THE ORANGE COUNTY CENTRAL PARK AND NATURE PRESERVE INITIATIVE

The People of the County of Orange do ordain and enact as follows:

Section One: Title.

This Initiative shall be known and may be cited as “The Orange County Central Park and Nature Preserve Initiative.”

Section Two: Purpose and Findings.

The People of the County of Orange find and declare the following:

A. Effect of Measure. This Initiative amends the Orange County General Plan to authorize the closed Marine Corps Air Station El Toro (“El Toro”) to be used for non-aviation uses, including a multi-purpose central park, open space, nature preserve, universities and schools, cultural facilities, and other interim and long-term uses described herein.

B. Purpose. This Initiative will allow for the creation of one of America’s greatest parks, with open space, sports and recreation facilities, museums, libraries, arts and cultural attractions, and a home for major universities and research centers. It will also not generate the traffic, congestion, noise, and air pollution associated with the development of a commercial airport.

C. A Better Plan for El Toro. Orange County residents deserve a better plan than an airport for El Toro. The Orange County Central Park and Nature Preserve Initiative will unify our communities and improve the quality of life for every County resident by allowing El Toro to be used as a central location for the County’s civic life, including public recreation, open space, education, cultural facilities, and a nature preserve.

D. No New Taxes. This Initiative does not raise taxes. In addition to seven square miles of land, the military housing and commercial buildings on the site can produce enough revenue to cover the cost of creating one of America’s greatest parks.

E. The Need for a Central Park in Orange County. Population growth in Orange County has caused the County to become increasingly dense and congested. As a result, there is widespread recognition of the need to expand essential recreational, park, open space, and cultural facilities to create an oasis that will allow our residents to engage in healthy family activities. The establishment of a major central park in Orange County will help fulfill this need.

F. Quality of Life is Important to the Economic Health of the County. The quality of life in Orange County is a significant asset to business and is a key element in attracting and keeping high paying jobs and a quality workforce in a competitive marketplace. This Initiative will greatly enhance our quality of life here in Orange County.

G. Need for Educational Facilities. Orange County needs additional educational facilities. Designating land for educational institutions will help to relieve taxpayers of the burden of acquiring sites for school facilities. The California State University Fullerton has identified a need for 300-acre campuses in the central county area, and El Toro has room enough for that campus and a variety of other educational facilities.

H. Advantages of the El Toro Site for Use as a Central Park. The central location and accessibility of El Toro will provide Orange County’s three million residents with an opportunity to enjoy a park on a par with Golden Gate Park and the Presidio in San Francisco, Griffith Park in Los Angeles, and Balboa Park in San Diego. The advantages of the site for use as a central park include the following:

1. El Toro consists of seven square miles of publicly-owned land in the heart of Orange County. The size of the El Toro property makes it ideal for a multi-purpose central park, including ample space for universities and schools, museums, botanical gardens, sports and recreational facilities, a memorial to Orange County veterans and other compatible uses.

2. Availability for Public Use at No Cost. Under the federal base closure law, El Toro may be designated for public use at no cost to Orange County taxpayers.

3. Accessibility. El Toro can be reached easily via the I-5, I-405 and S.R. 133 freeways, the Foothill and Eastern Transportation Corridors and the Irvine Transportation Center.

I. Balancing Regional Costs and Benefits. In a rapidly-growing area such as Southern California, it is inevitable that there is more than one important regional need that could be met through the availability of a large area of publicly-owned land. Any use is likely to have regional benefits and costs, either directly (through negative effects such as noise and pollution) or indirectly, by fostering other uses. In determining that a multi-purpose central park use on the El Toro site will provide greater regional benefits than a commercial airport, the following factors have been considered:

1. The creation of a multi-purpose central park is dependent on three key factors: location, price, and size. The El Toro site uniquely meets all of these requirements. The park will generate regional and state-wide economic benefits from tourism, education, and the attraction of businesses to the area. In addition, the park will also create less tangible but equally important quality of life benefits, while regional air transportation demand can be satisfied through alternatives to the establishment of an airport at El Toro.

2. A significant portion of the regional air transportation need will be met through better utilization of the existing six commercial airports in Southern California. In addition, new airports are proposed for the former March Air Force Base in Riverside County, the former Norton Air Force Base in San Bernardino, and the former George Air Force Base in Victorville. Another airport exists at Palm Springs, and the Ontario International Airport has recently been expanded and has significant unused capacity. These proposed airports and the Ontario International Airport are well located to serve the substantial projected population growth in Riverside, San Bernardino and northern Los Angeles Counties. In contrast, El Toro is poorly located to serve Riverside, San Bernardino and Los Angeles Counties. An airport at El Toro is not needed to serve the limited population increase projected for Orange County.

3. A new airport at El Toro would also impose enormous regional costs for outweighing economic benefits, including safety hazards, noise, excess traffic, pollution, and a loss of the opportunity to establish a major new central park.

4. The Initiative provides for interim uses including housing, and allows for housing and related services as required by federal law.

J. Summary. This Initiative:

1. Amends the General Plan of the County of Orange by repealing the aviation reuse designation for El Toro and other provisions enacted by Measure A in 1994; and

2. Replaces the aviation use designation with non-aviation designations to ensure that the property will become a multi-use center for education, park, recreation, and cultural and other public-oriented uses. These designations permit the development of the El Toro over time, thus allowing future generations to determine specific uses consistent with this Initiative.

Section Three: Measure A Repealed.

The full text of the Orange County-El Toro Economic Stimulus Initiative (Measure A), adopted by the voters of Orange County on November 8, 1994, is hereby repealed. The Purpose and Findings of Measure A are hereby deleted as shown below:

ORANGE COUNTY/EL TORO ECONOMIC STIMULUS INITIATIVE

The people of the County of Orange hereby ordain and enact as follows:

Section One: Purpose and Findings.

A. Purpose. This initiative recognizes that the highest and best use of the former Marine Corps Air Station (MCAS) El Toro is as a civilian airport providing a substantial portion of Orange County’s air passenger and air cargo needs in conjunction with other activities compatible with such uses.

B. Limited Airport Capacity. The Board of Supervisors has declared that Orange County’s only commercial airport is prevented by size and facility limitations from serving more than 8.4 million passengers per year, and this limitation is reinforced by a federal court order. Orange County already needs approximately 57 million passengers, and does not have airports capable of handling such a significant regional aviation demand. The airport is not expected to be able to accommodate a major commercial airport.

C. Jobs. Conversion of the El Toro MCAS to a civilian airport could create more than 71,000 new jobs in Orange County and increase business revenues in the County by more than $1.7 billion. On the regional level, a civilian airport would generate over 350,000 new jobs and business revenues of more than $4.5 billion.

D. Tourism. Air travel accounts for the largest share of travel and tourism expenditures in California. The lack of adequate airport capacity in Orange County diverts these expenditures to areas outside the County. Establishment of a civilian airport at the former MCAS El Toro will allow the County to take advantage of its tourism related industries, including the planned expansion of Disneyland.

E. A Clean Environment. An El Toro airport would reduce overall noise levels in the surrounding communities.

F. A Clear Environment. An El Toro airport would reduce Orange County’s carbon emissions one million tons per day in trips to Los Angeles and Ontario airports. This would result in an overall savings of over $1.5 billion.

G. Regional Benefits. The California Commission on Aviation and Airports has declared that Orange County “cannot meet the needs of its own citizens, is carving up other jurisdictions to meet the needs of Orange County residents.” The Southern California Association of Governments, the Southern California Regional Airport Authority, the Orange County Cities Airport Authority, and the Federal Aviation Administration have all recognized the potential of El Toro MCAS as a competitive commercial aviation airport. Following California law, the People of Orange County hereby ordain and enact this Initiative to seize the opportunity.

H. Transportation Hub. Access to El Toro MCAS is provided by five existing and planned freeways, highways, and transportation corridors, a planned light rail line, and by the adjoining Disneyland, cultural, and tourist-related facilities. As additional infrastructure in the form of housing and related facilities can accommodate a wide range of commercial aircraft — El Toro MCAS

1
General Plan Amendment. This initiative amends the Orange County General Plan to provide that certain unincorporated lands within the El Toro MCAS shall be used for a publicly or privately owned and operated airport serving a substantial portion of the County, and the Orange County Airport Environments Land Use Plan has as its central objective protecting the public from the adverse effects of aircraft noise, ensuring that people and land are not exposed to levels of noise unacceptable to neighbors, and ensuring that noise and emissions are not detrimental to overall quality of life throughout the County. This initiative also does not affect the ability of the County to establish or approve an airport at any other location within the County.

Airport Enclaves and Land Use

The Orange County Airport Environments and Land Use Plan has as its central objective the protection of the public from the adverse effects of aircraft noise, ensuring that people and land are not exposed to levels of noise unacceptable to neighbors, and ensuring that noise and emissions are not detrimental to overall quality of life throughout the County.

Economic Development

As demonstrated with John Wayne Airport, civilian use of El Toro MCAS model search in low impact and constraints on economic development and quality of life of the surrounding area. A robust regional transportation system is the key to leveraging the potential of El Toro MCAS.

1. Federal and State Airport Policy

This initiative enables only local land policies for Orange County as the local agency having land use authority with respect to airport uses at the El Toro MCAS. This initiative has no effect on the authority of federal and state agencies to regulate airport development in accordance with other applicable laws and regulations, except as those laws and regulations are intended to provide for flexibility insofar as such other laws may rely upon local land use policy.

