any physical improvement to the Airport and would not result in impacts to wetlands. The Proposed Project would not interfere with existing efforts for the protection, maintenance, or enhancement of wetlands. | Alternative A is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Goal NR 16 (commensurate with Harbor and Bay Element, Goal 7) Protection and management of Upper Newport Bay commensurate with the standards applicable to our nation’s most valuable natural resources. | The Proposed Project is consistent with this goal. The Project does not propose any physical improvements and would not result in significant impacts to biological resources. Although the Proposed Project would slightly increase noise levels in portions of the Upper Newport Bay, the increase would not be substantial (refer to Section 4.2, Biological Resources, for further discussion). | Alternative A is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is inconsistent with this goal. Alternative C would have a significant and unavoidable impact on the use of native wildlife nursery sites, specifically for local and regional populations of sensitive avian species that use the habitat in the Upper Newport Bay. | The No Project Alternative is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Safety Element | | | | | |
| Goal S 8 Residents, property, and the environment are protected from aviation-related hazards. | The Proposed Project would be consistent with this policy. The Proposed Project also does contemplate any modifications to the airfield or air traffic procedures at the Airport and, therefore, would not require amending the existing JWA Clear Zone/Runway Protection Zone, which related to safety concerns. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |

TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|---|--|---|---|---|---|
| Policy S 8.5 Limit John Wayne Airport Expansion Oppose any facility expansions that would increase air operations at John Wayne Airport, except those described in the Settlement Agreement Extension. | The Proposed Project is consistent with this policy as the Project does not propose any facility expansions. The Proposed Project also would not result in any safety-related impacts because operational procedures at the Airport, including those related to air traffic, would not change. Additionally, within the City of Newport Beach, the noise contours associated with the Proposed Project would not exceed the noise contours contained in the 1985 JWA Master Plan, which was the basis for the Settlement Agreement. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is inconsistent with this policy. While Alternative C does not propose any facility expansions or changes to existing operational procedures at the Airport, the noise contours associated with Alternative C are greater than those in the 1985 JWA Master Plan; therefore, Alternative C does not provide the safeguards envisioned by the Settlement Agreement. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Policy S 8.6 John Wayne Airport Traffic Pattern Zone Use the most currently available John Wayne Airport (JWA) Airport Environs Land Use Plan (AELUP) as a planning resource for evaluation of land use compatibility and land use intensity in areas affected by JWA operations. In particular, future land use decisions within the existing JWA Clear Zone/Runway Protection Zone (Figure S5) should be evaluated to minimize the risk to life and property associated with aircraft operations. | The Proposed Project would be consistent with this policy. The JWA AELUP reflects the 1985 JWA Master Plan noise contours. Because within the City of Newport Beach, the Proposed Project's noise contours are contained within the 1985 JWA Master Plan, the Proposed Project would not jeopardize the noise-related safeguards provided in the AELUP. The Proposed Project also does contemplate any modifications to the airfield or air traffic procedures at the Airport and, therefore, would not require amending the existing JWA Clear Zone/Runway Protection Zone, which related to safety concerns. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is inconsistent with this policy. Because the noise contours associated with Alternative C are greater than those in the 1985 JWA Master Plan, Alternative C would be inconsistent with the existing AELUP and would have noise-related impacts on the existing community that are greater than those evaluated as part of the 1985 Master Plan. That being said, Alternative C does not contemplate any modifications to the airfield or air traffic procedures at the Airport and, therefore, would not require amending the existing JWA Clear Zone/Runway Protection Zone, which relate to safety concerns. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |

TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|--|--|---|---|---|---|
| Housing Element | | | | | |
| Policy H 3.2 Enable construction of new housing units sufficient to meet City quantified goals by identifying adequate sites for their construction. Development of new housing will not be allowed within the John Wayne Airport (JWA) 65 dB CNEL contour, no larger than shown on the 1985 JWA Master Plan. | The Proposed Project is consistent with this policy. Policy H 3.2 from the Housing Element pertains to new residential development within the City. Specifically, this policy provides for land use protections for future residential development in the Airport Area in order to minimize land use compatibility conflicts. Exhibit 4.6-11c in Section 4.6 shows the 1985 Master Plan contours. Within the City of Newport Beach, the noise contours associated with the Proposed Project encompasses less area than the 1985 Master Plan 65 CNEL contour. Therefore, it would not further restrict housing in the Airport Area. Additionally, the Proposed Project does not propose any physical improvements or new development. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Though Alternative C does not propose any new development, it would be inconsistent with this policy because the 65 CNEL contour associated with Alternative C is greater than the 65 CNEL contour assumed as part of the 1985 Master Plan. Therefore, Alternative C would restrict the opportunities for additional housing in the Airport Area. This may affect the City’s ability to meet the overall housing goals. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Noise Element | | | | | |
| Policy N 1.1 Noise Compatibility of New Development Require that all proposed projects are compatible with the noise environment through use of Table N2, and enforce the interior and exterior noise standards shown in Table N3. | The Proposed Project is consistent with this policy. Policies N 1.1, N 1.2, and N 1.4 from the Noise Element pertain to new development projects proposed within the City. Tables N2 and N3 are provided in the General Plan Noise Element on pages 12-23 and 12-24, and Figures N4 through N6 are provided on pages 12-17 through 12-22. Policies N 1.1, N 1.2, and N 1.4 provide for land use protections for future development projects in order to minimize land use compatibility conflicts. The Proposed Project does not propose any physical improvements or new development. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Policy N 1.2 Noise Exposure Verification for New Development Applicants for proposed projects that require environmental review and are, located in areas projected to be exposed to a CNEL of 60 dBA and higher, as shown on Figure N4, Figure N5, and Figure N6 may conduct a field survey, noise measurements or other modeling in a manner acceptable to the City to provide evidence that the depicted noise contours do not adequately account for local noise exposure circumstances due to such factors as, topography, variation in traffic speeds, and other applicable conditions. These findings shall be used to determine the level of exterior or interior, noise attenuation needed to attain an acceptable noise exposure level and the feasibility of such mitigation when other planning considerations are taken into account. | | | | | |
| Policy N 1.4 New Developments in Urban Areas Require that applicants of residential portions of mixed-use projects and high density residential developments in urban areas (such as the Airport Area and Newport Center) demonstrate that the design of the structure will adequately isolate noise between adjacent uses and units (common floor/ceilings) in accordance with the California Building Code. | | | | | |

TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project | | | | | | | | | | | | |
|---|---|---|---|--|---|---|----|---|----|---|---------|--|---|--|---|--|--|
| <p>Policy N 1.8 Significant Noise Impacts; Require the employment of noise mitigation measures for existing sensitive uses when a significant noise impact is identified. A significant noise impact occurs when there is an increase in the ambient CNEL produced by new development impacting existing sensitive uses. The CNEL increase is shown in the table below.</p> <table><tr><th>CNEL (dBA)</th><th>dBA increase</th></tr><tr><td>55</td><td>3</td></tr><tr><td>60</td><td>2</td></tr><tr><td>65</td><td>1</td></tr><tr><td>70</td><td>1</td></tr><tr><td>Over 75</td><td>Any increase is considered significant</td></tr></table> | CNEL (dBA) | dBA increase | 55 | 3 | 60 | 2 | 65 | 1 | 70 | 1 | Over 75 | Any increase is considered significant | <p>This policy has been incorporated into the thresholds used to evaluate noise impacts associated with the Proposed Project (see Section 4.6, Noise). As discussed in Section 4.6, Noise, the Proposed Project, Phase 3 would exceed the City of Newport Beach standards at NMS 2S and 8N; however, there are no noise sensitive uses in proximity of NMS 8N. NMS 2S in the Santa Ana Heights area which is located south of the City of Newport Beach Airport Area. NMS locations are shown on Exhibit 4.6-9 in Section 4.6. The noise levels are projected to increase from the existing level of 65.4 CNEL to 66.4 CNEL with Phase 3, which would result in an inconsistency with this General Plan Policy. It should be noted, the analysis presented is a maximum environmental impact because it assumes continuation of the same fleet mix and the full realization of the 12.5 MAP in 2026. Should the newer generation aircraft be introduced at JWA, noise levels would be reduced. At this time, any changes to the fleet mix would be speculation; therefore, mitigation has been developed to avoid this potential impact. With implementation of Mitigation Measure LU-2, this impact could be reduced to less than significant; therefore, the Proposed Project is consistent with this policy.</p> | <p>Similar to the Proposed Project, Alternative A, Phase 3 would result in noise increases that exceed the standards established by this policy. The noise levels are projected to increase by 1 CNEL at NMS 1S, 2S, and 8N. MNS 1S and 2S are located in residential areas. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. With implementation of Mitigation Measure LU-2, this impact could be reduced to less than significant; therefore, Alternative A is consistent with this policy.</p> | <p>Similar to the Proposed Project, Alternative B, Phases 2 and 3 would result in noise increases that exceed the standards established by this policy. As shown in Table 4.6-13 (in Section 4.6), in Phase 2 the noise levels are projected to increase by 1.1 CNEL at NMS 1S and 2S and 1.7 CNEL in Phase 3. Additionally, Phase 3 would result in a 1 CNEL increase at NMS 3S. Similar to Alternative A there would also be increases in excess of the standard at NMS 8N. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. With implementation of Mitigation Measure LU-2, this impact could be reduced to less than significant; therefore, Alternative A is consistent with this policy.</p> | <p>As provided in Table 4.6-15, the noise increases with Alternative C (all phases) would exceed the standards established by this policy. With Phases 2 and 3, the threshold would be exceeded at all NMSs except NMS 9N and 10N. The increases would be by as much as 5 CNEL. Application of Mitigation Measure LU-2 would substantially restrict the basic tenants of this alternative (i.e., maximizing the number of flights and MAP to fully utilize the airfield capacity at JWA). Therefore, is has been determined that Alternative C is inconsistent with this policy.</p> | <p>The No Project Alternative is consistent with this policy because this alternative would not result in noise increases that exceed the standards provided in this policy.</p> |
| CNEL (dBA) | dBA increase | | | | | | | | | | | | | | | | |
| 55 | 3 | | | | | | | | | | | | | | | | |
| 60 | 2 | | | | | | | | | | | | | | | | |
| 65 | 1 | | | | | | | | | | | | | | | | |
| 70 | 1 | | | | | | | | | | | | | | | | |
| Over 75 | Any increase is considered significant | | | | | | | | | | | | | | | | |
| <p>Goal N 3 Protection of Newport Beach residents from the adverse noise impacts of commercial air carrier operations at John Wayne Airport as provided in the City Council Airport Policy.</p> <p>Policy N 3.1 New Development; Ensure new development is compatible with the noise environment by using airport noise contours no larger than those contained in the 1985 JWA Master Plan, as guides to future planning and development decisions.</p> <p>Policy N 3.2 Residential Development; Require that residential development in the Airport Area be located outside of the 65 dBA CNEL noise contour no larger than shown in the 1985 JWA Master Plan and require residential developers to notify prospective purchasers or tenants of aircraft overflight and noise.</p> | <p>The Proposed Project would be consistent with this goal and related policies. No new development is proposed, and the noise contours associated with the Proposed Project would not exceed the noise contours contained in the 1985 JWA Master Plan. The JWA AELUP reflects the 1985 JWA Master Plan noise contours so the Proposed Project would not jeopardize the safeguards provided for in the AELUP. Exhibits 4.6-11b and 4.6-11c in Section 4.6 show the 1985 Master Plan contours. The protections provided for in these policies would not be affected.</p> | <p>Alternative A is consistent with this goal and related policies. The consistency analysis presented for the Proposed Project would be applicable to Alternative A.</p> | <p>Alternative B is consistent with this goal and related policies. The consistency analysis presented for the Proposed Project would be applicable to Alternative B.</p> | <p>Alternative C is inconsistent with this goal and related policies. The noise contours associated with Alternative C are greater than those in the 1985 JWA Master Plan. Therefore, the 1985 JWA Master Plan noise contours would not serve as an adequate guide to ensure land use consistency.</p> | <p>In the short-term, the No Project Alternative is consistent with this goal and related policies because this EIR assumes the continuation of the existing provisions of the Settlement Agreement. However, long-term, this cannot be guaranteed since the No Project Alternative would allow the Settlement Agreement to sunset and the current restrictions possibly could be eliminated.</p> | | | | | | | | | | | | |

TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|---|--|---|---|---|---|
| Policy N 3.3 Avigation Easement; Consider requiring the dedication of avigation easements in favor of the County of Orange when noise sensitive uses are proposed in the JWA planning area, as established in the JWA Airport Environs Land Use Plan (AELUP). | The Proposed Project is consistent with this policy. It does not propose to construct noise-sensitive uses within the planning area identified in the JWA AELUP. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Policy N 3.4 Existing Noise Restrictions; Take any action necessary to oppose any attempt to modify the existing noise restrictions, including the existing curfew and the General Aviation Noise Ordinance. | The Proposed Project is consistent with this policy. The Proposed Project does not modify the curfew and GANO; rather, it is intended to extend the duration of those restrictions. As indicated above, the noise contours associated with the Proposed Project are less than those identified in the 1985 JWA Master Plan and the Settlement Agreement. The Proposed Project would not modify the curfew. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is inconsistent with this policy as Alternative C, Phases 2 and 3 assume elimination of the curfew. | The No Project Alternative would be inconsistent with this policy. The No Project Alternative would allow the Settlement Agreement to sunset on December 31, 2015, which would eliminate some assurances that the noise restrictions would remain in place. Consistent with CEQA (Section 15126.6[e][3][A]), this EIR evaluates the No Project Alternative as “the continuation of the existing plan, policy or operation into the future”; however, there are no assurances this in fact would be the case. The County Board of Supervisors would be able to consider elimination of restrictions on JWA operations including, but not limited to, the preexisting nighttime flight restrictions (curfew). But none of those things would happen “automatically” without further express action of the Board. Again, any of those actions would be “projects” within the meaning of CEQA and would require CEQA (and perhaps NEPA) compliance before they could be approved and implemented. Therefore, this alternative is not consistent with this policy. |
| Policy N 3.5 Additional Facilities at John Wayne Airport; Take any action necessary to oppose any attempt to construct a second air carrier runway including the acquisition of land necessary to provide required separation of the existing air carrier runway and any proposed facility. | The Proposed Project is consistent with this policy. The Proposed Project does not assume any modifications to the facilities at the Airport. The limitation on the number of gates would be eliminated after 2020; however, that would not be associated with the construction of a second air carrier runway. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |

TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|--|---|---|--|--|--|
| Policy N 3.6 Existing Level of General Aviation Operations; Support any plan or proposal that maintains, and oppose any plan or project that proposes any significant changes to the existing level of general aviation operations and general aviation support facilities. | The Proposed Project is consistent with this policy. The Proposed Project would not modify general aviation operations or FBO operations. There would be sufficient airfield capacity to allow the increased commercial flights and maintain the current level of general aviation activity. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C would be inconsistent with this policy. As discussed below in the evaluation of on-site facilities, under VFR, the airfield capacity is exceeded for Alternative C, Phases 1 and 2 during peak hours. This may have an impact on general aviation because of delays for use of runway facilities. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Policy N 3.7 Remote Monitoring Systems; Support preservation or enhancement of the existing remote monitoring systems (“RMS”) and the public reporting of the information derived from the RMS. | The Proposed Project is consistent with this policy. The Proposed Project would not modify the RMS or reporting mechanisms. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Policy N 3.8 Meeting Air Transportation Demand; Support means of satisfying some of Orange County’s air transportation demand at airports other than John Wayne Airport or through alternative means of transportation. | The Proposed Project is consistent with this policy. Though the number of flights and MAP would be allowed to increase, the Proposed Project would maintain restrictions on the number of flights and the MAP levels at the Airport. As a result, those Orange County air travelers that are not served at JWA would use alternative airports. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is generally inconsistent with this policy. Even with the number of flights and MAP level permitted, the full Orange County air travel demand would not be accommodated at JWA. Many destinations, including distant international locations, would not be effectively served by JWA with Alternative B. However, the substantial increase allowed with Alternative B would limit the incentive to use alternative airports for most domestic flights. | Alternative C is generally inconsistent with this policy. The consistency analysis presented for Alternative B would be applicable to Alternative C. | In the short-term, the No Project Alternative would be consistent with this policy because, though the Settlement Agreement would expire, there would be a delay in the preparation of a new JWA Master Plan that would permit additional flights and MAP levels. However, long-term, it is unknown whether the No Project Alternative would comply with this policy. Without the Settlement Agreement there would be fewer mechanisms to restrict flights and limit the number of passengers served at JWA. |
| Policy N 3.9 John Wayne Airport Amended Settlement Agreement; Take all steps necessary to preserve and protect the validity of the John Wayne Airport Amended Settlement Agreement, including the following: <ul style="list-style-type: none">• Oppose, or seek protection from any federal legislative or regulatory action that would or could affect or impair the County’s ability to operate John Wayne Airport consistent with the provisions of the John Wayne Airport Amended Settlement Agreement or the City’s ability to enforce the Amended Settlement Agreement.• Approving amendments of the John Wayne Airport Settlement Agreement to ensure continued validity provided amendments are consistent with the City | The Proposed Project is consistent with this policy. It would extend the Settlement Agreement until 2030. The increased number of flights and MAP would have an incremental increase in the noise contours; however, the noise contours would be less than those provided for in the 1985 JWA Master Plan, which is the basis for the Settlement Agreement. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is inconsistent with this policy. This alternative by in large, eliminates the restrictions of the Settlement Agreement. The number of flights and MAP would increase and the curfew is eliminated. As a result the size of the noise contours would substantially increase. The noise contours associated with Alternative C would be larger than those provided for in the original Settlement Agreement. Therefore, Alternative C would | The No Project Alternative would not be consistent with this policy. The No Project Alternative would allow the Settlement Agreement to sunset on December 31, 2015. As a result, the protections provided in the Settlement Agreement would no longer apply. As indicated above, this EIR evaluates the No Project Alternative as “the continuation of the existing plan, policy or operation into the future”; however, there are no assurances this, in fact, would be the case. The |

TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|--|---|---|---|---|---|
| <p>Council Airport Policy, do not materially impair the quality of life, and are in the long-term best interests of Newport Beach residents.</p> <ul style="list-style-type: none">Continuing to monitor possible amendment of the Airport Noise and Capacity Act of 1990, as well as various FAA Regulations and Advisory Circulars that relate to aircraft departure procedures. | | | | <p>not be considered in best interest of the residents of Newport Beach in the long term.</p> | <p>County Board of Supervisors would be able to consider elimination of restrictions on JWA operations including, but not limited to, the number of flights, passengers served, and the preexisting nighttime flight restrictions (curfew). But none of those things would happen “automatically” without further express action of the Board. Again, any of those actions would be “projects” within the meaning of CEQA and would require CEQA (and perhaps NEPA) compliance before they could be approved and implemented. Therefore, this alternative is not consistent with this policy.</p> |
| City of Irvine General Plan | | | | | |
| Circulation Element | | | | | |
| <p>Objective B-1 Policy (c) Develop, on an incremental basis, a vehicular circulation system responding to local and regional access requirements. The following Level of Service (LOS) Standards shall be the goal applied to arterial highways, which are in the City of Irvine or its sphere of influence, and which are under the City’s jurisdiction.</p> <ul style="list-style-type: none">LOS “E” or better shall be considered acceptable within the Irvine Business Complex (IBC-PA 36), Irvine Center (PA 33), and at the intersection of Bake Parkway and the I-5 northbound off-ramp.In conjunction with individual subdivision map level traffic studies for development proposed in Planning Areas 5B, 6, 8A and 9, a LOS “E” standard would be considered acceptable for application to intersections impacted in Planning Areas 13, 31, 32, 34, 35 and 39.In conjunction with individual subdivision map level traffic studies for development proposed in Planning Areas 30 and 51, a LOS “E” standard would be considered acceptable for application to intersections impacted in Planning Areas 13, 30, 31, 32, 34, 35 and 39. | <p>This objective has been incorporated into the thresholds used for the traffic analysis for the Project (see Section 4.8, Transportation/ Traffic.) The Proposed Project is consistent with this policy. The Proposed Project (Year 2026) would directly impact one intersection (MacArthur Blvd/Michelson Dr.) in the City of Irvine. Since this is a direct project impact, JWA would be responsible for reimbursing the City of Irvine for the cost of improvement in order to maintain an acceptable LOS.</p> | <p>Alternative A is consistent with this objective. Alternative A (Year 2026) would have the same impact to the Campus Dr./N Bristol St intersection as the Proposed Project. The consistency analysis presented for the Proposed Project would be applicable to Alternative A.</p> | <p>Alternative B is consistent with this objective. Alternative B would impact intersections in Newport Beach (Campus Dr./Airport Way [Year 2026]; Campus Dr./N Bristol St [Year 2016]) and one intersection in Irvine (MacArthur Blvd/Michelson Dr. [Year 2026]). The impacts to Campus Dr./Airport Way and MacArthur Blvd/Michelson Dr. are direct project impacts and JWA would be responsible for reimbursing the City of Newport Beach and the City of Irvine for the cost of improvement in order to maintain an acceptable LOS. The impact to Campus Dr./N Bristol St is a cumulative impact and JWA would be responsible for reimbursing the City of Newport Beach the fair share cost of the improvement in order to maintain an acceptable LOS.</p> | <p>Alternative C is consistent with this objective. Alternative C would impact intersections in Newport Beach (Campus Dr./Airport Way [Year 2016]; Campus Dr./N Bristol St [Year 2016]) and one intersection in Irvine (MacArthur Blvd/Michelson Dr. [Year 2016]). The impacts to Campus Dr./Airport Way and MacArthur Blvd/Michelson Dr. are direct project impacts and JWA would be responsible for reimbursing the City of Newport Beach and the City of Irvine for the cost of improvement in order to maintain an acceptable LOS. The impact to Campus Dr./N Bristol St is a cumulative impact and JWA would be responsible for reimbursing the City of Newport Beach the fair share cost of the improvement in order to maintain an acceptable LOS.</p> | <p>The No Project Alternative is consistent with this objective. The No Project Alternative would have the same impact to the Campus Dr./N Bristol St intersection as the Proposed Project. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative.</p> |

**TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS**

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|--|---|--|--|---|--|
| Objective B-1 Policy (e) Cooperate with state, county and local governments to assure orderly development. | The Proposed Project is consistent with these objectives. The Airport has coordinated with the City of Irvine and other adjacent jurisdictions throughout the development of the technical analyses, including mitigation measures. | Alternative A is consistent with these objectives. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with these objectives. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with these objectives. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with these objectives. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Objective B-1 Policy (f) Work with the county, landowners, and other agencies in developing compatible land use and circulation plans for the area northerly of the sphere of influence, recognizing that new development in this area can have a significant impact on the existing City circulation system. | | | | | |
| Objective B-1 Policy (i) Actively lobby with appropriate state commissions, committees, and legislators for funding to upgrade the Costa Mesa, San Diego and Santa Ana Freeways. | JWA recognizes and supports the need to upgrade these regional facilities, which are under the jurisdiction of the State. Lobbying for upgrades is outside JWA's mandate; however, the Proposed Project would not preclude actions taken by other jurisdictions. | Alternative A is consistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Objective B-7 Policy (a) Coordinate public and local transit with planning for air transportation. | The Proposed Project is consistent with this objective. JWA's website provides information on ground transportation (including public buses and trains) and shuttle services that provide service to the airport. Information on bus schedules and regional train service is also provided. The information can be found at www.ocair.com/groundtransportation/default.aspx . | Alternative A is consistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Objective B-7 Policy (b) Support expansion of service at John Wayne Airport as long as all environmental impacts such as noise, air pollution, and traffic congestion can be mitigated. | The Proposed Project is inconsistent with this objective. There would be environmental impacts that cannot be mitigated to a level considered less than significant. | Alternative A is inconsistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is inconsistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is inconsistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is inconsistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Objective B-7 Policy (d) Encourage use of Los Angeles and Ontario International Airports for continental and international flights. Explore commercial airport potential of existing and closing military facilities within Los Angeles, San Bernardino, Riverside and San Diego counties, as well as existing commercial airport and general aviation airports which have expansion potential in order to meet the growing passenger demand on a regional basis. Discourage the development or expansion of airfields which are not now operating as commercial airports, or the expansion of existing commercial airports which would adversely impact existing urban communities. | <p>The Proposed Project is generally consistent with this objective. The RTP/SCS regional air passenger demand forecast of 145.9 MAP in 2035 is a very conservative forecast; however, it is based on interim forecasts, which show urban capacity-constrained airports, including JWA, reaching their defined legally allowable or physical capacity constraints well before 2035. Therefore, the excess demand not being served by JWA is expected to use other regional airports, consistent with the direction of this policy.</p> <p>Any of the airports in the region that would be serving the growing demand for air travel are located in existing urban communities. Therefore, there needs to be a balance on serving the demand and minimizing the environmental impacts on existing communities. The Proposed Project would result in environmental impacts, but would</p> | Alternative A is consistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B was found to be inconsistent with this objective. Even with the number of flights and MAP level permitted with Alternative B, the full Orange County air travel demand would not be accommodated at JWA. Many destinations include distant international locations that would not be effectively served by JWA with Alternative B. Therefore, Orange County travelers would still be required to use LAX and Ontario Airports for some their traveling needs. However, the substantial increase allowed with Alternative B would limit the | Alternative C is inconsistent with this objective. Alternative C would not provide a substantial incentive to travelers to use other regional airports. Additionally, Alternative C would have impacts on the existing community that are greater than those evaluated as part of the 1985 Master Plan. | The No Project Alternative is consistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |

TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|---|---|--|---|--|--|
| | not require physical improvements. The noise footprint within the City of Newport Beach associated with the Proposed Project is less than the projected footprint for the 1985 Master Plan. Therefore, the anticipated adverse impacts associated with noise and land use compatibility with the Proposed Project are reduced compared to what was assumed as part of the County General Plan and the associated SAHSP and LUCP (which were based the 1985 Master Plan). This allows the efficiency of the existing facilities to be maximized and the overall impacts to the region minimized. | | incentive to use alternative airports for most domestic flights. The analysis presented for the Proposed Project regarding environmental impacts would be applicable to Alternative B; however, the impacts would be greater with Alternative B than the Proposed Project. | | |
| Objective B-7 Policy (e) Develop, in cooperation with the City of Newport Beach, an activity center transportation system to alleviate the ground access congestion related to John Wayne Airport. | This objective outlines an action to be taken by the cities of Irvine and Newport Beach. JWA has encouraged the use of transit, shuttle service, and direct access to the remote long-term parking lot from JWA to minimize congestion immediately adjacent to the Airport. There are no provisions in the Proposed Project that would preclude a future activity center as a connection point to JWA. | Alternative A is consistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Objective B-7 Policy (f) Encourage the development of high-speed ground transportation systems to supplement the air system for meeting regional travel needs. | The Proposed Project would not preclude development of a high-speed ground transportation system in Orange County. Currently, there is no such system on the ground or planned to provide access to JWA. | Alternative A is consistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this objective. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| City of Costa Mesa General Plan | | | | | |
| Land Use Element | | | | | |
| Land Use Compatibility: Policy (a) Ensure, through the discretionary review process, the public health, safety, and welfare of sensitive receptors/land uses when locating such uses in close proximity to the following land uses: <ul style="list-style-type: none">• Uses which handle, generate, and/or transport hazardous substances (as defined by federal and state regulations).• Uses which create excessive noise.• Uses which create excessive dust.• Uses which create other land use conflicts. At the same time, ensure that the proposed sensitive receptors/land uses will not have an impact on the continued operation and/or expansion of the following land uses: <ul style="list-style-type: none">• Airports.• Surface utilities.• Off-Site hazardous waste facilities.• Solid waste facilities. | The Proposed Project is consistent with this policy. It does not propose the development of any sensitive land uses, nor would it result in off-site effects that would necessitate the changes of land uses within the City of Costa Mesa in order to maintain compatibility with the Airport. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |

TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|---|---|---|---|---|---|
| <ul style="list-style-type: none">Manufacturing uses.Research and development uses.Mining and processing uses. <p>Any land use which handles, generates, and/or transports hazardous substances as defined by federal and state regulations.</p> | | | | | |
| Circulation Element | | | | | |
| Policy CIR-1A.11 Attempt to maintain or improve mobility within the City to achieve a standard level of service not worse than Level of Service “D” at all intersections under the sole control of the City. Intersection level of service analyses for General Plan conditions shall be updated periodically and presented to City Council. | The Proposed Project is consistent with this policy. The Proposed Project would not result in any significant impacts to intersections located in Costa Mesa. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. In Year 2026, Alternative C would result in a direct impact to the Santa Ana Ave/Del Mar Ave intersection; however, JWA would fully fund a new traffic signal, which would mitigate the impact. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Policy CIR-1A.12 Cooperate with adjacent jurisdictions to maintain or improve mobility within the City to achieve a standard level of service no worse than “D” at all intersections under State or joint control. Intersection level of service analyses for General Plan conditions for locations under State or joint control shall be updated periodically and presented to City Council. | The Proposed Project is consistent with this policy. As part of the scoping process for the EIR, JWA coordinated with surrounding jurisdictions and agencies (including the County of Orange and the cities of Newport Beach, Irvine, Costa Mesa, Santa Ana, Tustin, and Caltrans) requesting input on the Proposed Project. The Proposed Project would not result in any significant impacts to intersections located in Costa Mesa. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. As part of the scoping process for the EIR, JWA coordinated with surrounding jurisdictions and agencies (including the County of Orange and the cities of Newport Beach, Irvine, Costa Mesa, Santa Ana, Tustin, and Caltrans) requesting input on the Proposed Project. In Year 2026, Alternative C would result in a direct impact to the Santa Ana Ave/Del Mar Ave intersection; however, JWA would fully fund a new traffic signal, which would mitigate the impact. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Policy CIR-1A.15 Prioritize intersection improvements which improve through traffic flow on major, primary, and secondary arterials, and reduce impacts on local neighborhood streets with emphasis on pedestrian safety. | The Proposed Project is consistent with this policy. The Proposed Project would not result in any significant impacts to intersections located in Costa Mesa. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. In Year 2026, Alternative C would result in a direct impact to the Santa Ana Ave/Del Mar Ave intersection; however, JWA would fully fund a new traffic signal, which would mitigate the impact. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |

TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|---|---|--|--|---|--|
| Policy CIR-1A.16 Maintain balance between land use and circulation systems by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project. | The Proposed Project is consistent with this policy. The traffic analysis completed for the Proposed Project evaluated each phase of the Project to determine the potential for impact and associated mitigation. The analysis evaluated a maximum environmental impact by assuming the full allocation of new flights and MAP was realized in the first year of each phase. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Policy CIR-1A.17 Work closely with the State of California and other government agencies to control traffic-related impacts of uses on State- or other agency-owned land (i.e., Orange County Fairgrounds, Orange Coast College, etc.). | The Proposed Project is consistent with this policy. As part of the scoping process for the EIR, JWA coordinated with surrounding jurisdictions and agencies including the County of Orange and the cities of Newport Beach, Irvine, Costa Mesa, Santa Ana, Tustin, and Caltrans, requesting input on the Proposed Project. As part of the traffic study appropriate mitigation has been incorporated, as necessary, to minimize potential traffic impacts. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Policy CIR-2A.2 Coordinate with the Orange County Transportation Authority and with adjacent jurisdictions to improve signal timing and coordination along major arterials. | The Proposed Project is consistent with these policies. JWA will coordinate with adjacent cities as mitigation is implemented to ensure the signal improvements installed are compatible with any interconnect or synchronization that has been installed. | Alternative A is consistent with these policies. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with these policies. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with these policies. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with these policies. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Policy CIR-2D.1 Circulation improvements required to provide or attain the minimum traffic level of service standard at an intersection to which a development project contributes measurable traffic shall be completed within three years of issuance of the first building permit for said project, unless additional right-of-way or coordination with other government agencies is required to complete the improvement. Improvements may be required sooner if, because of extraordinary traffic generation characteristics of the project or extraordinary impacts to the surrounding circulation system, such improvements are necessary to prevent significant adverse impacts. Policy CIR-2D.2 Construction of circulation improvements for phased development projects may be constructed commensurate with the project construction based upon the findings of a traffic study approved by the City of Costa Mesa. Policy CIR-2D.3 A traffic impact fee shall be maintained for circulation system improvements to the Master Plan of Highways within the community and updated annually. | The Proposed Project is consistent with these policies. Section 4.8, Transportation/Traffic, includes a discussion of the Proposed Project's impacts on traffic and circulation. The Proposed Project would not result in traffic impacts to any intersection in Costa Mesa. The Proposed Project would not preclude the implementation of a traffic impact fee in Costa Mesa for improvements to their Master Plan of Highways. | Alternative A is consistent with these policies. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with these policies. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with these policies. In Year 2026, Alternative C would result in direct impact to the Santa Ana Ave/Del Mar Ave intersection; however, JWA would fully fund a new traffic signal, which would mitigate the impact. This mitigation would be required in Year 2026 and would not be implemented within 3 years after Project approval. | The No Project Alternative is consistent with these policies. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |

TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|--|--|---|---|---|---|
| Policy CIR-2D.4 Require discussion of transit service needs and site design amenities for transit ridership in EIRs for major projects. | The Proposed Project is consistent with this policy. Section 4.8, Transportation/Traffic, includes a discussion of transit and the Proposed Project's impacts on transit, which were determined to be less than significant. Information on ground transportation (including public buses and trains) and shuttle services that provide service to the Airport is provided on JWA's website (www.ocair.com/groundtransportation/default.aspx). | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Noise Element | | | | | |
| Goal N-1: Noise Hazards and Conditions It is the goal of the City of Costa Mesa to protect its citizens and property from injury, damage, or destruction from noise hazards and to work towards improved noise abatement. Objective N-1A Control noise levels within the City for the protection of residential areas and other sensitive land uses from excessive and unhealthful noise. | The Proposed Project is consistent with this goal and objective. The 65 CNEL contour would not result in new off-site incompatible land uses in Costa Mesa that are not already present. | Alternative A is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Policy N-1A.7 Discourage sensitive land uses from locating in the 65 CNEL noise contour of the John Wayne Airport. Should it be deemed by the City as appropriate and/or necessary for a sensitive land use to locate in the 65 CNEL noise contour, ensure that appropriate interior noise levels are met and that minimal outdoor activities are allowed. | The Proposed Project is consistent with this policy. Within the City of Costa Mesa, the Proposed Project would not expand the 65 CNEL contour to include any residential areas. There are currently noise-sensitive uses (schools and places of worship) adjacent to the Airport. This area has been built as office uses and sound attenuation has been incorporated into the design of the buildings. If future noise-sensitive uses are proposed adjacent to the Airport, compliance with this policy would ensure adequate protection. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |

TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|---|---|---|---|---|---|
| Policy N-1A.8 Support alternative methods for the reduction of noise impacts at John Wayne Airport while continuing to maintain safety and existing limitations on aircraft daily departures. | The Proposed Project would not maintain existing limitations on aircraft daily departures; however, it would provide for the continuation of restriction on operations through 2030. Without the Settlement Agreement Amendment, the framework for the continuation of the restrictions would be eliminated. Therefore, the Proposed Project is generally consistent with the intent of this policy. It should be noted, however, that noise reduction methods associated with aircraft operations (e.g., changes in flight path or power cutback) are the jurisdiction of the FAA and would not be a consideration of the Project. | Alternative A is generally consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is would be marginally consistent with this policy. Though the framework for the Settlement Agreement would remain in place, with Alternative C, in Phases 2 and 3 the curfew would be eliminated. The curfew is a key provision associated with noise control. Alternative C was developed based on maximizing the airfield capacity of the Airport. As a result, there is a substantial increase in the number of flights and passengers allowed providing limited restrictions that would control noise. | The No Project Alternative is inconsistent with this policy. The No Project Alternative would not as fully safeguard all of the current restrictions on operations. With the expiration of the Settlement Agreement on December 31, 2015, the County or the FAA may propose modifications to the number of flights, to passenger levels, and/or to the curfew. |
| City of Tustin General Plan | | | | | |
| Noise Element | | | | | |
| Policy 1.3 Encourage John Wayne Airport to set up noise control procedures and to consider methods to reduce and minimize noise exposure due to aircraft flyovers within the Tustin Planning Area. | The Proposed Project is consistent with this policy. The <i>City of Tustin General Plan's</i> Noise Element establishes the City's noise criteria. The City has adopted noise standards for various land uses, including residential, educational facilities, and hospitals. Though the Proposed Project would increase the number of flights, the 65 CNEL contour would not extend into the Tustin Planning Area. As noted above, noise reduction methods associated with aircraft operations (e.g., changes in flight path or power cutback) are the jurisdiction of the FAA and would not be a consideration of the Project. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Policy 1.4 Continue to monitor all John Wayne Airport activities to minimize noise impacts within the Tustin Planning Area resulting from airport operations, and oppose legislation promulgated by the FAA that could eliminate local flight restrictions. | The Proposed Project is consistent with the policy. The Proposed Project would extend the Settlement Agreement, which would allow the existing restrictions to be maintained until 2030. The Proposed Project would have a less than significant impact for all phases for noise increases determined by City of Tustin standards. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is inconsistent with this policy. The policy opposes legislation that would eliminate local flight restrictions. Though this alternative would not result in legislation, it would allow the Settlement Agreement to expire, on December 31, 2015, which would eliminate some of the protections that allow the current flight restrictions. |

**TABLE 4.5-10
GOALS AND POLICIES CONSISTENCY ANALYSIS**

| | Proposed Project | Alternative A | Alternative B | Alternative C | No Project |
|---|--|--|--|--|--|
| Policy 1.5 Work to reduce risks and noise impacts resulting from aircraft operations by (a) participating in and monitoring the planning process for John Wayne Airport and (b) continuing to discourage commercial or general aviation activities which increase noise exposure. | The Proposed Project is consistent with these policies. As part of the scoping process for the EIR, JWA coordinated with surrounding jurisdictions and agencies, including the City of Tustin, and requested input on the Proposed Project. Tustin citizens were given the opportunity to participate in a public scoping meeting for the Proposed Project. | Alternative A is consistent with these policies. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with these policies. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with these policies. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with these policies. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Policy 1.6 Encourage Tustin citizen participation and City involvement on committees that would influence future aircraft operations in Orange County. | | | | | |
| City of Santa Ana General Plan | | | | | |
| Airport Environs Element | | | | | |
| Goal 1 Protect sensitive land uses from airport related noise impacts. | The Proposed Project is consistent with this goal and policy. The 65 CNEL contour would not result in any new off-site incompatible land uses in the City of Santa Ana. | Alternative A is consistent with this goal and policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this goal and policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this goal and policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this goal and policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Policy 1.3 Require all residential land uses in 60 dB(A) CNEL or 65 dB(A) CNEL Noise Contours to be sufficiently mitigated so as not to exceed an interior standard of 45 dB(A) CNEL. | | | | | |
| Policy 1.2 Advocate that future flight path selection be directed away from existing noise sensitive land uses. | The Proposed Project is consistent with the policy. The flight path for JWA is determined by the FAA. Therefore, JWA has no authority in determining that the flight path be directed away from noise-sensitive uses. | Alternative A is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this policy. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| Goal 2 Protect the safety of the general public from aircraft hazards. | The Proposed Project is consistent with the policy. In the JWA AELUP, safety compatibility zones are identified. These safety compatibility zones depict which land uses are acceptable and which are unacceptable in various portions of airport environs. The purpose of these zones is to support the continued use and operation of an airport by establishing safety compatibility standards to promote air navigational safety and to reduce potential safety hazards for persons living, working, or participating in recreational activities near JWA. | Alternative A is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative A. | Alternative B is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative B. | Alternative C is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to Alternative C. | The No Project Alternative is consistent with this goal. The consistency analysis presented for the Proposed Project would be applicable to the No Project Alternative. |
| TSA: Transportation Security Administration; ICE: U.S. Immigration and Customs Enforcement; JWA: John Wayne Airport; OCFA: Orange County Fire Authority; RON: remain overnight; RTP/SCS: Regional Transportation Plan/Sustainable Communities Strategy; MAP: Million Annual Passengers; SCAG: Southern California Association of Governments; CNEL: Community Noise Equivalent Level; LOS: level of service; EIR: environmental impact report; Caltrans: California Department of Transportation; OCTA: Orange County Transportation Authority; GSE: ground service equipment; NCCP/HCP: Natural Community Conservation Plan/Habitat Conservation Plan; AELUP: Airport Environs Land Use Plan; CEQA: California Environmental Quality Act; FAA: Federal Aviation Administration; ANCA: Airport Noise and Capacity Act; FBOs: fixed based operators; VFR: Visual Flight Rule; RMS: remote monitoring system. | | | | | |
| Sources (goals and policies): 2012–2035 RTP/SCS, SCAG 2012; City of Santa Ana General Plan, Santa Ana 2009; General Plan 2005, County of Orange 2005; City of Newport Beach General Plan, Newport Beach 2006; The City of Irvine General Plan, Irvine 1999; Costa Mesa 2002; City of Tustin General Plan, Tustin 2008. | | | | | |

As discussed in Table 4.5-10, the Proposed Project, Phase 3 would exceed the City of Newport Beach standards at NMS 2S and 8N. With implementation of Mitigation Measure LU-2, this impact could be reduced to less than significant. Therefore, the Proposed Project is consistent with the applicable goals and policies of the County and the City of Newport Beach General Plans.

As part of the analysis provided in Table 4.5-10, it was determined that the Proposed Project would be inconsistent with one objective from the *City of Irvine General Plan* (Objective B-7 Policy (b)). Since the City of Irvine does not have jurisdiction over the Project, the impact would not be significant.

Impact Conclusion: *The Proposed Project would have less than significant impacts on the capacity of on-site facilities.*

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 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.

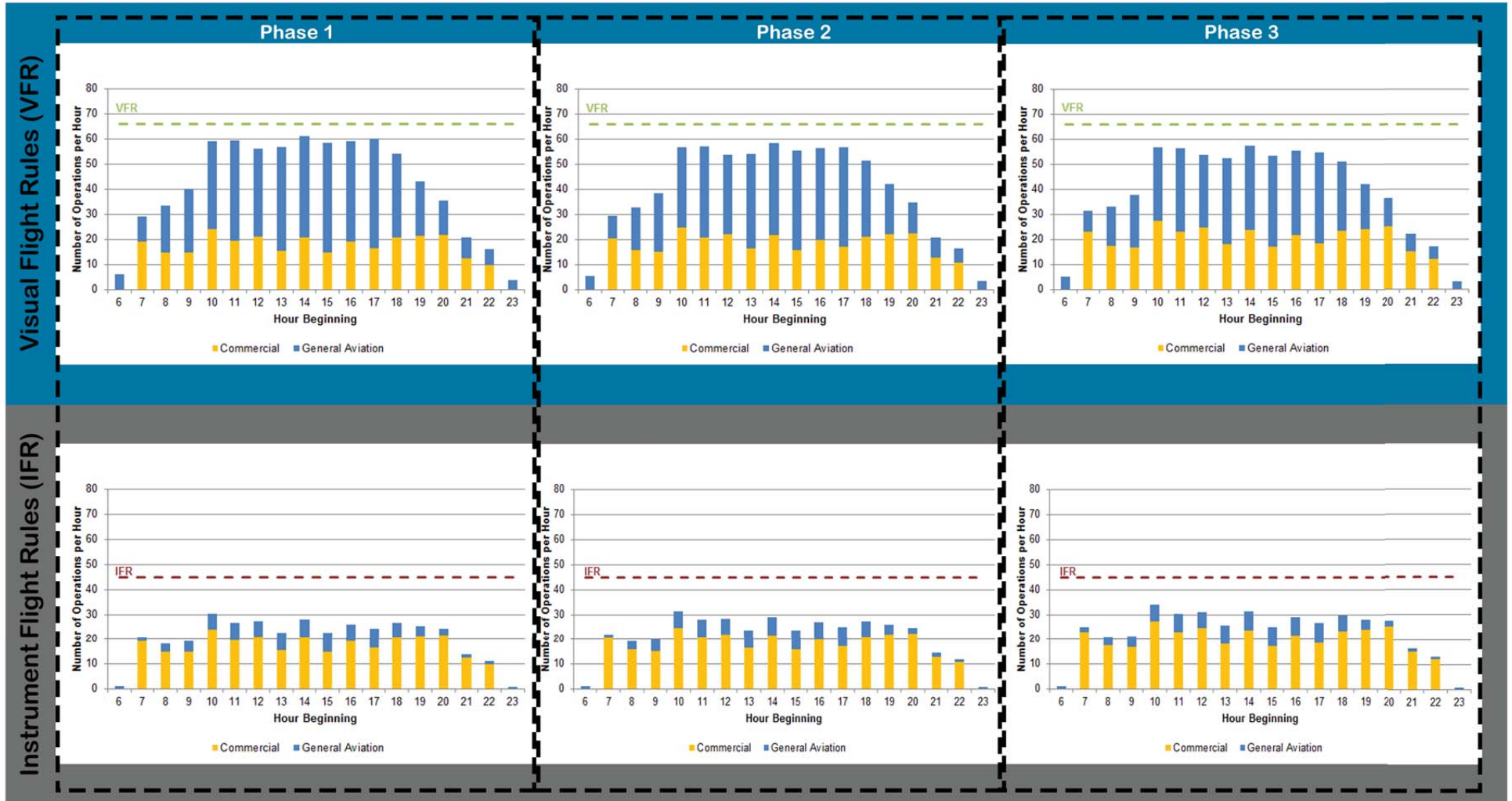
The Proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project with adoption of the recommended mitigation.

Alternative A

Capacity of On-Site Facilities

Airfield Capacity

Exhibit 4.5-5 presents a comparison of hourly demand (aircraft operations) and runway capacity for Alternative A during VFR and IFR conditions. As seen, the runway capacity is sufficient and capable of accommodating Alternative A in each of the three phases. Therefore, as with the Proposed Project, there would be no impact associated with airfield capacity for Alternative A.



Source: Aviation Forecasts Technical Report, AECOM 2014a

Hourly Demand Versus Capacity for Alternative A

Exhibit 4.5-5

John Wayne Airport Settlement Agreement Amendment



Remaining Overnight Capacity

Table 4.5-2, above, presents the available RON capacity and requirements for Alternative A. RON requirements for Alternative A increase slightly with each phase, but in all phases, the demand would not exceed the RON space available. The additional RON spaces would likely be located on the south RON where aircraft being towed to gates with passenger loading bridges would likely involve “head-to-head” operations with the main departure taxi flow on Taxiway A. Though not ideal, this situation would be similar to what was experienced at the Airport prior to the completion of Terminal C and would not be considered a significant environmental impact.

Gate Capacity

The schedule-based analysis (Table 4.5-3) and the turns per gate evaluation (Table 4.5-4) show that Alternative A would not result in any impacts associated with gate capacity Alternative A. However, with the gate throughput analysis (Table 4.5-5), Phase 3 of Alternative A would exceed the available capacity. Table 4.5-5 identifies that Phase 3 of Alternative A would result in 307,500 enplanements per gate. This exceeds 90 percent of the historical peak throughput per gate with a passenger loading bridge (or approximately 306,000 enplanements). Therefore, based on each of these methodologies, it has been determined that Phase 3 of Alternative A would result in an impact to terminal levels of service due to insufficient gate capacity. (Note, that prior to 1985, JWA operated substantially beyond the design capacity of the terminal facilities.)

Terminal Capacity for International Passengers

As shown in Table 4.5-6, above, Alternative A would not result in terminal capacity impacts associated with international flights.

Fuel Storage Capacity

As shown in Table 4.5-7, Phase 1 of Alternative A the additional fuel tanker deliveries can be accommodated with no modifications to the existing fuel farm facilities or hours of operation. Compared to existing conditions, for Phase 2, there would be the need for 5 additional fuel tanker truck delivery for the ADPM (for a total of 33 trucks) and in Phase 3 this would increase to 9 additional fuel truck deliveries, for a total of 37 fuel truck deliveries during the ADPM.

As discussed above for the Proposed Project, due to the requirement to allow the fuel to settle before dispensing and the capacity limitations of the existing tanks, it would not be possible to just have all the additional trucks deliver the fuel during the night time hours. A maximum of 32 fuel trucks can deliver fuel during the night time hours. During peak periods, it would be necessary to modify the operations. Fuel deliveries would need to start earlier in the evening after the first tank is emptied. Since there would not need to be an expansion of the facilities and since the demand can be met with only a minor scheduling modification to the operations, this would not be considered a significant environmental impact.

General Aviation Facilities

None of the phases of the Alternative A would displace any general aviation facilities or have any impact on the operations of the FBOs.

Airport Parking Facilities

As shown in Table 4.5-8, under the existing parking configuration, there would be sufficient parking capacity under Alternative A in Phases 1 and 2; however, Phase 3 would exceed the 90 percent effective capacity threshold. When additional spaces in Parking Structure C2 are constructed, there would be adequate capacity for all phases of the Alternative A. However, since the construction of Parking Structure C2 is not currently programmed for construction, the shortfall in parking would be considered to be a potentially significant impact, prior to mitigation.

Summary of Capacity of On-Site Facilities Evaluation

In summary, Alternative A generally could be accommodated by the existing facilities at the Airport. However, based on one of the three methodologies used to assess gate capacity (the gate throughput analysis), there may be insufficient gate capacity and auto parking for Alternative A during Phase 3. With implementation of the mitigation measure requiring the timely construction of Parking Structure C2, the potential impact associated with a shortfall in automobile parking would be reduced to a level of less than significant. The insufficient gate capacity during Phase 3 would be considered a significant, unavoidable impact.

Compatibility with Surrounding Land Uses

Phase 1

As shown in Table 4.5-9, Alternative A, Phase 1 would increase the total 65 to 70 CNEL contour areas by approximately 0.04 square mile (5 percent) and the greater than 70 CNEL contour by approximately 0.05 square mile (8 percent) compared to existing conditions. Outside the Airport boundaries, there would be an increase of 0.04 square mile in both the 65 to 70 CNEL contour and the greater than 70 CNEL contour (6 percent and 44 percent, respectively) compared to existing conditions. Exhibit 4.5-6a provides a comparison of the existing 60, 65, 70, and 75 CNEL contours and the projected contours with the Alternative A, Phase 1. Exhibits 4.5-6b through 4.5-6d provide larger scale exhibits with the noise-sensitive land uses depicted.

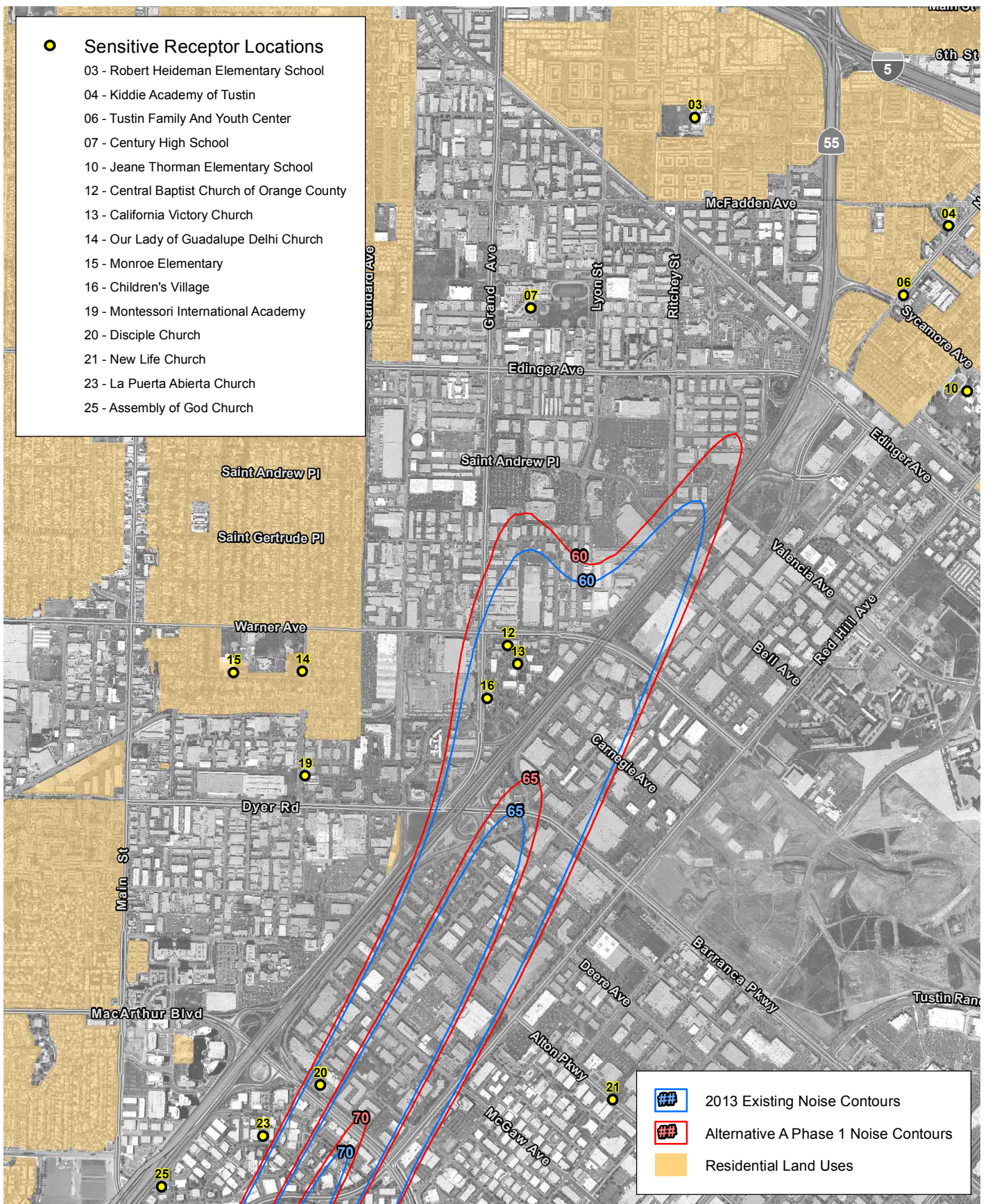
No additional sensitive receptors would be within the greater than 70 CNEL contour when Phase 1 of the Alternative A is compared to existing conditions. Increased noise levels over existing conditions would add 22 additional residences to the area within the 65 CNEL contour, of which 7 were insulated under the AIP and 15 were not. For the 22 additional residences that have not been insulated, 14 of them are located in the area zoned for business park; and are non-conforming uses. No other sensitive receptors would be included in the area added to the expanded 65 CNEL contour.

Residences units with outdoor living areas exposed to a greater than 65 CNEL would be incompatible with the County's exterior noise standard. There is no feasible mitigation for the exterior noise levels. Therefore, as the 65 CNEL contour expands beyond the existing contour and includes additional residences this would be a significant land use compatibility impact.



Sensitive Receptor Locations

- 03 - Robert Heideman Elementary School
- 04 - Kiddie Academy of Tustin
- 06 - Tustin Family And Youth Center
- 07 - Century High School
- 10 - Jeane Thorman Elementary School
- 12 - Central Baptist Church of Orange County
- 13 - California Victory Church
- 14 - Our Lady of Guadalupe Delhi Church
- 15 - Monroe Elementary
- 16 - Children's Village
- 19 - Montessori International Academy
- 20 - Disciple Church
- 21 - New Life Church
- 23 - La Puerta Abierta Church
- 25 - Assembly of God Church



2013 Existing Noise Contours



Alternative A Phase 1 Noise Contours



Residential Land Uses

Existing and Alternative A, Phase 1 Approach Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-6b

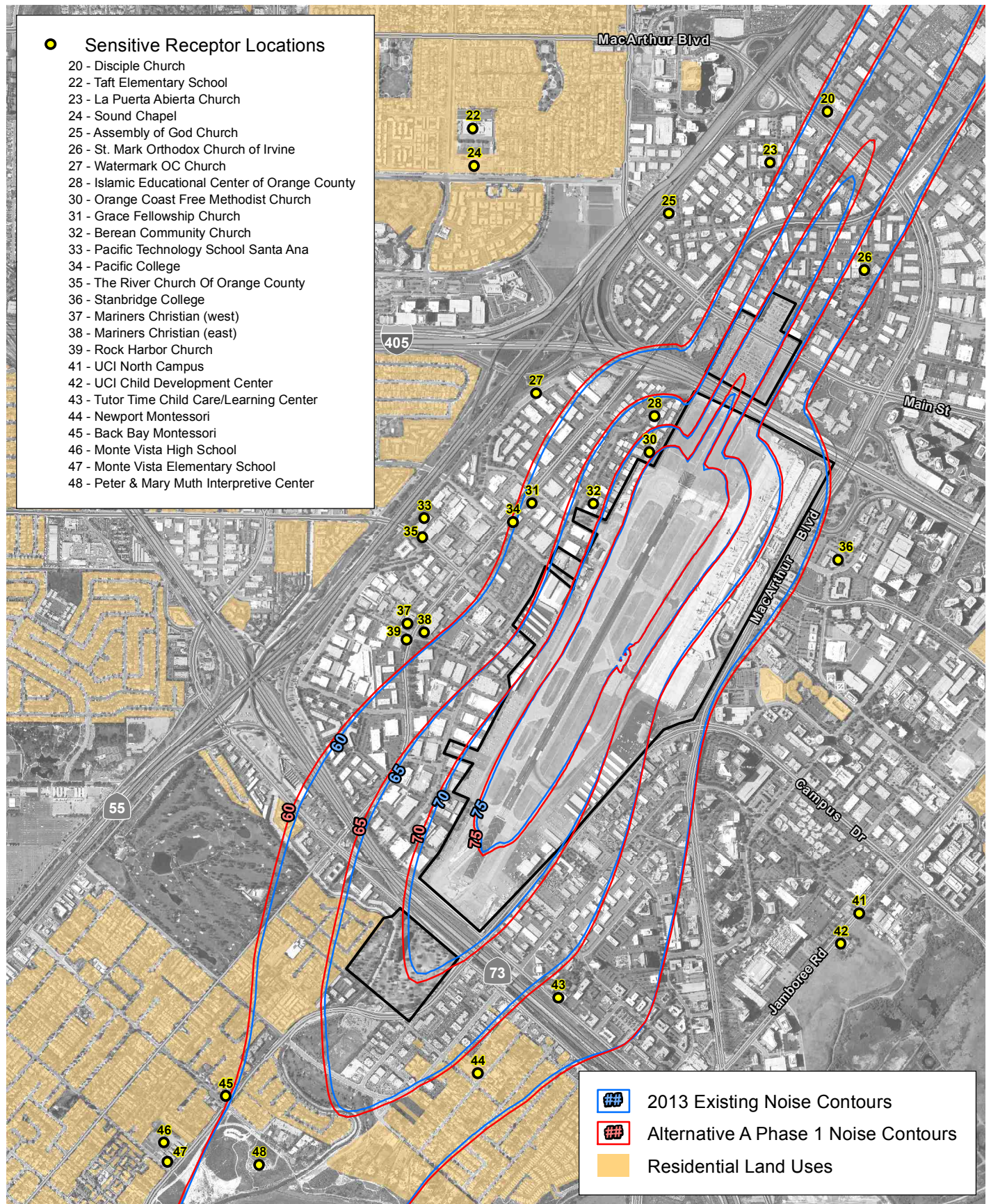


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Feet



● Sensitive Receptor Locations

- 20 - Disciple Church
- 22 - Taft Elementary School
- 23 - La Puerta Abierta Church
- 24 - Sound Chapel
- 25 - Assembly of God Church
- 26 - St. Mark Orthodox Church of Irvine
- 27 - Watermark OC Church
- 28 - Islamic Educational Center of Orange County
- 30 - Orange Coast Free Methodist Church
- 31 - Grace Fellowship Church
- 32 - Berean Community Church
- 33 - Pacific Technology School Santa Ana
- 34 - Pacific College
- 35 - The River Church Of Orange County
- 36 - Stanbridge College
- 37 - Mariners Christian (west)
- 38 - Mariners Christian (east)
- 39 - Rock Harbor Church
- 41 - UCI North Campus
- 42 - UCI Child Development Center
- 43 - Tutor Time Child Care/Learning Center
- 44 - Newport Montessori
- 45 - Back Bay Montessori
- 46 - Monte Vista High School
- 47 - Monte Vista Elementary School
- 48 - Peter & Mary Muth Interpretive Center



- 2013 Existing Noise Contours
- Alternative A Phase 1 Noise Contours
- Residential Land Uses

Existing and Alternative A, Phase 1 Airport Area Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

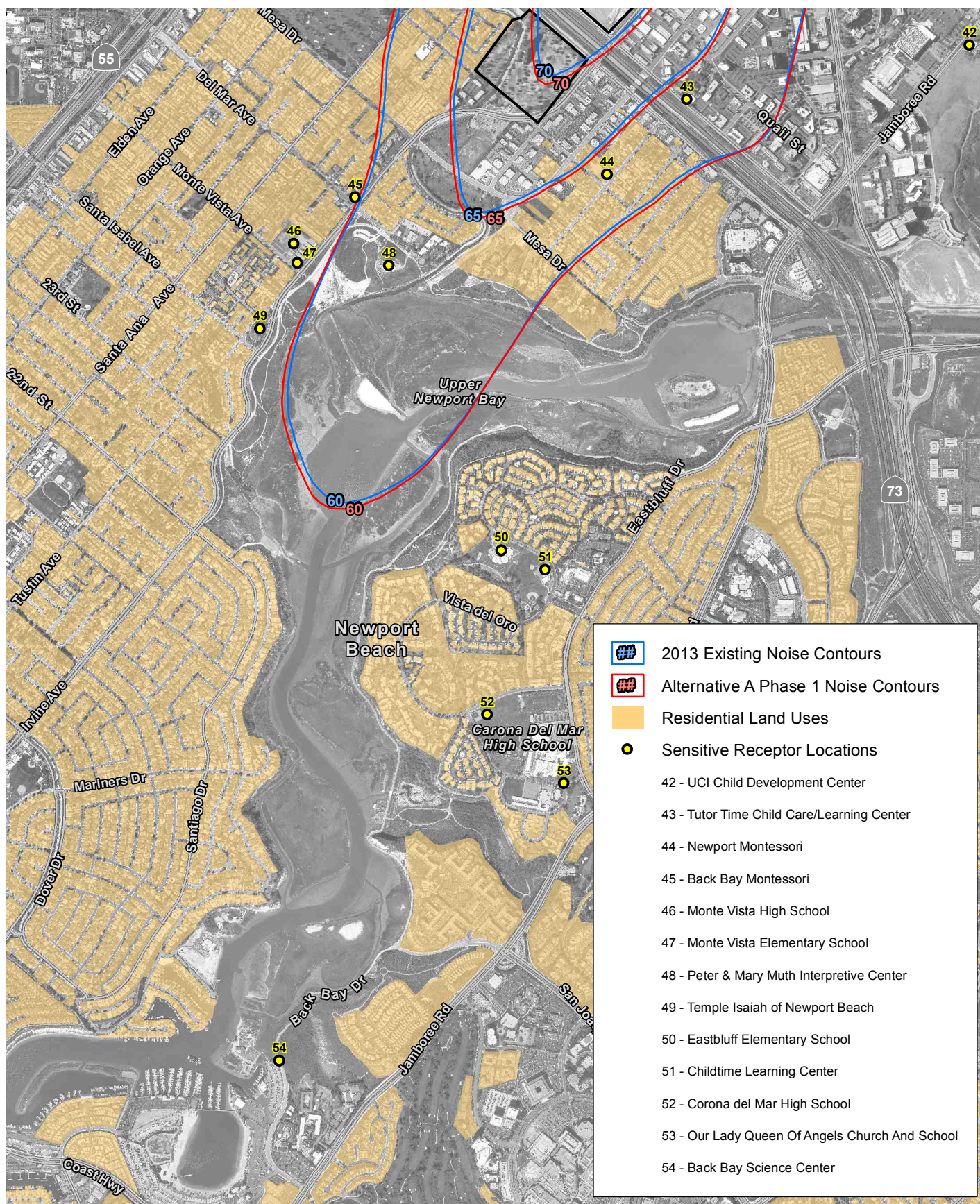
Exhibit 4.5-6c



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Existing and Alternative A, Phase 1 Departure Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-6d



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The non-conforming residential uses within the business park are not eligible for future sound attenuation. Therefore, from a land use compatibility perspective, these residences are being exposed to exterior and potentially interior noise levels in excess of the County standards, which would be a significant impact and mitigation is not feasible.

Residences that have received insulation would be compatible with the interior noise standards. For the uninsulated residences, however, there is also the potential for incompatibility due to excessive interior noise levels, which would be considered a significant impact. Based on the County standard, an indoor noise impact occurs when the interior noise level exceeds 45 dB in any habitable room of a residence, or similar habitable space for schools, places of worship, and other noise sensitive uses. As the 65 CNEL contour expands to include additional noise sensitive uses, the interior noise levels would need to be verified on a house-by-house basis to determine if the average interior noise levels are in excess of 45 dB. If this standard is exceeded, implementation of a SIP would be used to address interior noise impacts. With implementation of the SIP (see Mitigation Measure LU-1), the land use compatibility impact associated with interior noise levels would also be reduced to a less than significant level for those residences with an average noise level in excess of 45 CNEL that are outside of the business park. For those residences within the business park and those residences with a habitable room with noise levels in excess of 45 CNEL but the average noise levels in the habitable rooms is less than 45 CNEL, mitigation would not be feasible; therefore, the impact would be significant and unavoidable. (See discussion in Section 4.5.2, Methodology regarding FAA's noise attenuation requirements.).

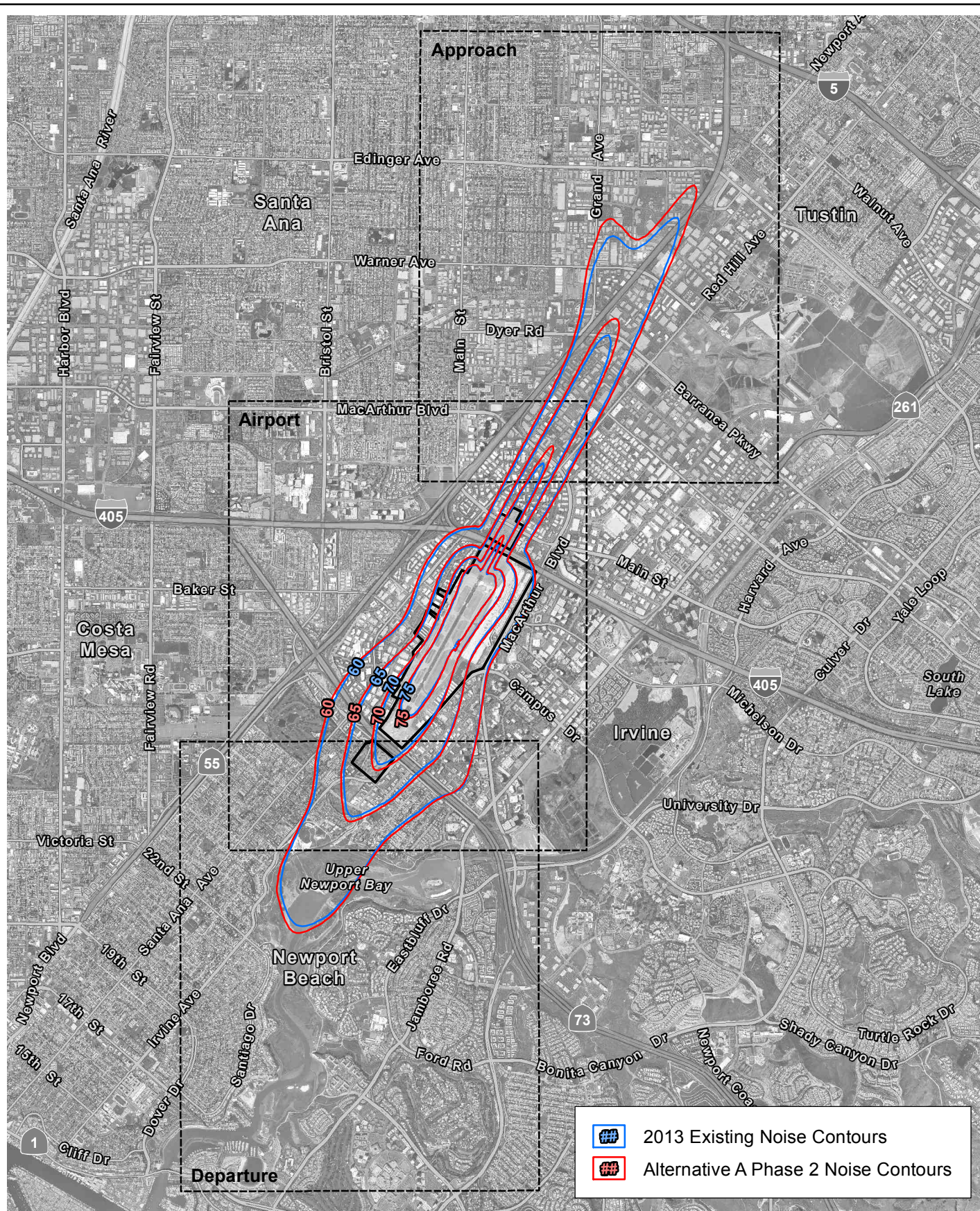
Phase 2

Alternative A, Phase 2 would increase the total 65 to 70 CNEL contour area by approximately 0.06 square mile (7 percent) and the greater than 70 CNEL contour by approximately 0.07 square mile (12 percent) compared to existing conditions. Outside the Airport boundaries, there would be an approximate 0.07-square-mile (10 percent) increase in the 65 to 70 CNEL contour and a 0.05-square-mile (56 percent) increase in the greater than 70 CNEL contour compared to existing conditions. Exhibit 4.5-7a provides a comparison of the existing 60, 65, 70, and 75 CNEL contours and the projected contours with Alternative A, Phase 2. Exhibits 4.5-7b through 4.5-7d provide larger scale exhibits with the noise-sensitive land uses depicted.

