



**JOHN WAYNE AIRPORT  
3160 AIRWAY AVENUE  
COSTA MESA, CALIFORNIA 92626**

## **NOTICE OF PREPARATION AND NOTICE OF SCOPING MEETING**

**DATE:** October 1, 2013  
**SUBJECT:** Notice of Preparation of an Environmental Impact Report and Notice of Scoping Meeting  
**PROJECT TITLE:** John Wayne Airport Settlement Agreement Amendment  
**APPLICANT:** County of Orange/John Wayne Airport  
3160 Airway Avenue, California 92626  
Lea Choum, (949) 252-5123

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

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

The County requests that any potential Responsible or Trustee Agencies responding to this NOP reply in a manner consistent with Section 15082(b) of the State CEQA Guidelines, which allows for the submittal of any comments in response to this notice no later than 30 days after receipt of the NOP. The County will accept comments from these Agencies and others regarding this NOP through the close of business, October 31, 2013.

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

October 17, 2013  
John Wayne Airport—Airport Commission Room  
3160 Airway Avenue  
Costa Mesa, CA 92626

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

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

Submitted by:

Alan L. Murphy, Airport Director

## **JOHN WAYNE AIRPORT SETTLEMENT AGREEMENT AMENDMENT PROJECT DESCRIPTION SUMMARY**

The County of Orange (“County”) is the Project proponent and will be the Lead Agency under the California Environmental Quality Act (“CEQA”) for the preparation of an Environmental Impact Report (“EIR”) for the John Wayne Airport Settlement Agreement Amendment (“Project”).

### ***Project Location***

The Project would be implemented at John Wayne Airport (“JWA” or “Airport”), located at 18601 Airport Way, in an unincorporated area of Orange County. The Airport encompasses approximately 504 acres. The aviation activities at JWA are located on approximately 400 acres. The site is south of Interstate (“I”) 405, north of State Route (“SR”) 73, west of MacArthur Boulevard, and east of Red Hill Avenue. The Airport-owned property includes the airfield; the terminal; surface level and parking structures; the administrative building; maintenance facilities; property leased for aviation support uses; and a portion of the Newport Beach Golf Course. The Project area is surrounded by the cities of Newport Beach, Irvine, and Costa Mesa, as well as several unincorporated County islands. The regional location and local vicinity are shown on Exhibits 1 and 2, respectively.

### ***Project Setting***

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

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

To obtain ongoing data on the existing noise characteristics of Airport operations, JWA installed ten permanent noise-monitoring stations surrounding the Airport approach and departure paths. The data from the noise-monitoring system is combined with data from other sources to permit precise noise modeling and prediction of noise levels. Radar tracking and sophisticated use of noise levels measured at the noise-monitoring stations have produced very accurate depictions of flight tracks. Both Community Noise Equivalent Level (“CNEL”) and Single Event Noise Equivalent Level (“SENEL”) are monitored and calculated each day and for each aircraft.

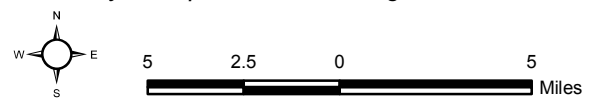


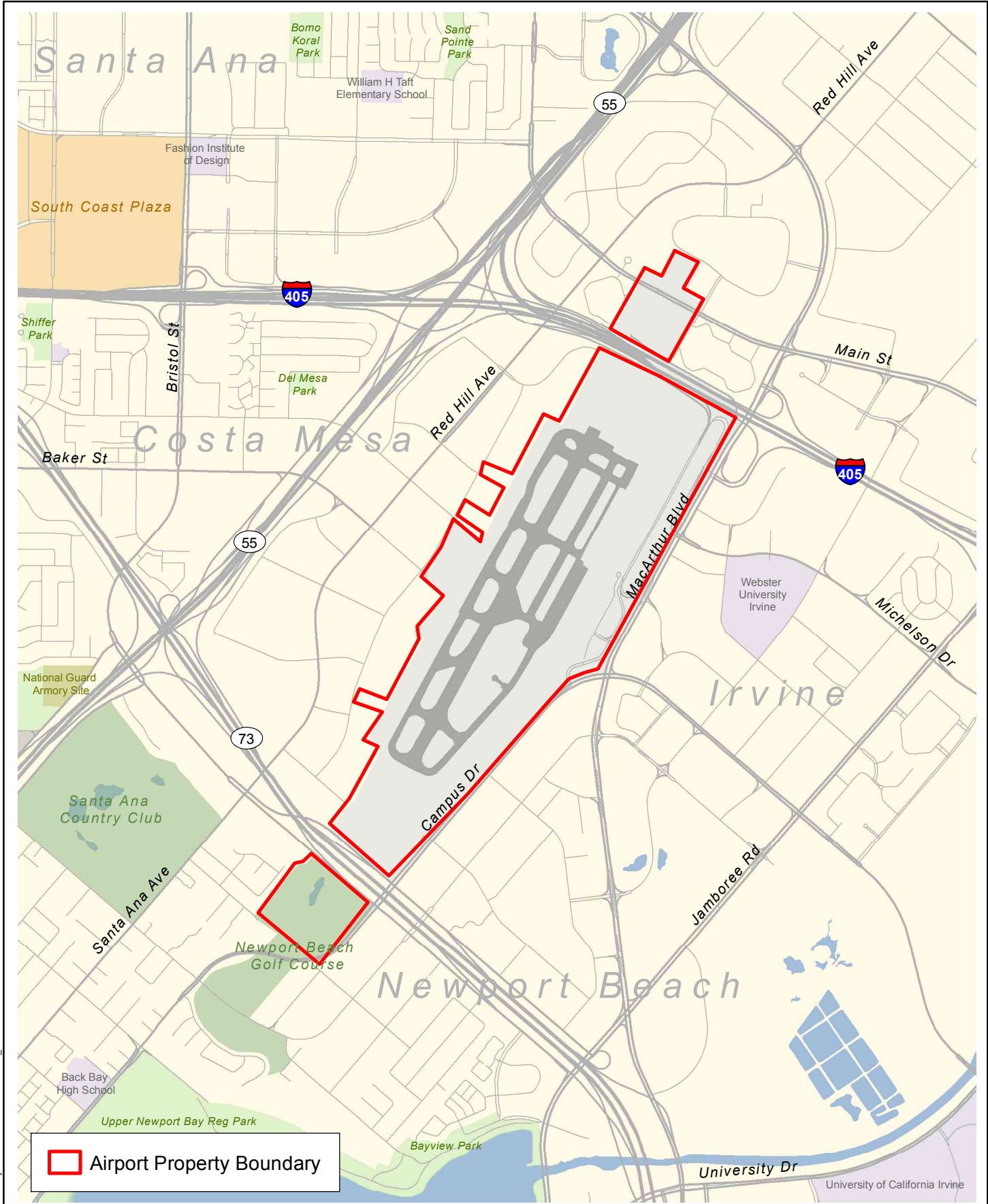
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## Regional Location