2. Flexibility

Initiative adopts a clear and consistent approach to balancing only local use of the airport. This initiative identifies the need for airport development, and Development Advisory in the initiative may be amended by the Board of Supervisors based on the recommendations of the El Toro Airport Citizens Advisory Commission. It does not specifically state any other land use, including airport, develop airport uses or under other specified circumstances. This initiative may also be amended at any time by a vote of the people.

Noise

Nothing in this initiative imposes any land use restriction or other limitation on lands within the incorporated areas of any city.

Section Four: General Plan Amendment

The County of Orange General Plan (as amended through the date this Initiative is submitted to the voters) [hereinafter “Orange County General Plan”] is hereby amended as read below.

General Plan Amendments

The Introduction, Background for Planning, Land Use Element, Transportation Element, Public Services and Facilities Element, Resources Element, Recreation Element, Noise Element, Safety Element, and Appendix IV, VII, and VIII of the Orange County General Plan are hereby amended as set forth below. Text to be inserted into the Orange County General Plan is indicated in boldface type while text to be stricken is presented in italics. Text in standard type is existing text in the Orange County General Plan.

1. Introduction Amendments

a. The fourth paragraph of the “History of the Orange County General Plan” discussion in the Introduction (pages I-3 and I-4) is hereby deleted as shown below:

b. The second, third and fourth bullets in the “Public Services and Facilities” discussion under “Background for Planning” (page II-12) are hereby amended to read as follows:

2. Background for Planning Amendments

a. The second, third and fourth bullets in the “Public Services and Facilities” discussion under “Background for Planning” (page II-12) are hereby amended to read as follows:

3. Land Use Element Amendments

a. The “Noise” discussion under “Environmental Constraints” in the Land Use Element (page III-3) is hereby amended to read as follows:

b. Map III-1 of the Land Use Element (shown as Exhibit 1 attached hereinafter), entitled “Orange County General Plan,” showing land use designations in Orange County (page III-11), and showing El Toro as “Public Facilities,” is hereby amended to delete the “Public Facilities” designation for El Toro and to show the land use designations adopted by this Initiative depicted in Exhibit 10, “Orange County’s Central Park.”

c. The first paragraph of the “Public Facilities” discussion in the Land Use Element (page III-17) is hereby amended as follows:

d. Footnote 1 on page III-17 is hereby deleted as shown below:

* Language inserted per the Measure A Initiative, “Amend the Orange County General Plan to Designate Marine Corps Air Station El Toro for Civil Aviation and Transportation Use.”

e. The “Open Space” discussion in the Land Use Element (pages III-18 and III-19) is hereby amended to read as follows:

Open Space

This broad category includes the Open Space (5) land use category, and the Open Space Reserve (OSR), Nature Preserve (NP), and Education/Parc Compatible (EPC) land use overlays.

The Open Space (5) land use category identifies major facilities built and maintained for public use. Included are civic buildings, airports, major colleges, military installations, correctional facilities, hospitals, solid waste facilities, water facilities, and sewer facilities. Childcare facilities will be permitted, if appropriate, within this category.

The Open Space Reserve (OSR) is a protective area that is zoned agricultural and is zoned in open space and open space compatible.

The Nature Preserve (NP) overlay applies to the entire portion of El Toro for the purpose of permanently preserving natural habitat in accordance with the Central Coastal Orange County Natural Communities Conservation Plan.

The Education/Parc Compatible (EPC) overlay allows education and other land uses that are compatible with the purpose of Orange County’s Central Park.
f. Table III-1 of the Land Use Element, entitled “Building Intensity/Population Density Standards” (pages III-22 through III-25), is hereby amended to read as follows:

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>TYPICAL CHARACTERISTICS/USES</th>
<th>INTENSITY/DENSITY CHARACTERISTICS AND STANDARDS*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Residential (1A)</td>
<td>Limited residential use compatible with the natural character of the terrain</td>
<td>0.025 to 0.5 Dwelling Units per Acre</td>
</tr>
<tr>
<td>Suburban Residential (1B)</td>
<td>Wide range of housing types, from estates on large lots to attached dwelling units (townhomes, condominiums, and clustered arrangements)</td>
<td>45 Employees per Acre</td>
</tr>
<tr>
<td>Urban Residential (1C)</td>
<td>Intensive residential uses such as apartments, condominiums, townhomes and clustered residential units</td>
<td>Generally limited in scope to approximately 10 to 40 acres</td>
</tr>
<tr>
<td>Community Commercial (2A)**</td>
<td>Provides a wide range of facilities for convenience goods and retail trade including tourist recreation businesses, and community services (i.e., childcare facilities)</td>
<td>Generally limited in scope to approximately 10 to 40 acres</td>
</tr>
<tr>
<td>Regional Commercial (2B)**</td>
<td>Identifies major, high-intensity commercial activities requiring centralized locations in 75 to 125 persons per acre in order to serve large urban populations at the regional or subregional level</td>
<td>Generally limited in scope to approximately 10 to 40 acres</td>
</tr>
<tr>
<td>Employment (3)**</td>
<td>Typically tenants include employment generators, usually light and service industries or professional-administrative office uses</td>
<td>Generally range between 75 and 125 persons per acre</td>
</tr>
<tr>
<td>Public Facilities (4)**</td>
<td>Identifies major facilities built and maintained for public use</td>
<td>0.75 FAR</td>
</tr>
</tbody>
</table>

*The allowable uses within the Open Space (5), EPC, OSR and NP designations are further defined in Table III-1.

**The Open Space Reserve (OSR) overlay is intended to reflect the Resources and Recreation Elements of the General Plan. It identifies major parks, beaches, forests, harbors and other territory that will always remain open space.

The Education/Park Compatible (EPC) overlay includes portions of the El Toro for low intensity development compatible with adjacent Open Space Reserve (OSR) land uses. The EPC overlay allows for educational facilities and supporting research and cultural and recreational uses.

The Nature Preserve (NP) overlay applies to the area in the northeast portion of the El Toro, shown on Map III-1, to remain in federal ownership, or subsequent local ownership, for the purpose of preserving natural habitat in accordance with the Central/Costa Orange County Natural Communities Conservation Plan.
**CATEGORY** | **TYPICAL CHARACTERISTICS/USES** | **INTENSITY/DENSITY CHARACTERISTICS AND STANDARDS**
---|---|---
Landfill Site (LS)** | Identifies existing and planned solid waste facilities | Generally, building sites within this category should be large; Max. Bldg. Height: 35'; Max. Site Coverage: the area covered by structures and parking should not exceed 20% in order to blend development with the natural surroundings; 9 Employees per Acre

Open Space Reserve (OSR)** | Indicates the current and near-term use of the land, most of which is zoned agricultural | Max. Bldg. Height: 15', except for Orange County’s Central Park, where the maximum building height shall be 50’ (except that 10% of all structures at ultimate development may be up to 100'); Max. Site Coverage: 10%; except for Orange County’s Central Park, where the maximum site coverage shall be 10% calculated exclusive of parking lots

Open Space Reserve (OSR)** | Provides for planned land uses that do not require a commitment of significant urban infrastructure | Max. Bldg. Height: 15’, except for Orange County’s Central Park, where the maximum building height shall be 50’ (except that 10% of all structures at ultimate development may be up to 100'); Max. Site Coverage: 10%; except for Orange County’s Central Park, where the maximum site coverage shall be 10% calculated exclusive of parking lots

Nature Preserve (NP) | Includes only the northeast portion (shown on Map III-1) of Orange County’s Central Park to conserve natural resources and protect habitat of Central Park consistent with the Central/Coastal Orange County Natural Communities Conservation Plan (i.e., non-recreational uses are prohibited) | Max. Bldg. Height: 50’ for structures such as water tanks and observation towers; Maximum Site Coverage: Not stated; structures permitted only to support passive recreational uses

Education/Park Compatible (EPC) | Indicates long term uses for low intensity development compatible with adjacent Open Space Reserve (OSR) land uses | Max. Bldg. Height: 50’, except that 10% of all structures at ultimate development may be up to 100'; Max. Site Coverage: The area covered by structures, exclusive of parking lots, shall not exceed 20% of the site; 45 Employees per Acre

Urban Activity Center (UAC)** | Indicates locations intended for high-intensity mixed-use development | 10 Employees per Acre

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Intensity/Density Characteristics and Standards <strong>a</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial</td>
<td></td>
</tr>
<tr>
<td>Minimum site coverage: 10% Max. building height: 100'</td>
<td></td>
</tr>
<tr>
<td>Public Facilities</td>
<td></td>
</tr>
<tr>
<td>Maximum site coverage: 10% Max. building height: 100'</td>
<td></td>
</tr>
<tr>
<td>Employment</td>
<td></td>
</tr>
<tr>
<td>Maximum site coverage: 10% Max. building height: 100'</td>
<td></td>
</tr>
<tr>
<td>UAC</td>
<td></td>
</tr>
<tr>
<td>Maximum site coverage: 10% Max. building height: 100'</td>
<td></td>
</tr>
</tbody>
</table>

---

**a** These standards refer to the maximum amount of development permitted for each land use designation. Development must also comply with the Zoning Code or Specific Plan requirements, and is not guaranteed to achieve the designated intensity.