No additional sensitive receptors would be within the greater than 70 CNEL contour when Phase 2 of Alternative A is compared to existing conditions. Increased noise levels over existing conditions would add 48 additional residences to the area within the 65 CNEL contour, of which 16 were insulated under the AIP and 32 were not. Twenty-five of the uninsulated residences are located in the area zoned for business park and are non-conforming uses. No other sensitive receptors would be included in the area added to the 65 CNEL contour.

Residences with outdoor living areas exposed to a greater than 65 CNEL would be incompatible with the County's exterior noise standard. There is no feasible mitigation for the exterior noise levels. Therefore, as the 65 CNEL contour expands beyond the existing contour and includes additional residences this would be a significant land use compatibility impact.

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Comparison of Existing and Alternative A Phase 2 Noise Contours

John Wayne Airport Settlement Agreement Amendment

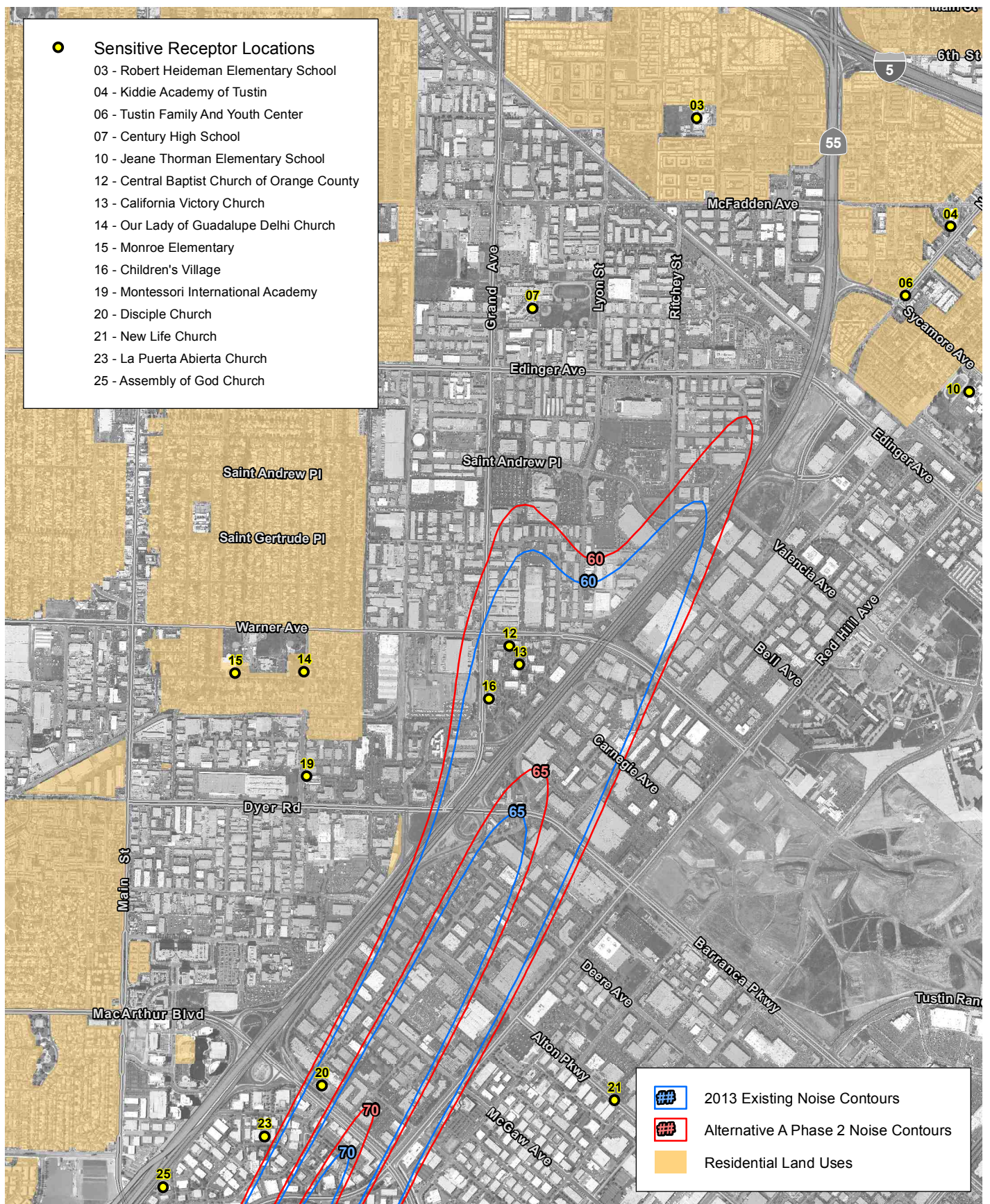
Exhibit 4.5-7a



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- Sensitive Receptor Locations
- 03 - Robert Heideman Elementary School
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- 20 - Disciple Church
- 21 - New Life Church
- 23 - La Puerta Abierta Church
- 25 - Assembly of God Church



- 2013 Existing Noise Contours
- Alternative A Phase 2 Noise Contours
- Residential Land Uses

Existing and Alternative A, Phase 2 Approach Noise Contours with Sensitive Land Uses

Exhibit 4.5-7b

John Wayne Airport Settlement Agreement Amendment

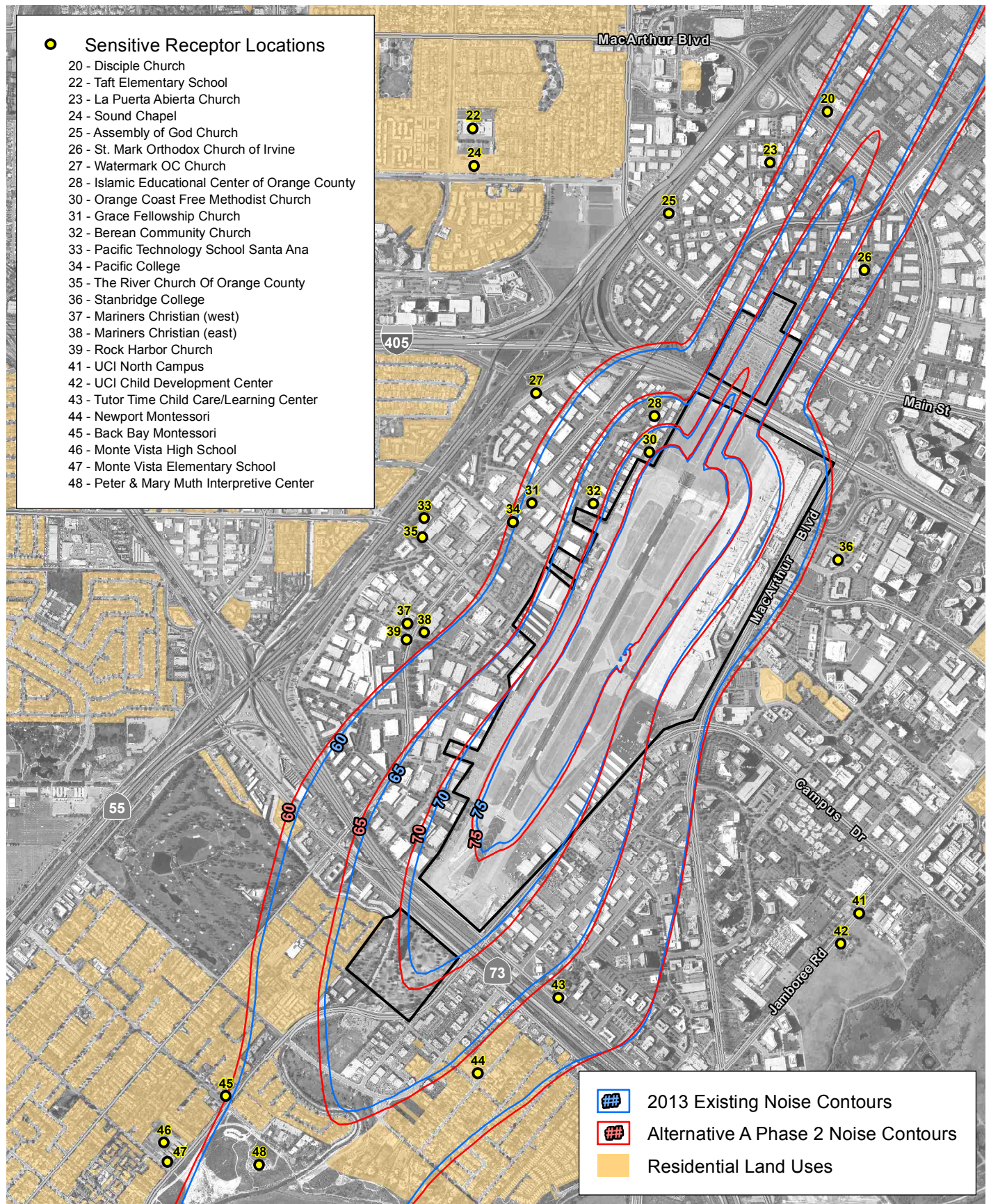


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● Sensitive Receptor Locations

- 20 - Disciple Church
- 22 - Taft Elementary School
- 23 - La Puerta Abierta Church
- 24 - Sound Chapel
- 25 - Assembly of God Church
- 26 - St. Mark Orthodox Church of Irvine
- 27 - Watermark OC Church
- 28 - Islamic Educational Center of Orange County
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- 48 - Peter & Mary Muth Interpretive Center



- 2013 Existing Noise Contours
- Alternative A Phase 2 Noise Contours
- Residential Land Uses

Existing and Alternative A, Phase 2 Airport Area Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

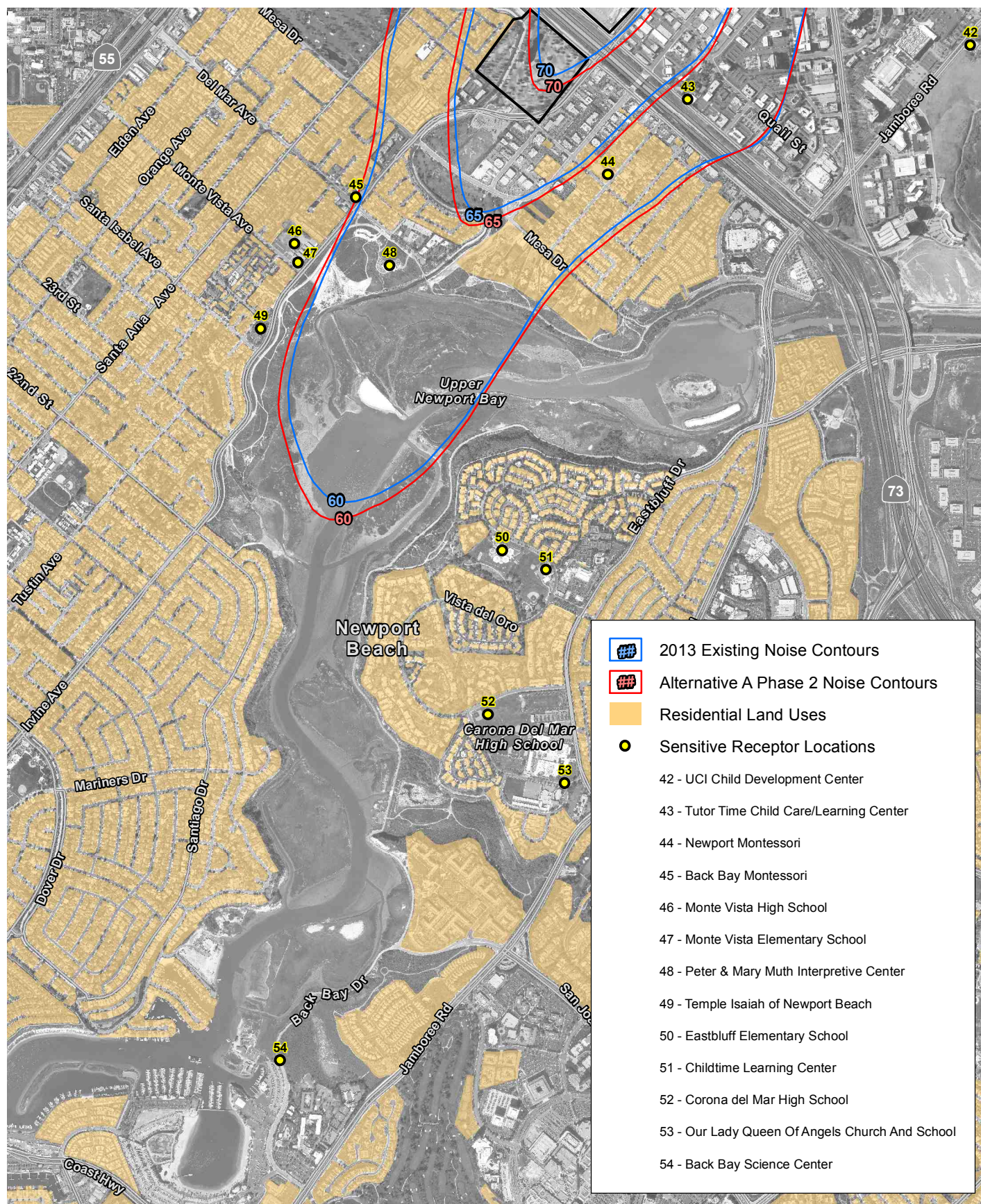
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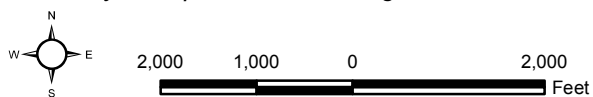
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Existing and Alternative A, Phase 2 Departure Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-7d



The non-conforming residential uses within the business park are not eligible for future sound attenuation. Therefore, from a land use compatibility perspective, these residences are being exposed to exterior and potentially interior noise levels in excess of the County standards, which would be a significant impact and mitigation is not feasible.

Residences that have received insulation would be compatible with the interior noise standards. For the uninsulated residences, however, there is also the potential for incompatibility due to excessive interior noise levels, which would be considered a significant impact. Based on the County standard, an indoor noise impact occurs when the interior noise level exceeds 45 dB in any habitable room of a residence, or similar habitable space for schools, places of worship, and other noise sensitive uses. As the 65 CNEL contour expands to include additional noise sensitive uses, the interior noise levels would need to be verified on a house-by-house basis to determine if the average interior noise levels are in excess of 45 dB. If this standard is exceeded, implementation of a SIP would be used to address interior noise impacts. With implementation of the SIP (see Mitigation Measure LU-1), the land use compatibility impact associated with interior noise levels would also be reduced to a less than significant level for those residences with an average noise level in excess of 45 CNEL that are outside of the business park. For those residences within the business park and those residences with a habitable room with noise levels in excess of 45 CNEL but the average noise levels in the habitable rooms is less than 45 CNEL, mitigation would not be feasible; therefore, the impact would be significant and unavoidable. (See discussion in Section 4.5.2, Methodology regarding FAA's noise attenuation requirements.).

Phase 3

Alternative A, Phase 3 would increase the total 65 to 70 CNEL contour areas by approximately 0.11 square mile (13 percent) and the greater than 70 CNEL contour by approximately 0.13 square mile (22 percent) compared to existing conditions. Outside the Airport boundaries, there would be an approximate 0.13-square-mile (19 percent) increase in the 65 to 70 CNEL contour and a 0.09-square-mile (100 percent) increase in the greater than 70 CNEL contour compared to existing conditions. Exhibit 4.5-8a provides a comparison of the existing 60, 65, 70, and 75 CNEL contours and the projected contours with the Alternative A, Phase 3. Exhibits 4.5-8b through 4.5-8d provide larger scale exhibits with the noise-sensitive land uses depicted.

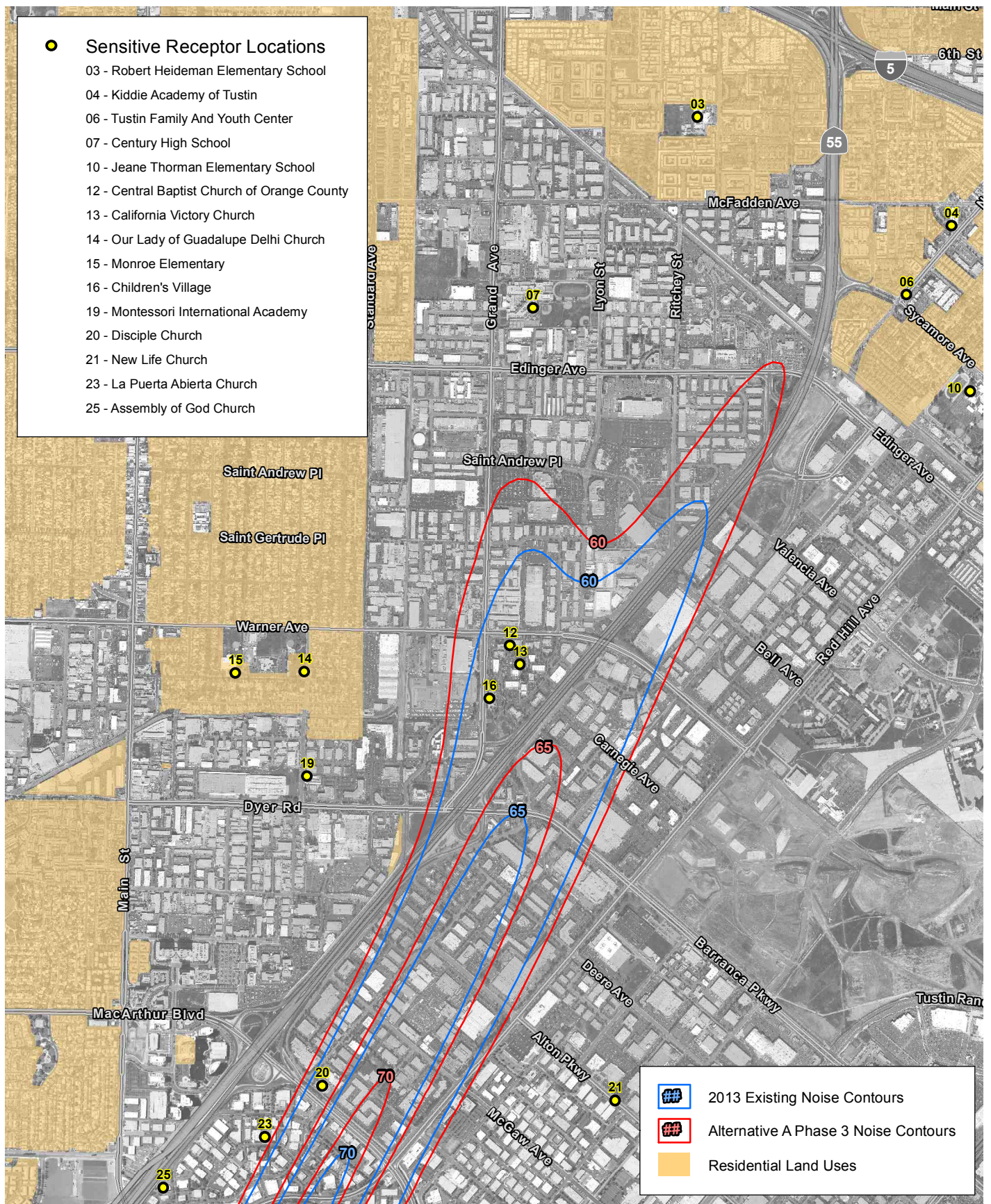
No additional sensitive receptors would be within the greater than 70 CNEL contour when Phase 3 of Alternative A is compared to existing conditions. Increased noise levels over existing conditions would add 85 additional residences to the area within the 65 to 70 CNEL contour, of which 39 were insulated under the AIP and 46 were not. Twenty-eight of the uninsulated residences are located in the area zoned for business park and are non-conforming uses. The Orange Coast Free Methodist Church would move from the 70 to 75 CNEL contour to the greater than 75 CNEL contour. No other sensitive receptors would be included in the area added to the expanded 65 CNEL contour.

Residences with outdoor living areas exposed to a greater than 65 CNEL would be incompatible with the County's exterior noise standard. There is no feasible mitigation for the exterior noise levels. Therefore, as the 65 CNEL contour expands beyond the existing contour and includes additional residences, this would be a significant land use compatibility impact.



Sensitive Receptor Locations

- 03 - Robert Heideman Elementary School
- 04 - Kiddie Academy of Tustin
- 06 - Tustin Family And Youth Center
- 07 - Century High School
- 10 - Jeane Thorman Elementary School
- 12 - Central Baptist Church of Orange County
- 13 - California Victory Church
- 14 - Our Lady of Guadalupe Delhi Church
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- 25 - Assembly of God Church



- 2013 Existing Noise Contours
- Alternative A Phase 3 Noise Contours
- Residential Land Uses

Existing and Alternative A, Phase 3 Approach Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-8b

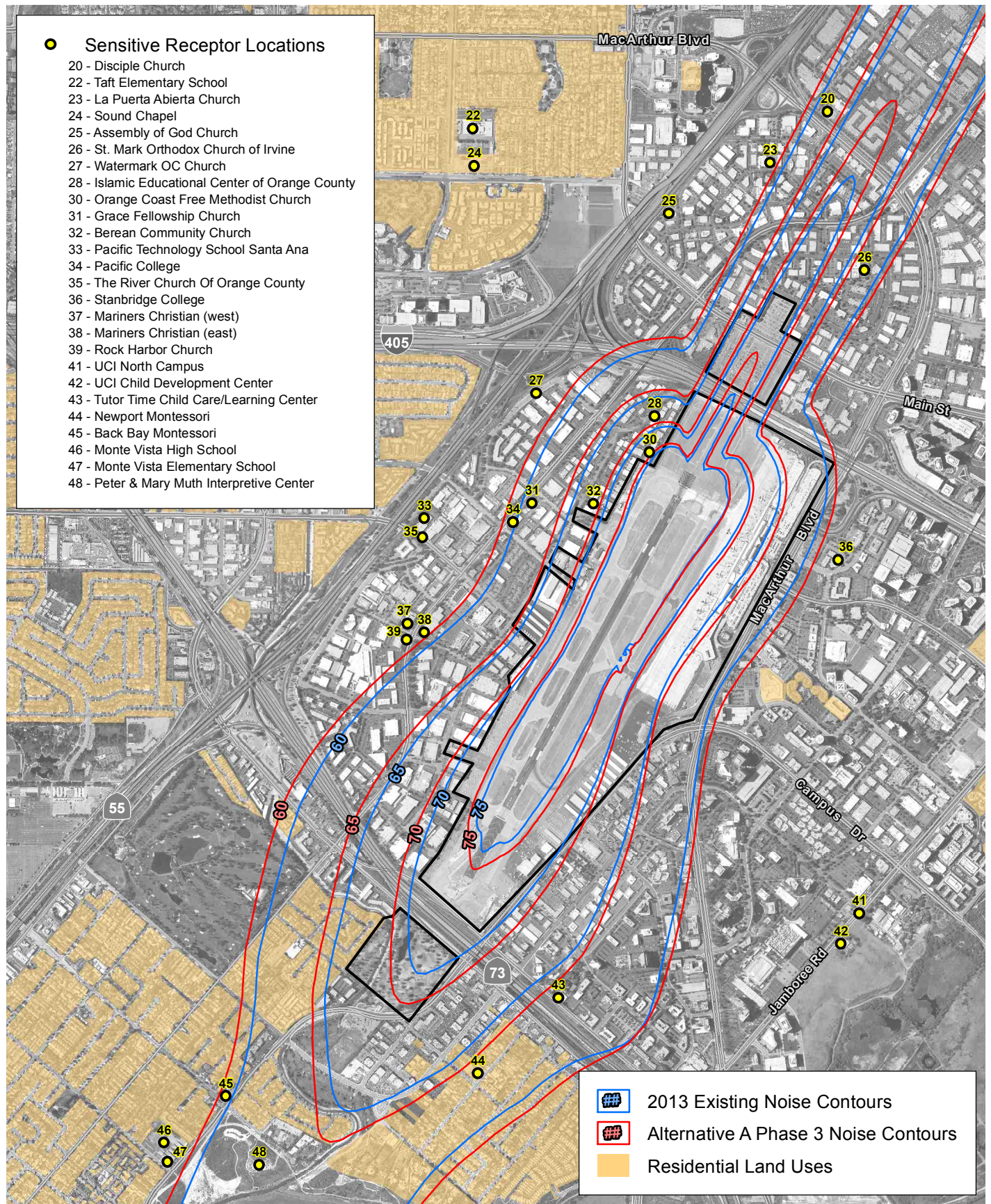


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● Sensitive Receptor Locations

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- Alternative A Phase 3 Noise Contours
- Residential Land Uses

Existing and Alternative A, Phase 3 Airport Area Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

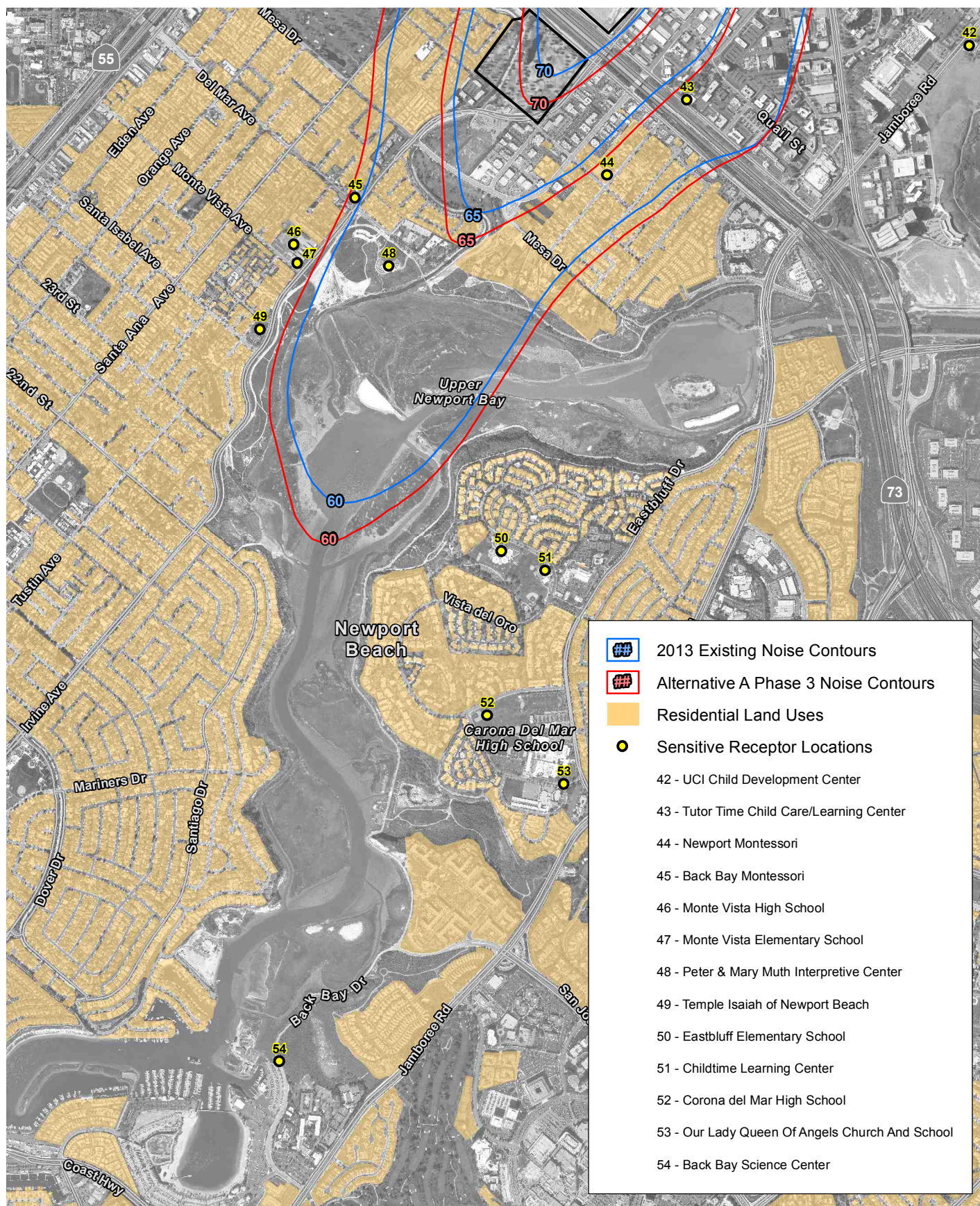
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Existing and Alternative A, Phase 3 Departure Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-8d



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The non-conforming residential uses within the business park are not eligible for future sound attenuation. Therefore, from a land use compatibility perspective, these residences are being exposed to exterior and potentially interior noise levels in excess of the County standards, which would be a significant impact and mitigation is not feasible.

Residences that have received insulation would be compatible with the interior noise standards. For the uninsulated residences, however, there is also the potential for incompatibility due to excessive interior noise levels, which would be considered a significant impact. Based on the County standard, an indoor noise impact occurs when the interior noise level exceeds 45 dB in any habitable room of a residence, or similar habitable space for schools, places of worship, and other noise sensitive uses. As the 65 CNEL contour expands to include additional noise sensitive uses, the interior noise levels would need to be verified on a house-by-house basis to determine if the average interior noise levels are in excess of 45 dB. If this standard is exceeded, implementation of a SIP would be used to address interior noise impacts. With implementation of the SIP (see Mitigation Measure LU-1), the land use compatibility impact associated with interior noise levels would also be reduced to a less than significant level for those residences with an average noise level in excess of 45 CNEL that are outside of the business park. For those residences within the business park and those residences with a habitable room with noise levels in excess of 45 CNEL but the average noise levels in the habitable rooms is less than 45 CNEL, mitigation would not be feasible; therefore, the impact would be significant and unavoidable. (See discussion in Section 4.5.2, Methodology regarding FAA's noise attenuation requirements.).

Policy Consistency Analysis

As discussed in Table 4.5-10, Alternative A, Phase 3 would exceed the City of Newport Beach standards at NMS 1S, 2S and 8N. With implementation of Mitigation Measure LU-2, this impact could be reduced to less than significant. Therefore, the Proposed Project is consistent with the applicable goals and policies of the County and the City of Newport Beach General Plans.

As part of the analysis provided in Table 4.5-10, it was determined that the Alternative A would be inconsistent with one objective from the *City of Irvine General Plan* (Objective B-7, Policy (b)). Since the City of Irvine does not have jurisdiction over the Project, the impact would not be significant.

Impact Conclusion: *Alternative A, Phase 3 would result in insufficient gate capacity, which would be considered a significant impact.*

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 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.

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.

Alternative B

Capacity of On-Site Facilities

Airfield Capacity

Exhibit 4.5-9 presents a comparison of hourly demand (aircraft operations) and runway capacity for Alternative B during VFR and IFR conditions. As seen, the runway capacity is sufficient and capable of accommodating Alternative B in each of the three phases. Therefore, as with the Proposed Project, there would be no impact associated with airfield capacity for Alternative B.

Remaining Overnight Capacity

Table 4.5-2, above, presents the available RON capacity and requirements for Alternative B. As shown, the RON requirements for Alternative B increase slightly with each phase, but in all phases the demand would not exceed the RON space available. As with Alternative A, the additional RON spaces would likely be located on the south RON where aircraft being towed to gates with passenger loading bridges would likely involve “head-to-head” operations with the main departure taxi flow on Taxiway A. Though not ideal, this situation would be similar to what was experienced at the Airport prior to the completion of Terminal C and would not be considered a significant environmental impact

Gate Capacity

Alternative B, Phase 1 would not result in any impacts associated with gate capacity. However, in Phases 2 and 3, Alternative B would result in demand for gate capacity that would exceed existing capacity. As shown in Table 4.5-3, the schedule-based analysis indicates there would be a shortage of two gates in the 11:00 AM hour and there would be a shortage of seven gates in the 8:00 PM hour. The turns per gate evaluation identifies the same shortage. As shown in Table 4.5-4, 9.2 turns per gate with a passenger loading bridge is projected for Phase 3 of Alternative B. This slightly exceeds the 2007 peak of 9.1 turns per gate, which is being used as the standard for the maximum number of turns per gate with a passenger loading bridge. The evaluation of gate throughputs also shows a shortage of gates in Phases 2 and 3 of Alternative B. Table 4.5-5 identifies that Phases 2 and 3 of Alternative B would result in 312,500 and 362,500 enplanements per gate, respectively. This exceeds 90 percent of the historical peak throughput per gate with a passenger loading bridge (or approximately 306,000). Therefore, based on each of these methodologies, it has been determined that Phases 2 and 3 of Alternative B would result in a significant impact to terminal levels of service due to insufficient gate capacity.