*John Wayne Airport Settlement Agreement Amendment*

## Exhibit 1



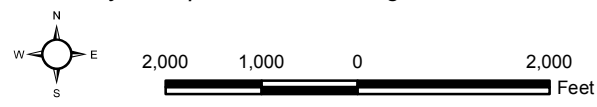


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**Local Vicinity**


*John Wayne Airport Settlement Agreement Amendment*

**Exhibit 2**





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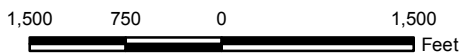
 Airport Property Boundary

Aerial Source: Eagle Aerial 2012

## Aerial Photograph

John Wayne Airport Settlement Agreement Amendment

Exhibit 3



In an effort to balance the environmental, political, social, and economic demands and concerns regarding operations at JWA, operations at the Airport are subject to a number of regulations and restrictions. These restrictions include various limitations on the number of commercial airline operations; maximum single event noise levels applicable to both commercial and general aviation operations; and noise restrictions applicable to nighttime operations (“curfew”). The curfew prohibits regularly scheduled commercial operations and general aviation operations exceeding 86 decibels (“dB”) SENEL at specified noise-monitoring stations from taking off between the hours of 10:00 PM and 7:00 AM (8:00 AM on Sundays) and from landing between 11:00 PM and 7:00 AM. These local proprietor restrictions were adopted prior to the passage of the Airport Noise and Capacity Act of 1990 (“ANCA”). ANCA requires Federal Aviation Administration (FAA) approval of noise and access restrictions; these restrictions are, therefore, “grandfathered” under the terms of that statute and its implementing regulations. Under this “grandfathered” status, amendments are permitted provided it does not reduce or limit aircraft operations or affect aircraft safety.

### ***Project Background and Related History***

In April 1985, the County of Orange, acting as the proprietor and operator of JWA, adopted a Master Plan for further development of physical facilities at the Airport and an increase in previously imposed limits on certain aircraft operations, which had been adopted by the County principally for purposes of controlling aircraft noise impacts in surrounding residential communities (“the 1985 Master Plan”). In connection with the consideration and adoption of the 1985 Master Plan, the County prepared, circulated, and certified EIR 508.

Following adoption of the 1985 Master Plan and the certification of EIR 508, litigation related to the Master Plan and EIR 508 was initiated (1) by the County in the United States District Court for the Central District of California and (2) by the City and two citizens groups (Stop Polluting Our Newport [“SPON”] and the Airport Working Group [“AWG”]) in the Orange County Superior Court. In addition, in April 1985, there was then pending in the California Court of Appeals for the Fourth District an appeal by the County from an earlier trial court ruling made under CEQA with respect to an earlier Master Plan for JWA adopted by the County in 1981, and its related EIR (“EIR 232”).

In the summer of 1985, the County of Orange, the City of Newport Beach, SPON, and AWG reached a comprehensive agreement settling all pending actions and claims related to the 1985 Master Plan and EIR 508, and the pending appeal in the 1981 Master Plan/EIR 232 litigation. This agreement was memorialized in a series of stipulations signed and filed in the various courts where those actions were then pending. The stipulations set limitations on the size and function of the physical facilities at JWA; regulated the number of flights; set a cap on the number of passengers served at the Airport; and confirmed the curfew restricting the hours of operation at the Airport. The principal stipulation memorializing the substantive terms of the parties’ Settlement Agreement was filed in the federal court action initiated by the County with respect to the 1985 Master Plan and EIR 508. The stipulation was accepted and confirmed by an order of the District Court after a hearing conducted in December 1985. The original term of the settlement stipulation required that it remain in effect through December 31, 2005, and the parties have continued to implement its provisions—subject to some modifications—since it was first approved by the District Court.