** Estimated employees per acre for non-residential land use categories are calculated using FARs, the following building square footage per employee factors, and the following formula:

\[
\text{Employees per Acre} = \frac{\text{FAR} \times 43,560 \text{ sf/acre}}{\text{(sf per employee factor)}}
\]

- Commercial: 500 sf/emp
- Public Facilities: 250 sf/emp
- Employment: 250 sf/emp
- UAC: 250 sf/emp

---

4
The "Major Land Use Element Policies" discussion in the Land Use Element (page III-27) is hereby amended to read as follows:

OBJECTIVES AND POLICIES

This section presents the future objectives and policies of the Land Use Element.

Market forces will determine which areas develop first and which remain undeveloped or underdeveloped by the 2020 horizon year. However, the policy projections and the Land Use Element Map will be the tools for project evaluation and consistency determination to ensure that development coincides with the policies of the Land Use and Transportation Elements regarding infrastructure provision.

This section describes \textit{Major Land Use Policies} that guide the implementation of the Land Use Element. The intent of these policies is to articulate issues which should be addressed when considering development proposals.

These policies are implemented through the programs contained in the Implementation Programs section. Two LUE interpretive policies which guide administration of the LUE map and land use categories are described in this section immediately following these thirteen land use policies.

Each policy has been stated in a single sentence. A policy can be referred to by its short title. A statement of purpose for each policy is given to aid in its interpretation.

The heading "13. MCAS EL TORO" and the ensuing paragraphs, including policies 13.1 through 13.7 of the "Major Land Use Element Policies" discussion in the Land Use Element (pages III-32 through III-38), are hereby deleted as shown below:

\textbf{13.52} The County shall consider expenditure of such funds for needed infrastructure to support airport operations and adjacent economic development, and shall obtain local participation in the development of such projects. The County shall use the funds to support airport operations and adjacent economic development. Upon establishment of a civilian airport at MCAS El Toro, the County's air cargo service needs should be met within the El Toro Airport Planning Area. The County shall, for this purpose, adopt such plans and policies to the County Planning Commission and Board of Supervisors.

\textbf{13.53} The El Toro Airport Citizens Advisory Commission may adopt bylaws and other rules of organization.

\textbf{13.54} The El Toro Airport Citizens Advisory Commission shall be comprised of twelve members. Ten members shall be appointed by the Board of Supervisors. Five members, one from each Supervisorial District, shall be appointed by the Orange County League of Cities Selection Committee (City Selection Committee). Six members shall be appointed jointly by the members appointed by the Board of Supervisors and the City Selection Committee, with the City Selection Committee having the deciding vote. The City Selection Committee shall be referred to as the "City Selection Committee." The twelve members shall serve a term of two years. No member shall serve more than two terms.

\textbf{13.55} The first members appointed by the Board of Supervisors and the City Selection Committee shall be appointed no later than May 15, 1995. All other members shall be appointed jointly by the Board of Supervisors and the City Selection Committee.

\textbf{13.56} The El Toro Airport Citizens Advisory Commission may adopt bylaws and other rules of organization.

\textbf{13.57} The El Toro Airport Citizens Advisory Commission shall review all draft plans and statements of policy prepared by or submitted to the County concerning land uses within the El Toro Airport Planning Area and affecting MCAS El Toro land use and existing or planned airport facilities. The El Toro Airport Citizens Advisory Commission may adopt bylaws and other rules of organization.

\textbf{13.6} The objective of guiding the planning and development of those areas for both the short-term and long-term future.

\textbf{13.63} The following policies establish a framework for the reuse planning process and for land use decisions following closure of Marine Corps Air Station (MCAS) El Toro.

\textit{13.6.2} Civilian Airport Use

In light of its current use as a military airport supporting operations of aircraft of varying sizes and weights, MCAS El Toro presents an opportunity to develop an additional airport in the County to respond to the need for increased airport capacity identified in the Public Services and Facilities Element of the County's General Plan.

All unincorporated land which was a part of the MCAS El Toro on March 1, 1994 and which lies within the area bounded by: Interstate Highway 405 to the northwest, Alton Parkway and the city limits of the City of Irvine to the southeast, the Artesia, Topato and Santa Fe rail lines to the southwest, and Sand Canyon Avenue to the northeast, shall receive the "Public Facilities" designation and shall be referred to as specifically herein as the "MCAS El Toro Airport Planning Area." These unincorporated lands within the MCAS El Toro Airport Planning Area may be rezoned.

Any rezonings on land use authorizations for MCAS El Toro land outside the El Toro Airport Planning Area shall be approved only upon a finding by the Board of Supervisors that the rezonings will not be incompatible with the uses of lands within the airport purposes categories with policy 13.6.4.

\textbf{13.6.3} Revenue Sharing

Because the MCAS El Toro is a countywide resource, its closure and reuse will have effects throughout the County. The same process for MCAS El Toro land use and revenue sharing actions which are not pertinent to MCAS El Toro land use should be adopted for MCAS El Toro land use and revenue sharing actions which are not pertinent to MCAS El Toro land use.

The County shall consider expenditure of such funds for needed infrastructure to support airport operations and adjacent economic development, and shall obtain local participation in the development of such projects. The County shall use the funds to support airport operations and adjacent economic development. Upon establishment of a civilian airport at MCAS El Toro, the County's air cargo service needs should be met within the El Toro Airport Planning Area. The County shall, for this purpose, adopt such plans and policies to the County Planning Commission and Board of Supervisors.

\textbf{13.6.4} Airport Land Uses

The maximum extent feasible consistent with federal and state law, all lands now in the El Toro Airport Planning Area shall comply with the following provisions:

\textit{13.6.4.1} Civilian Airport Policies

Lands within the El Toro Airport Planning Area shall be used for airport purposes to serve a substantial portion of the County's air transportation needs, including air cargo transportation of both passengers and cargo.

\textit{13.6.4.2} Airport Land Use Policy

Parking areas of MCAS El Toro and the area authorized under state and federal law, lands within the El Toro Airport Planning Area should be used only by military personnel and other airport interests. The County shall work with MCAS El Toro to develop a joint use agreement and seek approval for joint use operations as soon as possible.

\textit{13.6.4.3} Cargo Policy

Upon establishment of a civilian airport at MCAS El Toro, the County's air cargo service needs should be met within the El Toro Airport Planning Area.

\textbf{13.7} Public Participation

\textbf{13.7.1} Membership & Organization

The El Toro Airport Citizens Advisory Commission shall have thirteen members. Ten members shall be appointed by the Board of Supervisors. Five members, one from each Supervisorial District, shall be appointed by the Orange County League of Cities Selection Committee (City Selection Committee). Six members shall be appointed jointly by the members appointed by the Board of Supervisors and the City Selection Committee, with the City Selection Committee having the deciding vote. The City Selection Committee shall be referred to as the "City Selection Committee." The twelve members shall serve a term of two years. No member shall serve more than two terms.

The first members appointed by the Board of Supervisors and the City Selection Committee shall be appointed no later than May 15, 1995. All other members shall be appointed jointly by the Board of Supervisors and the City Selection Committee. The first members appointed by the Board of Supervisors and the City Selection Committee shall be appointed no later than May 15, 1995.

\textbf{13.7.2} Responsibilities

The El Toro Airport Citizens Advisory Commission shall review all draft plans and statements of policy prepared by or submitted to the County concerning land uses within the El Toro Airport Planning Area and affecting MCAS El Toro land use and existing or planned airport facilities. The El Toro Airport Citizens Advisory Commission may adopt bylaws and other rules of organization.

\textbf{13.7.3} Policy Amendments

The importance of the El Toro Airport Planning Area and the ongoing policies regarding land uses within the El Toro Airport Planning Area may be amended as shown above.

5
4.6.4 Conference with Federal State Agencies

The federal or state agency with jurisdiction to impose an airport approved condition requiring adjustment of the El Toro Planning Area includes an amendment to the condition. The County has a specific issue statement, with the land use designations as depicted in Exhibit 10, Orange County's Central Park, that development. A Development Agreement Implementation Program has been established to define and clarify the benefits obtained through these agreements. This program is administered by PFRD.

c) Facility Implementation Program

The Facility Implementation Program (FIP) is based on the "Facility Master Plan" for the County. In addition to other applicable requirements of the General Plan, the FIPs outline infrastructure improvements and phasing of those improvements necessary to support projected development in the unincorporated areas.

4. Transportation Element Amendments.

4.6.5 Conference with Property Owners

The County has entered into a number of Development Agreements with major county developers in the unincorporated areas. Each contains provisions for future development. A Development Agreement Implementation Program has been established to define and clarify the benefits obtained through these agreements. The intent of these agreements is to provide a mechanism for phasing new development in conjunction with the construction of infrastructure needed to serve the development. A Development Agreement Implementation Program has been established to define and clarify the benefits obtained through these agreements. This program is administered by PFRD.

c) Facility Implementation Program

The Facility Implementation Program (FIP) is based on the "Facility Master Plan" for the County. In addition to other applicable requirements of the General Plan, the FIPs outline infrastructure improvements and phasing of those improvements necessary to support projected development in the unincorporated areas.

