



General Aviation Improvement Program

Draft Program Environmental Impact Report 627

Community Outreach Meeting

September 26, 2018

What We Are Going To Talk About Tonight

Purpose of meeting: To give an overview of the Draft Program Environmental Impact Report (EIR) prepared for the JWA General Aviation Improvement Program (GAIP).

Draft Program EIR 627 has been prepared consistent with the California Environmental Quality Act (CEQA).

Items to be covered:

- Development of the GAIP, including the process and objectives
- Findings of the Draft Program EIR
- How to review and provide comment on the Draft Program EIR



John Wayne Airport Overview



- Owned and operated by the County of Orange
- Total area is 503 acres with approximately 400 acres dedicated to the airfield area
- Bordered by the cities of Costa Mesa, Irvine, & Newport Beach
- Two runways
 - 5,700 feet (commercial aviation)
 - 2,887 feet (general aviation)



Overview of Existing General Aviation Activities at JWA

- JWA has capacity for 596 general aviation (GA) aircraft and is home base for more than 480 private GA aircraft.
- General aviation has consistently represented the majority of operations at JWA. In 2016, GA was 67 percent of total operations at the Airport.
- General aviation services at JWA include: aircraft storage, aircraft fueling services, air charter services, aircraft rental, aircraft maintenance, flying lessons, and sale of aircraft and aviation-related supplies. Ground transportation services and catering may also be provided.



Reasons for the GAIP

- A comprehensive study of GA at JWA has not been done since 1990.
- Changes in the character of GA have occurred over the years through the introduction of new aircraft into the fleet mix.
- Advanced age of the GA facilities.
- Need to comply with FAA requirements related to proximity of buildings to runways.
- A number of GA related long-term leases have expired.



Project History

- In 2015, Airport staff conducted a series of meetings with GA tenants and stakeholders to identify issues of importance to the GA community and for potential inclusion in the GAIP.
- From these meetings project objectives were developed and a planning process developed.
- Alternatives were developed by JWA and its consultant team and coordination with the key stakeholders continued.
- The EIR public outreach process began in April 2017 with release of a Notice of EIR Preparation.



Project Objectives

The objectives for the proposed GAIP have been 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



Preliminary Review of Alternatives

As part of the GAIP process, alternatives were screened for the following key elements:

- Conformance with FAA Airport Design standards
- Operational characteristics such as ground taxi flows and potential impacts to the air traffic controllers
- Layout requirements for efficient and effective operation of the FBO facilities.



GAIP Project Study Area

- The GAIP study area includes most of the airfield area dedicated to general aviation.
- GA facilities, including buildings, aircraft apron areas, vehicle parking and access points were studied.
- One existing facility, Martin Aviation, was not included since its lease extends through year 2036.



What is a Program EIR

The CEQA Guidelines recommends the use of a Program EIR when, among other things, project implementation is going to be phased. This allows the EIR to:

- Consider the impacts of the larger project
- Evaluate cumulative impacts more comprehensively
- Avoid duplicative reconsideration of basic policy considerations
- Reduce paperwork



GAIP Project Description

The Draft Program EIR evaluated two alternatives at an equal level of consideration. Common elements include:

- Full Service and Limited Service Fixed Base Operators (FBO)
- Space for flight schools
- Correction of four non-standard conditions on the airfield
- General Aviation Terminal, to be located at one FBO, but shared by all FBOs
- General Aviation Facility providing dedicated customs screening for GA aircraft arriving from outside the country
- Self-service fueling for GA aircraft