Terminal Capacity for International Passengers

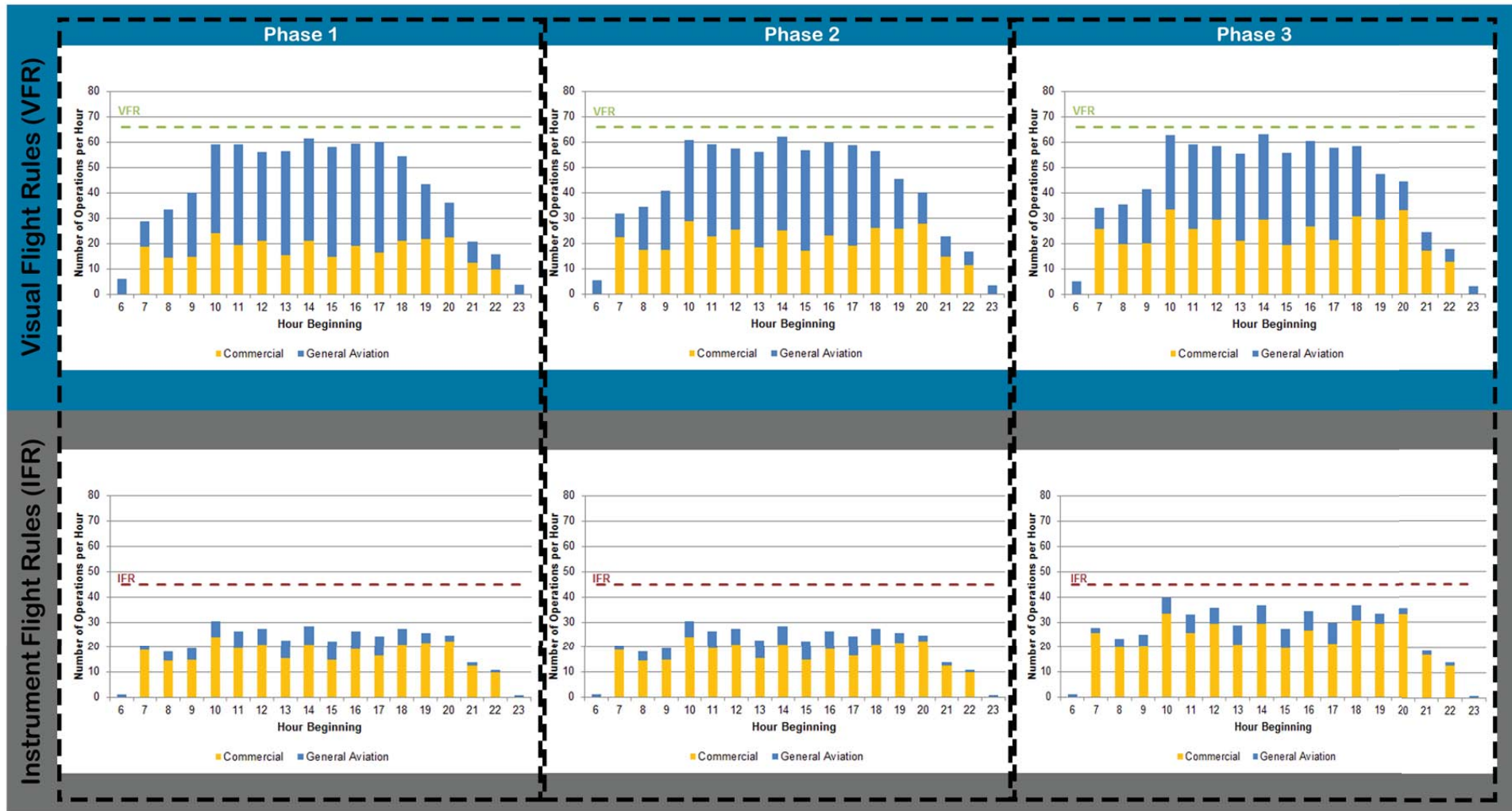
As discussed above, it is estimated that approximately 16 daily international flights could be accommodated using the present FIS facilities. Table 4.5-6, above, summarizes the average daily international flights (departures) and shows in Phase 3 of Alternative B there would be 16.6 daily international departures, which would exceed terminal capacity for international flights. This would result in a potentially significant impact.

Fuel Storage Capacity

As shown in Table 4.5-7, Phase 1 of Alternative B could be accommodated with no modifications to the existing fuel farm facilities or hours of operation. Compared to existing conditions, for Phase 2, there would be the need for 9 additional fuel tanker truck deliveries for the ADPM (for a total of 37 trucks) and in Phase 3 this would increase to 15 additional fuel truck deliveries (for a total of 43 trucks).

Given the number of additional tanker truck delivers that would be required, it is anticipated that the deliveries would need to extend beyond the evening hours and commence in the late afternoon. A total of 11 fuel trucks would need to make daytime deliveries. Daytime fuel delivery operations can present several logistical challenges at the Airport, at the refinery, and transport between the two. The existing fuel farm has physical limitations, with a maximum of four fuel trucks offloading to the fuel farm at any one time. Also, there is limited space adjacent to the facility for tankers to queue. During night time hours, the queuing of trucks on the roadway adjacent to the fuel farms does not interfere with adjacent land uses; however, there would be interference during daytime hours. To avoid this from occurring, detailed scheduling of the fuel delivery would be required, which may not be able to be accommodated at the refineries. Given the extent of the operational changes that would be required to ensure adequate fuel supply and the inability to control the schedule for fueling of trucks at the refinery, the demand associated with Alternative B would exceed the fuel storage capacity, which would be a significant impact.¹³

¹³ The delivery of the additional fuel is not anticipated to be a safety hazard (see Section 4.4) because the transport of fuel is heavily regulated and all regulations and safety procedures would continue to be complied with. For land use, the incompatibility is associated with potential conflicts with adjacent land uses for the day time deliveries and uncertainty if the refineries could accommodate the schedule required for fuel delivery.



Source: Aviation Forecasts Technical Report, AECOM 2014a

Hourly Demand Versus Capacity for Alternative B

Exhibit 4.5-9

John Wayne Airport Settlement Agreement Amendment



General Aviation Facilities

None of the phases of Alternative B would displace any general aviation facilities or have any impact on the FBO operations.

Airport Parking Facilities

As shown in Table 4.5-8, under the existing parking configuration, there would be sufficient parking capacity for Alternative B in Phase 1; however, Phases 2 and 3 would exceed the 90 percent effective capacity threshold. The planned additional parking in Parking Structure C2 would provide adequate capacity for Phase 2, though would not be sufficient to meet the demand of Alternative B, Phase 3 using the effective capacity threshold. This would be a significant impact.

Summary of Capacity of On-Site Facilities Evaluation

Alternative B would exceed the automobile parking capacity for Phases 2 and 3. The planned additional parking in Parking Structure C2 would avoid the impact for Phase 2, though the impact would remain significant for Phase 3. In addition, with Alternative B, Phase 3 the projected operations would exceed the capacity of other on-site facilities; specifically, there would be an insufficient number of gates, international terminal capacity, fuel storage capacity, and automobile parking. These would be significant impacts and mitigation is not feasible; therefore, these impacts are identified as significant, unavoidable impacts associated with Alternative B.

Compatibility with Surrounding Land Uses

Phase 1

As shown in Table 4.5-9, Alternative B, Phase 1 would increase both the total 65 to 70 CNEL contour areas and the greater than 70 CNEL contour by approximately 0.05 square mile (6 percent and 8 percent, respectively) compared to existing conditions. Outside the Airport boundaries, the 65 to 70 CNEL contour would increase by 0.05 square mile (7 percent), and the greater than 70 CNEL contour would increase by 0.04 square mile (44 percent) when compared to existing conditions. Exhibit 4.5-10a provides a comparison of the existing 60, 65, 70, and 75 CNEL contours and the projected contours with the Alternative B, Phase 1. Exhibits 4.5-10b through 4.5-10d provide larger scale exhibits with the noise-sensitive land uses depicted.

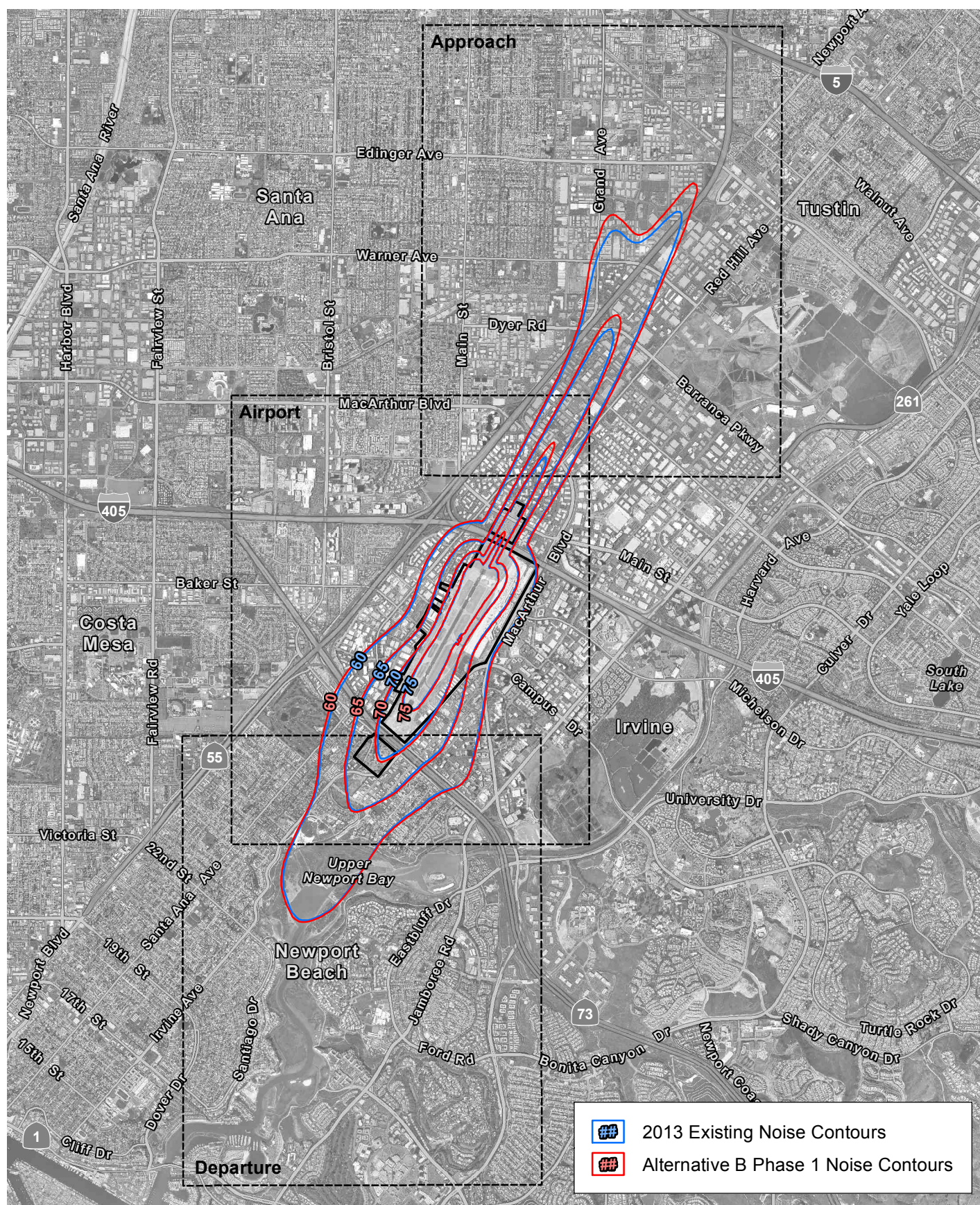
No additional noise-sensitive receptors would be within the greater than 70 CNEL contour when Phase 1 of Alternative B is compared to existing conditions. Increased noise levels over existing conditions would add 25 additional residences to the area within the 65 to 70 CNEL contour, of which 23 were insulated under the AIP and 17 were not. Of the 17 additional residences that have not been insulated, 15 residences are located in the area zoned for business park and are non-conforming uses. No other noise sensitive uses would be within the expanded 65 CNEL contour.

Residences with outdoor living areas exposed to a greater than 65 CNEL would be incompatible with the County's exterior noise standard. There is no feasible mitigation for the exterior noise levels. Therefore, as the 65 CNEL contour expands beyond the existing contour and includes additional residences this would be a significant land use compatibility impact.

The non-conforming residential uses within the business park are not eligible for future sound attenuation. Therefore, from a land use compatibility perspective, these residences are being exposed to exterior and potentially interior noise levels in excess of the County standards, which would be a significant impact and mitigation is not feasible.

Residences that have received insulation would be compatible with the interior noise standards. For the uninsulated residences, however, there is also the potential for incompatibility due to excessive interior noise levels, which would be considered a significant impact. Based on the County standard, an indoor noise impact occurs when the interior noise level exceeds 45 dB in any habitable room of a residence, or similar habitable space for schools, places of worship, and other noise sensitive uses. As the 65 CNEL contour expands to include additional noise sensitive uses, the interior noise levels would need to be verified on a house-by-house basis to determine if the average interior noise levels are in excess of 45 dB. If this standard is exceeded, implementation of a SIP would be used to address interior noise impacts. With implementation of the SIP (see Mitigation Measure LU-1), the land use compatibility impact associated with interior noise levels would also be reduced to a less than significant level for those residences with an average noise level in excess of 45 CNEL that are outside of the business park. For those residences within the business park and those residences with a habitable room with noise levels in excess of 45 CNEL but the average noise levels in the habitable rooms is less than 45 CNEL, mitigation would not be feasible; therefore, the impact would be significant and unavoidable. (See discussion in Section 4.5.2, Methodology regarding FAA's noise attenuation requirements.)

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Comparison of Existing and Alternative B Phase 1 Noise Contours

Exhibit 4.5-10a

John Wayne Airport Settlement Agreement Amendment



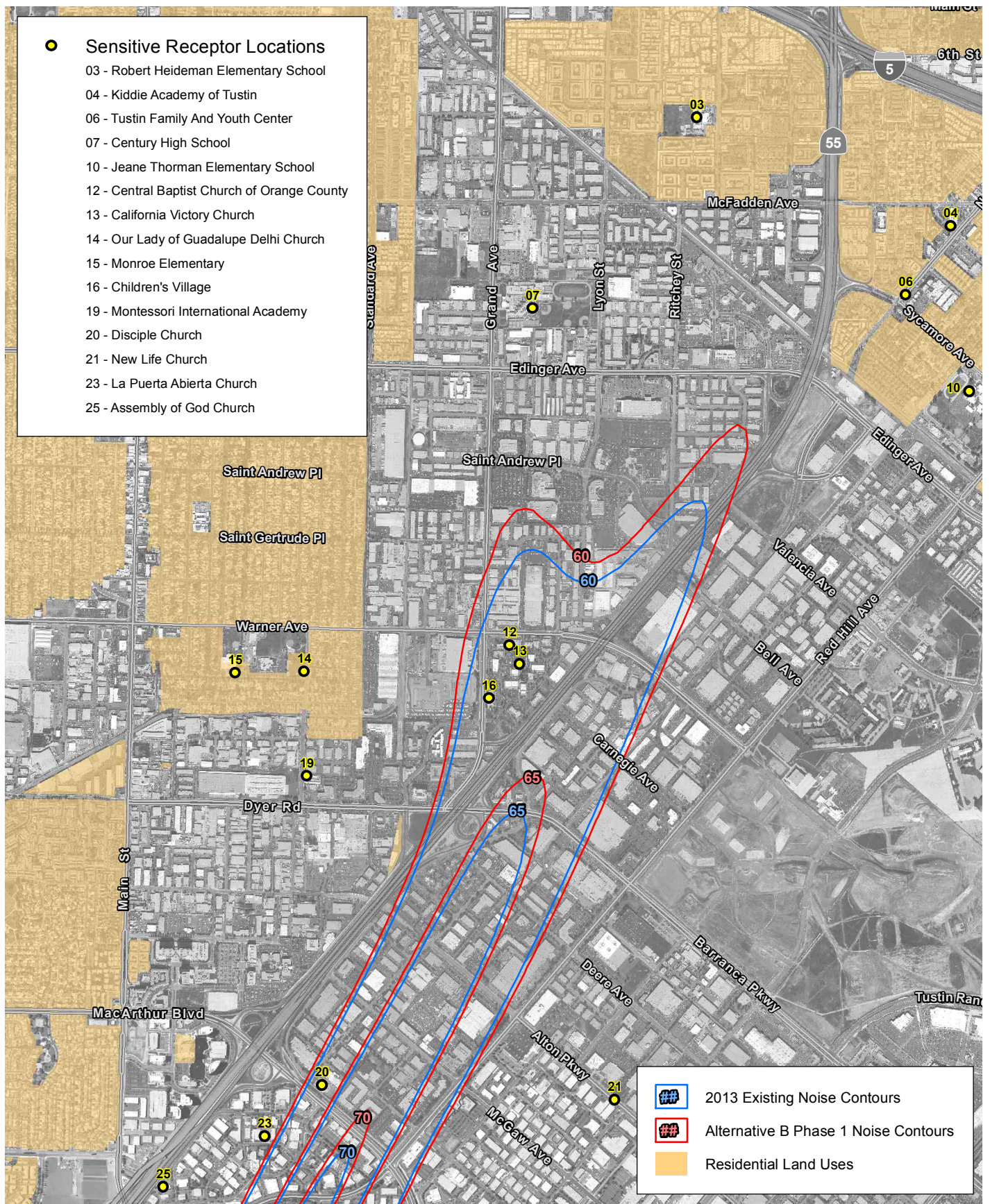
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Sensitive Receptor Locations

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- 04 - Kiddie Academy of Tustin
- 06 - Tustin Family And Youth Center
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- 10 - Jeane Thorman Elementary School
- 12 - Central Baptist Church of Orange County
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2013 Existing Noise Contours



Alternative B Phase 1 Noise Contours



Residential Land Uses

Existing and Alternative B, Phase 1 Approach Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-10b

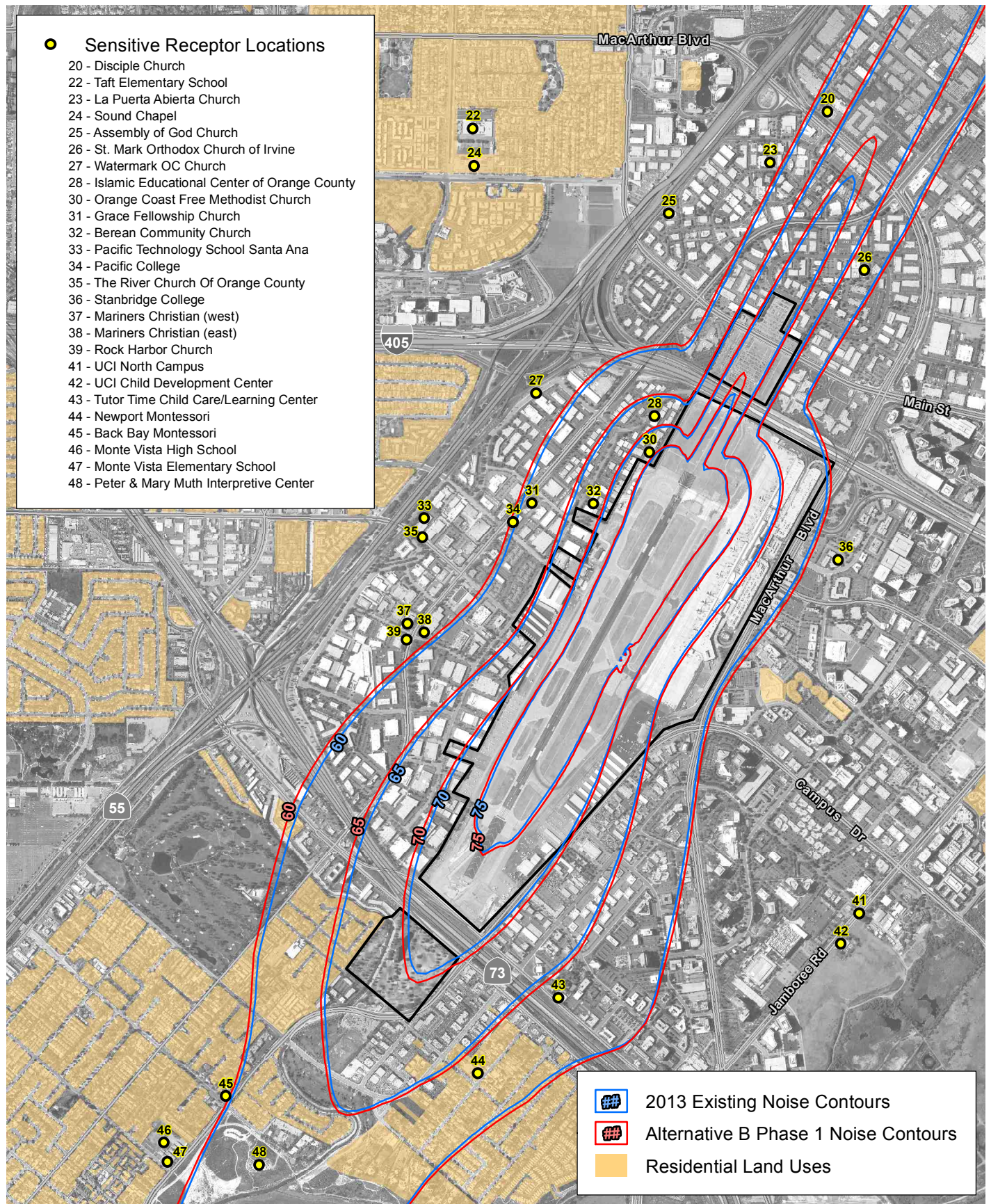


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● Sensitive Receptor Locations

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Existing and Alternative B, Phase 1 Airport Area Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

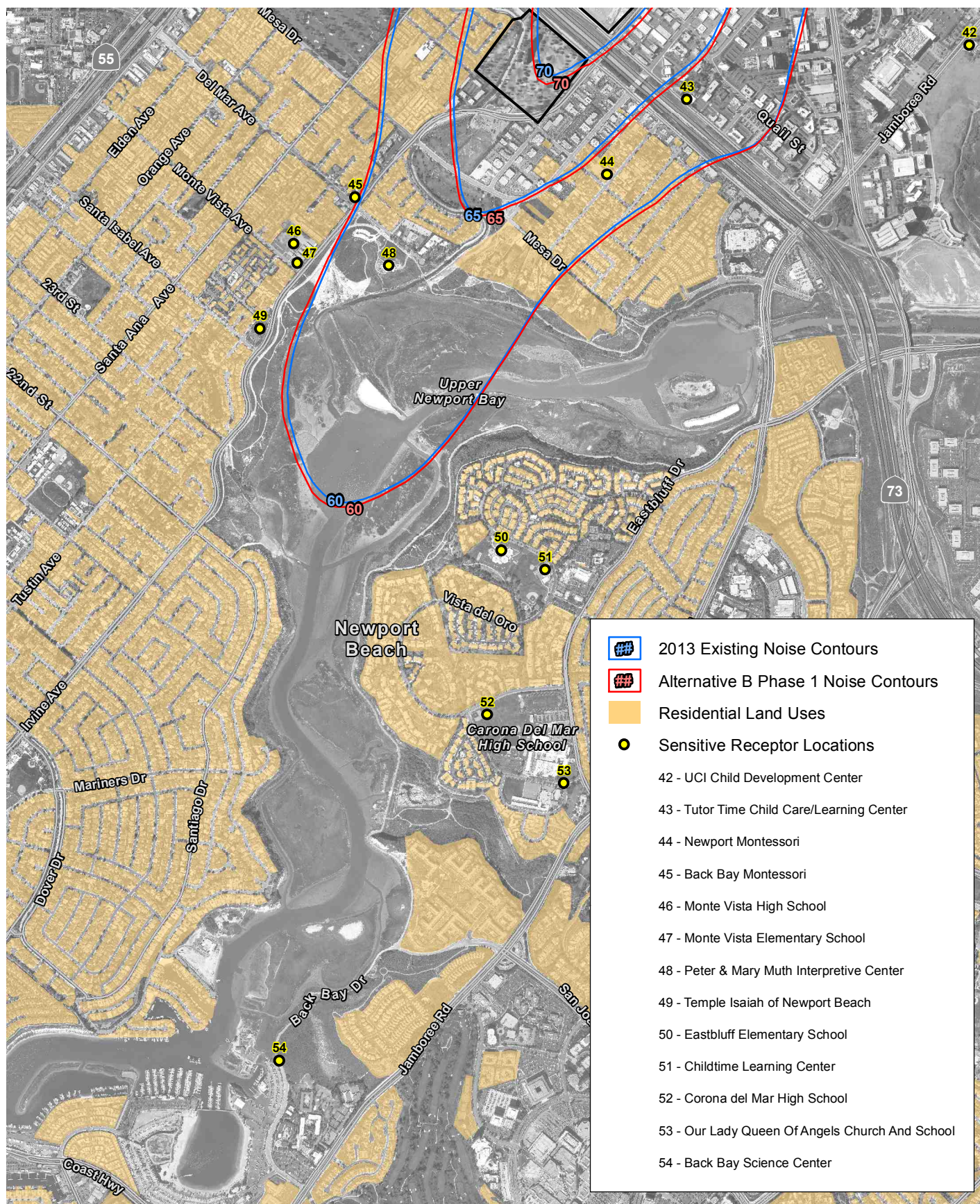
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Existing and Alternative B, Phase 1 Departure Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-10d



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Phase 2

Alternative B, Phase 2 would increase both the total 65 to 70 CNEL contour area and the greater than 70 CNEL contour area by approximately 0.15 square mile (17 percent and 25 percent, respectively) compared to existing conditions. Outside the Airport boundaries, the 65 to 70 CNEL contour would increase by 0.17 square mile (25 percent), and the greater than 70 CNEL contour would increase by 0.10 square mile (111 percent) when compared to existing conditions. Exhibit 4.5-11a provides a comparison of the existing 60, 65, 70, and 75 CNEL contours and the projected contours with Alternative B, Phase 2. Exhibits 4.5-11b through 4.5-11d provide larger scale exhibits with the noise-sensitive land uses depicted.

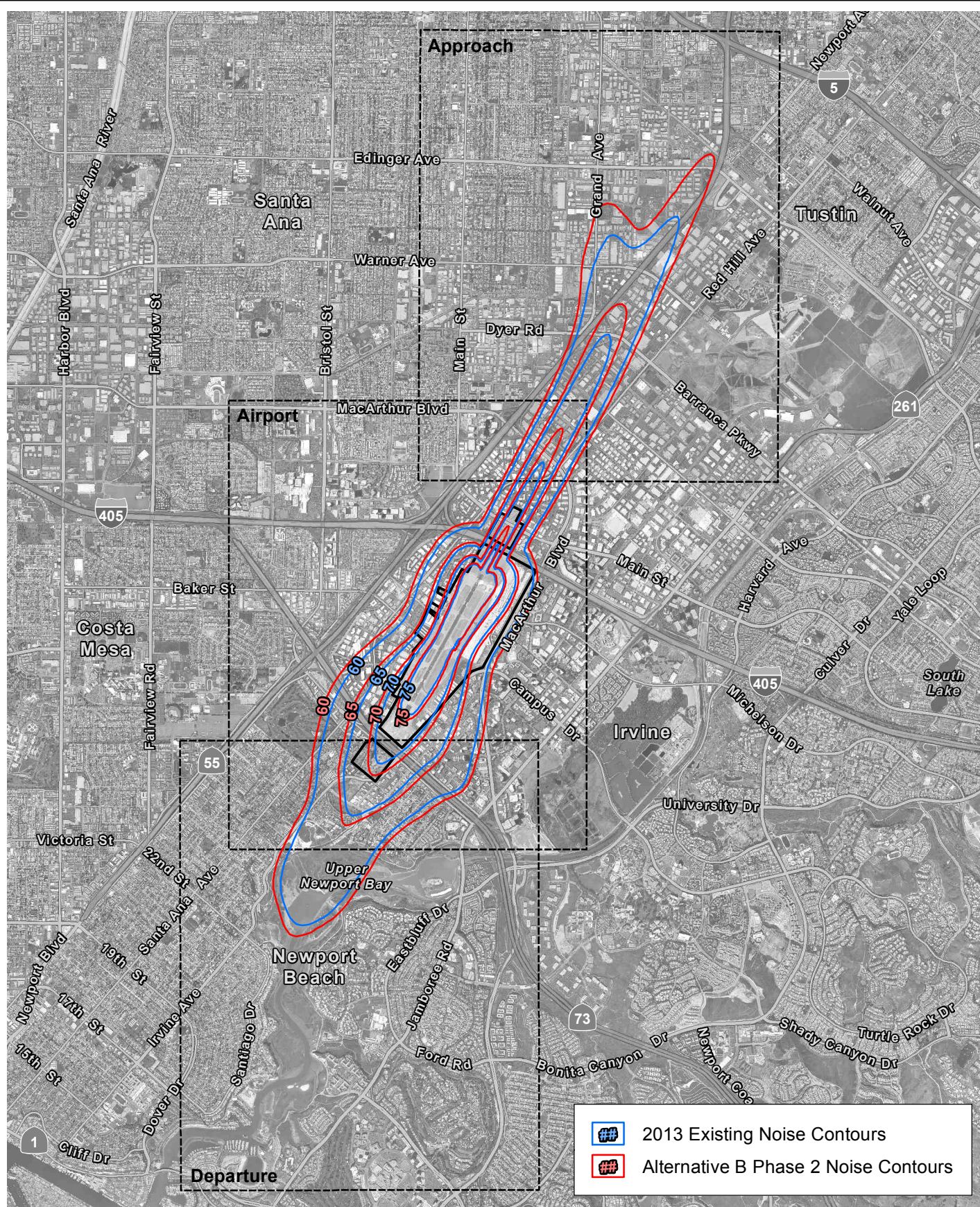
No additional sensitive receptors would be within the greater than 70 CNEL contour when Phase 2 of Alternative B is compared to existing conditions. Increased noise levels would add 90 additional residences to the area within the 65 CNEL contour, of which 43 were insulation through the AIP and 47 were not. Of the 47 additional residences that have not been insulated, 28 residences are located in the area zoned for business park and are non-conforming uses. The Orange Coast Free Methodist Church would move from the 70 to 75 CNEL contour to the greater than 75 CNEL contour. No other noise sensitive use would be within the expanded 65 CNEL contour.

Residences with outdoor living areas exposed to greater than 65 CNEL would be incompatible with the County's exterior noise standard. There is no feasible mitigation for the exterior noise levels. Therefore, as the 65 CNEL contour expands beyond the existing contour and includes additional residences this would be a significant land use compatibility impact.

The non-conforming residential uses within the business park are not eligible for future sound attenuation. Therefore, from a land use compatibility perspective, these residences are being exposed to exterior and potentially interior noise levels in excess of the County standards, which would be a significant impact and mitigation is not feasible.

Residences that have received insulation would be compatible with the interior noise standards. For the uninsulated residences, however, there is also the potential for incompatibility due to excessive interior noise levels, which would be considered a significant impact. Based on the County standard, an indoor noise impact occurs when the interior noise level exceeds 45 dB in any habitable room of a residence, or similar habitable space for schools, places of worship, and other noise sensitive uses. As the 65 CNEL contour expands to include additional noise sensitive uses, the interior noise levels would need to be verified on a house-by-house basis to determine if the average interior noise levels are in excess of 45 dB. If this standard is exceeded, implementation of a SIP would be used to address interior noise impacts. With implementation of the SIP (see Mitigation Measure LU-1), the land use compatibility impact associated with interior noise levels would also be reduced to a less than significant level for those residences with an average noise level in excess of 45 CNEL that are outside of the business park. For those residences within the business park and those residences with a habitable room with noise levels in excess of 45 CNEL but the average noise levels in the habitable rooms is less than 45 CNEL, mitigation would not be feasible; therefore, the impact would be significant and unavoidable. (See discussion in Section 4.5.2, Methodology regarding FAA's noise attenuation requirements.).