4. Transportation Element Amendments.

a) The "Environmental Opportunities" discussion in the Public Services and Facilities Element (page V-8) is hereby amended to show the circulation components adopted by this Initiative depicted in Exhibit 10, Orange County's Central Park, to show Trabuco as a 6-lane Major Arterial Airport at El Toro (page III-33), is hereby deleted, consistent with the land use designations depicted in Exhibit 10, Orange County's Central Park.

b) The "Road Improvement Monitoring" discussion in the Transportation Element (page IV-23) is hereby amended to read as follows:

4. Transportation Element Amendments.

a) The "Environmental Opportunities" discussion in the Public Services and Facilities Element (page V-8) is hereby amended to show the circulation components adopted by this Initiative depicted in Exhibit 10, Orange County's Central Park.

b) The "Road Improvement Monitoring" discussion in the Transportation Element (page IV-23) is hereby amended to show the circulation components adopted by this Initiative depicted in Exhibit 10, Orange County's Central Park.

c) Figure IV-3 of the Transportation Element (shown as Exhibit 4 attached hereto), entitled "Scenic Highway Plan," showing those roads designated as landscape or viewscape corridors (page IV-33), is hereby deleted, consistent with the land use designations depicted in Exhibit 10, Orange County's Central Park.

4. Transportation Element Amendments.

a) The "Environmental Opportunities" discussion in the Public Services and Facilities Element (page V-8) is hereby amended to show the circulation components adopted by this Initiative depicted in Exhibit 10, Orange County's Central Park, to show Trabuco as a 6-lane Major Arterial Airport at El Toro (page III-33), is hereby deleted, consistent with the land use designations depicted in Exhibit 10, Orange County's Central Park.

b) The "Road Improvement Monitoring" discussion in the Transportation Element (page IV-23) is hereby amended to show the circulation components adopted by this Initiative depicted in Exhibit 10, Orange County's Central Park.

c) Figure IV-3 of the Transportation Element (shown as Exhibit 4 attached hereto), entitled "Scenic Highway Plan," showing those roads designated as landscape or viewscape corridors (page IV-33), is hereby deleted, consistent with the land use designations depicted in Exhibit 10, Orange County's Central Park.
e. The "Policies" discussion in the General Public Services and Facilities Goals, Objectives and Policies (pages V-10 and V-11) is hereby amended as follows:

**Policies**

1. **PLANNING AND FUNDING**

To implement public facilities in a manner that supports the implementation of the overall land use development policies and the needs of County residents and is consistent with the funding capabilities of the County.

Proposed of plans to accommodate or serve the needs of the County and regional services as required by the County and public service planners in effect at the time of project implementation.

Proposed shall also participate, on a shared basis, in provision of community level services. The County and service providers shall strive to provide facilities and services necessary to complete the system.

2. **SYSTEM PROGRAMMING AND FUNDING**

To maximum use of available funding sources, including federal, state, and local, as well as support necessary increases in such sources and provide private participation in assessment fee and other programs established by the Board of Supervisors in order to implement necessary facilities.

3. **LAND USE COMPATIBILITY**

To coordinate facility planning in a manner consistent with surrounding land uses and to review planned land uses adjacent to facilities for their compatibility with facility operations.

4. **INTERGOVERNMENTAL COORDINATION**

To encourage and support a cooperative effort among all agencies towards the implementation of necessary public facilities through intergovernmental activities.

---

c. Footnote 2 on page V-11 is hereby deleted as shown below:

The “Air Travel – John Wayne Airport” discussion in the Public Services and Facilities Element (pages V-56 through V-58) is hereby amended as follows:

**Air Travel – John Wayne Airport**

John Wayne Airport (IWA) is the only commercial service airport in Orange County. It is served by six commercial air carriers and three commuter airlines. JWA also serves the area as the home base for more than 970 general aviation and "business aviation" aircraft.

John Wayne Airport is approximately 504 acres in size. This consists of 444 acres of primary airport area (that property lying between the California of the San Diego Freeway) and 33 acres of secondary airport area 30 miles south of the California of the San Diego Freeway.

A majority of the area surrounding the airport is within the cities of Newport Beach, Costa Mesa, Santa Ana, Tustin, and Irvine. The remaining consists of the unincorporated community of Santa Ana Heights which is approximately 100 acres within the County of Orange.

John Wayne Airport has two parallel runways: one is 5,700 feet long, and a shorter runway serving general aviation is 2,900 feet long. These runways are oriented in an almost north/south. The prevailing winds in the area are from the ocean. Consequently, almost 98 percent of the landings and takeoffs at JWA are conducted in a southerly direction (into the winds). Unfortunately, many residence lie under or near the departure flight paths.

In 1969, there were 12,441 passengers enplaned at JWA. In 1970, the total exceeded 87,130. The demand for air service continued to increase, and by the late 1970s, it exceeded 2.5 million. It has remained around this number since that time—not because the demand has leveled off, but because the number of commercial aircraft flights has been frozen at 41. It is estimated that the current level of demand for service exceeds 2.0 million. These passengers not served at John Wayne obtained air service from airports outside the County. Estimates for the year 2000 indicate that almost 20.0 million total passengers will be generated by the population of the County.

Also, within Orange County, there are more than 2,600 aircraft registered to personal and corporate owners; yet there is only one other airport for these type of aircraft within the County—Fullerton Municipal which has 590 based aircraft. No other general aviation aircraft are located at airports inside the County.

The pressure for increased capacity at John Wayne Airport to better serve the air transportation needs of the County’s citizens has been manifest, but it has been countered by pressures to relieve or curtail the environmental consequences of the airport’s operations. Aircraft noise, aircraft related air pollution, traffic congestion, parking congestion, and incompatible adjacent land uses have long been issues of concern.

The future of air system service in Orange County may benefit significantly from closure of the El Toro Marine Corp Air Station. Reuse of that facility would help resolve the environmental and demand/capacity problems present at the John Wayne Airport.

The regional airport system in Southern California is currently being examined by many communities and agencies. The Southern California area has the largest regional airport system in the world and is served by more commercial airports than any other major metropolitan area in the United States. Six commercial airports currently serve the region’s aviation demand: Los Angeles International (LAX), Ontario International (ONT), John Wayne/Orange County (SNA), Burbank/Glendale/Pasadena (BUR), Long Beach (LGB), and Palm Springs (PSP).

The greatest population growth in the five county Southern California region during the next two decades is projected to occur in the Inland Empire Counties of Riverside and San Bernardino and in northern Los Angeles County. The Inland Empire also has a wealth of existing and potential commercial aviation facilities. In addition to the newly improved and expanded Ontario International Airport, airports are proposed for the former March Air Force Base in Riverside County (March GlobalPort), the former Norton Air Force Base in San Bernardino (San Bernardino International Airport), and the former Coast Guard Air Base in Victorville (Southern California Logistics Airport). Planning for another major regional commercial airport is underway for the existing Palmdale Regional Airport in California (LAX).

These proposed airports and Ontario and are well located to serve future Southern California aviation needs. The Ontario Airport already serves a great number of passengers from Orange County due to its location and proximity to Orange County communities. The recently expanded Ontario Airport offers improved air transportation service to its market area and is expected to address a much larger part of the regional aviation demand in the future. In addition to passengers, Inland Empire airports are well positioned to absorb the regional air cargo demand.

Because of the regional nature of air transportation services, the County of Orange supports satisfying regional demands at these other airports, as well as by continuing operations at John Wayne Airport. The County shall support and encourage regional planning agencies to focus their efforts on establishing new and improving existing transportation links between population centers in the Southern California region and these other airports.

It is sound public policy, considering regional concerns and regional public welfare, to direct Southern California’s future growth in air traffic passenger and cargo services for its existing and anticipated population areas to areas where the greatest growth is expected to occur, and where neighboring communities are generally supportive of new or expanded airport facilities.

---

d. Footnote 4 on page V-61 is hereby deleted as shown below:

Language inserted per the Measure A Initiative, “Amendment to the Orange County General Plan to Designate Marine Corps Air Station, El Toro for Civil Aviation and Related Uses,” approved by voters on November 8, 1994.

e. The "Air Travel – John Wayne Airport" discussion in the Public Services and Facilities Element (pages V-56 through V-58) is hereby amended as follows:

**Air Travel – John Wayne Airport**

John Wayne Airport (IWA) is the only commercial service airport in Orange County. It is served by six commercial air carriers and three commuter airlines. JWA also serves the area as the home base for more than 970 general aviation and "business aviation" aircraft.

John Wayne Airport is approximately 504 acres in size. This consists of 444 acres of primary airport area (that property lying between the California of the San Diego Freeway) and 33 acres of secondary airport area 30 miles south of the California of the San Diego Freeway.

A majority of the area surrounding the airport is within the cities of Newport Beach, Costa Mesa, Santa Ana, Tustin, and Irvine. The remaining consists of the unincorporated community of Santa Ana Heights which is approximately 100 acres within the County of Orange.

John Wayne Airport has two parallel runways: one is 5,700 feet long, and a shorter runway serving general aviation is 2,900 feet long. These runways are oriented in an almost north/south. The prevailing winds in the area are from the ocean. Consequently, almost 98 percent of the landings and takeoffs at JWA are conducted in a southerly direction (into the winds). Unfortunately, many residence lie under or near the departure flight paths.

In 1969, there were 12,441 passengers enplaned at JWA. In 1970, the total exceeded 87,130. The demand for air service continued to increase, and by the late 1970s, it exceeded 2.5 million. It has remained around this number since that time—not because the demand has leveled off, but because the number of commercial aircraft flights has been frozen at 41. It is estimated that the current level of demand for service exceeds 2.0 million. These passengers not served at John Wayne obtained air service from airports outside the County. Estimates for the year 2000 indicate that almost 20.0 million total passengers will be generated by the population of the County.