GAIP Project Description

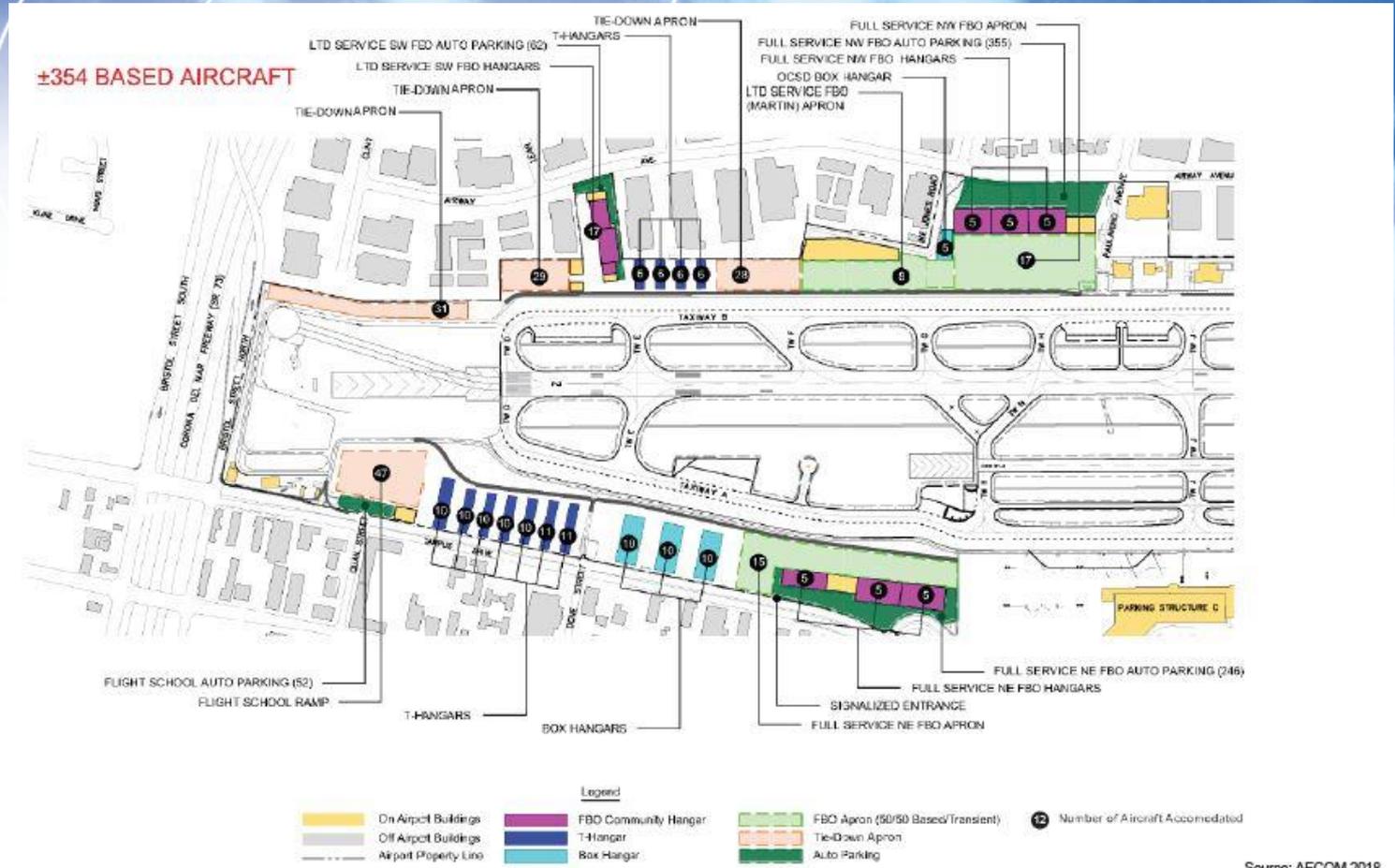
Proposed Project

- Full Service West FBO and Full Service East FBO, for a total of two Full Service FBOs
- One Limited Service Southwest FBO on west side (in addition to existing Martin Aviation)
- Total aircraft storage capacity: approximately 354 based aircraft
- Projected (2026) annual number of GA operations: 167,900 (compared to 192,800 in 2016)
- Construction to be implemented in 14 primary construction phases