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Comparison of Existing and Alternative B Phase 2 Noise Contours

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-11a



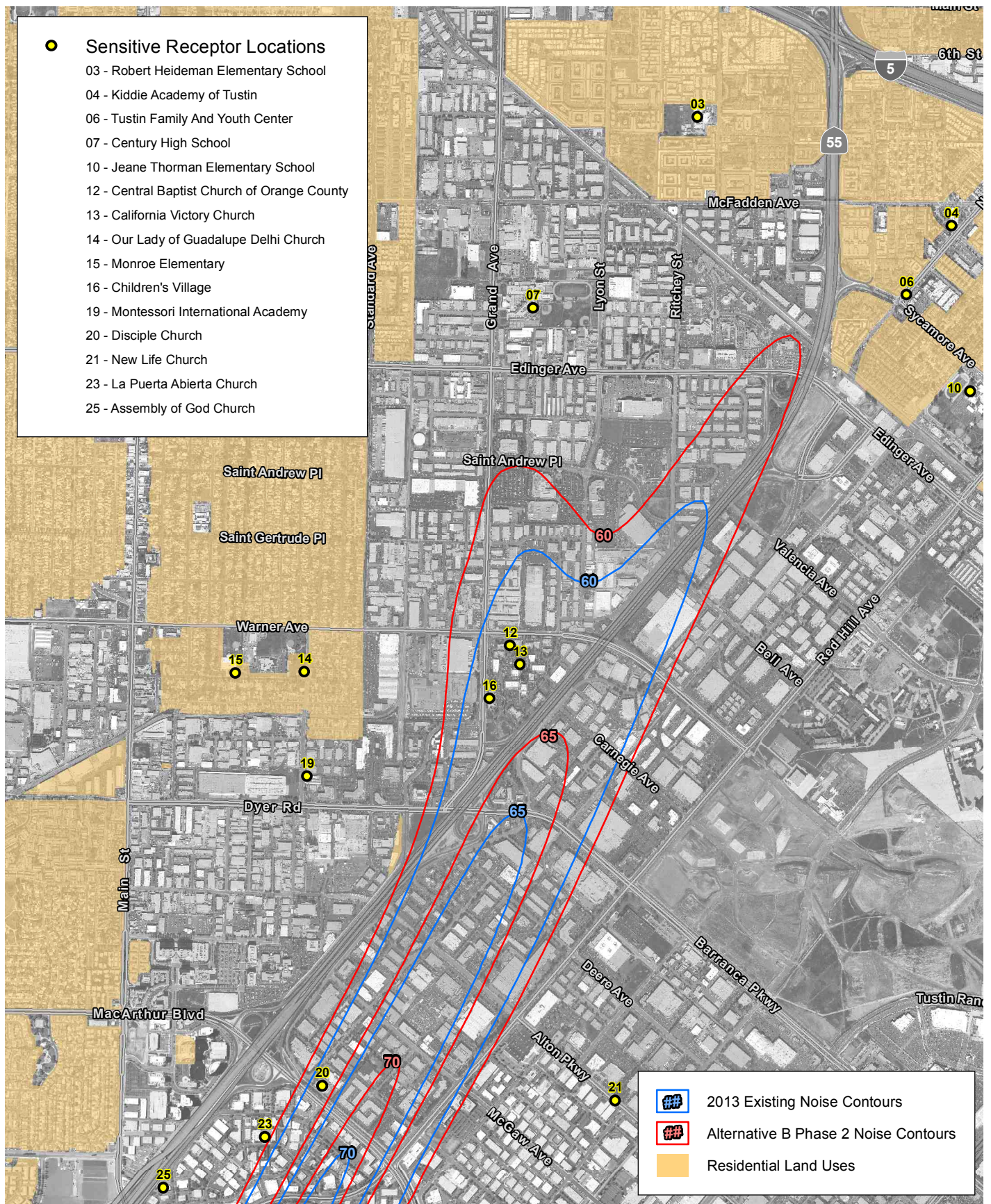
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Existing and Alternative B, Phase 2 Approach Noise Contours with Sensitive Land Uses

Exhibit 4.5-11b

John Wayne Airport Settlement Agreement Amendment

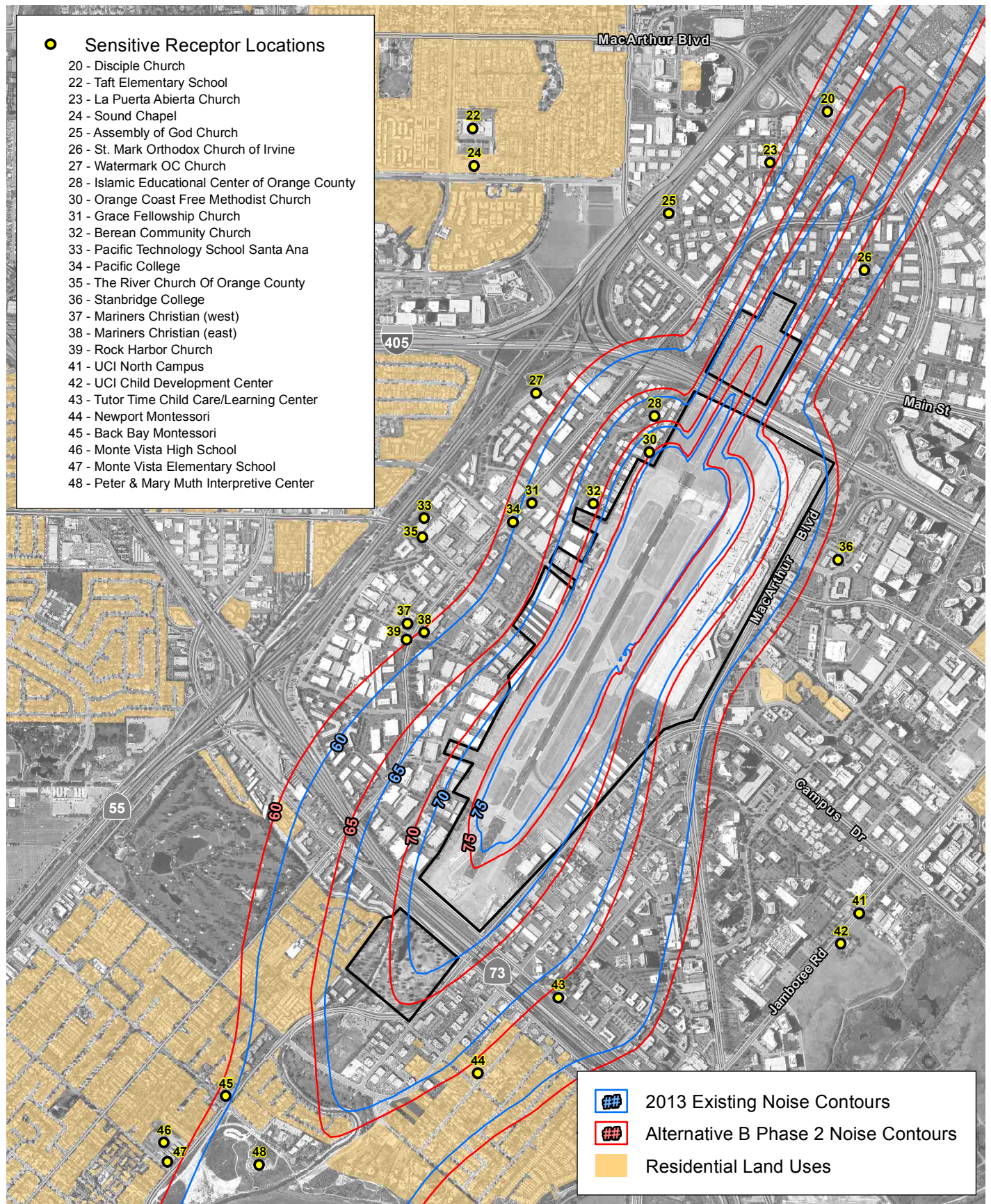


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Existing and Alternative B, Phase 2 Airport Area Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

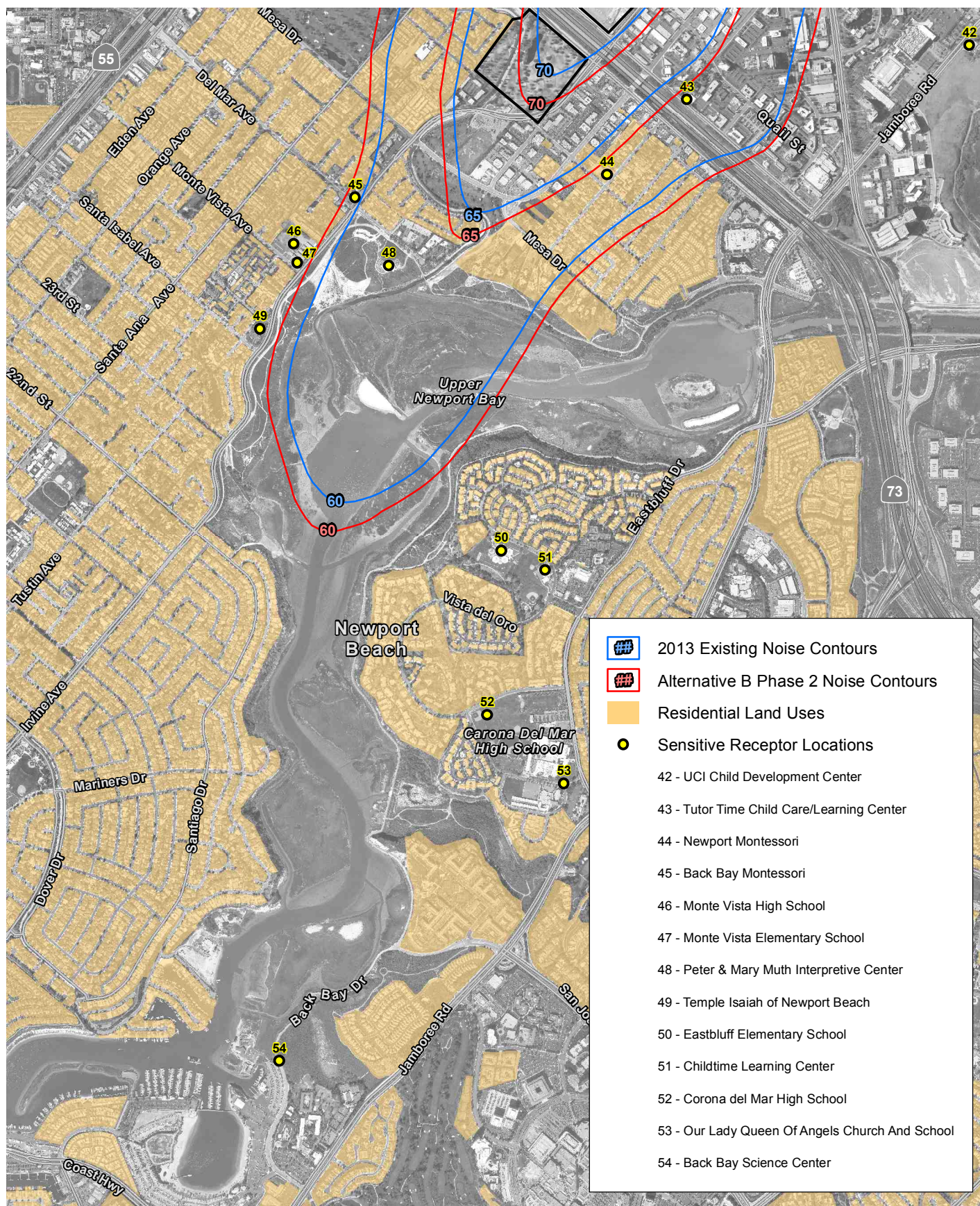
Exhibit 4.5-11c



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Existing and Alternative B, Phase 2 Departure Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-11d



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Phase 3

Alternative B, Phase 3 would increase both the total 65 to 70 CNEL contour area and the greater than 70 CNEL contour area by approximately 0.24 square mile (27 percent and 41 percent, respectively) compared to existing conditions. Outside the Airport boundaries, the 65 to 70 CNEL contour would increase by 0.28 square mile (41 percent), and the greater than 70 CNEL contour would increase by 0.16 square mile (178 percent) when compared to existing conditions. Exhibit 4.5-12a provides a comparison of the existing 60, 65, 70, and 75 CNEL contours and the projected contours with the Alternative B, Phase 3. Exhibits 4.5-12b through 4.5-12d provide larger scale exhibits with noise-sensitive land uses depicted.

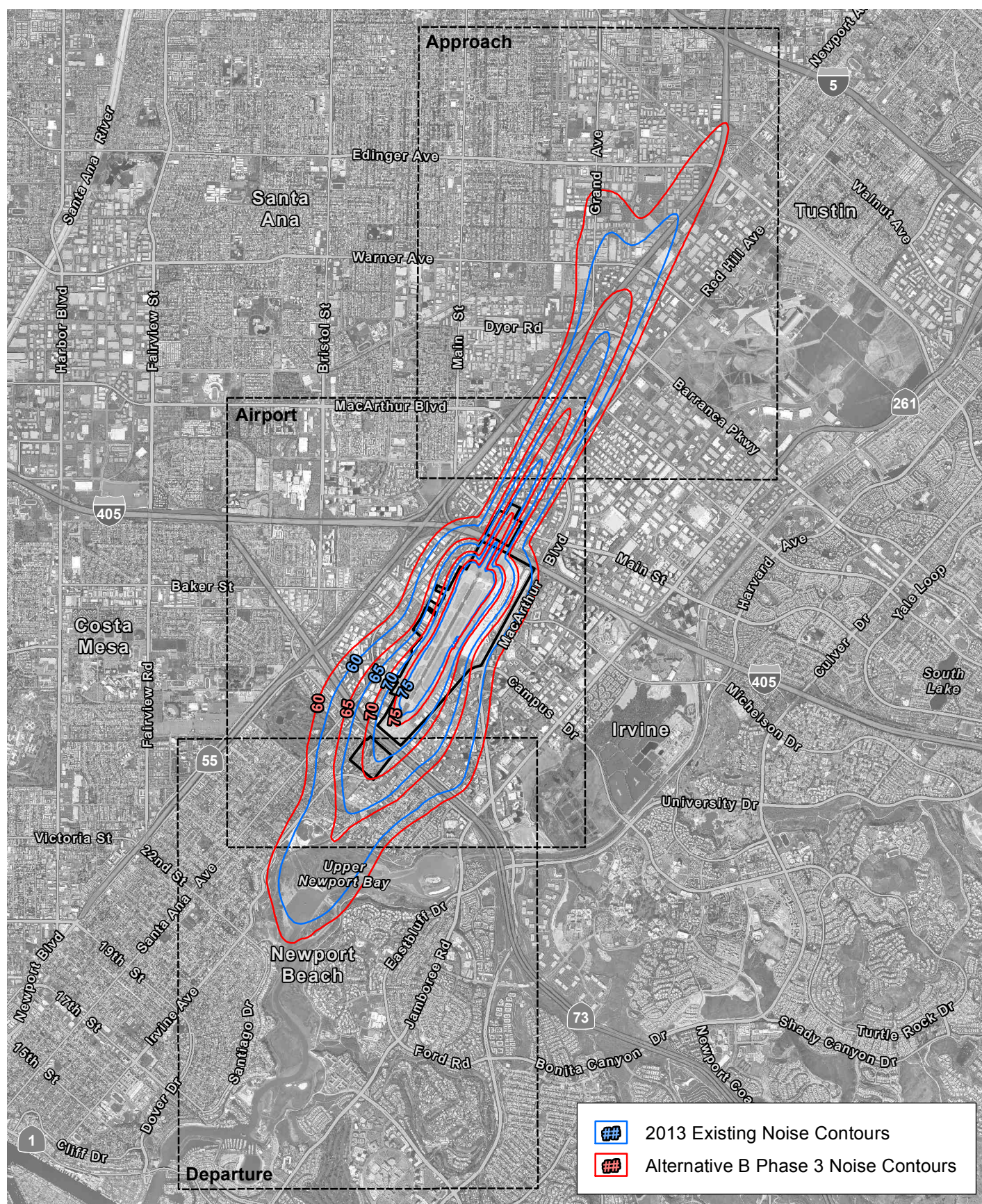
There would be one additional residential unit within the greater than 70 CNEL contour when Phase 3 of Alternative B is compared to existing conditions. This residence was insulated under the AIP. Increased noise levels over existing conditions would add 134 additional residences to the area within the 65 to 70 CNEL contour, of which 73 were insulated under the AIP and 61 were not. Of the 61 additional residences that have not been insulated 29 residences are located in the area zoned for business park and are non-conforming uses. The Orange Coast Free Methodist Church would move from the 70 to 75 CNEL contour to the greater than 75 CNEL contour. No other sensitive uses are located within the expanded 65 to 70 CNEL contour.

Residences with outdoor living areas exposed to greater than 65 CNEL would be incompatible with the County's exterior noise standard. There is no feasible mitigation for the exterior noise levels. Therefore, as the 65 CNEL contour expands beyond the existing contour and includes additional residences this would be a significant land use compatibility impact.

The non-conforming residential uses within the business park are not eligible for future sound attenuation. Therefore, from a land use compatibility perspective, these residences are being exposed to exterior and potentially interior noise levels in excess of the County standards, which would be a significant impact and mitigation is not feasible.

Residences that have received insulation would be compatible with the interior noise standards. For the uninsulated residences, however, there is also the potential for incompatibility due to excessive interior noise levels, which would be considered a significant impact. Based on the County standard, an indoor noise impact occurs when the interior noise level exceeds 45 dB in any habitable room of a residence, or similar habitable space for schools, places of worship, and other noise sensitive uses. As the 65 CNEL contour expands to include additional noise sensitive uses, the interior noise levels would need to be verified on a house-by-house basis to determine if the average interior noise levels are in excess of 45 dB. If this standard is exceeded, implementation of a SIP would be used to address interior noise impacts. With implementation of the SIP (see Mitigation Measure LU-1), the land use compatibility impact associated with interior noise levels would also be reduced to a less than significant level for those residences with an average noise level in excess of 45 CNEL that are outside of the business park. For those residences within the business park and those residences with a habitable room with noise levels in excess of 45 CNEL but the average noise levels in the habitable rooms is less than 45 CNEL, mitigation would not be feasible; therefore, the impact would be significant and unavoidable. (See discussion in Section 4.5.2, Methodology regarding FAA's noise attenuation requirements.)

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Comparison of Existing and Alternative B Phase 3 Noise Contours

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-12a



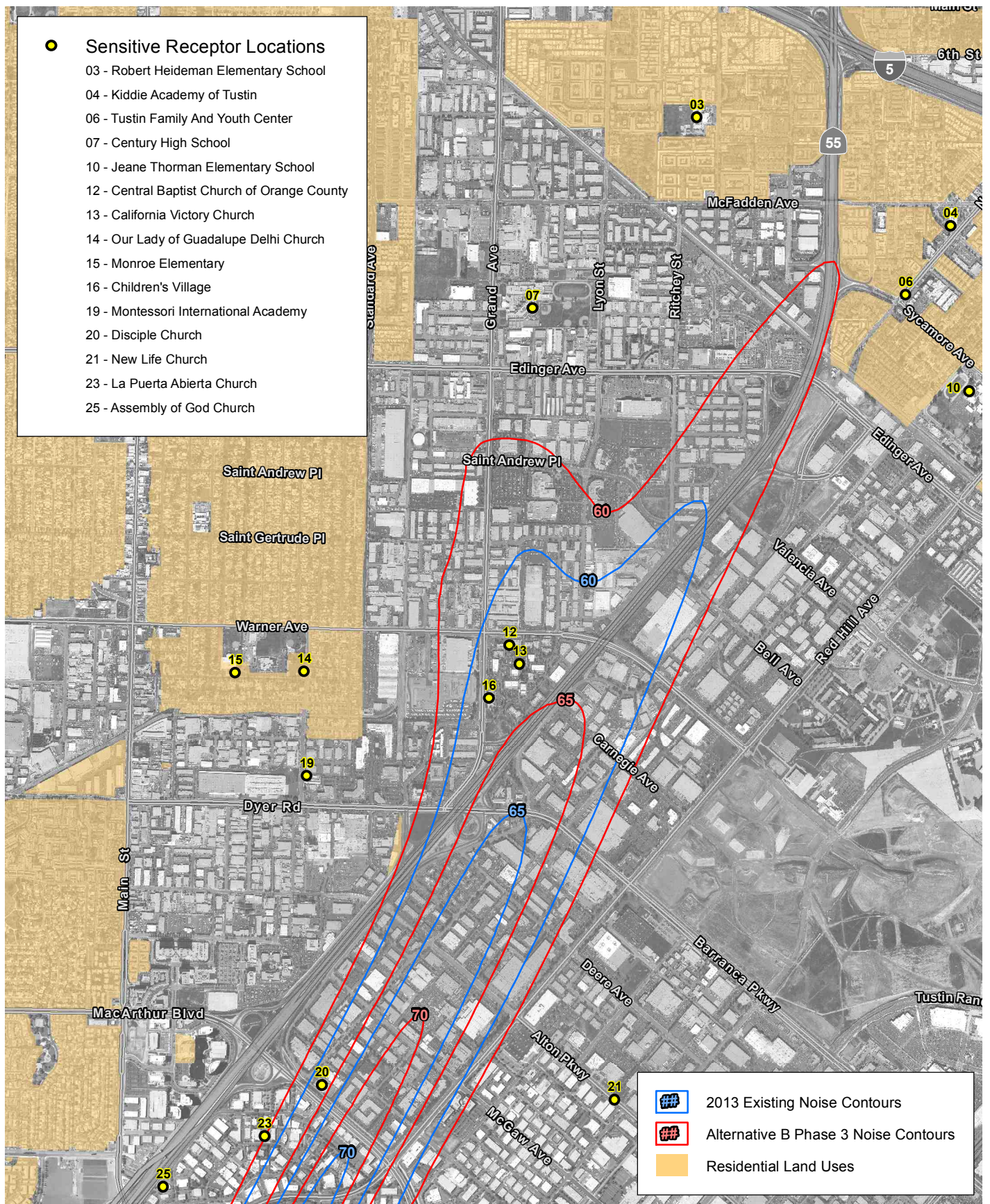
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Sensitive Receptor Locations

- 03 - Robert Heideman Elementary School
- 04 - Kiddie Academy of Tustin
- 06 - Tustin Family And Youth Center
- 07 - Century High School
- 10 - Jeane Thorman Elementary School
- 12 - Central Baptist Church of Orange County
- 13 - California Victory Church
- 14 - Our Lady of Guadalupe Delhi Church
- 15 - Monroe Elementary
- 16 - Children's Village
- 19 - Montessori International Academy
- 20 - Disciple Church
- 21 - New Life Church
- 23 - La Puerta Abierta Church
- 25 - Assembly of God Church



2013 Existing Noise Contours



Alternative B Phase 3 Noise Contours



Residential Land Uses

Existing and Alternative B, Phase 3 Approach Noise Contours with Sensitive Land Uses

Exhibit 4.5-12b

John Wayne Airport Settlement Agreement Amendment

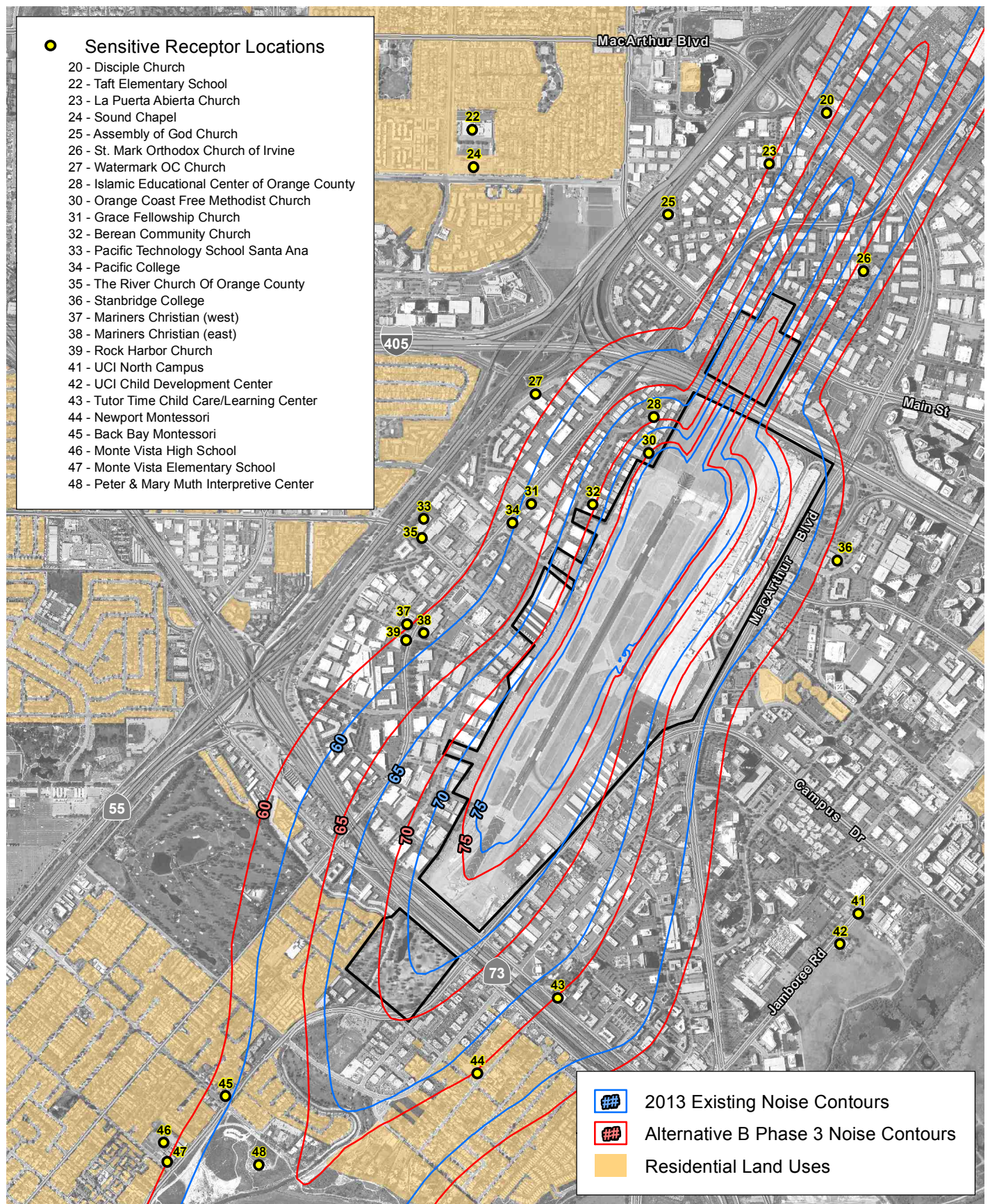


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● Sensitive Receptor Locations

- 20 - Disciple Church
- 22 - Taft Elementary School
- 23 - La Puerta Abierta Church
- 24 - Sound Chapel
- 25 - Assembly of God Church
- 26 - St. Mark Orthodox Church of Irvine
- 27 - Watermark OC Church
- 28 - Islamic Educational Center of Orange County
- 30 - Orange Coast Free Methodist Church
- 31 - Grace Fellowship Church
- 32 - Berean Community Church
- 33 - Pacific Technology School Santa Ana
- 34 - Pacific College
- 35 - The River Church Of Orange County
- 36 - Stanbridge College
- 37 - Mariners Christian (west)
- 38 - Mariners Christian (east)
- 39 - Rock Harbor Church
- 41 - UCI North Campus
- 42 - UCI Child Development Center
- 43 - Tutor Time Child Care/Learning Center
- 44 - Newport Montessori
- 45 - Back Bay Montessori
- 46 - Monte Vista High School
- 47 - Monte Vista Elementary School
- 48 - Peter & Mary Muth Interpretive Center



- 2013 Existing Noise Contours
- Alternative B Phase 3 Noise Contours
- Residential Land Uses

Existing and Alternative B, Phase 3 Airport Area Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

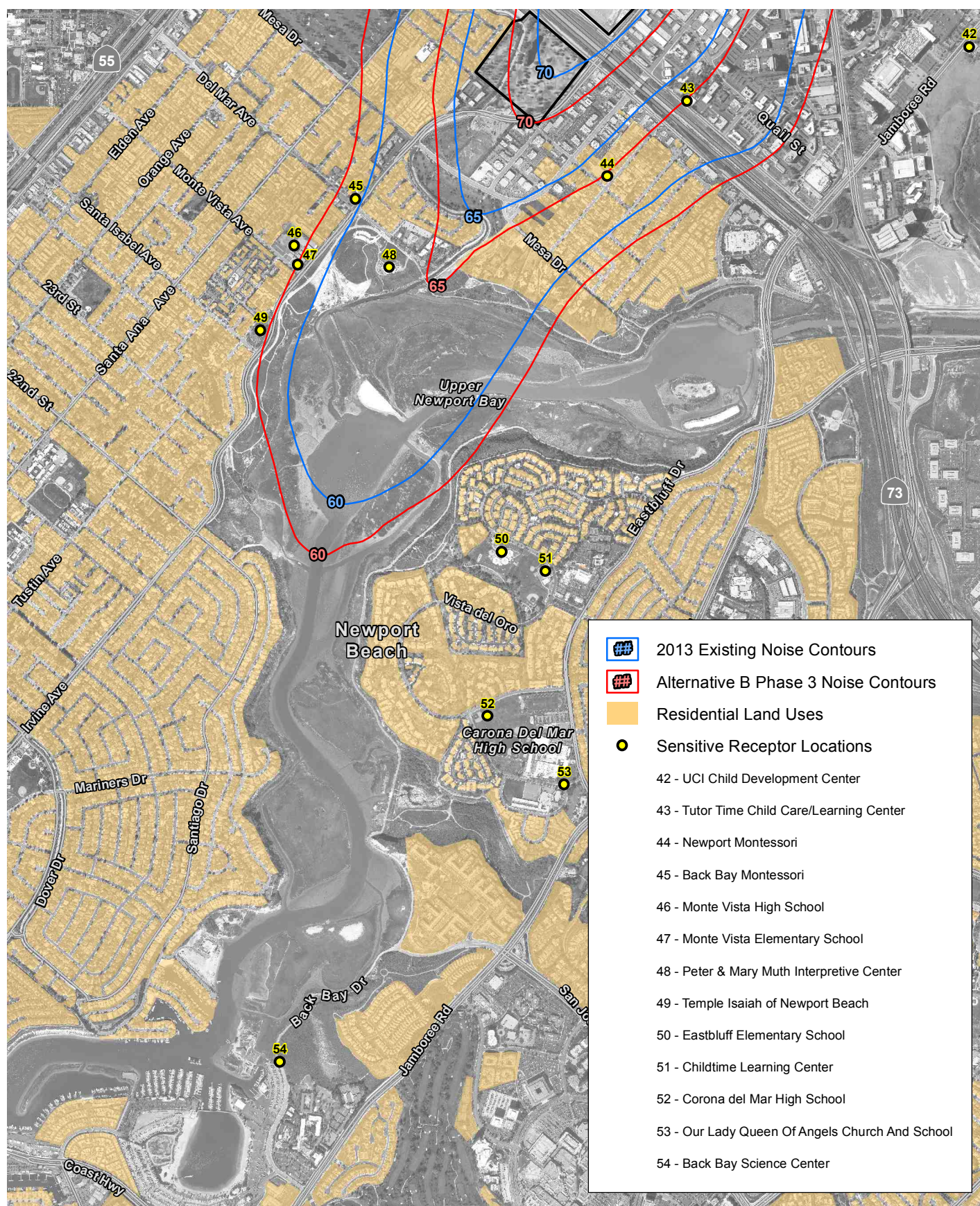
Exhibit 4.5-12c



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Existing and Alternative B, Phase 3 Departure Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-12d



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Policy Consistency Analysis

Refer to Table 4.5-10, which provides an evaluation of Alternative B in relation to the goals and policies addressed in the relevant documents previously discussed.

As discussed in Table 4.5-11, Alternative B is consistent with the applicable goals and policies of the County General Plan. Phase 2 would exceed the City of Newport Beach standards at NMS 1S, 2S and 8N and Phase 3 would exceed the standards at 1S, 2S, 3S, and 8N. With implementation of Mitigation Measure LU-2, this impact would be reduced to less than significant. However, Alternative B also is inconsistent with one policy in the *City of Newport Beach General Plan* (Policy N 3.8). This would be a significant impact since the City of Newport Beach has jurisdiction over the Project.

In addition, Alternative B is inconsistent with two objectives in the *City of Irvine General Plan* (Objective B-7, Policies (b) and (d)). Since the City of Irvine does not have jurisdiction over the Project, this conflict would not be a significant environmental impact.

Impact Conclusion: *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.*

With Alternative B, there would be an increase in the number of noise-sensitive uses exposed to noise levels in excess of 65 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.

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 found to be a significant impact and no mitigation is feasible.

Alternative C

Capacity of On-Site Facilities

Airfield Capacity

Exhibit 4.5-13 presents a comparison of hourly demand (aircraft operations) and runway capacity for Alternative C during VFR and IFR conditions. As shown, under VFR the runway capacity is exceeded for Alternative C, Phases 1 and 2 during peak hours. Phases 1 and 2 are affected because general aviation activity is projected to be higher during these time periods than in Phase 3. If these conditions existed for the peak hours of Alternative C, general aviation operations may move to non-peak times when there would be less air traffic and delays at the Airport. However, JWA does not have the ability to mandate the general aviation to specific hours of operation; therefore, with Alternative C there would be insufficient airfield capacity.¹⁴

Remaining Overnight Capacity

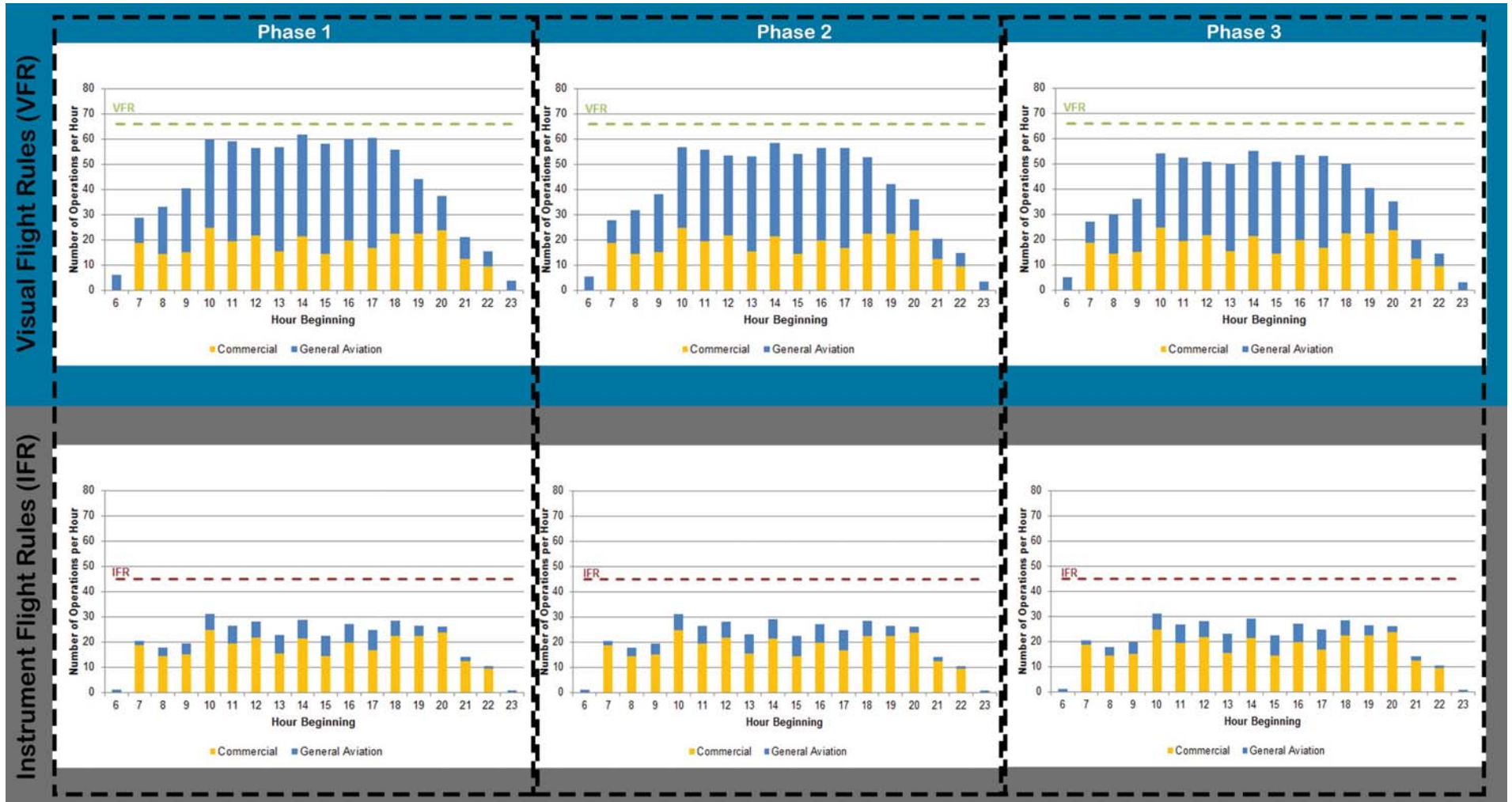
For Alternative C, Phase 1, it is assumed that the departures in the 7:00 AM and 8:00 AM hours represent the total number of aircraft stored overnight. However, for Alternative C, Phases 2 and 3, in which the curfew is removed, it is assumed that departures in the 6:00 AM and 7:00 AM hours represent the total number of aircraft stored overnight. Table 4.5-2, above, presents the available RON capacity and requirements for Alternative C. Phase 1 of Alternative C has a very high RON requirement in comparison to Phases 2 and 3 because the daily schedule is more compressed. As shown, the RON requirements for Alternative C exceed the existing capacity for all three phases.

Gate Capacity

Alternative C would exceed the existing gate capacity during all phases. As shown in Table 4.5-3, the schedule-based analysis indicates that in Phase 1 there would be shortages from 10:00 AM through noon; 2:00 PM; and 6:00 PM through 8:00 PM. During Phase 1, the greatest impact would occur during the 11:00 AM hour when there would be a shortage of 11 gates. In Phases 2 and 3, there would be insufficient gate capacity from 10:00 AM through noon and the 2:00 PM hour. Gate availability is exceeded by as little as 2 gates during 6:00 PM hour and as many as 11 gates during the 11:00 AM hour.

The turns per gate evaluation also identifies a shortage for all phases of Alternative C. As shown in Table 4.5-4, all phases would have an average 11.2 turns per gate. This exceeds the 2007 peak of 9.1 turns per gate, which is being used as the standard for the maximum number of turns per gate with a passenger loading bridge.

¹⁴ Alternative C was developed based on maximizing the airfield capacity for commercial operations. In developing the number of ADD and MAP, it did not allocate any airfield capacity for general aviation. However, this results in potential conflicts with general aviation activities.



