



AirFair NEWS

Winter/Spring 2005

John Wayne Airport Expansion Has Begun

The County of Orange has taken the first steps in the physical expansion of John Wayne Airport. The construction project, analyzed in Supplemental Environmental Impact Report (SEIR) No. 582, will implement the current settlement agreement, which allows JWA to serve up to 10.8 Million Annual Passengers. The project includes a new multi-level terminal building with up to six passenger

loading areas and a commuter area. This building, to be located south of the existing terminal, will have a footprint of 100,000 square feet and will provide facilities for Federal Inspection Services including customs. An additional northerly extension of the existing terminal will accommodate four new departure areas. Also planned is a parking structure for about 3200 cars, as well as access roadways for the new terminal and parking areas. The aircraft circulation area near the terminal buildings ("apron") will be expanded to allow a total of 34 aircraft to be parked overnight. The air cargo operations will be moved farther south of their current location along the east side of the airport. Other support

Terminal to increase by about 30%; new parking for 3200 cars, 6 more gates, international facilities also planned

facilities that will be added or reconstructed include fire and rescue, maintenance, fueling, an electrical station, and a new right turn lane on Campus Drive at Bristol to accommodate projected vehicle traffic. According to the SEIR, the project will be built in stages, to be determined by the designer and contractor. The EIR states that the airport is expected to continue at a normal level of air traffic operations during the construction period.

This is the first issue of AirFair News, bringing you fascinating facts, web site links, and startling statistics. Stay informed about JWA!

Vista del Mar: Learning From A Ghost Town

What happens when an airport determines to expand at any cost? Jeanne Price, an AirFair organizer, describes below the changes she observed in a seaside residential area years ago because of LAX expansion.

These are my memories of Vista del Mar (Playa del Rey, CA).

From the early 70's to approximately 1975/76, I lived in Manhattan Beach and often commuted to work by surface streets via Highland Avenue which becomes a road named Vista del Mar. The road winds a couple of miles from El Porto, hugging the beach heading north to Playa del Rey. It was here I watched the tragic demise of one of the most unique areas of ocean front properties I've ever seen on any coast.

This drive skirted wide, serene, sandy beaches bordering a wonderful crashing surf. After passing the electrical generating plant and refinery on the inland side, the road paralleled a patch of open space until you

(See Ghost Town on next page)



Napoleon street was once part of the beautiful residential seaside neighborhood of Vista del Mar.

Fascinating Fact: In 2004 JWA posted record commercial passenger numbers of 9,272,394

Ghost Town (continued)

reached the lovely residential community of homes that terraced upward. Undoubtedly, these households enjoyed fabulous white-water views and access to a great beach directly across the street. This community of about 800 homes was called Vista del Mar.

The entire area was completely demolished. By the time I moved to Newport Beach, all of the houses had been demolished. All that was left of this beautiful, high-end neighborhood was a “ghost town” of infrastructure - roads, traffic signs, street lights, etc. - without a single house. (It is my understanding the movie studios later used the area for the filming of some “Twilight Zone” and war movies).

As you passed by this Vista del Mar community, you would shortly reach the nearby town of Playa del Rey where Jake's restaurant was on the left, and a variety of popular quaint restaurants and shops were clustered around the few blocks that rounded the corner on the



Dying palms, chain link fences and a deserted sidewalk are remnants of the formerly vibrant ocean view neighborhood of Vista del Mar. This area once resembled the Shorecliffs neighborhood of Newport Beach.

way to Marina del Rey. Many of the homes and business were also condemned and torn down by the Airport Authority. The character of the entire area was changed forever.

I would hate to see this happen in Newport Beach where we have a coveted yacht harbor, high-end residential neighborhoods, islands, beaches, and unique natural resources.

Who is AirFair?

The following individuals, who make up the Organizing Committee of AirFair, decided that the John Wayne Airport corridor cities have done their fair share toward absorbing the impacts of Orange County's air traffic needs:

Eugenio Aburto, AIA is an architect with decades of international experience in creating places where people desire to live and raise families.

Nancy Alston is a writing instructor at Fullerton College who has researched current literature on impacts of aviation operations on children's education.

Jack Anderson, AIA is an architect practicing in Orange County. **Brent Cooper, AICP** manages a city planning staff, and has also worked in private sector land development. He holds a Masters degree in Urban and Regional Planning. His professional affiliations include the American Planning Association and the American Institute of Certified Planners.

Evelyn Hart served on the Newport Beach City Council 1978 to 1994. She was Mayor when the first JWA agreement was put in place and represented Newport Beach in the airport negotiations. She also served on the Orange County Airport Land Use Commission and as Chairman of the Local Agency Formation Commission (LAFCO) while on the Council.

Tammie Mortenson is president of a consulting company which develops innovations in health care products and services. She holds an MBA from UCLA and a BS in biology from Stanford University.

Bonnie O'Neil has been active as a Director with the Airport Working

Group for 10 years, a Member of the Newport Beach Citizens Aviation Committee, a Member of the Newport Beach Environmental Quality Affairs Committee, and as chair of a homeowner's association committee for aviation issues.

Jeanne Price retired from a career as a social worker and human resources executive in the high tech and financial services industries to become active in community affairs. She was a founding member and served two years as president of the South Coast Cancer League.

Joan Ramstedt has worked in human resources and is currently a partner in a business specializing in personal development and creativity training.