In 2001, the Settlement Agreement signatories initiated the process to amend the Settlement Agreement to increase the number of Class A Annual Average Daily Departures (“ADDs”)<sup>1</sup> and allowed million annual passengers (“MAP”) to be served at the Airport; to modify the restrictions on the facilities; and to extend the term of the Settlement Agreement to December 31, 2015. The Settlement Agreement Amendment was accepted by the Settlement Agreement signatories in early 2003, and the United States District Court accepted the 2003 Amended Stipulation and modified the judgment to conform to the terms contained in the 2003 Amended Settlement Agreement. The current MAP limit under the existing Amended Settlement Agreement is 10.8 MAP; the Airport currently serves approximately 8.9 MAP.

### ***Description of the Project***

For nearly 30 years, the County of Orange has implemented the landmark Settlement Agreement that governs operations at John Wayne Airport. The Settlement Agreement reflects a commitment on the part of the County and its partners (the City of Newport Beach, SPON, and AWG) to balance the quality of life concerns of the residents living in the vicinity of the Airport; the needs of the air traveling and shipping public; and the aviation industry’s desire to provide air service to Orange County. Specifically, the Settlement Agreement has allowed for additional facilities and operational capacity while providing environmental protections for the local community.

The Settlement Agreement, as amended in 2003 is currently scheduled to expire on December 31, 2015. The four signatories have agreed to evaluate an extension of and amendments to the Settlement Agreement, and have defined the following Project Objectives:

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

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<sup>1</sup> At the time the Settlement Agreement was adopted, the ADDs at JWA were divided into three “classes” based on the noise characteristics of departing aircraft. The Class A flights are the noisiest. The next quietest class of ADDs was designated as Class AA. The quietest class is Class E. The Class E flights do not have a maximum number of flights allowed because they are below the regulatory noise levels established in EIR 508 (i.e., 86.0 dB SENEL). However, the number of passengers on Class E flights counted toward the maximum 8.4 million annual passengers (MAP) allowed by the Settlement Agreement prior to December 31, 2005.

5. To consider revisions to the regulatory operational restrictions at JWA in light of the current aviation environment; the current needs of the affected communities; and industry interests represented at JWA.

The EIR will evaluate the Proposed Project, three alternatives, and the No Project Alternative, as summarized in Table 1 below, at an equal level of detail.

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

Principal Restrictions	Proposed Project	Alternative A	Alternative B	Alternative C	No Project <sup>a</sup>
<b>Term</b>	Through December 31, 2030	Through December 31, 2030	Through December 31, 2030	Not Applicable	Not Applicable-- Settlement Agreement Expired
<b>Curfew</b>	Through December 31, 2035	Through December 31, 2035	Through December 31, 2035	Through December 31, 2020	No Change
<b>Annual Passenger Limit (MAP)</b>					
January 1, 2016–December 31, 2020	10.8 MAP	10.8 MAP	10.8 MAP	16.9 MAP	10.8 MAP
January 1, 2021–December 31, 2025	11.8 MAP	11.4 MAP	13.0 MAP	16.9 MAP	10.8 MAP
January 1, 2026–December 31, 2030	12.2 or 12.5 MAP <sup>b</sup>	12.8 MAP	15.0 MAP	16.9 MAP	10.8 MAP
<b>Passenger Flights (Class A ADDs for passenger service)</b>					
January 1, 2016–December 31, 2020	85 Class A ADDs	107 Class A ADDs (+22)	100 Class A ADDs (+15)	228 Class A ADDs (+143)	85 Class A ADDs
January 1, 2021–December 31, 2025	95 Class A ADDs (+10)	120 Class A ADDs (+13)	110 Class A ADDs (+10)	228 Class A ADDs (+0)	85 Class A ADDs
January 1, 2026–December 31, 2030	95 Class A ADDs	135 Class A ADDs (+15)	115 Class A ADDs (+5)	228 Class A ADDs (+0)	85 Class A ADDs
<b>Cargo Flights (Class A ADDs for all-cargo service)</b>					
January 1, 2016 – December 31, 2030	4 Class A ADDs	4 Class A ADDs	4 Class A ADDs	4 Class A ADDs	4 Class A ADDs
<b>Passenger Loading Bridges</b>					
January 1, 2016–December 31, 2020	20	20	20	No Limit	20
January 1, 2021–December 31, 2030	No Limit	No Limit	No Limit	No Limit	20
MAP: Million Annual Visitors; ADD: Average Daily Departures. Table Notes: <b>Alternative A</b> was delineated based on information contained in the Federal Aviation Administration’s APO Terminal Area Forecast Detail Report dated January 2013. <b>Alternative B</b> was delineated based on input from JWA’s commercial air service providers. <b>Alternative C</b> was delineated based on the physical capacity of JWA’s airfield. <sup>a</sup> The No Project Alternative assumes operations at JWA would remain unchanged; however, there would be no limitation on the Board of Supervisors, at a subsequent time, to increase the number of ADD and MAP being served at the Airport, subject to CEQA review. <sup>b</sup> Trigger for capacity increase to 12.5 MAP: air carriers must be within 5 percent of 11.8 MAP (i.e., 11.21 MAP) in any one year during the January 1, 2021, through December 31, 2025 timeframe. Source: John Wayne Airport 2013 (Proposed Project and Alternatives A–C).					