Source: Aviation Forecasts Technical Report, AECOM 2014a

Hourly Demand Versus Capacity for Alternative C

Exhibit 4.5-13

John Wayne Airport Settlement Agreement Amendment

The evaluation of gate throughputs also shows a shortage of gates for all phases of Alternative C. Table 4.5-5 identifies that Alternative C would result in 422,500 enplanements per gate for each of the phases, which exceeds 90 percent of the historical peak throughput per gate with a passenger loading bridge (or approximately 306,000). Therefore, based on each of these methodologies, it has been determined that Alternative C would result in a significant impact to terminal levels of service due to insufficient gate capacity.

Terminal Capacity for International Passengers

As discussed above, it is estimated that approximately 16 daily international flights could be accommodated using the present FIS facilities. Table 4.5-6, above, summarizes the average daily international flights (arrivals) and shows that, with Alternative C, Phase 2, there would be 16.8 daily international arrivals and 18.6 daily international arrivals with Phase 3. Both Phases 2 and 3 would exceed terminal capacity for international flights, which is a significant impact.

Fuel Storage Capacity

As shown in Table 4.5-7, all phases of Alternative C would exceed the capacity of the existing fuel system. There would be a need for an additional 20 fuel tanker deliveries (total 48 tankers) during the ADMP to accommodate the fuel demand generated by the 16.9 MAP. Similar to Alternative B, the deliveries would extend beyond the evening hours. However, based on the overall demand and the limitations of the existing facilities, near continuous fuel delivery throughout the day would be required. The same physical limitations identified for Alternative B (i.e., the number of offloading stations at the fuel farms, limited queuing space, and potential limitations at the refinery) would apply to Alternative C, but the demand would be even greater. During the ADPM, 16 day time fuel truck deliveries would be required. Given the extent of the operational changes that would be required to ensure adequate fuel supply, the demand associated with Alternative C would exceed the fuel storage capacity, which would be a significant impact.

General Aviation Facilities

Though Alternative C would not displace any general aviation facilities, it has the potential to significantly impact general aviation activity at the Airport because the airfield capacity would be exceeded during peak hours. This would restrict airfield availability for both commercial and general aviation flights.

Airport Parking Facilities

As shown in Table 4.5-8, all phases of Alternative C would exceed the automobile parking capacity under both the existing parking configuration, as well as when the planned additional parking in Parking Structure C2.

Summary of Capacity of On-Site Facilities Evaluation

With Alternative C, projected operations would result in significant impacts to on-site facilities; specifically, this alternative 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 would be a significant impact, and mitigation is not feasible; therefore, these are significant, unavoidable impacts associated with Alternative C.

Compatibility with Surrounding Land Uses

Phase 1

As shown in Table 4.5-9, Alternative C, Phase 1 would increase the total 65 to 70 CNEL contour area by approximately 0.46 square mile (52 percent) and the greater than 70 CNEL contour area by approximately 0.33 square mile (56 percent) compared to existing conditions. Outside the Airport boundaries, there would be an approximate 0.51-square-mile (75 percent) increase in the 65 to 70 CNEL contour and a 0.23-square-mile (256 percent) increase in the greater than 70 CNEL contour compared to existing conditions. Exhibit 4.5-14a provides a comparison of the existing 60, 65, 70, and 75 CNEL contours and the projected contours with Alternative C, Phase 1. Exhibits 4.5-14b through 4.5-14d provide larger scale exhibits with the noise-sensitive land uses depicted.

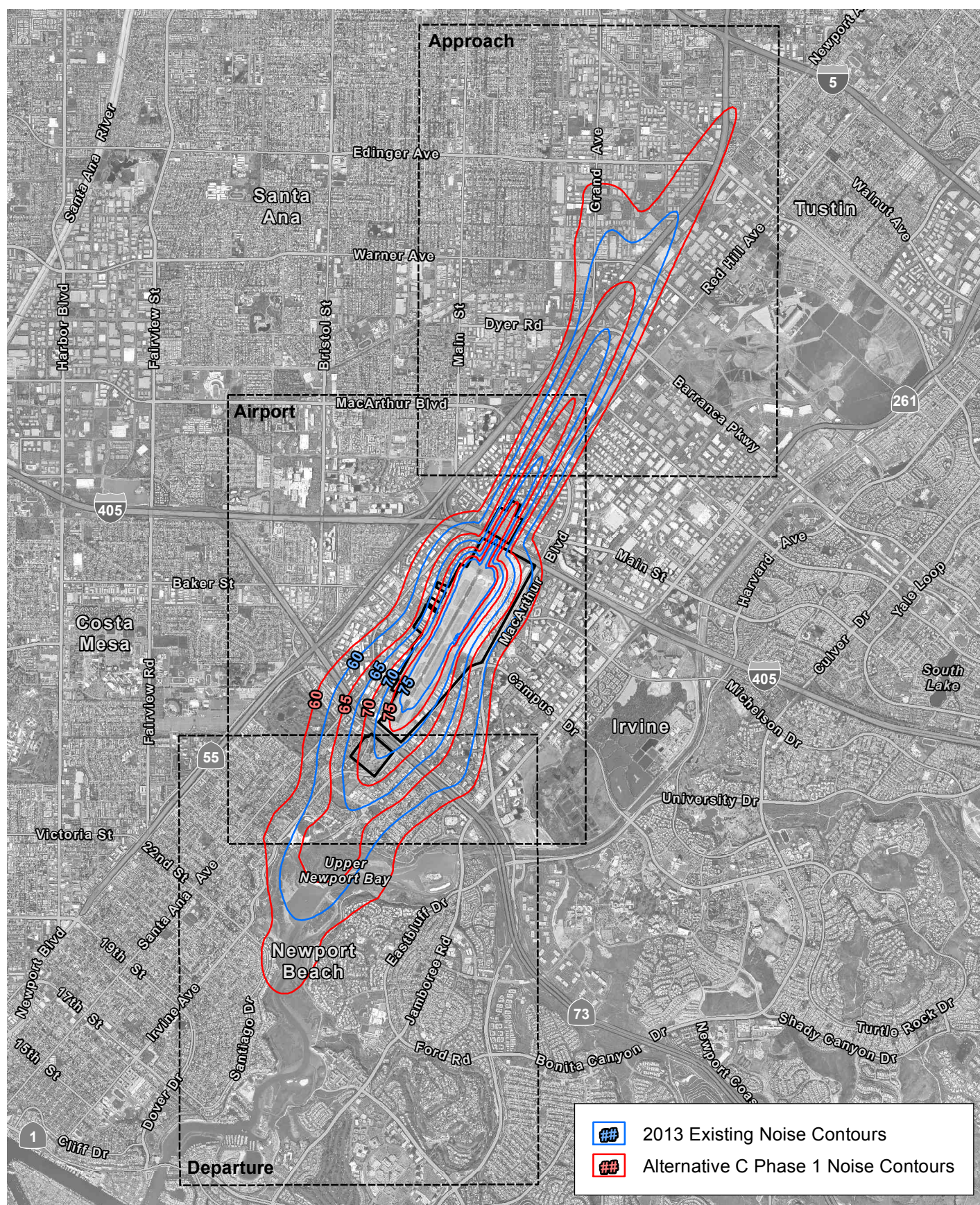
Six residences would be located in the 70 CNEL contour with implementation of Phase 1 of Alternative C, of which four were insulated under the AIP. Two residences within the AIP area are not insulated, one of which is in the business park and is a non-conforming use. Compared to existing conditions, increased noise levels under Alternative C, Phase 1 would add 249 additional residences to the area within the 65 to 70 CNEL contour, of which 165 were insulated and 84 were not. Of the 84 additional residences that have not been insulated, 28 residences are located in the area zoned for business park and are non-conforming uses.

Residences with outdoor living areas exposed to a greater than 65 CNEL would be incompatible with the County's exterior noise standard. There is no feasible mitigation for the exterior noise levels. Therefore, as the 65 CNEL contour expands beyond the existing contour and includes additional residences, this would be a significant land use compatibility impact.

The non-conforming residential uses within the business park are not eligible for future sound attenuation. Therefore, from a land use compatibility perspective, these residences are being exposed to exterior and potentially interior noise levels in excess of the County standards, which would be a significant impact and mitigation is not feasible.

Residences that have received insulation would be compatible with the interior noise standards. For the uninsulated residences, however, there is also the potential for incompatibility due to excessive interior noise levels, which would be considered a significant impact. Based on the County standard, an indoor noise impact occurs when the interior noise level exceeds 45 dB in any habitable room of a residence, or similar habitable space for schools, places of worship, and other noise sensitive uses. As the 65 CNEL contour expands to include additional noise sensitive uses, the interior noise levels would need to be verified on a house-by-house basis to determine if the average interior noise levels are in excess of 45 dB. If this standard is exceeded, implementation of a SIP would be used to address interior noise impacts. With implementation of the SIP (see Mitigation Measure LU-1), the land use compatibility impact associated with interior noise levels would also be reduced to a less than significant level for those residences with an average noise level in excess of 45 CNEL that are outside of the business park. For those residences within the business park and those residences with a habitable room with noise levels in excess of 45 CNEL but the average noise levels in the habitable rooms is less than 45 CNEL, mitigation would not be feasible; therefore, the impact would be significant and unavoidable.

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Comparison of Existing and Alternative C Phase 1 Noise Contours

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-14a



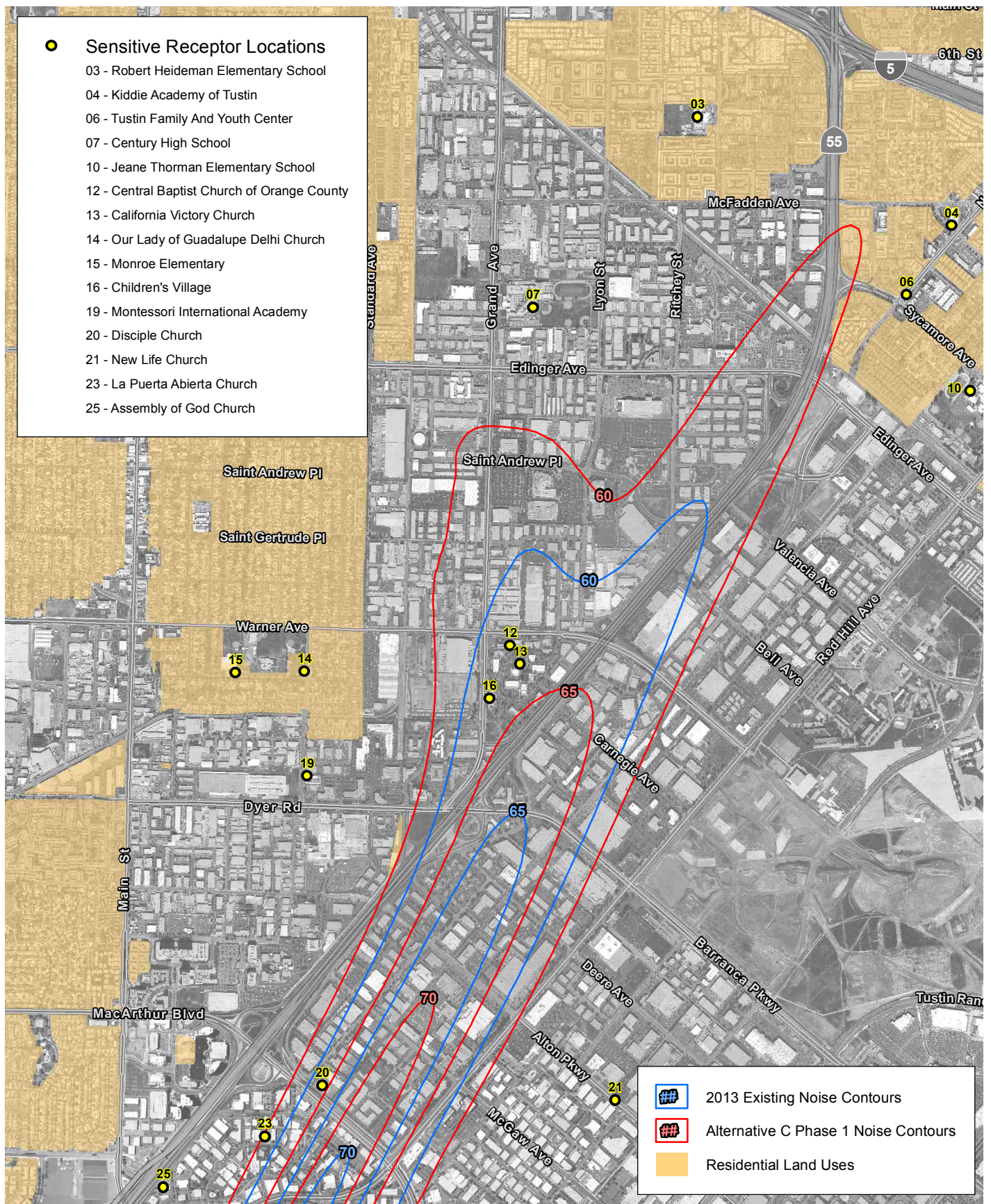
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Sensitive Receptor Locations

- 03 - Robert Heideman Elementary School
- 04 - Kiddie Academy of Tustin
- 06 - Tustin Family And Youth Center
- 07 - Century High School
- 10 - Jeane Thorman Elementary School
- 12 - Central Baptist Church of Orange County
- 13 - California Victory Church
- 14 - Our Lady of Guadalupe Delhi Church
- 15 - Monroe Elementary
- 16 - Children's Village
- 19 - Montessori International Academy
- 20 - Disciple Church
- 21 - New Life Church
- 23 - La Puerta Abierta Church
- 25 - Assembly of God Church



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Existing and Alternative C, Phase 1 Approach Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-14b

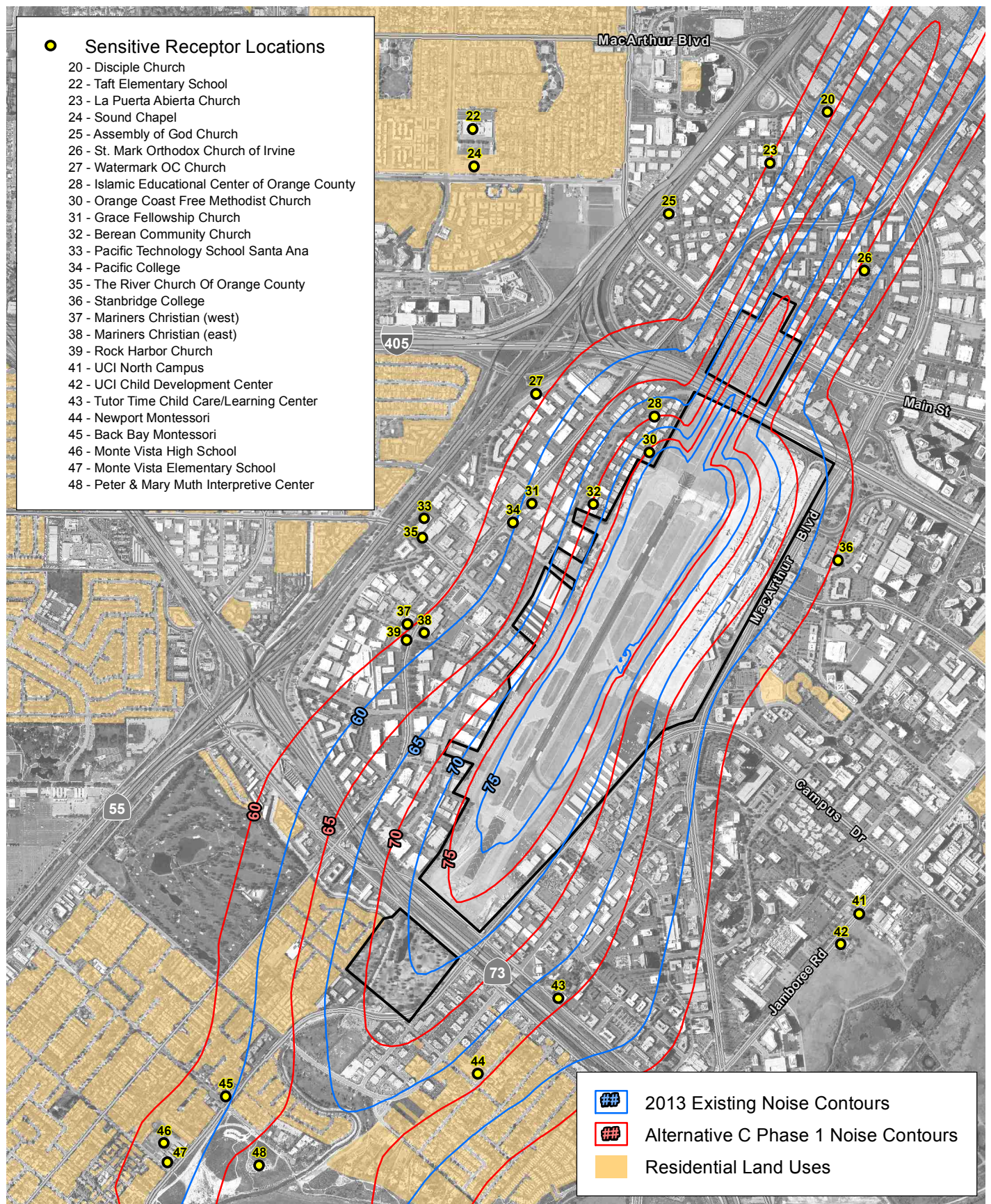


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● Sensitive Receptor Locations

- 20 - Disciple Church
- 22 - Taft Elementary School
- 23 - La Puerta Abierta Church
- 24 - Sound Chapel
- 25 - Assembly of God Church
- 26 - St. Mark Orthodox Church of Irvine
- 27 - Watermark OC Church
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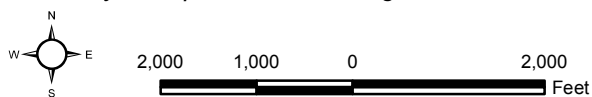


- 2013 Existing Noise Contours
- Alternative C Phase 1 Noise Contours
- Residential Land Uses

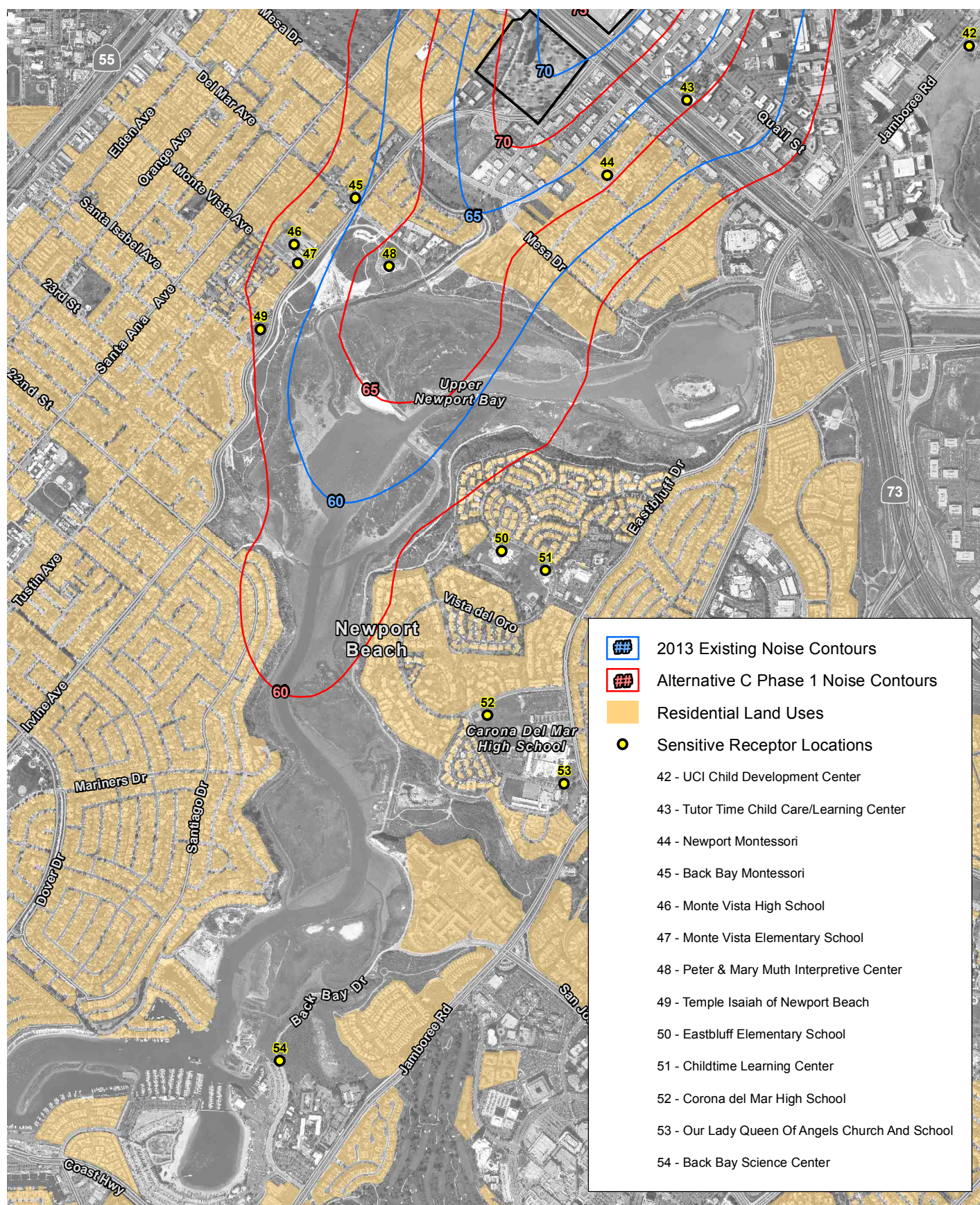
Existing and Alternative C, Phase 1 Airport Area Noise Contours with Sensitive Land Uses

Exhibit 4.5-14c

John Wayne Airport Settlement Agreement Amendment



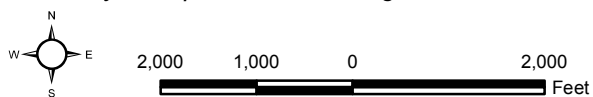
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Existing and Alternative C, Phase 1 Departure Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-14d



Two schools (Newport Montessori, and Tutor Time Child Care/Learning Center) and the Peter & Mary Muth Interpretive Center would be within the expanded 65 to 70 CNEL contour. The Berean Community Church, which is currently in the 65 to 70 CNEL contour, would be within the expanded greater than 70 CNEL contour. Additionally, with all phases of Alternative C, the Orange Coast Free Methodist Church moves from the 70 to the 75 CNEL contour. These are considered noise sensitive uses. Playgrounds are specifically not identified as an “outdoor living area” where an exterior noise level of less than 65 dB standard is recommended. Therefore, Alternative C would not result in a land use compatibility impact based on the exterior noise standard for the schools.

The County General Plan land use and noise compatibility standards (see Table 4.5-1), specify that a school can be determined to be compatible if the interior noise standard can be achieved. As shown in Table 4.5-1, this is identified as being between 45 to 65 dB, depending on interior use. Due to the exterior noise levels with Alternative C, there is the potential that interior noise levels may be exceeded at the Newport Montessori and Tutor Time Child Care/Learning Center. Mitigation Measure LU-1 provides for noise sensitive uses to be evaluated and if interior noise levels are in excess of applicable standards, the SIP would be implemented to achieve interior noise levels consistent with County standards. However, similar to the residential uses, due to the FAA requirements, the average interior noise level must exceed 45 CNEL or insulation would not be allowed. As result, there may be some portions of the schools with noise levels in excess of 45 CNEL but if the average noise levels rooms is less than 45 CNEL, mitigation would not be feasible; therefore, the impact would be significant and unavoidable.

The Peter and Mary Muth Interpretive Center is an educational facility located in the Upper Newport Bay area. The Center offers education programs for school children, and is open to the public. The education programs are run in collaboration with OC Parks, the California Department of Fish and Game, the City of Newport Beach, the California Coastal Commission, and the Newport Aquatic Center. The Center utilizes the outdoor setting for portions of their educational programs. As such, the exterior standard of less than 65 dB for "outdoor living areas" would apply because it is associated with the educational uses. This would be a significant impact and mitigation would not be feasible. Though the implementation of Mitigation Measure LU-1 would apply and may achieve interior noise levels consistent with County standards, the restrictions discussed above for the residential uses and schools would also apply to the Interpretive Center. As such, it is uncertain if mitigation would be feasible; therefore, compatibility impacts based on interior noise levels would be significant and unavoidable.

The Berean Community Church, which is currently in the 65 to 70 CNEL contour, would be within the expanded greater than 70 CNEL contour. Additionally, with all phases of Alternative C, the Orange Coast Free Methodist Church moves from the 70 to the 75 CNEL contour. For places of worship, the same criteria used for schools applies. As indicated in Table 4.5-1, the 65 dB for an outdoor living area does not apply to areas principally used for short-term social gatherings. All of the places of worship affected by Alternative C, Phase 1 are located in business complex constructed between Red Hill Avenue and the Airport. These facilities do not have areas that would be considered outside living areas; so, based on the exterior noise standard, the land uses are compatible. It should also be noted that these places of worship are located in the office/industrial buildings located adjacent to the Airport, which were designed to meet the noise standards.

Similar to the discussion for residential uses and schools, as the 65 CNEL expands beyond the existing contour and includes additional places of worship, there is the potential for land use incompatibility impacts associated with interior noise levels. This would be a potentially significant impact. Mitigation Measure LU-1 provides for noise sensitive uses to be evaluated and if interior noise levels are in excess of applicable standards, the SIP would be implemented to achieve interior noise levels consistent with County standards. However, the average interior noise level must exceed 45 CNEL or insulation would not be allowed by the FAA. As result, there may be some portions of the places of worship with noise levels in excess of 45 CNEL but if the average noise levels rooms is less than 45 CNEL, mitigation would not be feasible; therefore, the impact would be significant and unavoidable.

Phase 2

Alternative C, Phase 2 would increase the total 65 to 70 CNEL contour area by approximately 0.83 square mile (94 percent) and the greater than 70 CNEL contour by approximately 0.70 square mile (119 percent) compared to existing conditions. Outside the Airport boundaries, there would be an approximate 0.92-square-mile (135 percent) increase in the 65 to 70 CNEL contour and a 0.51-square-mile (567 percent) increase in the greater than 70 CNEL contour compared to existing conditions. Exhibit 4.5-15a provides a comparison of the existing 60, 65, 70, and 75 CNEL contours and the projected contours with the Alternative C, Phase 2. Exhibits 4.5-15b through 4.5-15d provide larger scale exhibits with noise-sensitive land uses depicted.

In Phase 2 of Alternative C, 92 residences would be located in the 70 CNEL contour, of which 38 residences were insulated under the AIP. Compared to existing conditions, Phase 2 of Alternative C would add 774 additional residences to the area within the 65 to 70 CNEL contour, of which 349 residences were insulated under the AIP. Within the AIP area, there are 62 uninsulated residences; and, an additional 363 uninsulated residences are located outside the AIP area, for a total of 425 uninsulated residences being added to the 65 to 70 CNEL contour area. There are a total of 479 uninsulated residences within the combined greater than 70 CNEL and the 65 to 70 CNEL contour areas. Of the uninsulated residences added to the greater than 65 CNEL contour as a result of Alternative C, Phase 2, 29 units are located in the area zoned for business park and are non-conforming uses.

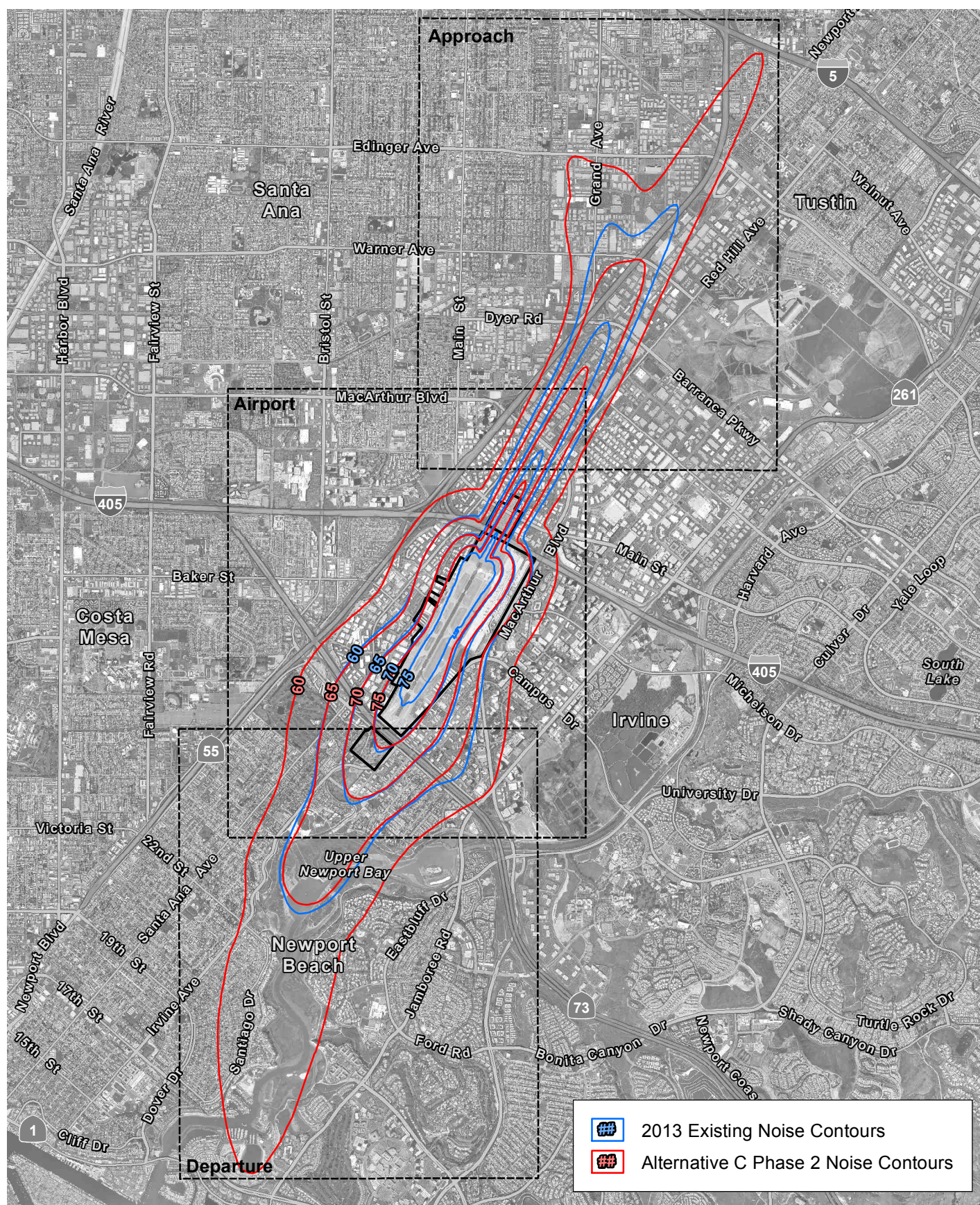
Residences that have received insulation would be compatible with the interior noise standards. For the uninsulated residences, however, there is also the potential for incompatibility due to excessive interior noise levels, which would be considered a significant impact. Based on the County standard, an indoor noise impact occurs when the interior noise level exceeds 45 dB in any habitable room of a residence, or similar habitable space for schools, places of worship, and other noise sensitive uses. As the 65 CNEL contour expands to include additional noise sensitive uses, the interior noise levels would need to be verified on a house-by-house basis to determine if the average interior noise levels are in excess of 45 dB. If this standard is exceeded, implementation of a SIP would be used to address interior noise impacts. With implementation of the SIP (see Mitigation Measure LU-1), the land use compatibility impact associated with interior noise levels would also be reduced to a less than significant level for those residences with an average noise level in excess of 45 CNEL that are outside of the business park. For those residences within the business park and those residences with a habitable room with noise levels in excess of 45 CNEL but the average noise levels in the habitable rooms is less than 45 CNEL, mitigation would not be feasible; therefore, the impact would be significant and unavoidable.

As with Phase 1, two schools (Newport Montessori, and Tutor Time Child Care/Learning Center) and the Peter & Mary Muth Interpretive Center would be in the expanded 65 CNEL contour. With Phase 2, there are three places of worship within the 65 CNEL contour (Disciple Church, Grace Fellowship Church, and St. Mark Orthodox Church of Irvine) and two places of worship within the expanded 70 CNEL contour (Berean Community Church and Islamic Educational Center of Orange County). As previously mentioned, the Orange Coast Free Methodist Church would move from the 70 to the 75 CNEL contour.

The analysis provided for Alternative C, Phase 1 would also apply to Phase 2. Significant impacts without feasible mitigation would include the exterior noise levels for residences within the greater than 65 CNEL contour and the Peter and Mary Muth Interpretive Center. The schools and places of worship do not have exterior living areas that would constitute an incompatible land use due to exterior noise levels. Interior noise impacts may be significant at the schools, Interpretive Center, and places of worship if noise levels are excess of 45 CNEL but if the average noise levels rooms is less than 45 CNEL because mitigation would not be feasible.

Under Alternative C, Phase 2, the expanded 65 CNEL contour would also extend into areas currently designed for mixed-use development in the Airport Area of the City of Newport Beach. The MU-H2 (Mixed Use Horizontal) provides for a horizontal intermixing of uses that may include regional commercial office, multifamily residential, vertical mixed-use buildings, industrial, hotel rooms, and ancillary neighborhood commercial uses. However, no residential development currently exists or is proposed for the MU-H2 areas within the expanded 65 CNEL contour.

