



PUBLIC MEETING

Draft Program Environmental Impact Report 627 General Aviation Improvement Program



Purpose of Tonight's Meeting (September 26, 2018)

The County of Orange is the lead agency for the preparation of a Program Environmental Impact Report (PEIR) that will address the potential environmental effects of the John Wayne Airport (JWA) General Aviation Improvement Program (GAIP). The PEIR focuses on recommended physical improvements to support general aviation activities. The general aviation activities are predominately located in the southern portion of the Airport (see exhibit on back page of this handout). The PEIR has been prepared pursuant to the California Environmental Quality Act (CEQA). This public meeting provides the opportunity for responsible agencies and the public to learn about the findings of the Draft PEIR, as well as provide comment on the analysis in the Draft PEIR.

Background on the General Aviation Improvement Program

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

General aviation services and facilities at the Airport have not been comprehensively studied since 1990, and the character of general aviation has changed significantly since that time. In 2015, JWA began a process of evaluating and planning for the future needs of the general aviation community at the Airport through a comprehensive GAIP.

Project Objectives

After meeting with stakeholders and, based upon existing Board of Supervisors' policies, planning goals and objectives were developed and a preliminary planning process was established. The planning goals and objectives for the GAIP are defined as follows:

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

Description of the General Aviation Improvement Program

The GAIP will provide the framework for general aviation improvements at the Airport by conducting a comprehensive evaluation of the general aviation facilities. By providing a concept that maximizes the efficiency and safety of facilities, the Airport will be able to prioritize future general aviation improvements proposed by either the County or its tenants as part of the leases at the Airport.

The Program EIR evaluates two alternatives at an equal level of consideration. The alternatives have been identified as the Proposed Project and Alternative 1. The Proposed Project includes a Full Service West FBO and a Full Service East FBO, for a total of two full service FBOs. The total aircraft storage capacity under this alternative is approximately 354 based aircraft.¹ Alternative 1 includes a Full Service West FBO, a Full Service Northeast FBO, and a Full Service Southeast FBO, for a total of three full service FBOs. The total aircraft storage capacity for all the facilities included under this alternative is approximately 356 based aircraft. These FBOs under both the Proposed Project and Alternative 1 would provide facilities that are sized to accommodate various sizes and types of general aviation aircraft and ramp space. Additionally, the full service FBOs would provide fuel storage facilities, which could include fuel tanks and/or fuel trucks.

All improvements are proposed to be confined to the existing Airport footprint (i.e., no expansion of the general aviation uses beyond the current Airport limits). More detailed descriptions of the Proposed Project and Alternative 1 are provided in Section 3.6 of the Draft PEIR. Additionally, Table 1-1 in the Draft PEIR provides a more detailed comparison of the key design elements for the Proposed Project and each of the alternatives (also provided in a separate hand-out); and Table 1-2 in the PEIR, provides a summary of the impacts associated with the Proposed Project and Alternative 1.

Scope of the PEIR

The County of Orange prepared a Notice of Preparation (NOP) to solicit comments from potential Responsible and Trustee Agencies on GAIP-related concerns relevant to each agency's statutory responsibilities. As part of that process, the County prepared an Initial Study identifying that the GAIP may have potential significant environmental impacts for the following topical areas addressed in the PEIR:

- Air Quality
- Cultural/Scientific Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Transportation/Traffic
- Tribal and Cultural Resources
- Utilities and Service Systems
- Water Quality

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

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Geology and Soils
- Hydrology
- Mineral Resources
- Population and Housing
- Public Services
- Recreation

¹ A based aircraft is an aircraft that is leasing aircraft storage from an airport, such as a tie-down area or hangar.

Project Schedule

The following are the anticipated key dates for the processing of the GAIP:

- September 20–November 6, 2018: Public Comment Period on the Draft PEIR
- Last Quarter of 2018 and First Quarter 2019: Response to Public Comments on the Draft PEIR
- First Quarter 2019: Certification of the Final PEIR and Action on the GAIP

Frequently Asked Questions

Q. What is CEQA?

A. CEQA is the acronym for the California Environmental Quality Act of 1970, which is contained in the *California Public Resources Code* (Sections 21000 et. seq.). This statute requires State and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. The State CEQA Guidelines are the regulations that explain and interpret the law for the public agencies required to administer CEQA. The Guidelines are found in the *California Code of Regulations*, in Chapter 3 of Title 14.

Q. How can I access the Draft PEIR?

The Draft PEIR and technical studies are available for review between the hours of 8:00 am and 5:00 pm at the John Wayne Airport Administrative Office, located at 3160 Airway Avenue in Costa Mesa, California, 92626. The documents are also available online at www.ocair.com/DEIR627 and at the following public libraries:

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

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

El Modena
380 South Hewes Street
Orange, California 92869

Irvine/Heritage Park
14361 Yale Avenue
Irvine, California 92604

Irvine/University Park
4512 Sandburg Way
Irvine, California 92612

Laguna Beach
363 Glenneyre Street
Laguna Beach, California 92651

Newport Beach
1000 Avocado Avenue
Newport Beach, California 92660

Orange Main Branch
407 East Chapman Avenue
Orange, California 92866

Santa Ana
26 Civic Center Plaza
Santa Ana, California 92701

Tustin
345 East Main Street
Tustin, California 92780

University of California, Irvine
Langson Library
UCI Building 102
Irvine, CA 92623

Q. What opportunities do I have to provide input on the GAIP?

A. In addition to submitting comments at this meeting, the public is invited to provide comments via mail and email during the public review period. The time period for submitting comments on the JWA GAIP PEIR is September 20 to November 6, 2018. Comments can be emailed to EIR627@ocair.com or mailed to:

John Wayne Airport
Attn: Lea Choum, JWA Project Manager
3160 Airway Avenue
Costa Mesa, California 92626

There will be additional opportunities to provide comments on the Project at the hearings before the Airport Commission and the Board of Supervisors. These meetings are expected to occur in the first quarter of 2019. All comments received on the Draft PEIR during the public review period will be forwarded to the decision makers, and comments on substantive environmental issues will be responded to in writing. The responses to comments become part of the Final PEIR.

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



D:\Projects\LAN\102\MKD\st\ER\ex_Aviation_Area_20180305.mxd

Aerial Source: ESRI 2016

General Aviation Improvement Program Area at JWA

John Wayne Airport General Aviation Improvement Program