### ***Anticipated Project Approvals***

Upon certification of the EIR, the Orange County Board of Supervisors would consider whether to approve the Project or a feasible project alternative. However, the County only would authorize execution of an amended Settlement Agreement in the event that the City of Newport Beach's City Council and the governing boards of SPON and AWG first authorize the amendments and provide the County with an executed iteration of the Settlement Agreement. Assuming all signatories approve the Project and execute a 2014 Amendment to the Settlement Agreement, the signatories would submit a request to the U.S. District Court, Central District of California, to approve the amendments to the Settlement Agreement. Upon certification of an EIR, the Orange County Board of Supervisors would consider approval of the Project. However, said approval would be contingent upon the City Council of Newport Beach and the governing boards of SPON and AWG approving and executing the agreed upon amendment to the Settlement Agreement. Assuming all signatories approve the Project and execute the amendment to the Settlement Agreement, including the Board of Supervisors, the amendment would be submitted to the U.S. District Court, Central District of California, with request to approve the same. The Federal Aviation Administration ("FAA") does not need to approve the Settlement Agreement or its amendments; however, concurrence will be requested from the FAA that the 2014 Settlement Agreement Amendment does not affect JWA's standing under ANCA, its grant assurances, and other related requirements.

### ***Anticipated Schedule***

The Project schedule, as currently envisioned, contemplates that the draft EIR will be available for public review in early 2014. A 45-day public review period will be provided, after which responses to comments received will be prepared. The Orange County Planning Commission will then hold a public hearing and make a recommendation on certification of the EIR to the Board of Supervisors. In addition, the Airport Commission will have a public hearing and make a recommendation on approval of the project to the Board of Supervisors. The Orange County Planning Commission and Airport Commission hearings are expected to be scheduled in mid-2014, with the Board of Supervisors taking action on the Project shortly thereafter.

### ***Probable Environmental Effects of the Project***

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

- Air Quality
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Transportation/Traffic

Additionally, while the Initial Study concludes that there will be no significant Project impacts, the County intends to provide more detailed information on the following topics in the EIR:

- Biological Resources

- Water Quality
- Public Services
- Utilities and Service Systems (water and wastewater services)

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

- Aesthetics
- Agriculture and Forestry Resources
- Cultural/Scientific Resources
- Geology and Soils
- Hydrology
- Mineral Resources
- Population and Housing
- Recreation
- Utilities and Service Systems (storm water drainage and solid waste disposal)

### ***Conclusion***

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



**ENVIRONMENTAL ANALYSIS CHECKLIST**  
**EIR #: 617 and the IP #13-316**  
**John Wayne Airport Settlement Agreement Amendment**

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
<b>1. AESTHETICS. Would the project:</b>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>2. AGRICULTURE &amp; FORESTRY RESOURCES. Would the project:</b>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
<b>3. AIR QUALITY. Would the project:</b>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>4. BIOLOGICAL RESOURCES. Would the project:</b>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
f. Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>5. CULTURAL/SCIENTIFIC RESOURCES. Would the project:</b>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6. GEOLOGY AND SOILS. Would the project:</b>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soils, as defined in Table 18-1-B of the California Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal system where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>7. GREENHOUSE GAS EMISSIONS. Would the project:</b>				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>8. HAZARDS &amp; HAZARDOUS MATERIALS. Would the project:</b>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
h. Expose people or structures to a significant risk or loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>9. HYDROLOGY &amp; WATER QUALITY. Would the project:</b>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level (e.g., the production rate of the pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially alter drainage patterns of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
<b>10. LAND USE &amp; PLANNING. Would the project:</b>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>11. MINERAL RESOURCES. Would the project:</b>				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>12. NOISE. Would the project result in:</b>				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a private or public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
<b>13. POPULATION &amp; HOUSING. Would the project:</b>				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>14. PUBLIC SERVICES.</b>				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>15. RECREATION.</b>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>16. TRANSPORTATION/TRAFFIC. Would the project:</b>				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				
b. Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plan or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>17. UTILITIES &amp; SERVICE SYSTEMS. Would the project:</b>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
addition to the provider's existing commitments?				
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**MANDATORY FINDINGS**

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does project have environmental effects which will cause substantial adverse cause effects on human beings, either directly or indirectly	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**DETERMINATION:**

Based upon the evidence in light of the whole record documented in the attached environmental checklist explanation, cited incorporations and attachments, I find that the proposed project:

- a. **COULD NOT** have a significant effect on the environment, and a negative declaration (ND) will be prepared pursuant to CEQA Guidelines Article 6, 15070 through 15075.
- b. **Could have** a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures have been added to the project or revisions in the project have been made by or agreed to by the project proponent. A Mitigated Negative Declaration (MND) will be prepared pursuant to CEQA Guidelines Article 6, 15070 through 15075.