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Comparison of Existing and Alternative C Phase 2 Noise Contours

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-15a



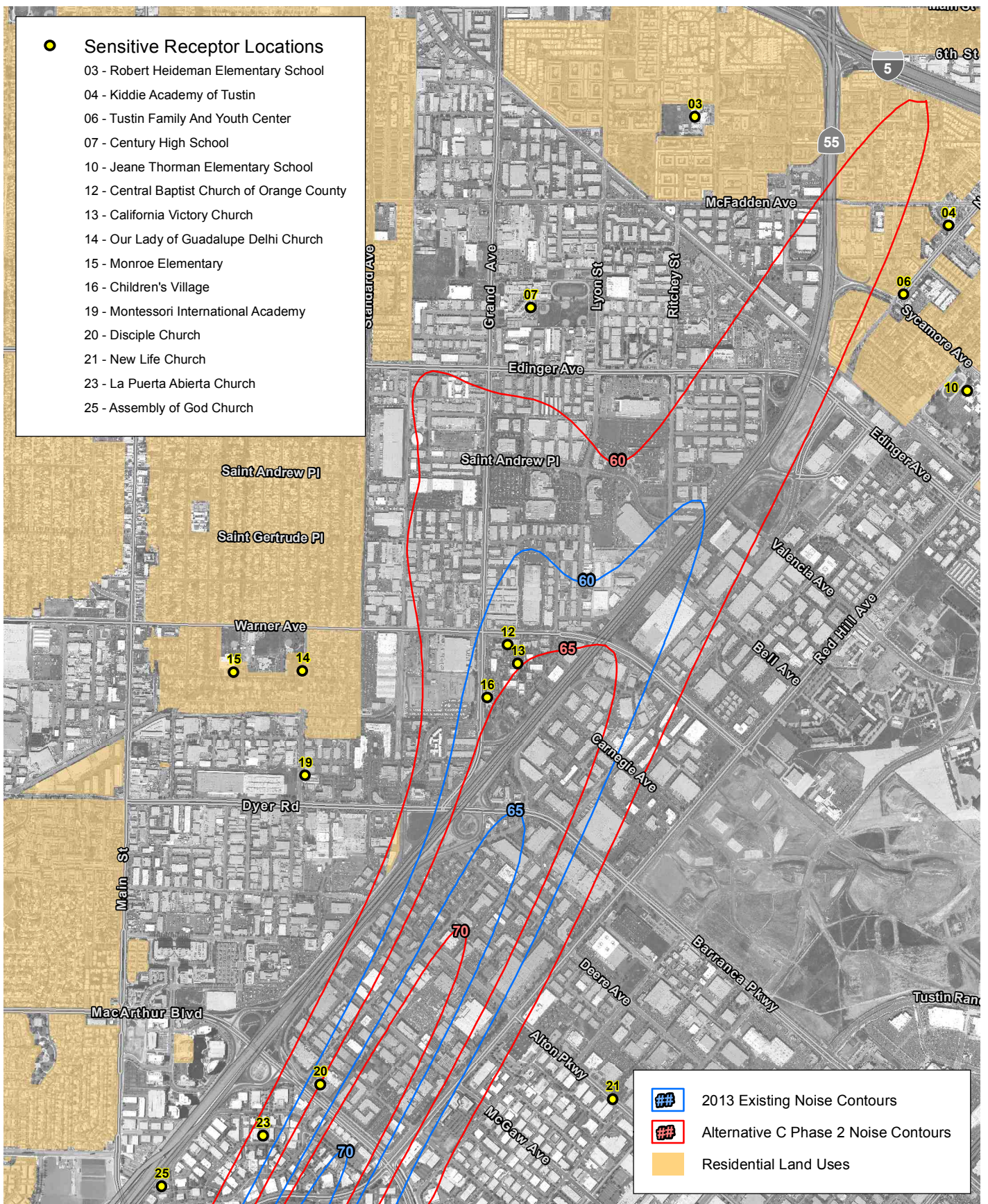
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- 10 - Jeane Thorman Elementary School
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- 13 - California Victory Church
- 14 - Our Lady of Guadalupe Delhi Church
- 15 - Monroe Elementary
- 16 - Children's Village
- 19 - Montessori International Academy
- 20 - Disciple Church
- 21 - New Life Church
- 23 - La Puerta Abierta Church
- 25 - Assembly of God Church



- 2013 Existing Noise Contours
- Alternative C Phase 2 Noise Contours
- Residential Land Uses

Existing and Alternative C, Phase 2 Approach Noise Contours with Sensitive Land Uses

Exhibit 4.5-15b

John Wayne Airport Settlement Agreement Amendment

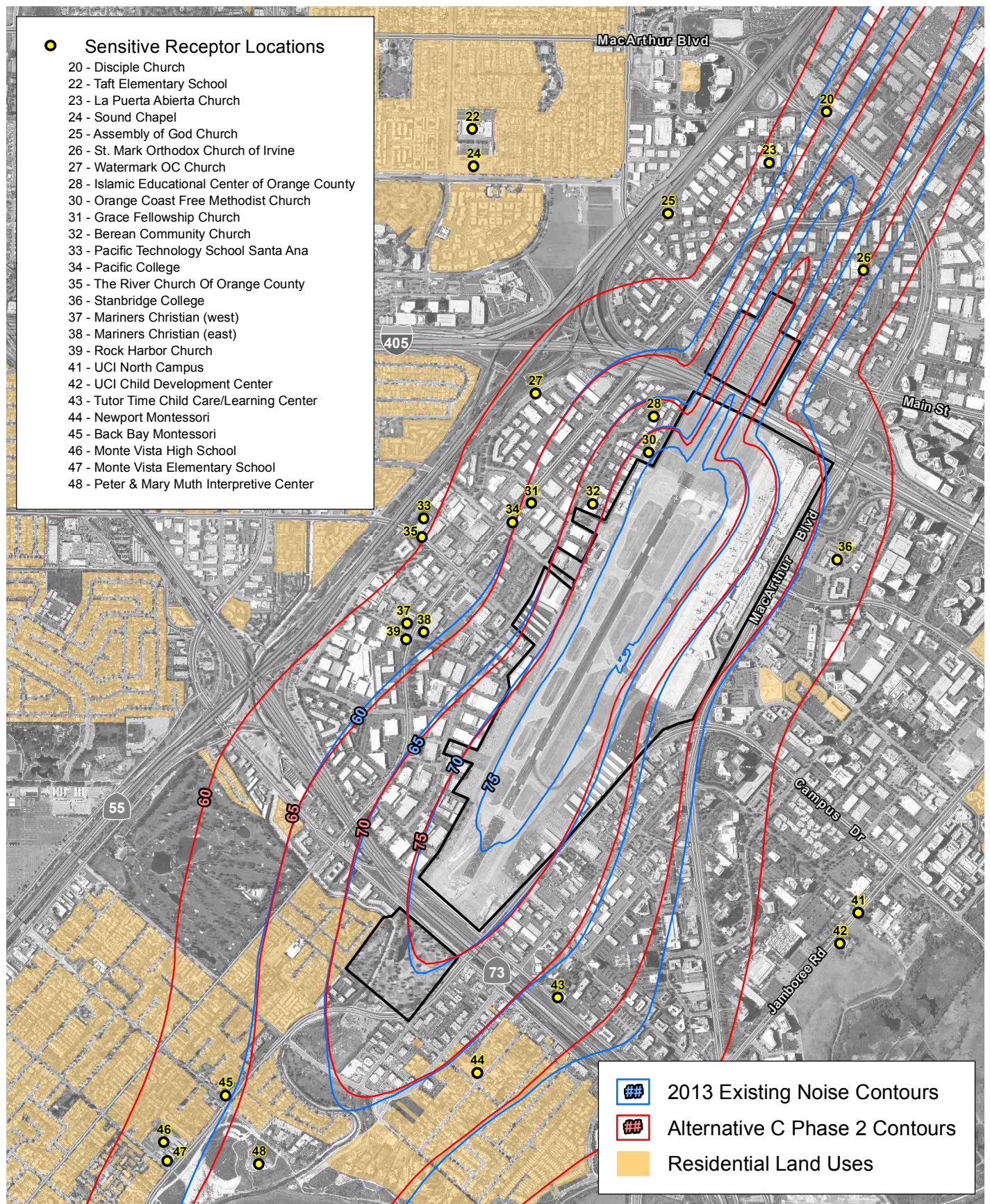


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● Sensitive Receptor Locations

- 20 - Disciple Church
- 22 - Taft Elementary School
- 23 - La Puerta Abierta Church
- 24 - Sound Chapel
- 25 - Assembly of God Church
- 26 - St. Mark Orthodox Church of Irvine
- 27 - Watermark OC Church
- 28 - Islamic Educational Center of Orange County
- 30 - Orange Coast Free Methodist Church
- 31 - Grace Fellowship Church
- 32 - Berean Community Church
- 33 - Pacific Technology School Santa Ana
- 34 - Pacific College
- 35 - The River Church Of Orange County
- 36 - Stanbridge College
- 37 - Mariners Christian (west)
- 38 - Mariners Christian (east)
- 39 - Rock Harbor Church
- 41 - UCI North Campus
- 42 - UCI Child Development Center
- 43 - Tutor Time Child Care/Learning Center
- 44 - Newport Montessori
- 45 - Back Bay Montessori
- 46 - Monte Vista High School
- 47 - Monte Vista Elementary School
- 48 - Peter & Mary Muth Interpretive Center

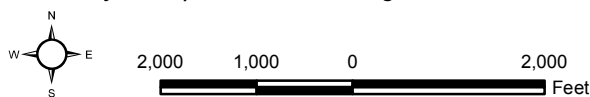


- 2013 Existing Noise Contours
- Alternative C Phase 2 Contours
- Residential Land Uses

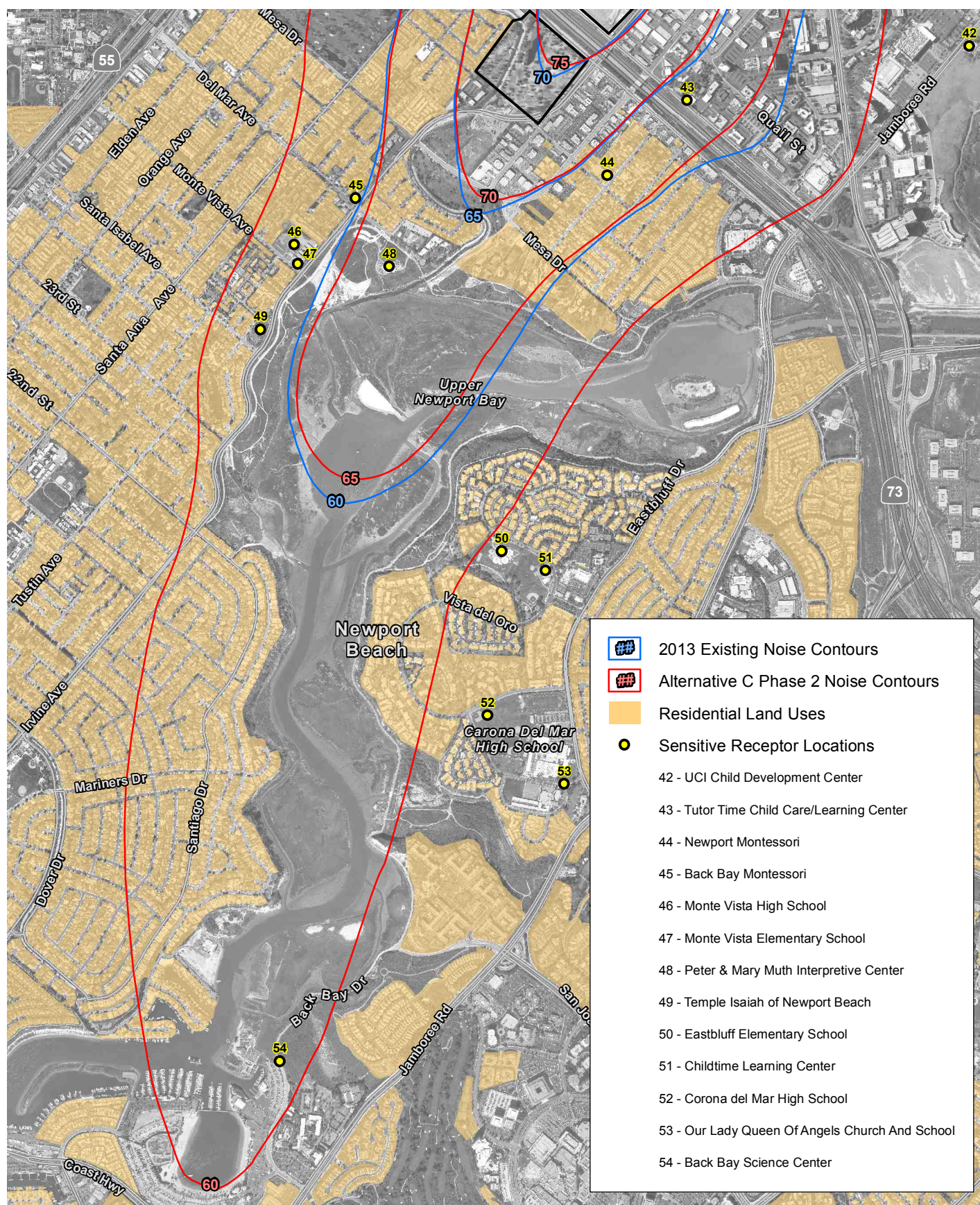
Existing and Alternative C, Phase 2 Airport Area Noise Contours with Sensitive Land Uses

Exhibit 4.5-15c

John Wayne Airport Settlement Agreement Amendment



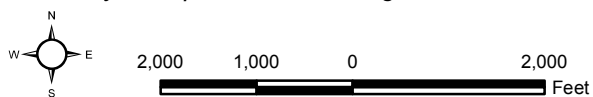
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Existing and Alternative C, Phase 2 Departure Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-15d



Phase 3

Alternative C, Phase 3 would increase the total 65 to 70 CNEL contour area by approximately 0.82 square mile (93 percent) and the greater than 70 CNEL contour by approximately 0.70 square mile (119 percent) compared to existing conditions. Outside the Airport boundaries, there would be an approximate 0.90-square-mile (132 percent) increase in the 65 to 70 CNEL contour and a 0.52-square-mile (578 percent) increase in the greater than 70 CNEL contour compared to existing conditions. Exhibit 4.5-16a provides a comparison of the existing 60, 65, 70, and 75 CNEL contours and the projected contours with the Alternative C, Phase 3. Exhibits 4.5-16b through 4.5-16d provide larger scale exhibits with noise-sensitive land uses depicted.

With Alternative C, Phase 3, 92 residences would be located in the 70 CNEL contour, of which 38 residences were insulated under the AIP. Compared to existing conditions, Phase 3 of Alternative C would add 773 additional residences to the area within the 65 to 70 CNEL contour, of which 349 residences were insulated under the AIP. Within the AIP area, there are 62 uninsulated residences and an additional 362 uninsulated residences outside the AIP area, for a total of 424 uninsulated residences being added to the 65 to 70 CNEL contour area. There are a total of 478 uninsulated residences within the combined greater than 70 CNEL and the 65 to 70 CNEL contour areas. This is one less unit than with Alternative C, Phase 2. Of the uninsulated residences, 29 residences are located in the area zoned for business park and are non-conforming uses.

The analysis provided for Alternative C, Phases 1 and 2 would also apply to Phase 3. Significant impacts without feasible mitigation would include the exterior noise levels for residences within the greater than 65 CNEL contours.

Residences that have received insulation would be compatible with the interior noise standards. For the uninsulated residences, however, there is also the potential for incompatibility due to excessive interior noise levels, which would be considered a significant impact. Based on the County standard, an indoor noise impact occurs when the interior noise level exceeds 45 dB in any habitable room of a residence, or similar habitable space for schools, places of worship, and other noise sensitive uses. As the 65 CNEL contour expands to include additional noise sensitive uses, the interior noise levels would need to be verified on a house-by-house basis to determine if the average interior noise levels are in excess of 45 dB. If this standard is exceeded, implementation of a SIP would be used to address interior noise impacts. With implementation of the SIP (see Mitigation Measure LU-1), the land use compatibility impact associated with interior noise levels would also be reduced to a less than significant level for those residences with an average noise level in excess of 45 CNEL that are outside of the business park. For those residences within the business park and those residences with a habitable room with noise levels in excess of 45 CNEL but the average noise levels in the habitable rooms is less than 45 CNEL, mitigation would not be feasible; therefore, the impact would be significant and unavoidable.

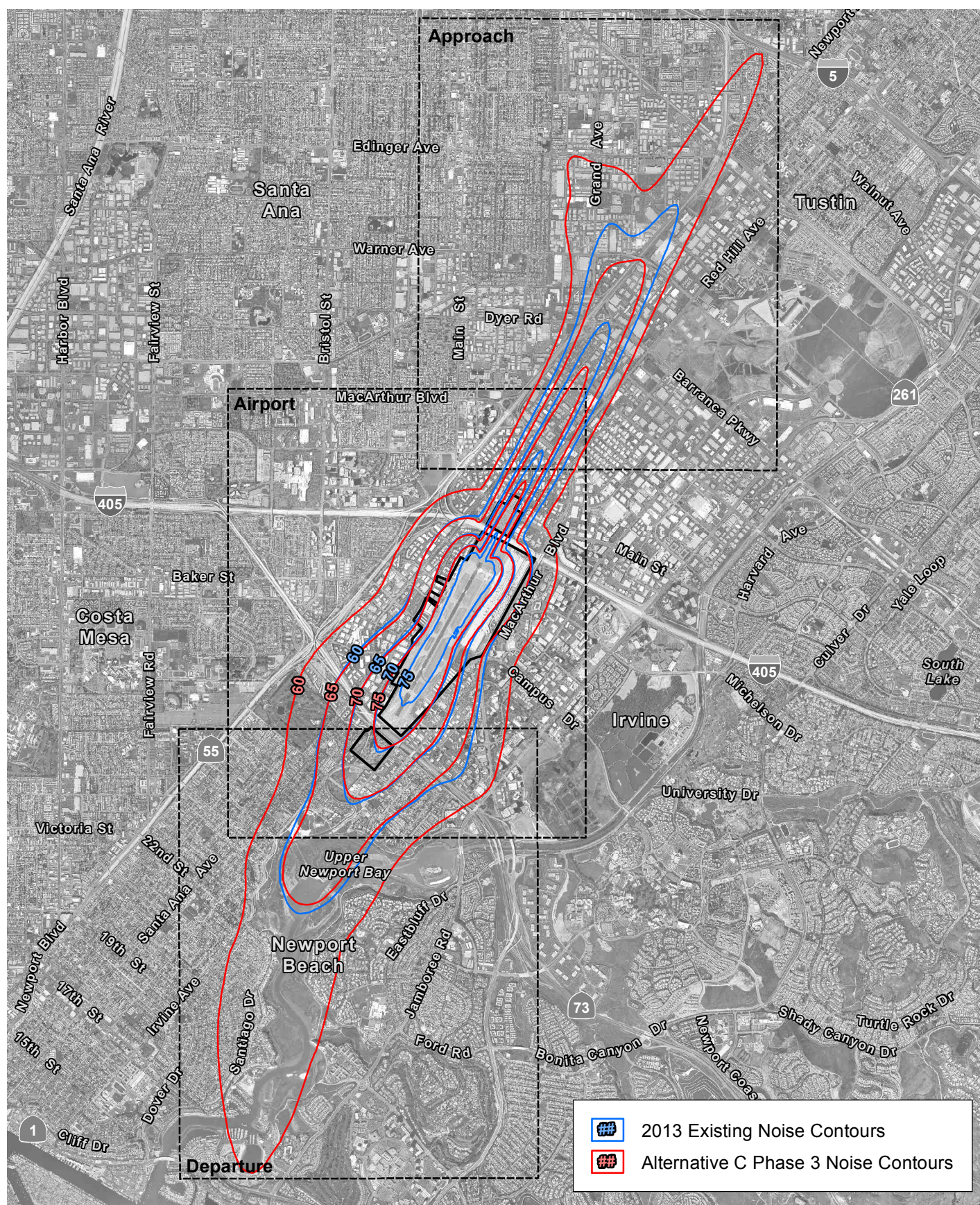
As with Phase 2 of Alternative C, there would be two additional schools (Newport Montessori and Tutor Time Child Care/Learning Center) and the Peter & Mary Muth Interpretive Center (an educational facility). Phase 2 would include three places of worship within the 65 to 70 CNEL contour (Disciple Church, Grace Fellowship Church, and St. Mark Orthodox Church of Irvine,) and two places of worship within the expanded 70 CNEL contour (Berean Community Church and Islamic Educational Center of Orange County). As previously mentioned, the Orange Coast Free Methodist Church would move from the 70 to the 75 CNEL contour.

The analysis provided for Alternative C, Phases 1 and 2 would also apply to Phase 3. Significant impacts without feasible mitigation would include the exterior noise levels for the Peter and Mary Muth Interpretive Center. The schools and places of worship do not have exterior living areas that would constitute an incompatible land use due to exterior noise levels.

As the 65 CNEL expands beyond the existing contour and includes the schools, the Interpretive Center, and places of worship, there is the potential for land use incompatibility impacts associated with interior noise levels. This would be a potentially significant impact. Mitigation Measure LU-1 provides for noise sensitive uses to be evaluated and if interior noise levels are in excess of applicable standards, the SIP would be implemented to achieve interior noise levels consistent with County standards. However, the average interior noise level must exceed 45 CNEL or insulation would not be allowed by the FAA. As result, there may be some portions of the schools and places of worship with noise levels in excess of 45 CNEL but if the average noise levels rooms is less than 45 CNEL, mitigation would not be feasible; therefore, the impact would be significant and unavoidable.

Under the Alternative C, Phase 3, scenario, the expanded 65 CNEL contour would also extend into areas designed for mixed-use development in the Airport Area of the City of Newport Beach. The MU-H2 (Mixed Use Horizontal) provides for a horizontal intermixing of uses that may include regional commercial office, multifamily residential, vertical mixed-use buildings, industrial, hotel rooms, and ancillary neighborhood commercial uses. However, no residential development currently exists or is proposed for the MU-H2 areas within the expanded 65 CNEL contour.

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Comparison of Existing and Alternative C Phase 3 Noise Contours

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-16a



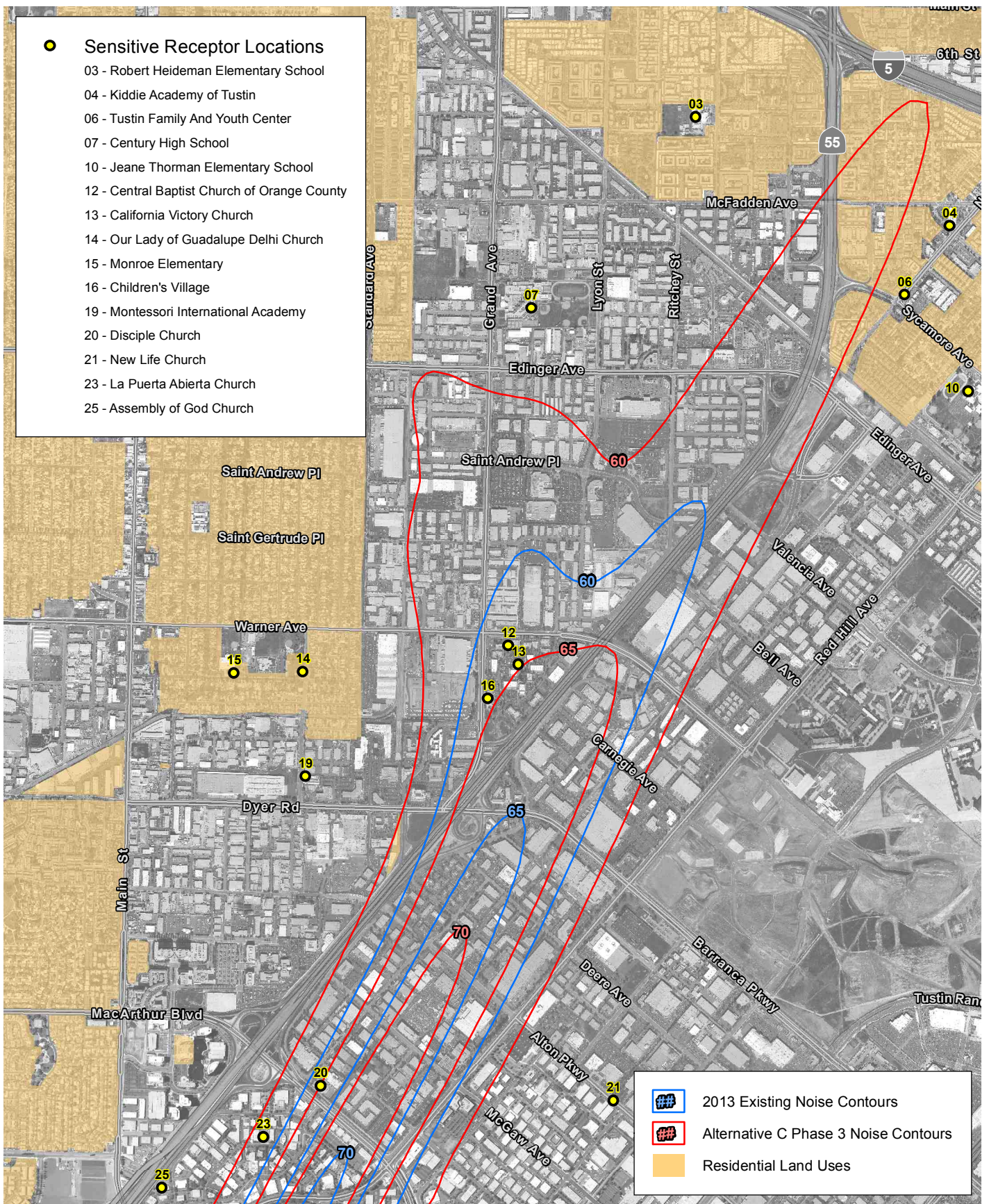
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Sensitive Receptor Locations

- 03 - Robert Heideman Elementary School
- 04 - Kiddie Academy of Tustin
- 06 - Tustin Family And Youth Center
- 07 - Century High School
- 10 - Jeane Thorman Elementary School
- 12 - Central Baptist Church of Orange County
- 13 - California Victory Church
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- 2013 Existing Noise Contours
- Alternative C Phase 3 Noise Contours
- Residential Land Uses

Existing and Alternative C, Phase 3 Approach Noise Contours with Sensitive Land Uses

Exhibit 4.5-16b

John Wayne Airport Settlement Agreement Amendment

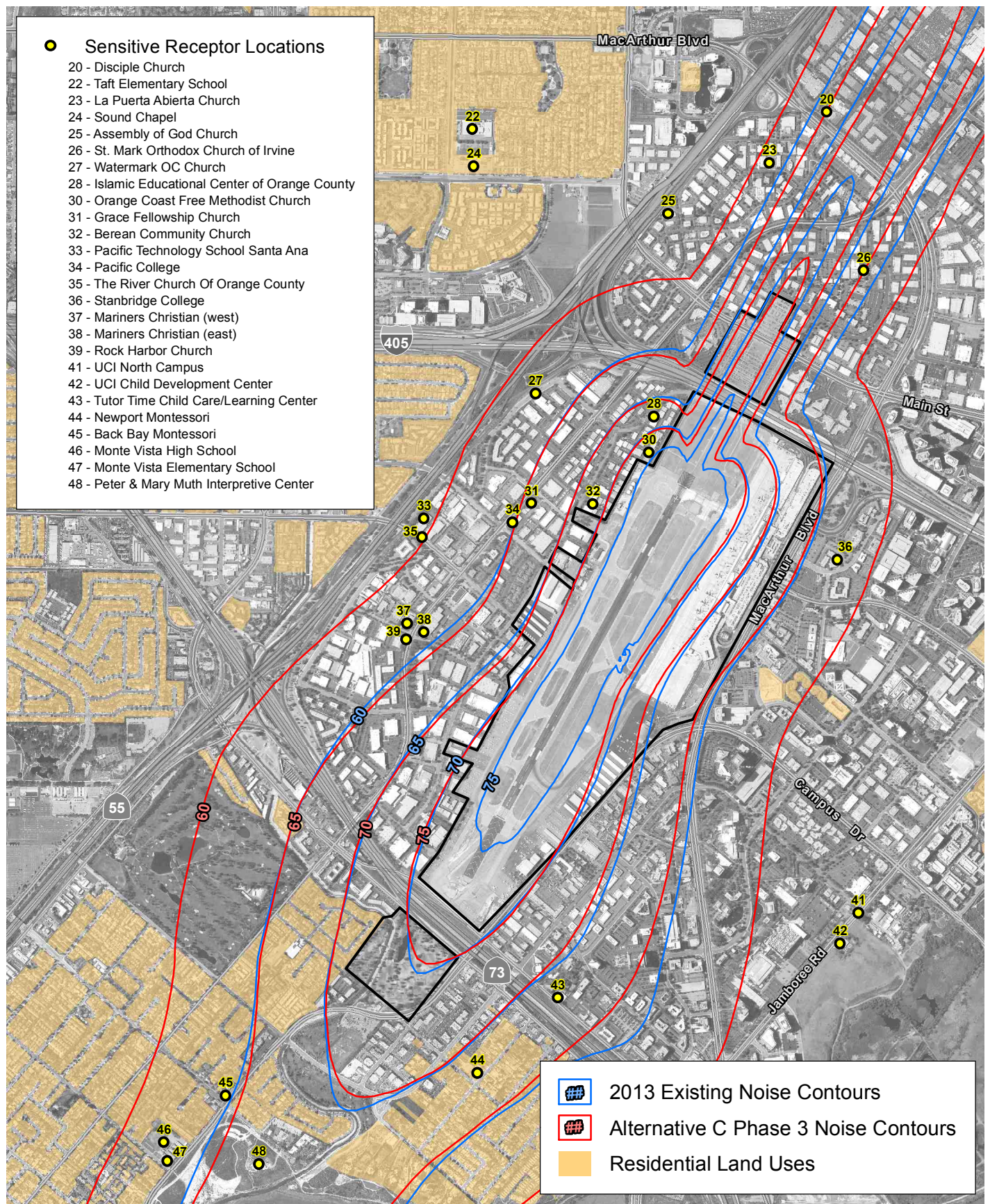


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● Sensitive Receptor Locations

- 20 - Disciple Church
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- 23 - La Puerta Abierta Church
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- 2013 Existing Noise Contours
- Alternative C Phase 3 Noise Contours
- Residential Land Uses

Existing and Alternative C, Phase 3 Airport Area Noise Contours with Sensitive Land Uses

Exhibit 4.5-16c

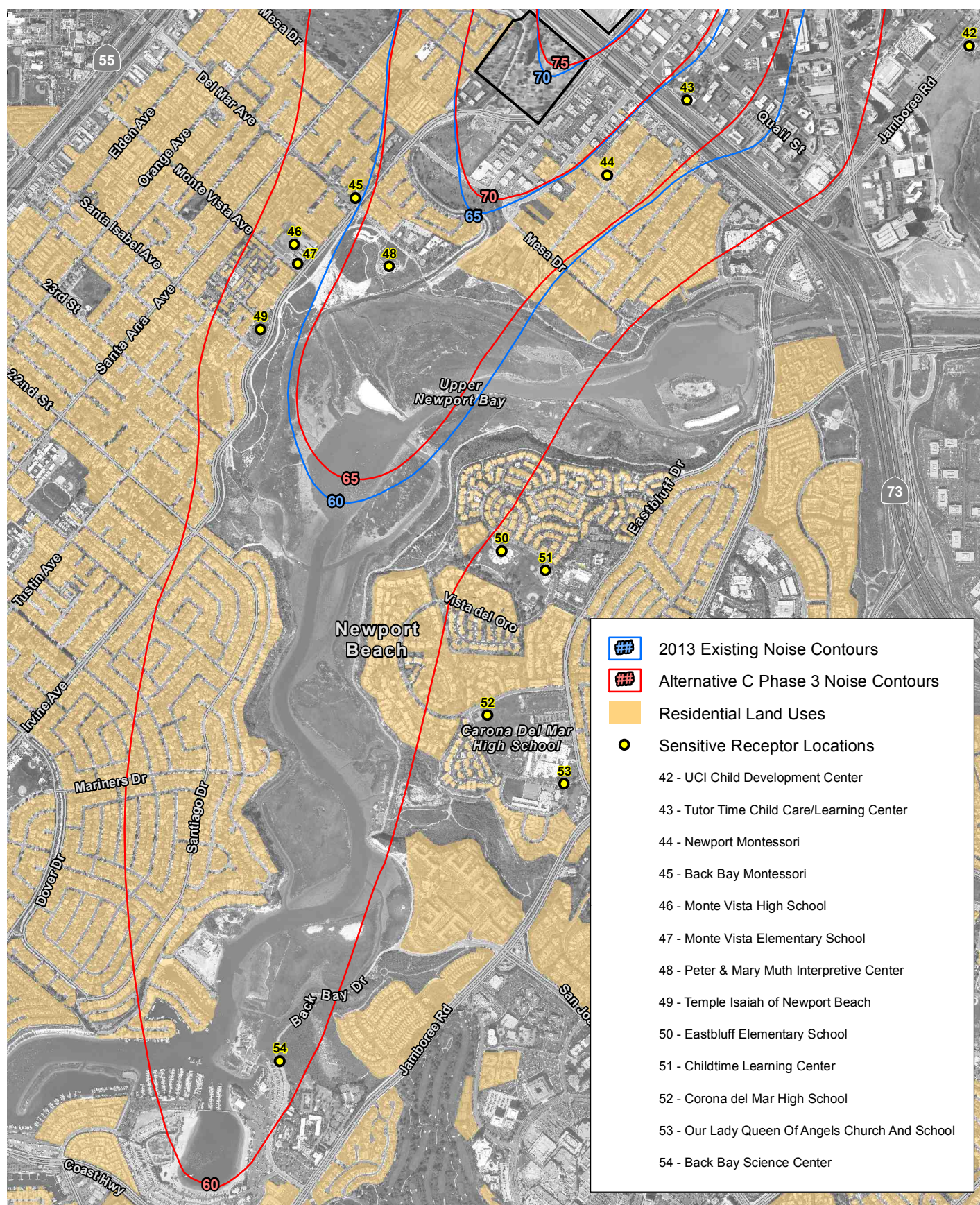
John Wayne Airport Settlement Agreement Amendment



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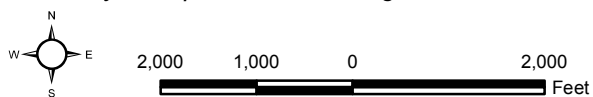
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Existing and Alternative C, Phase 3 Departure Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-16d



Policy Consistency Analysis

Refer to Table 4.5-10, which provides an evaluation of Alternative C in relation to the applicable goals and policies addressed in the relevant documents previously discussed.

As discussed in Table 4.5-10, Alternative C is inconsistent with the applicable goals and policies of the *Orange County General Plan*, specifically, Resources Element Goal 1 and Noise Element Policies 5 and 6. In addition, it is inconsistent with a goal and several policies in the *City of Newport Beach General Plan* (Goals NR 10, NR 16, and N 3; Policies NR 10.2, N 1.8, N 3.1, N 3.2, N 3.4, N 3.8, N 3.9, S 8.5, S 8.6, and H 3.2). This would be a significant impact since the City of Newport Beach has jurisdiction over the Project.

In addition, Alternative C is inconsistent with two objectives in the *City of Irvine General Plan* (Objective B-7, Policies (b) and (d)). Since the City of Irvine does not have jurisdiction over the Project, this conflict would not be a significant environmental impact.

Impact Conclusion: *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 would be significant impacts.*

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 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.

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 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.

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.

No Project Alternative

Capacity of On-Site Facilities

Airfield Capacity

Exhibit 4.5-17 presents a comparison of hourly demand (aircraft operations) and runway capacity for the No Project Alternative during VFR and IFR conditions. As seen, the runway capacity is sufficient and capable of accommodating the No Project Alternative in each of the three phases. Therefore, there would be no impact associated with airfield capacity with the No Project Alternative.