Melinda Seely has been an elementary school teacher, a small business owner, and has served or is currently serving on the Boards of Directors of Women in Leadership, Orange Coast College Alumni & Friends Association, The Environmental Nature Center, and the Newport Foundation.

Jean Watt was active in negotiating several JWA settlement agreements. She has served on many environmental organizations including the Friends of Harbors, Beaches and Parks. Jean was a founding member of SPON, an organization that is a signatory to the current JWA settlement agreement. She also served two terms on the Newport Beach City Council.

Jennifer Winn, AICP is an artist who also serves on civic and environmental organizations. She has worked as an urban designer in planning and architectural firms, and has been employed in the public sector. She is a member of the American Planning Association and the American Institute of Certified Planners.

SCAG Adopts Regional Transportation Plan

JWA cap of 10.8 MAP is included in plan but demand will continue pressure to increase area airport capacity

In 2004 the Southern California Association of Governments (SCAG) adopted a long range Regional Transportation Plan, entitled Destination 2030. As the title indicates, it covers the period 2004 through 2030.

The good news for JWA corridor cities is that the plan projects passenger traffic at John Wayne

Airport as 10.8 Million Annual Passengers (MAP) in 2030. The bad news is that this is not a regulatory document. As a long range guideline, it cannot be expected to protect corridor citizens from pressure to further expand the airport beyond the 10.8 MAP limit in the settlement agreement. In fact, the plan states on page 4 that the region's "level of air passenger demand is likely to double before 2030.

The Regional Transportation Plan covers Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial counties. The plan proposes expanding capacity in outlying

airports, where the highest population growth rate and future air traffic demand is occurring.

AirFair believes this strategy is likely to relieve pressure to further expand urban airports in areas that are at or close to build out. However the plan could be difficult to implement because it relies on expensive ground transportation improvements and sometimes unpopular higher housing densities to accommodate growth.

The entire plan can be found at the SCAG website: scag.ca.gov/rtp2001/2004draft/FinalPlan.htm

AirFair Needs You!

Do you agree that the JWA corridor cities have already done their fair share toward Orange County air travel needs? Do you want to keep current John Wayne Airport limits in place? If "10.8 and lock the gate," sounds good to you, please help by returning the enclosed envelope. Financial contributions are critical, but we also need help in distribution of literature, monitoring airport noise meetings, and other tasks.

**And please pass this newsletter on to a friend or neighbor!
Need more info? Phone us at (714)989-2323 or go to www.jwairfair.com**

Startling Statistic: 10,300,000

The number of commercial passengers that may be legally accommodated by John Wayne Airport each year until 2011

Web Sites

For the John Wayne Airport statistics on flights and passengers by month: <http://www.ocair.com/newsandfacts/airportstatistics.htm>

Watch realtime tracking of JWA flights on a map that also shows the location of noise monitor stations: <http://www.ocair.com/aboutJWA/AirportMonitor.htm>

An organization dedicated to protecting the health and safety of individuals and communities affected by the air transport industry, US Citizens Aviation Watch: <http://www.us-caw.org>

Noise Pollution Clearinghouse, with links to research on noise impacts and info on airport monitoring: <http://www.nonoise.org>

California Department of Transportation aviation information including noise and airspace projects, links to communities and legal codes: <http://www.dot.ca.gov/hq/planning/Aeronaut/htmlfile/avnoise.html>



Startling Statistic:

Next year (2006) JWA will reach the cap the politicians negotiated for the year 2011.

Are you informed about how John Wayne Airport expansion might affect you? Get more facts at the AirFair web site: www.jwairfair.com or phone (714) 989-2323

AirFair History

Two years ago a group of ordinary citizens got together to form a grass-roots organization dedicated to resisting what they believed would be continued pressure to further expand John Wayne Airport. Since that time, they have met biweekly to develop the organization, AirFair. The organizing committee decided the most effective way to accomplish the goal of maintaining the current passenger limit and curfew was to form a Political Action Committee (PAC). As a registered PAC, AirFair is legally able to take political action such as supporting an initiative or a specific candidate.

AirFair organizing committee members have established themselves as a presence on aviation related committees such as the City of Newport Beach aviation committee. In addition, they have met with the management of John Wayne Airport, identified informational sources which need to be monitored such as SCAG (Southern California Association of Governments), noise abatement, JWA quarterly and monthly reports, other regional airports, city councils, and state and national issues regarding commercial air traffic. The AirFair research

committee continues to monitor air traffic growth, and the organization has established its position on such critical issues as commenting on the airport EIR and in support of SCAG's long-range Regional Transportation Plan, which projects the current JWA 10.8 MAP cap through 2030.

AirFair has sent out several thousand pieces of literature and received several thousand dollars in donations. A steering committee of homeowner association liaison members has been formed. AirFair has registered a legal trademark, and consulted with an attorney experienced in land use initiatives should the need for such an effort arise. The AirFair website (www.JWAirfair.com) is continually updated. Members have continued to reach out in the community by writing articles for association newsletters and making presentations to homeowners association board meetings.

All of these endeavors have been accomplished with volunteer hours and minimal expense. Expenses have been kept low because the organization includes a small core of concerned citizens dedicated to maintaining the quality of life in our community.



10.8 Let's lock the gate
at JWA!



AirFair

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