- c. **MAY have** a significant effect on the environment, which has not been analyzed previously. Therefore, an environmental impact report (EIR) is required.
- d. **MAY have** a “potentially significant effect on the environment” or “potentially significant effect unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An Environmental Impact Report is required, but it must analyze only the effects that remain to be addressed.
- e. **Although the** proposed project could have a significant effect on the environment, because potentially effects 1) have been analyzed adequately in an earlier EIR or ND/MND pursuant to applicable legal standards and 2) have been avoided or mitigated pursuant to that earlier EIR/ND/MND, including revisions or mitigation measures that are imposed upon the project, nothing further is required.
- f. **Although the** proposed project could have a significant effect on the environment, because potentially effects 1) have been analyzed adequately in an earlier EIR or ND/MND pursuant to applicable legal standards and 2) have been avoided or mitigated pursuant to that earlier EIR/ND/MND, including revisions or mitigation measures that are imposed upon the project. **However, minor additions and/or clarifications are needed** to make the previous documentation adequate to cover the project which are documented in this Addendum to the earlier CEQA Document (Sec. 15164).

Signature:   
 Lea Choum, Project Manager  
 John Wayne Airport  
 Telephone: (949) 252-5123

**NOTE:** All referenced and/or incorporated documents may be reviewed by appointment only, at the John Wayne Airport Administrative Offices, 3160 Airway Avenue, Costa Mesa, California, unless otherwise specified. An appointment can be made by contacting the CEQA Contact Person identified above.

Revised 8/2/2011

## ***Introduction***

The EIR will be addressing the Proposed Project, three alternatives, and the No Project Alternative at an equal level of detail. If any alternative will have an impact (direct or cumulative), it will be discussed in the EIR. As such, any reference to the “Project” in this Initial Study is a reference to all alternatives that would result in changes to the terms of the Settlement Agreement (see Table 1).

### **1. AESTHETICS**

#### **PROJECT IMPACT ANALYSIS**

- a) Would the project have a substantial adverse effect on a scenic vista?**
- b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**No Impact.** There are no designated or eligible State or local scenic highways within the vicinity of the Project site (Caltrans 2011; County of Orange 2005a, 2005b). JWA is located in an urbanized area of the County with no scenic resources on or adjacent to the Airport. There are roadways in the City of Newport Beach designated as Coastal View Roads and Public View Points. However, the Project would not alter views for these locations because no physical changes are proposed. Therefore, no impacts to a scenic vista or scenic highway would occur. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

- c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**
- d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?**

**No Impact.** JWA is surrounded by office/commercial uses to the west and east, and is framed at its perimeter by major arterial highways and freeways. Views of the Airport are primarily from the street and freeway system that surrounds the Airport. The most direct view is from Interstate (“I”) 405, immediately north of the Airport. Views from the freeway are of the terminal and runway system on the Airport. Residential and recreational uses south of the Airport do not have direct views of the Airport due to elevation differences and intervening uses; however, Airport operations (i.e., takeoffs and landings) are visible and audible from these uses. Light sources on the Airport include a beacon and approach lighting. Lighting for the terminal, parking structure, and parking lots provide adequate lighting for operation. To comply with federal rules and regulations pertaining to minimizing glare and shielding lighting from pilots, JWA uses surface materials to reduce glare effects. There is minimal spillover lighting to off-site uses. Additionally, no sensitive land uses are immediately adjacent to the Airport. Because the Project does not propose any physical improvements, there would be no change to the visual character or quality of the Project site, nor would the Project result in new substantially adverse light or glare. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

## **2. AGRICULTURE AND FORESTRY RESOURCES**

### **PROJECT IMPACT ANALYSIS**

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

**No Impact.** The Project would not result in any impacts to farmlands listed as “Prime”, “Unique”, or of “Statewide Importance” based on the 2010 Orange County Important Farmland Map prepared by the California Department of Conservation. The study area is generally designated as “Urban and Built-Up Land” (FMMP 2010). No farmland would be impacted by the Project and the Airport site is within a Williamson Act contract. The Project would not result in pressures to convert farmlands to other uses. No part of the Project site or adjacent areas is zoned forest land, timberland or timberland zoned for Timberland Production, nor would the Project result in the loss of forest land or conversion to non-forest use. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

## **3. AIR QUALITY**

### **PROJECT IMPACT ANALYSIS**

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

**Potentially Significant Impact.** The Project would generate additional localized air emissions. The Project's compliance with South Coast Air Quality Management District ("SCAQMD") standards will be assessed. The EIR will include an air quality study to evaluate potential emissions from both aviation activities and ground transportation. The EIR will also include an evaluation of the Project's consistency with adopted regional air quality plans and policies.