Remaining Overnight Capacity

Table 4.5-2, above, presents the available RON capacity and requirements for the No Project Alternative. The RON requirements are the same for all three phases of the No Project Alternative, and the demand would not exceed the RON space available. RON requirements for the No Project Alternative are similar to existing conditions. While MAP levels increase, the peak morning departures, which drives the RON requirements, would be unchanged.

Gate Capacity

The No Project Alternative would not result in any impacts associated with gate capacity. Table 4.5-3 provides the data for the schedule-based analysis; Table 4.5-4 presents the turns per gate evaluation; and Table 4.5-5 provides an evaluation of the gate throughputs for the No Project Alternative. With each of these methodologies, the No Project Alternative does not exceed the existing gate capacity.

Terminal Capacity for International Passengers

As shown in Table 4.5-6, above, with the No Project Alternative, there would be no terminal capacity impacts associated with international flights.

Fuel Storage Capacity

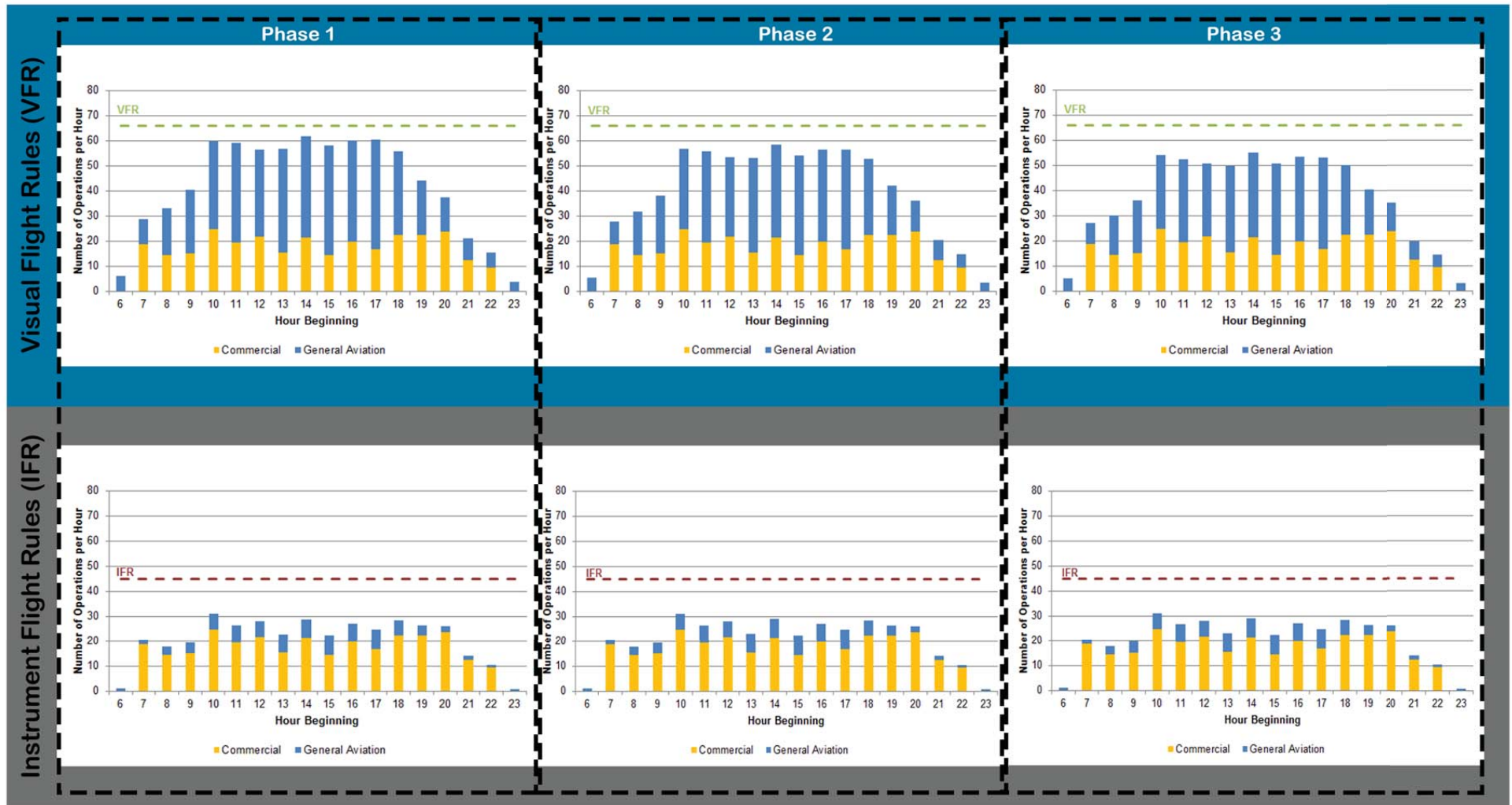
As shown in Table 4.5-7, the No Project Alternative would have an increase in demand for fuel compared to existing conditions; however, it would not exceed the fuel storage capacity or require any modifications to operational procedures.

General Aviation Facilities

The No Project Alternative would not displace any general aviation facilities or have any impact on FBO operations.

Airport Parking Facilities

As shown in Table 4.5-8, the No Project Alternative would not exceed the automobile parking capacity at the Airport.



Source: Aviation Forecasts Technical Report, AECOM 2014a

Hourly Demand Versus Capacity for the No Project Alternative

Exhibit 4.5-17

John Wayne Airport Settlement Agreement Amendment



Summary of Capacity of On-Site Facilities Evaluation

In summary, the No Project Alternative would not result in any impacts to on-site facilities, assuming the capacity remained at 10.8 MAP.

Compatibility with Surrounding Land Uses

Phases 1 through 3

As shown in Table 4.5-9, the No Project Alternative would increase both the total 65 to 70 CNEL contour areas and the greater than 70 CNEL contour by approximately 0.06 square mile (7 percent and 10 percent, respectively) compared to existing conditions. Outside the Airport boundaries, the 65 to 70 CNEL contour would increase by 0.07 square mile (10 percent) and the greater than 70 CNEL contour would increase by 0.04 mile (44 percent) when compared to existing conditions. Exhibit 4.5-18a provides a comparison of the existing 60, 65, 70, and 75 CNEL contours and the projected contours for all phases of the No Project Alternative. Exhibits 4.5-18b through 4.5-18d provide larger scale exhibits with noise-sensitive land uses depicted.

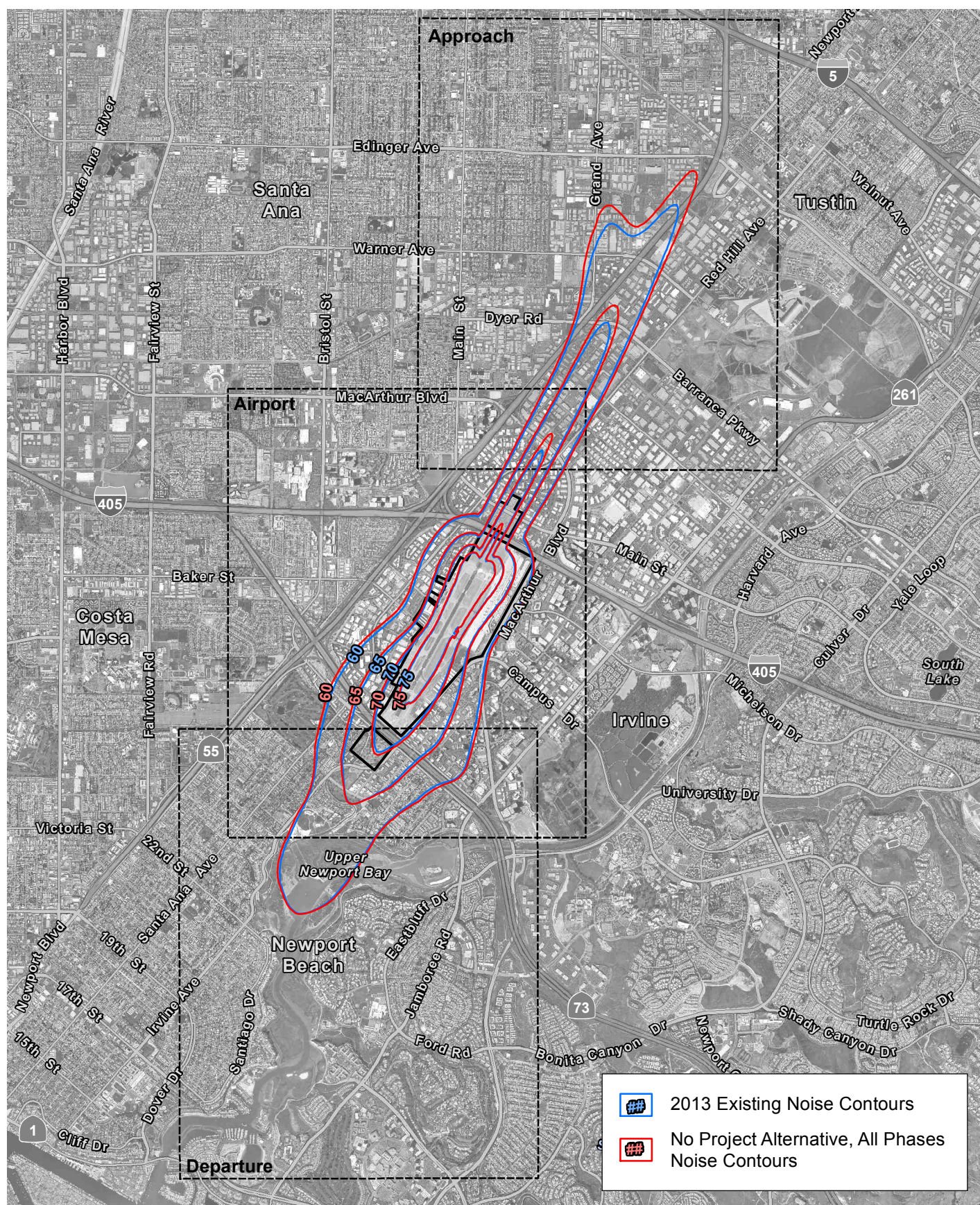
No additional noise-sensitive land uses would be within the greater than 70 CNEL contour when the No Project Alternative is compared to existing conditions. Increased noise levels would add 32 additional residences to the area within the 65 CNEL contour, of which 10 were insulated under the AIP and 22 are not insulated. No other sensitive receptors would be included in the area added to the 65 CNEL contour. Of the uninsulated homes, 17 are located in the business park and are non-conforming uses.

As previously indicated, those residences with outdoor living areas exposed to a greater than 65 CNEL would be incompatible with the County's exterior noise standard. There is no feasible mitigation for the exterior noise levels. Therefore, as the 65 CNEL contour expands beyond the existing contour and includes additional residences this would be a significant impact.

The non-conforming residential uses within the business park are not eligible for future sound attenuation; therefore, from a land use compatibility perspective, these residences would be exposed to exterior and potentially interior noise levels in excess of the County standards, which would be a significant impact and mitigation is not feasible.

Residences that have received insulation would be compatible with the interior noise standards. For the uninsulated residences, however, there is also the potential for incompatibility due to excessive interior noise levels, which would be considered a significant impact. As the No Project Alternative, there would not be a commitment to provide mitigation measures; therefore, the impact would be significant and unavoidable.

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Comparison of Existing and No Project Alternative Noise Contours, All Phases

Exhibit 4.5-18a

John Wayne Airport Settlement Agreement Amendment



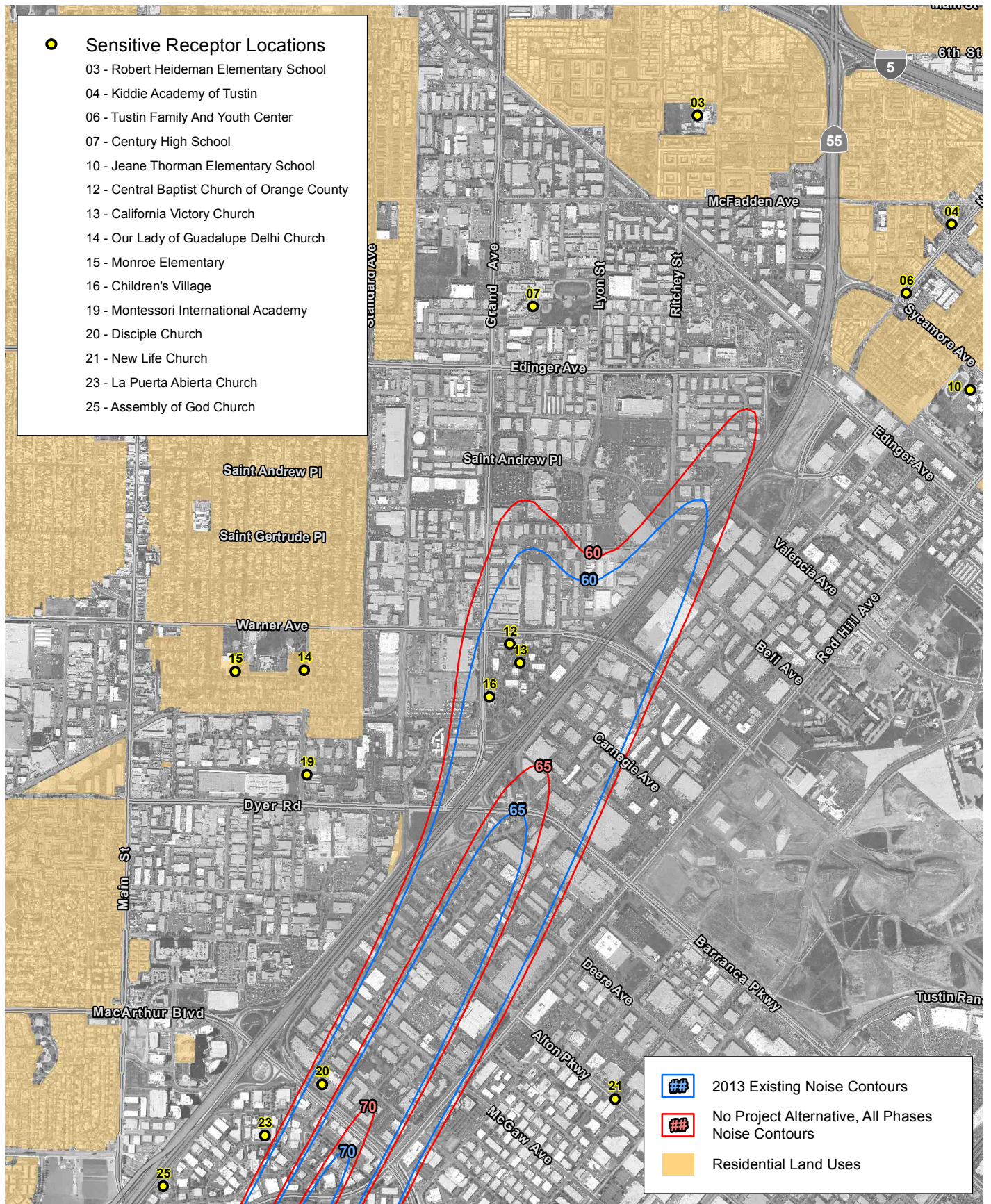
1 0.5 0 1 Miles





Sensitive Receptor Locations

- 03 - Robert Heideman Elementary School
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Existing and No Project Alternative, All Phases Approach Noise Contours with Sensitive Land Uses

Exhibit 4.5-18b

John Wayne Airport Settlement Agreement Amendment

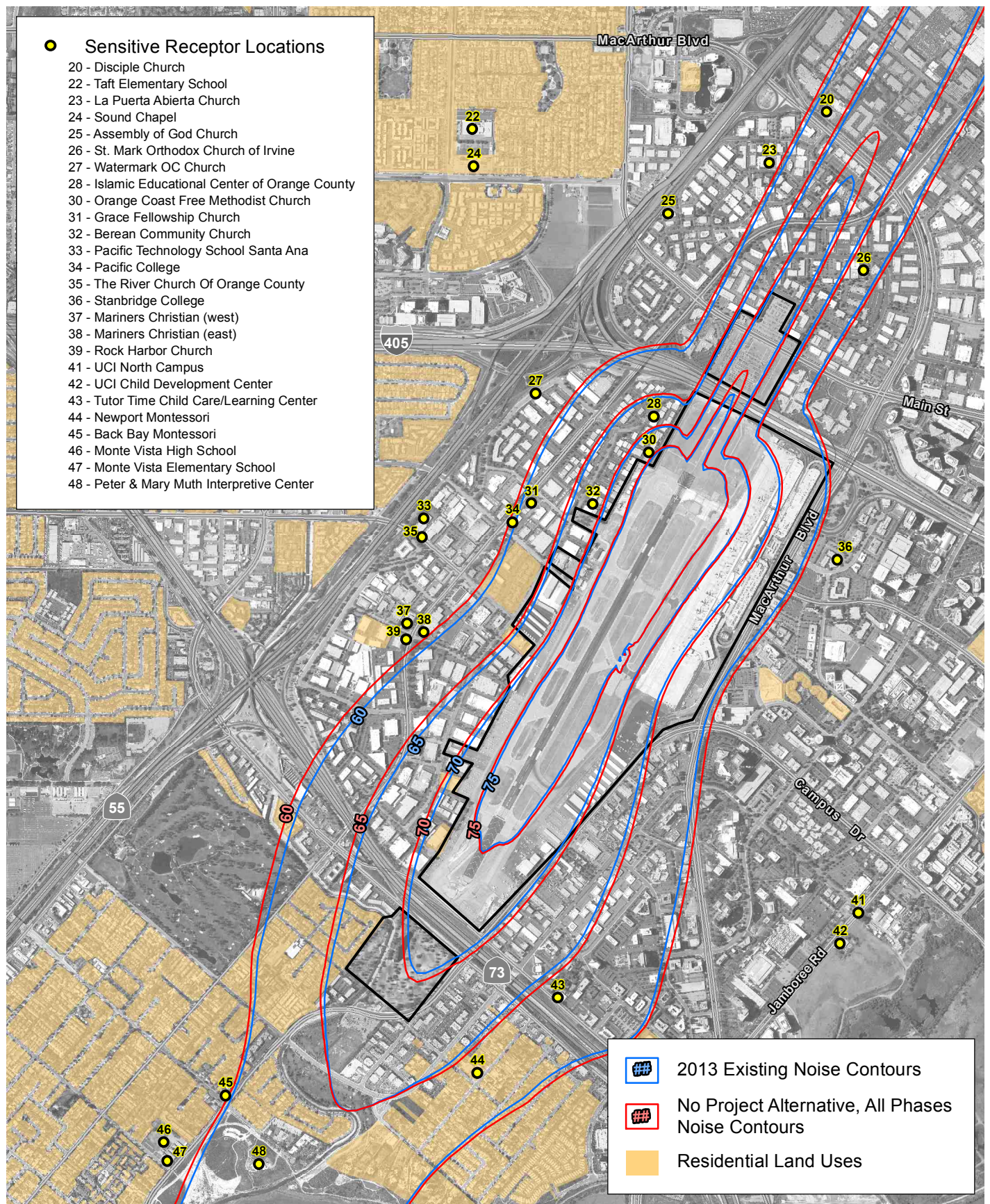


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● Sensitive Receptor Locations

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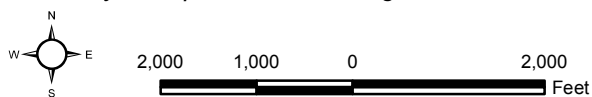


- 2013 Existing Noise Contours
- No Project Alternative, All Phases Noise Contours
- Residential Land Uses

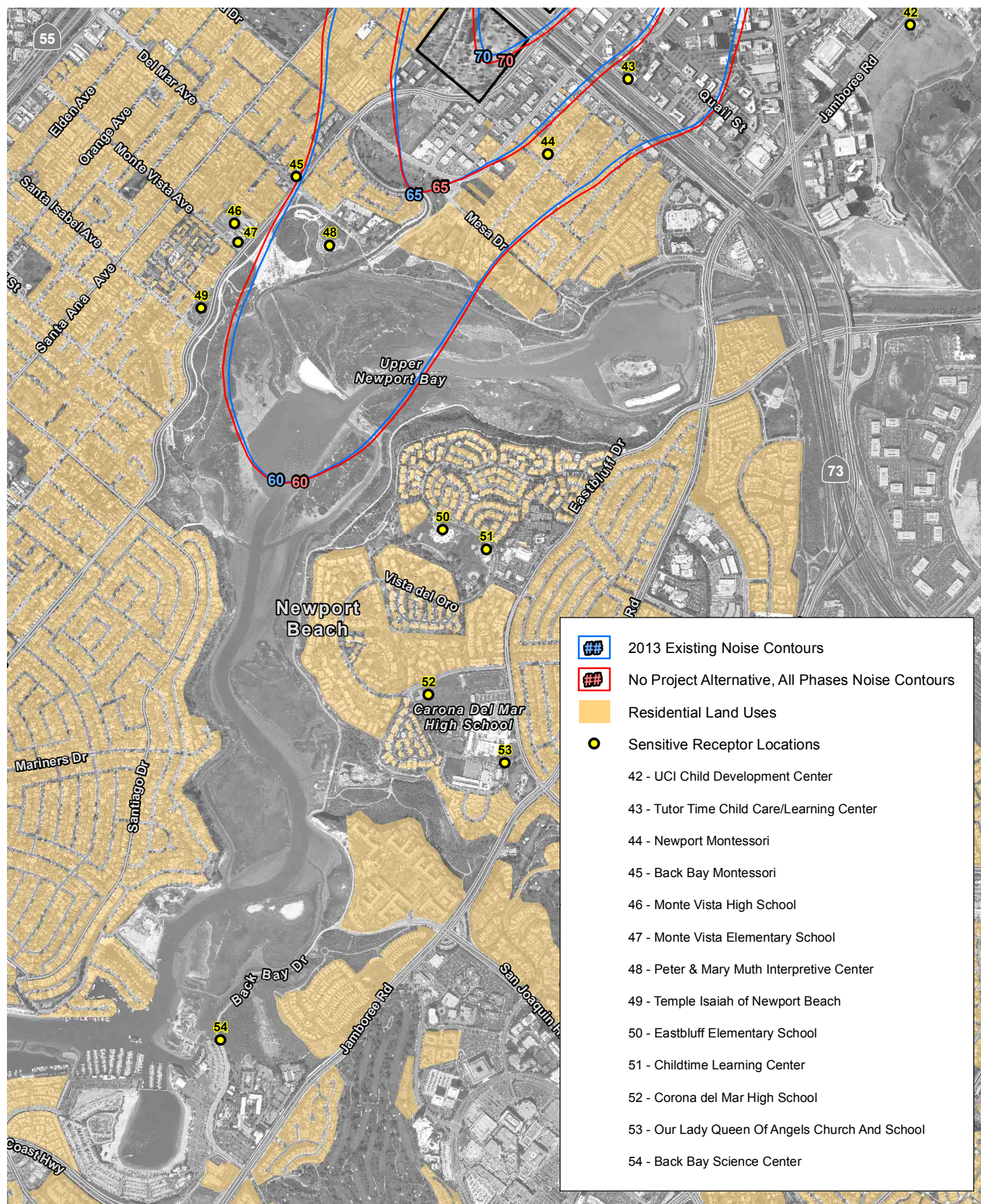
Existing and No Project Alternative, All Phases Airport Area Noise Contours with Sensitive Land Uses

Exhibit 4.5-18c

John Wayne Airport Settlement Agreement Amendment



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Existing and No Project Alternative, All Phases Departure Noise Contours with Sensitive Land Uses

John Wayne Airport Settlement Agreement Amendment

Exhibit 4.5-18d



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Policy Consistency Analysis

Refer to Table 4.5-10 which provides an evaluation of the No Project Alternative in relation to the applicable goals and policies addressed in the relevant documents previously discussed.

The No Project Alternative is consistent with the applicable goals and policies of the *County of Orange General Plan*. As part of the analysis provided in Table 4.5-10, it was determined that the No Project Alternative would be inconsistent with a goal and several policies of the *City of Newport Beach General Plan*, as well as policies from General Plans of Irvine, Costa Mesa, and Tustin. Inconsistency with the *City of Newport Beach General Plan* (Goal N 3; Policies N 3.1, N 3.2, N 3.4, N 3.8, N 3.9), as well as policies from General Plans of Irvine (Objective B-7, Policy (b)), Costa Mesa (Policy N-1A.8), and Tustin (Policy 1.4). Inconsistency with the *County of Orange General Plan* and *City of Newport Beach General Plan* would be considered a significant impact. Since the cities of Irvine, Costa Mesa and Tustin do not have jurisdiction over the Project, these conflicts would not be a significant environmental impact.

Impact Conclusion: *With the No Project Alternative, operations would not result in significant impacts to on-site facilities.*

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 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.

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.

4.5.6 MITIGATION PROGRAM

As discussed above, Mitigation Measure LU-1, would serve to mitigate land use compatibility impacts associated with noise for the Proposed Project and all the alternatives, other than the No Project Alternative. However, until interior noise measurements are taken, it cannot be determined if all the noise sensitive uses with interior noise levels in excess of 45 CNEL would qualify for sound attenuation based on FAA criteria.

Proposed Project and Alternatives A through C

- LU-1 Starting with the 2015 Annual Noise Report, the annual noise contours presented in the report will be used by the County of Orange/JWA to identify parcels with noise sensitive uses (i.e., residences, schools or churches) that are newly located either partially or completely within the 65 CNEL contour as compared to their location relative to the 65 CNEL contour in the 2013 Annual Contours, which will serve as the baseline condition. All uses that were established before 1985 and have not been insulated under the previous AIP will be eligible for evaluation under the SIP described in Mitigation Measure N-3. Those uses with an average interior noise levels exceeding 45 CNEL will be eligible for insulation under the SIP described in Mitigation Measure N-3.

For those uses with interior noise levels less than 45 CNEL, the amount of outdoor-to-indoor noise reduction for each habitable room will be recorded. In each subsequent Annual Noise Report, the noise level impacting these uses and the measured noise reduction will be used to estimate the interior noise level. If the estimated interior noise level exceeds 45 CNEL, then the use will be eligible for re-evaluation in the form of new interior noise level measurements. If the interior noise level in any habitable room exceeds 45 CNEL, then the use will be eligible for the SIP described in Mitigation Measure N-3.

Proposed Project and Alternatives A and B

- LU-2 Prior to authorizing the allowed Phase 3 increases for the Proposed Project and Alternative A, the 2025 Annual Noise Report shall be evaluated by the County of Orange/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.

For Alternative B, these same provision will apply, but will be initiated prior to allowing the increase in operations for Phase 2. For Alternative B, the 2020 Annual Noise Report shall be evaluated by the County of Orange/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 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 a 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.

4.5.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

PROPOSED PROJECT

The Proposed Project would have less than significant land use impacts to on-site facilities. No mitigation measures are required.

With all phases of the Proposed Project, there would be a significant, unavoidable impact due to an increase in the number of noise-sensitive uses exposed to noise levels in excess of the 65 CNEL exterior noise standard. There are no feasible mitigation measures for exterior noise levels. Implementation of Mitigation Measure LU-1 would potentially reduce impacts associated with excess interior noise levels to less than significant levels. However, until interior noise measurements are taken, it cannot be determined if all the noise sensitive uses with interior noise levels in excess of 45 CNEL would qualify for sound attenuation based on FAA criteria. Given the uncertainty that this measure is feasible to adequately reduce interior noise levels at all potentially impacted residences, the impact has been determined to be significant and unavoidable.

Prior to implementation of mitigation measures, the Proposed Project, Phase 3 would have a significant impact pertaining to consistency with applicable land use plan, policies, and regulations because the City of Newport Beach's noise thresholds would be exceeded. However, with implementation of Mitigation Measure LU-2, this impact would be reduced to a less than significant level.

ALTERNATIVE A

Alternative A, Phases 1 and 2 would have less than significant impacts to on-site facilities. Phase 3 would result in a significant, unavoidable impact to gate capacity when evaluated with the enplanements per gates with loading bridges methodology.

With all phases of Alternative A, there would be a significant, unavoidable impact due to an increase in the number of noise-sensitive uses exposed to noise levels in excess of the 65 CNEL exterior noise standard. There are no feasible mitigation measures for exterior noise levels. Implementation of Mitigation Measure LU-1 would potentially reduce impacts associated with excess interior noise levels to less than significant levels. However, until interior noise measurements are taken, it cannot be determined if all the noise sensitive uses with interior noise levels in excess of 45 CNEL would qualify for sound attenuation based on FAA criteria. Given the uncertainty that this measure is feasible to adequately reduce interior noise levels at all potentially impacted residences, the impact has been determined to be significant and unavoidable.

Prior to implementation of mitigation measures, Alternative A, Phase 3 would have a significant impact pertaining to consistency with applicable land use plan, policies, and regulations because the City of Newport Beach's noise thresholds would be exceeded. However, with implementation of Mitigation Measure LU-2, this impact would be reduced to a less than significant level.

ALTERNATIVE B

Alternative B, Phase 1 would have less than significant impacts to on-site facilities. Alternative B would exceed the automobile parking capacity for Phases 2 and 3. The planned additional

parking in Parking Structure C2 would avoid the impact for Phase 2, though the impact would remain significant for Phase 3. With Alternative B, Phase 3, there would also be significant unavoidable impacts to gate capacity, international terminal capacity, fuel storage capacity, and automobile parking.

With all phases of Alternative B, there would be a significant, unavoidable impact due to an increase in the number of noise-sensitive uses exposed to noise levels in excess of the 65 CNEL exterior noise standard. There are no feasible mitigation measures for exterior noise levels. Implementation of Mitigation Measure LU-1 would potentially reduce impacts associated with excess interior noise levels to less than significant levels. However, until interior noise measurements are taken, it cannot be determined if all the noise sensitive uses with interior noise levels in excess of 45 CNEL would qualify for sound attenuation based on FAA criteria. Given the uncertainty that this measure is feasible to adequately reduce interior noise levels at all potentially impacted residences, the impact has been determined to be significant and unavoidable.

Alternative B, Phases 2 and 3 would be inconsistent with the applicable goals and policies of the *City of Newport Beach General Plan*. Specifically, both Phases 2 and 3 would be inconsistent with the noise threshold and Phase 3 is inconsistent with the policy pertaining to meeting some of Orange County's air transportation demand through the use of other airports. As with the Proposed Project, with implementation of Mitigation Measure LU-2, the inconsistency with the noise threshold could be reduced to a less than significant level. However, consistency with the policy regarding use of other airports cannot be mitigated to a less than significant level based on the number of ADD and MAP proposed in Alternative B, Phase 3. This would be a significant, unavoidable impact since the City of Newport Beach has jurisdiction over the Project

ALTERNATIVE C

Phases 1 and 2 of Alternative C would exceed airfield capacity. All phases of Alternative C would exceed the RON spaces; capacity for loading bridges; international terminal capacity; fuel storage capacity; and automobile parking capacity. These would be significant, unavoidable impacts.

With all phases of Alternative C there would be a significant, unavoidable impact due to an increase in the number of noise-sensitive uses (both residences and an educational facility) exposed to noise levels in excess of the 65 CNEL exterior noise standard. Implementation of Mitigation Measure LU-1 would potentially reduce impacts associated with excess interior noise levels to less than significant levels at the noise sensitive uses. However, until interior noise measurements are taken, it cannot be determined if all the noise sensitive uses with interior noise levels in excess of 45 CNEL would qualify for sound attenuation based on FAA criteria. Given the uncertainty that this measure is feasible to adequately reduce interior noise levels at all potentially impacted residences, effected schools, and places of worship, the impact has been determined to be significant and unavoidable.

Alternative C would be inconsistent with applicable goals and policies of the *City of Newport Beach General Plan*. Specifically, it would be inconsistent with the noise threshold and the policy pertaining to meeting some of Orange County's air transportation demand through the use of other airports. This would be a significant, unavoidable impact since the City of Newport Beach has jurisdiction over the Project

NO PROJECT ALTERNATIVE

The No Project Alternative would not result in any impacts to on-site facilities. However, the No Project Alternative would result in an increase in the number of noise-sensitive uses exposed to exterior noise levels in outdoor living areas in excess of 65 CNEL and potentially indoor habitable rooms in excess of 45 decibels ("dB"). With the No Project Alternative, new mitigation would not be provided; therefore, these land uses would remain as potentially incompatible land uses, which would be a significant impact. The No Project Alternative would conflict with goals and policies from the *City of Newport Beach General Plan*.

The land use impact findings are summarized in Table 4.5-11.

**TABLE 4.5-11
SUMMARY OF LAND USE IMPACTS**

| Threshold | Proposed Project | Alternative A | Alternative B | Alternative C | No Project Alternative |
|------------------|---|---|--|--|---|
| Threshold 4.5-1 | <p><i>On-site facilities</i> Less than significant impacts (All phases)</p> <p><i>Off-site facilities</i> <u>Exterior Noise:</u> Significant, unavoidable impact (All phases).</p> <p><u>Interior Noise:</u> Potentially significant, unavoidable impact (All phases)</p> <p><i>Plan Consistency</i> Less than significant impacts (Phases 1 and 2) Less than significant impact after mitigation (Phase 3)</p> | <p><i>On-site facilities</i> Less than significant impacts (Phases 1 and 2) Significant, unavoidable impact (Phase 3)</p> <p><i>Off-site facilities</i> <u>Exterior Noise:</u> Significant, unavoidable impact (All phases).</p> <p><u>Interior Noise:</u> Potentially significant, unavoidable impact (All phases)</p> <p><i>Plan Consistency</i> Less than significant impacts (Phases 1 and 2) Less than significant impact after mitigation (Phase 3)</p> | <p><i>On-site facilities</i> Less than significant impacts (Phase 1) Significant, unavoidable impacts (Phases 2 and 3)</p> <p><i>Off-site facilities</i> <u>Exterior Noise:</u> Significant, unavoidable impact (All phases).</p> <p><u>Interior Noise:</u> Potentially significant, unavoidable impact (All phases)</p> <p><i>Plan Consistency</i> Less than significant impact with mitigation (Phases 1 and 2) Significant, unavoidable impact (Phase 3)</p> | <p><i>On-site facilities</i> Significant, unavoidable impacts (All phases)</p> <p><i>Off-site facilities</i> <u>Exterior Noise:</u> Significant, unavoidable impact (All phases).</p> <p><u>Interior Noise:</u> Potentially significant, unavoidable impact (All phases)</p> <p><i>Plan Consistency</i> Significant, unavoidable impact (All phases)</p> | <p><i>On-site facilities</i> Less than significant impacts (All phases)</p> <p><i>Off-site facilities</i> <u>Exterior Noise:</u> Significant, unavoidable impact (All phases).</p> <p><u>Interior Noise:</u> Potentially significant, unavoidable impact (All phases)</p> <p><i>Plan Consistency</i> Less than significant impacts (All phases)</p> |

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