Also, within Orange County, there are more than 2,600 aircraft registered to personal and corporate owners; yet there is only one other airport for these type of aircraft within the County—Fullerton Municipal which has 590 based aircraft. No other general aviation aircraft are located at airports inside the County.

The pressure for increased capacity at John Wayne Airport to better serve the air transportation needs of the County’s citizens has been manifest, but it has been countered by pressures to relieve or curtail the environmental consequences of the airport’s operations. Aircraft noise, aircraft related air pollution, traffic congestion, parking congestion, and incompatible adjacent land uses have long been issues of concern.

The future of air system service in Orange County may benefit significantly from closure of the El Toro Marine Corp Air Station. Reuse of that facility would help resolve the environmental and demand/capacity problems present at the John Wayne Airport.

The regional airport system in Southern California is currently being examined by many communities and agencies. The Southern California area has the largest regional airport system in the world and is served by more commercial airports than any other major metropolitan area in the United States. Six commercial airports currently serve the region’s aviation demand: Los Angeles International (LAX), Ontario International (ONT), John Wayne/Orange County (SNA), Burbank/Glendale/Pasadena (BUR), Long Beach (LGB), and Palm Springs (PSP).

The greatest population growth in the five county Southern California region during the next two decades is projected to occur in the Inland Empire Counties of Riverside and San Bernardino and in northern Los Angeles County. The Inland Empire also has a wealth of existing and potential commercial aviation facilities. In addition to the newly improved and expanded Ontario International Airport, airports are proposed for the former March Air Force Base in Riverside County (March GlobalPort), the former Norton Air Force Base in San Bernardino (San Bernardino International Airport), and the former Coast Guard Air Base in Victorville (Southern California Logistics Airport). Planning for another major regional commercial airport is underway for the existing Palmdale Regional Airport in California (LAX).

These proposed airports and Ontario and are well located to serve future Southern California aviation needs. The Ontario Airport already serves a great number of passengers from Orange County due to its location and proximity to Orange County communities. The recently expanded Ontario Airport offers improved air transportation service to its market area and is expected to address a much larger part of the regional aviation demand in the future. In addition to passengers, Inland Empire airports are well positioned to absorb the regional air cargo demand.

Because of the regional nature of air transportation services, the County of Orange supports satisfying regional demands at these other airports, as well as by continuing operations at John Wayne Airport. The County shall support and encourage regional planning agencies to focus their efforts on establishing new and improving existing transportation links between population centers in the Southern California region and these other airports.

It is sound public policy, considering regional concerns and regional public welfare, to direct Southern California’s future growth in air traffic passenger and cargo services for its existing and anticipated population areas to areas where the greatest growth is expected to occur, and where neighboring communities are generally supportive of new or expanded airport facilities.
6. Resources Element Amendments.

a. Figure VI-5 of the Resources Element (shown as Exhibit 5 attached hereinafter), entitled “Open Space Conservation Program Map,” showing regional parks and open space corridors (page VI-20), is hereby amended to show the open space designations adopted by this Initiative depicted in Exhibit 10, “Orange County’s Central Park.”

b. The "Indirect Source: Airport Ground Access" discussion in the Resources Element (page VI-84) is hereby amended to read as follows:

11. INDIRECT SOURCE: AIRPORT GROUND ACCESS

Action:
Continue to encourage implementation of measures which seek to reduce congestion around airports.

Discussion:
This measure seeks to reduce congestion around airports by encouraging travelers to use public transportation or carpool in their departure airport and/or use transit from their arrival airport, and by improving ground airport access.

New or Existing Programs, Existing
Implementation Schedule: Ongoing

Reasonable Assumptions:
- SCAG
- OCTA
- Airport operators

Source of Funds: Various funding sources.

c. Footnote 1 on page VI-84 is hereby deleted as shown below:

1. Language inserted per the Measure A Initiative, “Amend the Orange County General Plan to designate Marine Corps Air Station El Toro for Civil Aviation and Related Uses,” approved by the voters on November 8, 1994.

d. The “Open Space/Conservation Program Map” discussion in the Resources Element (page VI-90) is hereby amended to read as follows:

Open Space/Conservation Program Map

The Open Space/Conservation Program Map does not designate land use; rather, it identifies broad open space areas and corridors with physical, cultural, or economic attributes which require consideration at subsequent levels of planning. These open space areas and corridors are regional in nature and are intended to benefit and be enjoyed by the entire population of Orange County. They also enhance or augment regional recreation facilities.

The program map does not identify non-regional open space areas and corridors. The scope of non-regional open space is intended primarily for the enjoyment, use, and benefit of the neighboring community. Non-regional open space, often referred to as local open space, may link local or community recreation facilities. These areas enhance or augment local recreation facilities. These areas are identified in the Community Profiles, Specific Plans, or other development plans.

The Open Space/Conservation Program Map is consistent with other elements of the General Plan. The map supports the Recreation Element, the Transportation Element (the Master Plan of Scenic Highways and Master Plan of Countywide Bikeways), and the Natural Resources and Cultural-Historic Resources Components of this Element.

The map depicts open space areas for regional recreation, greenbelts, wildlife and vegetation habitats, major water courses, agriculture, mineral resources, major watershed and water recharge areas, tidal lagoons, beaches, shoreline areas in need of sand replenishment, stream valleys, scenic and conservation corridors, and areas of cultural-historic importance. Education/Park Compatible (EPC) overlay areas may include open space-compatible educational, research and development, cultural and recreational uses. With the exception of existing regional park facilities, open space areas illustrated on the Open Space/Conservation Program Map (Figure VI-5) are schematically mapped.

e. Goal 4 under the “Goals, Objectives and Policies: Open Space” discussion in the Resources Element (page VI-103) is hereby amended to read as follows:

Goal 4

Conserve open space lands needed for recreation, education, and scientific activities, as well as cultural-historic preservation.

- Objective
  4.1 To encourage the conservation of open space lands which provide recreational, scenic, scientific, and educational opportunities.

- Policy
  4.1 To plan for the acquisition, development, maintenance, operation, and financing of open space lands which provide recreational, scenic, aesthetic, scientific, and educational opportunities.

4.2 To significantly expand the urban regional park system through the conversion of El Toro into Orange County’s Central Park.

7. Recreation Element Amendments.

a. The "Noise" discussion under "Environmental Constraints" in the Recreation Element (page VII-2) is hereby amended to read as follows:

NOISE

The major sources of significant noise (65+ CNEL) in Orange County are aircraft and highway vehicles. While both can usually be mitigated to acceptable levels indoors, acceptable mitigation of aircraft noise outdoors cannot be fully accomplished because of its overhead source.

Noise does not preclude recreation activities but does diminish the enjoyment of the overall experience. Through proper site planning, recreational activities can and do occur.

For example, Featherly Regional Park is adjacent to the Riverside Freeway and is subject to roadway noise from motor vehicles and is subject to roadway noise from motor vehicles and portions of O'Neill Regional Park are adjacent to the John Wayne Airport.

The closure of El Toro and its non-aviation reuse will have the positive benefit of reducing aircraft noise impacts on County-wide recreation and open space resources. In addition, the closure affords an unparalleled opportunity to expand regional recreation facilities.

b. The "Regional Parks" discussion in the Recreation Element (pages VII-39 and VII-40) is hereby amended to read as follows:

REGIONAL PARKS

Areas that offer recreational or scenic attractions that are of countywide significance and generally not available in local parks; and/or areas which the typical small neighborhood park does not provide. Regional parks are of sufficient size to offer facilities for family and group picnicking, camping, nature study, and diverse play areas for all age groups. They can accommodate swimming pools, athletic fields, bowling greens, water-oriented facilities, and golf courses; and, with emphasis on improvements designed to meet summit regional recreation needs.

Regional parks are further classified as follows:

- Urban Regional Parks:
  A regional park generally located within an urbanized area, which provides any one or number of intense recreational facilities such as sport centers, playfields, golf courses, riding and hiking trails, county bikeways, and swimming, as well as the more passive activities of picnicking and camping. The park’s environmental resources are generally man-made and domesticated and the principal attractions are constructed by man.

- Orange County’s Central Park:
  The closure of El Toro affords the County an unparalleled opportunity to expand urban regional park facilities through the creation of Orange County’s Central Park. This special urban regional park is intended to include a wide range of the typical active recreation uses of an urban regional park. In addition, Orange County’s Central Park is planned to have within it a nature preserve area, defined by the NP overlay designation in the Land Use Element. Orange County’s Central Park will also include a variety of civic, educational and related research
development and housing uses as defined by the EPC overlay designation in the Land Use Element. Combining the features of several land use categories, Orange County’s Central Park is a unique civic resource at the geographic heart of the County.

- **Natural Regional Parks:**
  A regional park which is in a more natural setting with predominant aesthetic and passive type activities such as picnicking, camping, nature and hiking trails, support facilities, and limited organized recreation. Development may be limited to necessary utilities, leaving the area in its near natural state as possible, with minimal domestication, in recognition that natural topography and biological resources of the site are the principal attractions of the park.

- **Wilderness Regional Parks:**
  A regional park in which the land retains its primeval character with minimal improvements and which is managed and protected to preserve natural processes.

The park generally appears to have been affected primarily by forces of nature, with the imprint of man’s work substantially unnoticeable; it has outstanding opportunities for solitude or a primitive and unconfined type of recreation; it is of sufficient size as to make practicable its preservation and use in an unimpaired condition; and it may also contain ecological, geological, or other features of scientific, educational, scenic or historical value.