GAIP Project Description

Proposed Project



Source: AECOM 2018



GAIP Project Description

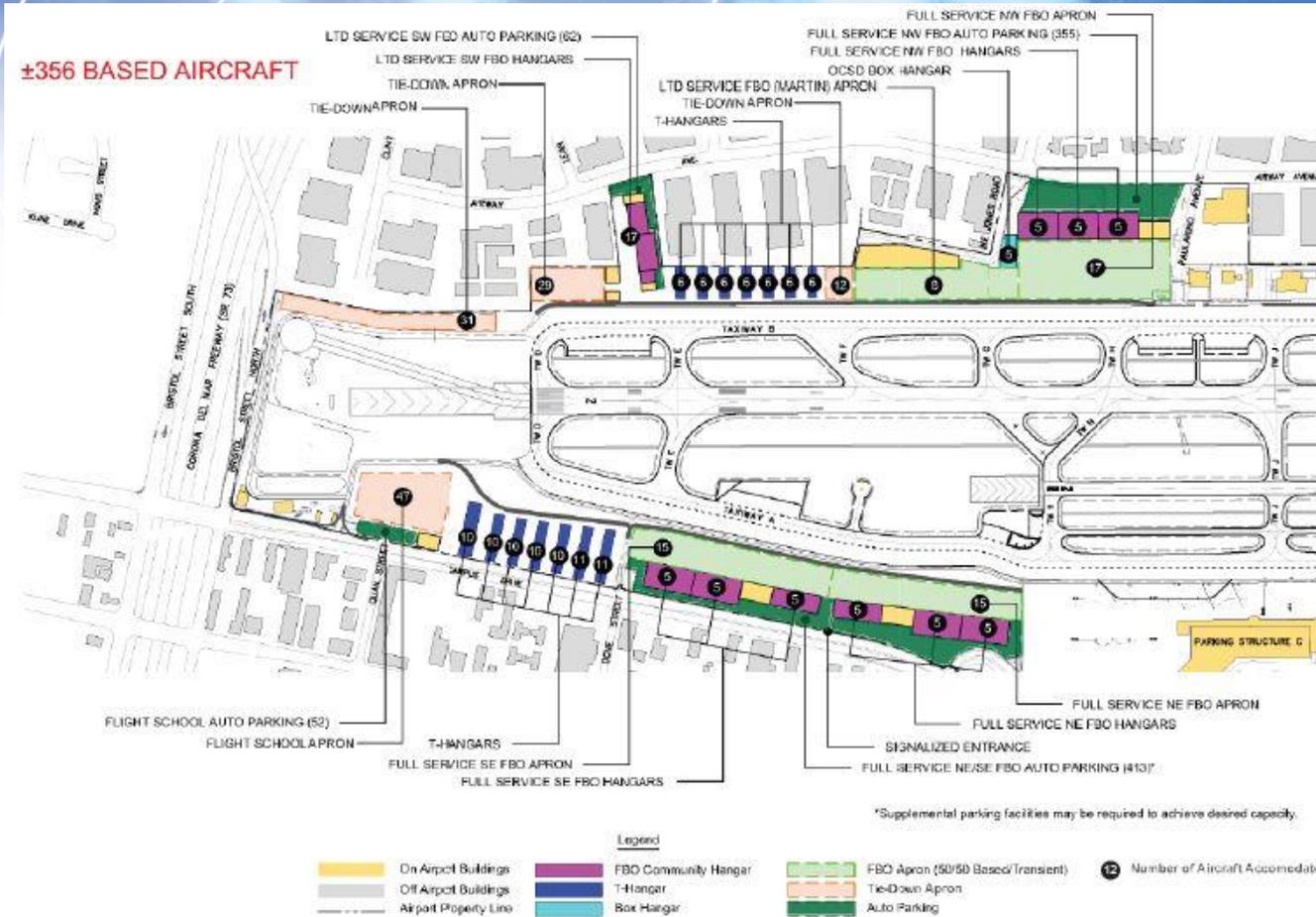
Alternative 1

- Full Service West FBO and two Full Service East FBOs, for a total of three Full Service FBOs
- One Limited Service Southwest FBO on west side (in addition to existing Martin Aviation)
- Total aircraft storage capacity: approximately 356 based aircraft.
- Projected (2026) annual number of GA operations: 168,600 (compared to 192,800 in 2016)
- Construction to be implemented in 15 primary construction phases



GAIP Project Description

Alternative 1



*Supplemental parking facilities may be required to achieve desired capacity.

Source: AECOM 2018



Program EIR Scoping Effort

- EIR Scoping Meeting held on April 12, 2017 to facilitate agency and public review and comment on the GAIP. Approximately 30 people attended.
- As part of the 30-day scoping process, the County received 13 comment letters, including:
 - Two from state agencies
 - Three from regional agencies
 - Five from local agencies
 - One from an organization
 - Two from individuals



Topical Areas Evaluated in Draft Program EIR 627

The Draft Program EIR evaluates the following topical areas:

- Aesthetics
- 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

Cumulative Impacts, Long-Term Implications of the Project, and Alternatives are also addressed.



Impact Analysis in Draft Program EIR

- Draft Program EIR 627 identified that implementation of GAIP would result in an unavoidably significant land use compatibility impact (both the Proposed Project and Alternative 1).
- Although the County has adopted sound insulation programs, not all sensitive uses have taken part in the program.
- Impacts could be avoided or reduced to less than significant for all other topical areas.



Impact Analysis in Draft Program EIR (con't.)

Aesthetics

- Construction activities would result in temporary visual changes at the Airport and possible nighttime construction would result in the need for temporary lighting. (Proposed Project/Alternative 1)
- If solar panels are installed there would be the potential for glint and glare.

Impact Findings

- Impact would be less than significant. Minimization measures recommended would further avoid or minimize impacts.



Impact Analysis in Draft Program EIR (con't.)

Air Quality

- Construction activities would result in emissions in excess of standard for nitrogen oxides (NOx), prior to mitigation. (Proposed Project/Alternative 1)
- Operational emissions would be less than significant. (Proposed Project/Alternative 1)

Impact Findings

- Mitigation measure would reduce construction emissions to less than significant.
- Minimization measures recommended would further avoid or minimize impacts.