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

**Less Than Significant Impact.** The Project does not propose any land uses that are identified by the SCAQMD as odor sources of concern (such as wastewater treatment plants, agricultural operations, landfills, composting, food processing plants, chemical plants, or refineries), nor would the Project be located in the vicinity of a land use of this type. The existing operations at the Airport involve minor odor-generating activities such as airplane exhaust; however, these types of odors are typical of an airport and would not create an odor nuisance pursuant to SCAQMD's Rule 402 or extend beyond the limits of the Airport. The Project would increase flights; however, the increase in odor-generating activities would be negligible. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

#### **4. BIOLOGICAL RESOURCES**

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

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

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

**Less Than Significant Impact.** JWA has little to no biological resources on site. The Airport does not support sensitive wildlife species or contain sensitive species habitat. However, the increase in overflights, as proposed with the Project, may result in an increase in indirect impacts associated with an increase to the overall ambient noise levels in the surrounding environments, specifically over the Upper Newport Bay. The impact associated with noise, motion, and startle impacts resulting from changes in volume of aircraft operations at JWA would have the potential of disturbing wildlife species in the Upper Newport Bay. As documented in EIR 582, previous studies on the effects of aircraft noise on birds were conducted and disclosed no unusual response in behavior (JWA 2001). The EIR will update this information and conduct a literature search and a walkover survey to document sensitive species and vegetation that could potentially be indirectly impacted by the Project.

**c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh,**

**vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** The Project does not include any physical improvements including construction or grading activities. Therefore, the Project would not result in a substantial adverse effect on wetlands. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

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

**Less Than Significant Impact.** Using the General Plans and ordinances of the County of Orange and cities surrounding the Airport, the EIR will include a consistency evaluation of the applicable policies and ordinances, including those pertaining to biological resources.

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

**Less Than Significant Impact.** The Project site is located within the central subarea of the Central-Coastal Natural Community Conservation Plan/Habitat Conservation Plan ("NCCP/HCP"). However, the closest designated NCCP/HCP "Reserve" area is the Upper Newport Bay Ecological Reserve. The EIR will evaluate the Project's consistency with the NCCP/HCP as it pertains to the Upper Newport Bay Ecological Reserve.

## **5. CULTURAL/SCIENTIFIC RESOURCES**

### **PROJECT IMPACT ANALYSIS**

**a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?**

**b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

**c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**d) Would the project disturb any human remains, including those interred outside of formal cemeteries?**

**No Impact.** The Project does not involve any physical improvements, construction, or grading activities that would have the potential to result in ground disturbance. Because of the absence of ground disturbance, construction activities, and new development associated with the Project, no direct or indirect impacts to historical, archaeological, or paleontological resources would occur, nor would the Project disturb any human remains. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.



## **6. GEOLOGY AND SOILS**

### **PROJECT IMPACT ANALYSIS**

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

**No Impact.** The Project does not involve any physical improvements or construction and grading activities that would have the potential to result in ground disturbance. There would be no development as part of the Project. Therefore, the Project would not result in any direct geology or soils impacts. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

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

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

## **7. GREENHOUSE GAS EMISSIONS**

### **PROJECT IMPACT ANALYSIS**

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

**Potentially Significant Impact.** The EIR will include a greenhouse gas (“GHG”) emissions study to disclose the existing and future potential emissions from both aviation activities and ground transportation. The EIR will include an evaluation of the Project’s consistency with applicable plans and policies for reducing GHG emissions.

## **8. HAZARDS AND HAZARDOUS MATERIALS**

### **PROJECT IMPACT ANALYSIS**

- a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**
- b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**
- d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**
- e) Would the project be located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

**Less Than Significant Impact.** The Project would continue the aircraft operations and support services at JWA. Activities involving the use of hazardous materials at JWA are associated with fueling, maintenance, and repair of aircraft and Airport-related vehicles. Most of the materials used by JWA, the Orange County Fire Authority’s Aircraft Rescue and Fire Fighting (“ARFF”) unit, and the fixed based operators (“FBOs”) are off-the-shelf items in non-reportable quantities. The County has established guidelines consistent with State and federal regulations pertaining to hazardous materials to ensure that the risk associated with the use and storage of the materials is minimal. JWA provides for temporary collection and storage of waste oils and solvents generated by aircraft owners that are County tie-down tenants. The waste oil and solvents are recycled. The commercial airlines and FBOs contract privately for recycling or disposing of waste materials. With all Project scenarios, these programs would remain in effect. The potential for impact due to a spill from these uses is considered less than significant.

Several Project alternatives would increase the number of air carrier operations. Certain statistical risks for accidents are associated with aircraft operations, particularly associated with fueling activities. In 1991, JWA constructed a state-of-the art fuel farm at the northwest side of the airfield, which stores all commercial jet fuel. The potential for hazards would be associated with the increased number of trucks that would be required to bring fuel to the JWA fuel farm. The incremental increase associated with the truck trips is not expected to be significant; however, the EIR will contain an evaluation of the “risk of upset” associated with the increased fueling activities associated with the increased flights.