- **County Wilderness Areas:**
  An area within a regional park with the same characteristics as a wilderness Regional Park. County wilderness areas exist essentially as overlays on portions of natural regional parks.

c. The "Proposed Regional Recreation Facilities" list of the Recreation Element (pages VII-43 and VII-44) is hereby amended to read as follows:

**PROPOSED REGIONAL RECREATION FACILITIES**

- Black Star Canyon Wilderness Park
- El Toro MCAS Regional Park
- Hot Springs Canyon Wilderness Park
- Los Alamitos Naval Air Station Regional Park
- Marine Corps LTA Station Regional Park
- Orange County’s Central Park
- Potrero Los Pinos Regional Park
- Prima Deshecha Regional Park
- San Juan Canyon Reservoir Regional Park
- Seal Beads Naval Weapons Station Regional Park
- Upper Trabuco Canyon Wilderness Park
- Villa Park Basin Wilderness Park
- Unincorporated Coastline Beaches

d. Goal 1 of the "Goals, Objectives and Policies" in the Recreation Element (page VII-44) is hereby amended to read as follows:

**GOALS, OBJECTIVES AND POLICIES**

The County’s goals constitute a formal statement of the quality of life desired by its citizens. The objectives are more measurable targets against which actions may be evaluated. Policies represent the intervening step between goals and objectives and the implementing actions. They provide important guidance for decision-makers in directing the future development of the county and, as such, perform a major function of this plan.

**Goal 1:**

To provide a regional recreation network to meet the regional recreation needs of existing and future residents of the entire County.

- **Objective:**
  1.1 To designate sites for regional recreation facilities to meet the regional recreation needs of existing and future County residents.

  1.2 To utilize the unparalleled opportunities afforded by the closure of El Toro to create Orange County’s Central Park.

c. Figure VII-2 of the Recreation Element (shown as Exhibit 6 attached hereto), entitled “Master Plan of Regional Recreation Facilities,” showing existing and proposed regional recreation sites (following page VII-57), is hereby amended to show designation of Orange County’s Central Park as a proposed regional park, consistent with the land use designations depicted in Exhibit 10, “Orange County’s Central Park.” Figure VII-2 is further amended by deleting the reference to “El Toro MCAS Regional Park” and replacing it with reference to “Orange County’s Central Park,” consistent with the land use designations depicted in Exhibit 10, “Orange County’s Central Park.”

8. Noise Element Amendments.

a. The "Relationship to Federal, State and Local Agency Plans and Programs" discussion in the Noise Element (pages VIII-3 through VIII-5) is hereby amended to read as follows:

**RELATIONSHIP TO FEDERAL, STATE AND LOCAL AGENCY PLANS AND PROGRAMS**

The purpose of this section is to provide a general overview as to the noise-related roles and responsibilities of different levels of government as they relate to environmental noise.

At the federal level, there are three separate agencies which have a significant impact on Orange County’s noise environment. They are the Environmental Protection Agency (EPA), the Department of Defense and the Department of Transportation (DOT). In addition, the Department of Housing and Urban Development and the Federal Housing Administration establish standards for projects which receive their financial support.

The stated role for EPA has been to provide leadership in the national noise abatement effort. While not as extensive as it was during the 1970s, a key aspect of this effort has been sponsorship of scientific studies of the relationships between noise levels and human response. Another key role of EPA has been in assisting other federal agencies, states, and local jurisdictions in taking steps to ensure as healthy an environment as is feasible.

The Department of Defense (DOD) is important with respect to the Noise Element because it operates two facilities in Orange County, the Marine Corps Air Station (MCAS) El Toro and the Naval Air Station Tustin. These bases, especially MCAS El Toro, have a significant impact on surrounding areas. DOD sponsor a number of other military installations within the county. The Department of Transportation (DOT) in conjunction with the State of California National Guard Bureau also operates an air installation at Los Alamitos. Noise effects from operations at Los Alamitos are not significant on unincorporated areas, however. The MCAS El Toro may be converted to civilian airport uses which are expected to result in a decrease in overall noise levels.

The Department of Transportation is significant in its role because its agencies are involved in setting standards and safety regulations for civil aviation, railroads, transit facilities and vehicles, and those freeways that are a part of the Interstate System. There are two agencies that are the Federal Aviation Administration, the Federal Railway Administration, the Urban Mass Transportation Administration, and the Federal Highway Administration.

The State of California is responsible for establishing regulations for noise control where not preempted by the federal government. The federal government has largely pre-empted control of noise from aircraft, railroads, and federal highways. The State regulates noise levels of motor vehicles, motorcycles, motor boats, and freeway noise as it affects classrooms, and has set noise insulation standards for multi-family dwellings, hotels, and motels. The State also has established noise impact boundaries around airports, and noise planning standards.

Of particular importance are the State requirement for the preparation of each local jurisdiction's noise element (California Government Code, Section 65360(d)), noise insulation standards (California Administrative Code, Title 23) and the noise standards related to airports and their environs (Title 23). The State, through CALTRANS and the California Transportation Commission, also exerts significant influence on the noise environment through the financing, construction, and maintenance of the State highway system.

Local jurisdictions share the responsibility of maintaining the health and welfare of their residents. This responsibility is discharged largely through land use planning and control. The normal approach taken at the local level is a preventative one in which case is taken to avoid the development of neighboring uses that are inconsistent. Retrospective action to correct an inconsistent pattern is generally limited to voluntary programs in which land owners are encouraged to take steps to reduce the noise impact on their property.
THE EXISTING NOISE ENVIRONMENT

Noise is generated by numerous sources which are found near places where people both live and work. Of particular concern are those sources generating noise levels above the prevailing background noise level.

The most commonly mobile noise sources in the County are transportation-related (automobiles, trucks, motorcycles, railroads, and aircraft). Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to areas sensitive to noise exposure. Rail and aircraft operations, though infrequent, may generate extremely high noise levels that can be disruptive to human activity. Aircraft noise appears to produce the greatest community anti-noise response, although the duration of the noise from a single airplane is much less, for example, than that from a freight train.

Of the airports and air stations in Orange County, only two have a significant impact on unincorporated areas: MCAS El Toro and John Wayne Airport (JWA). Other facilities have significant impacts only on incorporated areas, for which the county already has responsibility.

The primary focus of Noise Element Amendment 1979 was to map the areas exceeding MCAS 75 Ldn contours. These were derived from an assumption of 72,000 operations per year that generated an estimated MCAS Environmental Impact Report (EIR) noise contour map. The map depicted in Figure VIII-2 shows the current noise levels that would be exceeded by 72,000 operations per year.

The contours were projected based on an assumption of 72,000 annual operations. That number reflects an increase over the actual 1979 level. The assumption of 72,000 operations per year is used to estimate the future levels of noise.
A key objective of this Noise Element is to ensure that each County resident’s quality of life is not affected adversely by high noise levels. Thus mitigation of noise is of paramount importance.

Noise affects all land uses. Residential uses are the most noise sensitive because of structural design, 24-hour per day duration of use and because such uses typically require abatement to comply with Table VIII-2 requirements, then the abated CNEL rating for the primary source will be used to determine the primary source noise level. If the noise source is a secondary source, for example, if 60dB CNEL, then any secondary source of 65dB CNEL or less can be considered acoustically insignificant. Therefore, a secondary source of 60dB CNEL would require abatement to a 55dB CNEL rating thereby making that acoustically insignificant.

Residential land use is the most sensitive because of the nature of activities which occur over a 24-hour period as well as the generally accepted need for, and design of outdoor living areas. An upper CNEL limit of 65 decibels was chosen above which noise is extremely annoying. Previous policy decisions by the Board of Supervisors have endorsed the 65-decibel CNEL as the critical sound-level criterion in guiding planning decisions for sensitive land uses. An acoustical analysis by the County Board of Supervisors on Noise Element Amendment 1979-01 policy implementation line was first defined which corresponded to the 65-decibel CNEL contour proposed around Marine Corps Base, MCAS, El Toro.

As a result of the Board of Supervisors’ adoption of the Santa Ana Highlands Land Use Compatibility Plan (LUCP), a projected 65-decibel CNEL noise contour was adopted for John Wayne Airport reflecting expected future flight levels and a reasonable mix of aircraft types. The policy implementation line can only be changed as part of a Noise Element Amendment.

The County also has a regular program of monitoring noise in the vicinity of John Wayne Airport. The noise-monitoring program is used to provide supporting data to confirm applicability of the fixed policy implementation lines. The locations of other CNEL contours are plotted for both of these facilities, as well. The 60-decibel CNEL contour is the boundary of the noise referral zone. The other contours are not as important for land use planning purposes since key development policies are normally not implemented at these levels.

Non-noise sensitive uses are compatible so long as interior noise levels meet the policies and standards established by this Noise Element.

"Outdoor living area" is a term used by the County of Orange to define spaces that are associated with residential land uses typically used for passive recreational activities or non-noise sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. associated with residential, outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in service or other educational purposes are: front yard areas, driveways, greenbelts, maintenance areas, and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yards).

A key objective of this Noise Element is to ensure that each County resident’s quality of life is not affected adversely by high noise levels. Thus mitigation of noise is of paramount importance. Noise affects all land uses. Residential uses are the most noise sensitive because of structural design, 24-hour per day duration of use and because such uses typically need, and are designed to incorporate outdoor living areas. Other noise sensitive uses include schools, hospitals, and places of worship. With mitigation of the effects of excessive noise in enclosed or interior areas are feasible (if expensive), it becomes more difficult for outdoor areas (particularly for aircraft noise sources).