Impact Analysis in Draft Program EIR (con't.)

Cultural and Scientific Resources

- Construction activities have a low potential to impact archaeological, paleontological, or historic resources. (Proposed Project/Alternative 1)

Impact Findings

- County of Orange standard conditions of approval and compliance with adopted regulatory requirements would avoid or minimize impacts to potential unknown buried resources. Impacts would be less than significant.



Impact Analysis in Draft Program EIR (con't.)

Greenhouse Gas Emissions

- Construction and operational emissions would be less than the South Coast Air Quality Management District's threshold for industrial uses. (Proposed Project/ Alternative 1)

Impact Findings

- Minimization measures to further reduce impacts are recommended. Impacts would be less than significant.



Impact Analysis in Draft Program EIR (con't.)

Hazards and Hazardous Materials

- Construction and operational impacts would be less than significant. (Proposed Project/ Alternative 1)

Impact Findings

- Compliance with applicable federal, State, and local requirements including Emergency Response, Spill Response, Storm Water Pollution Prevention Plans, County Standard Conditions of Approval, and Best Management Practices would be applicable to the GAIP. Impacts would be less than significant.



Impact Analysis in Draft Program EIR (con't.)

Land Use and Planning

- Reduction in number of GA aircraft based at the Airport. (Proposed Project/Alternative 1)
- Additional residential units exposed to noise in excess of 65 CNEL when compared to the 2016 Baseline.
- Three of these units do not have aviation easements. This is a land use compatibility impact has been identified. (Proposed Project/Alternative 1/No Project Alternative)

Impact Findings

- Sound insulation would mitigate impacts; however, there is no certainty that all effected units would qualify for insulation based on FAA criteria or take part in the program. This is a significant, unavoidable impact.



Impact Analysis in Draft Program EIR (con't.)

Noise

- Minor increases in aviation noise levels compared to the Baseline (2016) condition; however, impacts would be less than significant based on established thresholds. (Proposed Project/Alternative 1)

Impact Findings

- All additional units exposed to increased noise levels are included in the area previously offered sound insulation and are in the County adopted Sound Insulation Program (adopted with the Settlement Agreement Amendment). This is a less than significant impact.



Impact Analysis in Draft Program EIR (con't.)

Transportation/Traffic

- GAIP would generate fewer trips than the Baseline (2016) and the No Project Alternative. (Proposed Project/Alternative 1)

Impact Findings

- No significant transportation impacts were identified with the GAIP.



Impact Analysis in Draft Program EIR (con't.)

Tribal Cultural Resources

- Low potential to cause a substantial adverse change on tribal cultural resources due to disturbed nature of site. (Proposed Project/Alternative 1)

Impact Findings

- Minimization measures to further minimize impacts are recommended. Impacts would be less than significant.



Impact Analysis in Draft Program EIR (con't.)

Utilities

- The GAIP improvements would not require construction of new water or wastewater facilities. (Proposed Project/Alternative 1)

Impact Findings

- No significant utility impacts were identified with the GAIP. Regulatory requirements were identified, such as compliance with the California Green Building Code Standards, the County's Landscape Water Use Standards, and Mesa Water District's conditions for service.



Impact Analysis in Draft Program EIR (con't.)

Water Quality

- Runoff water contribution would not exceed the capacity of existing or planned storm water drainage systems or result in degraded water quality. (Proposed Project/Alternative 1)

Impact Findings

- No significant water quality impacts were identified. Regulatory requirements and County standard conditions of approval were identified, including compliance with Regional Water Quality Control Board requirements, preparation of Water Quality Management Plans, and compliance with the County's National Pollutant Discharge Elimination System (NPDES) Implementation Program.



How Can I Access the Draft Program EIR?

The Draft Program EIR and the technical appendices can be viewed at the Airport Administrative Office, 11 libraries, and online.

- The John Wayne Airport Administrative office is located at 3160 Airway Avenue in Costa Mesa.
- The addresses of the 11 libraries are listed in the handout provided here tonight.
- The online location is www.ocair.com/DEIR627.



Where Can I Send My Comments on the Draft Program EIR?

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

Comments received raising a significant environmental issue will be responded to in writing. All comments will be forwarded to the decision-makers.



Next Steps

- The public review period on the Draft Program EIR extends until November 6, 2018.
- People are encouraged to submit comments in writing or by email.
- There will be additional opportunities to provide GAIP comments at the Airport Commission and Board of Supervisors meetings (first quarter 2019).
- Updates will be provided on the JWA website:
<https://www.ocair.com/generalaviation/gaimprovement>



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