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

**No Impact.** Mariner’s Christian School, located at Red Hill Avenue and Fisher Avenue is located approximately ¼ mile west of the Airport. The Project would increase the amount of jet fuel used at the Airport due to an increase in the number of flights. The fuel is brought in by tanker trucks. Though the increased number of trucks would have an incremental increase on the potential for a spill or accident involving jet fuel, the Project would not result in increased potential exposure to the school because all fuel delivery is done at night between 10:00 PM and 6:00 AM. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

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

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

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

**No Impact.** JWA has an approved emergency response and evacuation plan that addresses emergency procedures for all parts of the facility. The Project would not impair or interfere with implementation of the emergency evacuation plan because it would not alter any of the facilities on site or access to the Airport. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

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

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

## **9. HYDROLOGY AND WATER QUALITY**

### **PROJECT IMPACT ANALYSIS**

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

**f) Would the project otherwise substantially degrade water quality?**

**Less Than Significant Impact.** The Project would result in an increase in flights, which may increase water quality pollutants and runoff at JWA. Although it is anticipated that continued application of the current water quality programs at JWA would minimize potential pollutants because the nature of the pollutants associated with the increased flights would be consistent with current operations, the EIR will provide an evaluation of the types of pollutants anticipated with the Project.

**b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level (e.g., the production rate of the pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

**c) Would the project substantially alter the existing drainage pattern of the site or area including the alteration of the course of a stream or river, in manner which would result in substantial erosion or siltation on or off-site?**

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

**No Impact.** The Project does not involve any physical improvements or construction and grading activities that would have the potential to result in alterations to the drainage pattern or result in erosion or siltation. The Airport does not use groundwater, and the Project would not involve any activities that alter groundwater supplies. The Project site does not provide for substantial groundwater recharge due to the amount of development that exists on the site. Further evaluation of these issues in the EIR is not required, and no mitigation is necessary.

**g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

**h) Would the project place within a 100-year flood hazard area structures, which would impede or redirect flood flows?**

**i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

**j) Would the project be subject to inundation by seiche, tsunami, or mudflow?**

**No Impact.** The Project does not involve any physical improvements or construction and grading activities. Therefore, no housing or structures are proposed and would not be subjected to a 100-year flood hazard; exposure to flooding as a result of failure of a levee or dam; or be subject to inundation by seiche, tsunami or mudflow. Further evaluation of these issues in the EIR is not required, and no mitigation is necessary.

## **10. LAND USE AND PLANNING**

### **PROJECT IMPACT ANALYSIS**

#### **a) Would the project physically divide an established community?**

**No Impact.** JWA is a regulated airport located in an existing urbanized area. The Project does not propose any physical improvements to the existing JWA. Therefore, the Project would not physically divide an established community. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

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

**Potentially Significant Impact.** The EIR will evaluate alternatives with different assumptions for aviation activity at JWA. Increased aviation activity may result in higher noise levels than currently experienced in the areas surrounding the Airport. There is the potential that the resultant noise levels would exceed the thresholds established by the General Plan for noise-sensitive uses (i.e., residential uses) or be greater than the Settlement Agreement baseline noise contours. The EIR will evaluate the potential effect of each Project alternative on the land uses and planning policies pertaining to land use. The analysis will review sensitive land uses surrounding the Airport with information obtained through various published sources, including but not limited to the 2010 U.S. Census data for schools, hospitals, and daycare facilities.

#### **a) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?**

**Less Than Significant Impact.** As indicated above in Checklist Response 4(f), the Project site is located within the NCCP/HCP sub region, but not within a “Reserve” area. However, due to the Project’s proximity to the Upper Newport Bay Ecological Reserve, which is a designated “Reserve” area, Project consistency with the NCCP/HCP will be evaluated in the EIR.

## **11. MINERAL RESOURCES**

### **PROJECT IMPACT ANALYSIS**

#### **a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

#### **b) Would the project result in the loss of availability of a locally important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan.**

**No Impact.** The JWA site does not have significant existing and potential mineral or energy resources within its boundaries. There would be no significant impacts to mineral resources

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

## **12. NOISE**

### **PROJECT IMPACT ANALYSIS**

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

**Potentially Significant Impact.** The Project scenarios have the potential of increasing cumulative noise levels (e.g., CNEL) at the Airport in exceedance of established thresholds. A noise evaluation will analyze the potential changes in the noise environment and any possible conflicts with existing adjacent land uses. The Project's consistency with the Airport Land Use Plan, General Plan, and other applicable planning policies pertaining to noise will be evaluated.

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

**No Impact.** The Project does not involve any physical improvements or construction and grading activities that would have the potential to result in ground disturbance. There would be no development as part of the Project. Because of the absence of ground disturbance, construction activities or new development, the Project would not result in groundborne vibration or groundborne noise. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

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

**No Impact.** The Project does not involve any physical construction or grading activities that would result in short-term impacts to ambient noise levels. There would be no development as part of the Project. Because of the absence of any physical improvements, the Project would not result in a temporary or periodic increase in ambient noise levels. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

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

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

### **13. POPULATION AND HOUSING**

#### **PROJECT IMPACT ANALYSIS**

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

**No Impact.** The Project study area is located within a highly urbanized portion of Orange County. The Project would not result in the local or regional population projections being exceeded. Directly, the Project does not propose any development that would increase the population in the study area or within Orange County. Indirectly, the Project would not be expected to have an effect on the population projections for Orange County because it would not provide infrastructure improvements that would exceed current demand. According to the Center for Demographic Research, the estimated population in Orange County in the year 2010 was 3,019,356. This number is expected to increase to 3,154,580 by 2015, 3,266,107 by 2020, 3,349,157 by 2025, and 3,421,228 by 2035 (SCAG 2012). Based on this population growth, the Southern California Association of Governments (“SCAG”) projects the air travel demand for Orange County to exceed existing capacity within the County. Even with moderately expanded service, JWA would not meet the full projected travel demand. Without the existing demand being met, it is not expected that the Project would result in growth-inducing impacts where the population projections for the area would be exceeded.