In general, any development that results in a situation where there is an unacceptable level of noise in any living area (interior or exterior), must be mitigated or the project or use revised to avoid the conflict. Aircraft noise as it affects outdoor living areas is particularly critical because it is generally impracticable to provide sufficient noise control to achieve an acceptable noise environment.

Noise sensitive land uses are defined as those specific land uses which have associated indoor and/or outdoor human activities that may be subject to stress and/or significant interference from noise by community sources. Such human activity typically occurs daily for continuous periods of 24 hours or less due to a significant intensification in an existing use (e.g., replacing a single family dwelling unit with a four-plex). These types of development are the ones on which the County takes discretionary action. Table VIII-2 depicts major uses in terms of noise sensitivity.

For the purpose of complying with the Table VIII-2 criteria, the noise from all sources will be combined and rated in terms of Community Noise Equivalent Level (CNEL). For multiple noise sources, all sources can either be mathematically combined or the CNEL rating can be calculated in the following manner.

A primary, or louder, noise source will be identified. All other sources will then be considered secondary noise sources. Secondary noise sources that are at least 10 decibels less than the primary source can be considered to have an acoustically insignificant effect on the noise level rating and therefore will not need to be included in the CNEL calculation. If the primary source requires abatement to comply with Table VIII-2 requirements, then the abated CNEL rating for the primary source will be used to determine the noise level of any secondary source. For example, if 65dB CNEL, then any secondary source of 75dB CNEL or less can be considered acoustically insignificant. Therefore, a secondary source of 65dB CNEL would require abatement to a 55dB CNEL rating thereby making that acoustically insignificant.

Residential land use is the most sensitive because of the nature of activities which occur over a 24-hour period as well as the generally accepted need for, and design of outdoor living areas. An upper CNEL limit of 65 decibels was chosen above which noise is extremely annoying. Previous policy decisions by the Board of Supervisors have endorsed the 65-decibel CNEL as the critical sound-level criterion in guiding planning decisions for sensitive land uses. An acoustical analysis by the County Board of Supervisors on Noise Element Amendment 1979-01 policy implementation line was first defined which corresponded to the 65-decibel CNEL contour proposed around Marine Corps Base, MCAS, El Toro.

As a result of the Board of Supervisors’ adoption of the Santa Ana Highlands Land Use Compatibility Plan (LUCP), a projected 65-decibel CNEL noise contour was adopted for John Wayne Airport reflecting expected future flight levels and a reasonable mix of aircraft types. The policy implementation line can only be changed as part of a Noise Element Amendment.

The County also has a regular program of monitoring noise in the vicinity of John Wayne Airport. The noise-monitoring program is used to provide supporting data to confirm applicability of the fixed policy implementation lines. The locations of other CNEL contours are plotted for both of these facilities, as well. The 60-decibel CNEL contour is the boundary of the noise referral zone. The other contours are not as important for land use planning purposes since key development policies are normally not implemented at these levels.

Non-noise sensitive uses are compatible so long as interior noise levels meet the policies and standards established by this Noise Element.

"Outdoor living area" is a term used by the County of Orange to define spaces that are associated with residential land uses typically used for passive recreational activities or non-noise sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. associated with residential, outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in service or other educational purposes are: front yard areas, driveways, greenbelts, maintenance areas, and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yards).

The “Public Information and Notification” discussion in the Noise Element (pages VIII-22, VIII-23, VIII-26, and VIII-27) is hereby amended to read as follows:

2. PUBLIC INFORMATION AND NOTIFICATION
The “Public Information and Notification” discussion in the Noise Element (pages VIII-22, VIII-23, VIII-26, and VIII-27) is hereby amended to read as follows:
9. Safety Element Amendments.

a. The "Aircraft Environment" discussion in the Safety Element (pages IX-50, IX-51, IX-52, IX-55, and IX-56) is hereby amended to read as follows:

**AIRCRAFT ENVIRONMENT**

*Note: A comprehensive update to the Aircraft Environment section will be completed as part of a future General Plan Amendment.*

**Introduction**

Aircraft provide a valuable and necessary service to Orange County residents and businesses. Orange County is unique among most counties in California because commercial, general, and military aviation facilities are located within its borders. These facilities generate a high level of air traffic which is further influenced by aircraft transiting through the County en route to destinations elsewhere. The sheer number of aircraft operating within the County and the air routes covering the County heightens the chances of aircraft accidents, yet aircraft accidents occur infrequently when compared to the number of aircraft operations.

This section of the Safety Element explores the aircraft environment of Orange County. To do so, it focuses on commercial, general, and military aviation operations either by fixed-wing aircraft or helicopters. The section does not discuss aircraft noise. Information pertaining to aircraft noise may be found in the Noise Element of the General Plan.

**Current Conditions**

**COMMERCIAL AVIATION**

- John Wayne Airport (JWA) is the only commercial service airport in Orange County. It is served by nine commercial air carriers and five commuter airlines. In 1986, 4 million passengers used the airport. It is estimated that the current level of demand for service exceeds 7.0 million passengers; however, the Airline Access Plan limits the maximum number of passengers through John Wayne Airport. Those passengers not served at John Wayne obtain air service from airports outside the County. Estimates for the year 2000 indicate that almost 10.0 million total passengers will be generated by the population of the County, however, 4.0 million annual passengers is the maximum number of passengers through John Wayne. Additional airport capacity within the County is expected to be provided by conversions of the El Toro Marine Corps Air Station into an airport up to the late 1990s.

- Los Angeles International Airport (LAX) is a regional air transportation facility covering over 1,300 acres of west Los Angeles. There are currently over 500,000 flight operations a year at the airport; total average daily passenger traffic is over 81,000 people. The cities and communities surrounding LAX are largely built-out and consist primarily of residential land uses. The land uses immediately surrounding the airport consist primarily of commercial and industrial uses.

- Ontario International Airport is a regional air transportation facility covering over 1,100 acres of the City of Ontario. There are currently 110,000 flight operations per year at the airport, total average daily passenger traffic is over 7,000 people. At present, the area to the west and north of the airport are largely built-out and approved for development, where the areas to the east and south are largely undeveloped.

- Long Beach Airport is a sub-regional air transportation facility operated by the City of Long Beach. The airport covers approximately 1,100 acres north of the San Diego Freeway. There are approximately 1,500 passengers daily with an average of 18 daily commercial aircraft departures.

- Burbank-Glendale-Pasadena Airport is a regional airport located south of the Verdugo Mountain range. There are currently over 37,000 annual flight operations with an estimated projection of over 50,000 by the year 2000. Total average daily passenger traffic is currently over 5,000 people. The fleet mix at Burbank includes the following: B-737, DC-9, MD-80; and B-727. Anticipated is the conversion of the noiser B-727, B-737, and DC-9 to quieter departures B-737-700, B-757, and B-146.

**GENERAL AVIATION**

John Wayne Airport serves as the home base for approximately 1,000 personal and business ("general aviation") aircraft. During calendar year 1986 there were approximately 5,000 business jet departures.

Within Orange County there are more than 2,600 aircraft registered to personal and corporate owners; yet, there is only one other airport for these types of aircraft within the County besides JWA—Fullerton Municipal, with 590 based aircraft. All other private aircraft flying to or through Orange County are home based at airports outside Orange County. Additional general aviation facilities in the County may be developed at the El Toro Marine Corps Air Station following execution of a lease/mortgage agreement by the late 1990s.

The use of helicopters in business and pleasure has grown enormously in the last decade. With no room to expand, urban airports have had to fit helicopter takeoff and landing areas next to busy air lanes, runways, and fueling ramps. Though helicopter pilots and airline pilots are under the guidance of air traffic controllers, they are, depending on the airport, generally communicating on separate radio frequencies.

In Southern California, where an estimated 167,000 helicopter flights occur each year, finding locations for new heliports is a growing concern. There are already 200 heliports within the region, including a growing number of private owned airports, most of which are privately owned. About 300 helicopters are based at JWA.

**MILITARY AVIATION**

- Marine Corps Air Station (MCAS) El Toro served as one of two active Marine Corps peacetime air activity sites in the U.S. and the only one located in the western United States. The installations located in southwestern Orange County, 10 miles west of the City of Santa Ana and about 15 miles south of the Pacific Ocean. The federal government, pursuant to the Defense Base Closure and Realignment Act of 1990, closed El Toro MCAS for military operations on July 1, 1992. The installation is proposed to be developed as an El Toro MCAS site to accommodate a military airport.

- Marine Corps Air Station served as a tactical base for the following types of high-performance jet aircraft: F-A-18 Hornet, F-4 Phantom II, and Phantom II. The installation has been the home of Marine Corps Air Station, Tustin, since the late 1920s. The base has had a long history of aircraft accidents, including the destroyed and abandoned aircraft. Aircraft assigned to the base included T-A-9, T-A-9C, fixed-wing aircraft, and UH-1, H-1, and H-4 helicopters.

- The airspace surrounding MCAS 10-35° T was highly utilized and correspondingly very congested. Several factors contributed to this congestion. According to the Air Installation Compatible Use Zones (AICUZ) study, completed for MCAS El Toro Regional Systems, Association, 1984, annual flight operations averaged 375,000. Approximately, 70,000 military operations per year were generated by helicopters, propeller, and general aviation aircraft.