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

### **14. PUBLIC SERVICES**

#### **PROJECT IMPACT ANALYSIS**

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

**Potentially Significant Effect.** The Project scenarios, which propose an increase in commercial aircraft operations, would result in an incremental increase in demand for fire protection and police protection. The Orange County Fire Authority (“OCFA”) provides fire and rescue services to the Airport. Fire Station Number 33, located on the west side of the Airport at 366 Paularino

Avenue in Costa Mesa, provides ARFF services. Fire Station Number 28, located at 17862 Gillette Avenue in Irvine provides emergency response services for structural fires and medical emergencies.

The Orange County Sheriff's Department provides law enforcement and security services at John Wayne Airport through a substation located in the terminal building. Primary responsibilities include enforcing applicable laws, FAA regulations, and parking/traffic control regulations. It also assists citizens who conduct business at the Airport. A private contractor provides security services at the JWA perimeter fence line gates. The EIR will evaluate the potential impact on public services and identify mitigation measures as needed.

### **iii) Schools?**

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

### **iv) Parks?**

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

### **v) Other Public Facilities?**

**No Impact.** The Project does not include any physical construction and would not generate an increase in population. Therefore, the Project is not expected to result in significant environmental effects to other public facilities. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

## **15. RECREATION**

### **PROJECT IMPACT ANALYSIS**

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

**No Impact.** The Project would not generate an increase in population or provide development that would result in increased usage of existing neighborhood and regional parks. There would



be no physical deterioration to existing recreational facilities as a result of Project implementation. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

## **16. TRANSPORTATION/TRAFFIC**

### **PROJECT IMPACT ANALYSIS**

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

**Potentially Significant Impact.** The Project proposes increasing the number of flights at JWA. The increased number of flights would result in a greater number of automobiles and buses providing access to the Airport. The increased number of vehicles may result in traffic congestion and deterioration of level of service on the roadways surrounding the Airport. The EIR will evaluate the transportation impacts associated with the Project and alternatives.

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

**Less Than Significant Impact.** The Project would result in an increase in the number of flights at JWA, but it would not change the air traffic patterns. As indicated above, the Project would result in an incremental increase in the air traffic levels; however, it would not be expected to pose a substantial safety risk associated with an increase in traffic levels. The EIR will evaluate potential safety impacts of the incremental increase in air traffic levels.

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

**No Impact.** The Project does not propose any physical improvements to JWA, nor does it propose modifications to the circulation network, either on or off the site. Therefore, the Project is not anticipated to result in impacts associated with design features. Should roadway improvements be required as mitigation, the improvements would be designed to adopted standards. Since the roadway network would not be modified, emergency access would not be impeded and there would be no conflict with policies, plans, or programs regarding public

transit, bicycle, or pedestrian facilities. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

## **17. UTILITIES AND SERVICE SYSTEMS**

### **PROJECT IMPACT ANALYSIS**

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

**Less Than Significant Impact.** Though expanded facilities at JWA are not proposed, the existing facilities would be more heavily used because of the increase in MAP. This would potentially affect water and wastewater service demands. Based on information obtained through coordination with the respective agencies, the EIR will evaluate potential environmental impacts to water supply and wastewater systems.

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

**No Impact.** The Project does not propose any construction or activities that would increase the amount of storm water runoff from the Airport site. The Airport site is fully developed and storm drains have been sized to accommodate storm flows in compliance with applicable standards. No impacts would occur and this topic will not be addressed in the EIR.

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

**Less Than Significant Impact.** The increased number of passengers served at the Airport would result in an incremental increase in the amount of solid waste being generated at the Airport. The California Integrated Waste Management Act of 1989 (Assembly Bill ["AB"] 939) required all counties to prepare a County Integrated Waste Management Plan ("CIWMP"). In 2007, the County of Orange adopted the Strategic Plan Update to the Regional Landfill Options for Orange County ("RELOOC"), which provides a 40-year strategic plan for waste disposal for Orange County. OC Waste & Recycling uses long-range population projections when planning for the solid waste disposal needs in the County. The Airport's waste disposal service would be required to abide by the applicable waste reduction and recycling programs required under

existing regulations. Therefore, any increased solid waste generated at the Airport would be able to be accommodated with the current landfill capacity. Additionally, there would be no construction activities that would result in inert construction waste. No impacts would occur and this topic will not be addressed in the EIR.

## **18. MANDATORY FINDINGS OF SIGNIFICANCE**

### **PROJECT IMPACT ANALYSIS**

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

**Less Than Significant Impact.** The Project would have no physical impacts. Therefore, it would not result in impacts that would degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife population to drop below self sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate important examples of the major periods of California history or prehistory.

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

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

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