- Airmen currently used MCAS 10-35° T to operate in a very congested environment for non-emergency purposes. During normal conditions, common operating approaches were made to Ramona, SAR, and departure routes were made from Ramona. Aircraft operating on Ramona 20 and 30 would have been exposed to non-military traffic making adjacent areas unsuitable.

- According to the Southern California Aviation Study Technical Report issued by SCAG in July 1980 and later revised in the Supplemental Technical Report of June 1982, the 50-35° T flying approach to the north on Runway 34 does not conflict with other airport flight paths. It does cross the busy V23 airway near the Marine Corps Air Station Tustin operating area. As of June 1982, the 10-35° T approach was used by the Marine Corps Air Station Tustin as a military approach. The 50-35° T approach is designed for use by fixed-wing generals, and the air traffic from MCAS El Toro would be used for general aviation.

- The 1984 Air Installation Compatible Use Zones (AICUZ) study defined and identified accident potential airspace in the vicinity of MCAS El Toro. Those areas included special use airspace (SUAS) that are controlled by military air traffic control. The 1984 study defined and identified accident potential airspace in the vicinity of MCAS El Toro. Those areas included special use airspace (SUAS) that are controlled by military air traffic control. The 1984 study defined and identified accident potential airspace in the vicinity of MCAS El Toro. Those areas included special use airspace (SUAS) that are controlled by military air traffic control. The 1984 study defined and identified accident potential airspace in the vicinity of MCAS El Toro. Those areas included special use airspace (SUAS) that are controlled by military air traffic control. The 1984 study defined and identified accident potential airspace in the vicinity of MCAS El Toro. Those areas included special use airspace (SUAS) that are controlled by military air traffic control.
Los Alamitos Armed Forces Reserve Center (AFRC), twelve miles from JWA, is located in northwestern Orange County within the City of Los Alamitos. On-site facilities currently include two runways and associated taxiways, ramp space, and hangars. The AFRC is primarily used for helicopter training missions. There are approximately 80,000 yearly flight operations at the facility (SCAG, 1980).

In the event of an extraordinary emergency situation requiring an unusual emergency response, the three military air installations within Orange County may be available to provide significant assistance. Marine Corps Air Stations El Toro and Tustin and Los Alamitos Army Airfield may provide additional communication centers, medical facilities (Los Alamitos houses an emergency field hospital), and evacuation equipment in the forms of helicopters, aircraft, and vehicles. Military personnel can also be mobilized to augment the ranks of emergency personnel. Also, each military installation maintains its own emergency response plan that addresses on and off post emergency incidents which could be shown open in a County disaster situation.

- **MCAS Camp Pendleton**

  The air station within Marine Corps Base (MCB) Camp Pendleton is located 50 miles southwest of JWA. MCB Camp Pendleton serves as the primary west coast training facility for all elements of Marine Corps and Navy amphibious assault training and support missions. Marine Corps Air Station Camp Pendleton operates light assault aircraft, including the OH-58 Bronco, the AH-1 Cobra and the UH-1H Huey helicopters. Over 120,000 operations were generated by this airfield in 1986.

- **MCAS El Toro and MCAS Tustin**

  The federal government report pursuant to the Defense Base Closure and Realignment Act of 1990, has declared El Toro MCAS will be closed as a military facility by 1998. A civilian airport may be developed at the El Toro MCAS site following its closure as a military facility.*

b. Footnote 1 on page IX-56 is hereby deleted as shown below:

  *Federal Aeronautics Administration, "Airports served by airlines and non-regular air carriers," (January 1984).

c. Footnote 2 on page IX-55 is hereby deleted as shown below:

  *Federal Aeronautics Administration, "Airports served by airlines and non-regular air carriers," (January 1984).

d. Map IX-1 of the Safety Element (shown as Exhibit 8 attached hereto), entitled “Airport Safety Areas: MCAS El Toro,” showing accident potential zones (page IX-53), is hereby deleted, consistent with the land use designations depicted in Exhibit 10, “Orange County’s Central Park.”

e. Reference to “MCAS El Toro” and the “ARSA” (Airport Radar Service Area) and “ATA” (Airport Traffic Areas) applicable to MCAS El Toro on Figure IX-5 of the Safety Element (shown as Exhibit 9 attached hereto), entitled “Orange County Airport Traffic Control Areas,” showing the boundaries of air traffic control areas in Orange County (page IX-54), are hereby deleted, consistent with the land use designations depicted in Exhibit 10, “Orange County’s Central Park.”

f. Footnote 3 on page IX-56 is hereby deleted as shown below:


g. The “Aircraft Accident Potential” discussion in the Safety Element (pages IX-56 and IX-57) is hereby amended to read as follows:

  **Aircraft Accident Potential**

  Orange County is located in one of the busiest aviation areas in the world (two of the busiest 10 airports in the United States are within a 50-mile radius) along with a multitude of trans-transport traffic. Currently incoming traffic to JWA crosses airspace above Huntington Beach and Newport Beach that is also used by planes preparing to land at Long Beach Municipal Airport.

  In addition to Long Beach and John Wayne Airports, El Toro Marine Corps Air Station, a commercial traffic flowing to Los Angeles International Airport (LAX) adds to the aerial congestion above Orange County (80 percent of departing LAX passenger jets are routed south over Seal Beach and then over Lake Forest or further south to San Diego). However, many of the flights are flying at altitudes in excess of 10,000 feet.

  The heading “3) Marine Corps Air Station, El Toro” and the ensuing paragraph on pages IX-57 and IX-58 of the Safety Element are hereby deleted as shown below.

  **Marine Corps Air Station, El Toro**

  The air station within Marine Corps Base (MCB) Camp Pendleton is located 50 miles southwest of JWA. MCB Camp Pendleton serves as the primary west coast training facility for all elements of Marine Corps and Navy amphibious assault training and support missions. Marine Corps Air Station Camp Pendleton operates light assault aircraft, including the OH-58 Bronco, the AH-1 Cobra and the UH-1H Huey helicopters. Over 120,000 operations were generated by this airfield in 1986.

  LA TRACON daily handles the approach and departure routes for more than 1,700 flights arriving and departing from Los Angeles International (LAX). The Los Angeles Area Traffic Control Center (LACE) also handles the approach and departure routes for more than 300 aircraft at Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Palm Coolygil control area for Pal...
2. To refer projects, as required by Section 21676 of the Public Utilities Code, to the Airport Land Use Commission for Orange County prior to their adoption or approval to determine consistency of the projects with the Airport Environ Land Use Plan (AELUP).
3. To support the creation of regulations requiring aircraft detection equipment.
4. To encourage the creation and updating of detailed flight charts and publications for the airspace in Orange County.
5. To encourage cooperative agreements between the County and the air installations to provide relief services in times of natural disaster.

k. The "Public Information and Community Liaison" discussion under "Implementation Programs: Aircraft Environment" in the Safety Element (pages IX-40 and IX-41) is hereby amended to read as follows:

**IMPLEMENTATION PROGRAMS: Aircraft Environment**

The following section identifies existing programs which promote aviation safety and enhance public awareness.

1. **PUBLIC INFORMATION AND COMMUNITY LIASON**
   - **Action:** Support expanded public information and community liaison services as a means to public awareness.
   - **Discussion:** This program promotes community awareness of aviation operations and safety. As an example, open houses are held annually by the Department of Defense (OSR) overlays, or Nature Preserve (NP) overlays; to be developed as an urban regional park with a habitat preserve component, surrounded by a compatible setting of institutional, open space, open space compatible, and recreational uses. **LANDSCAPE CORRIDORS**

#### 4. **Interim Amendments**

a. The Landscape Corridors list under "Landscape Corridors" in Appendix IV-4 (General Plan Appendix, page 44) is hereby amended to read as follows:

#### TYPE 2: LANDSCAPE CORRIDORS

- **Alicia Pkwy.** From Aliso Creek Rd. To Paseo de Valencia
- **Antonio Pkwy.** From Avenida Empresa To Ortega Hwy.
- **Caminó del Arroyo** From Crown Valley Pkwy. To Del Obispo St.
- **Crown Valley Pkwy.** From San Diego Fwy. To PCH
- **El Toro Rd.** From SBHTC To Santa Margarita Pkwy.
- **La Paz Rd.** From Crown Valley Pkwy. To Paseo de Valencia
- **Millennium Pkwy.** From Bake To Portola Pkwy.
- **Moulton Pkwy.** From Crown Valley Pkwy. To San Diego Fwy.
- **Niguel Road** From Crown Valley Pkwy. To PCH
- **Ortega Hwy.** From Antonio Pkwy. To San Diego Fwy.
- **Oso Pkwy.** From Alicia Pkwy. To 2,000' e/o Olympiad Rd.
- **San Joaquin Hills Rd.** From MacArthur Blvd. To Sand Canyon Rd.
- **Santa Margarita Pkwy.** From El Toro Rd. To Melinda Rd.
- **Street of the Golden Lantern** From Crown Valley Pkwy. To Dana Point Harbor Dr.
- **Unnamed Arterial** From Santa Margarita Pkwy. To Antonio Pkwy.

10. **Appendix IV-4 Amendments.**

a. The remarks regarding "El Toro M.C.A.S." under "Proposed Recreation Facilities" in Appendix VII-8 (General Plan Appendix, page 127) is hereby amended to read as follows:

#### 2. To refer projects, as required by Section 21676 of the Public Utilities Code, to the Airport Land Use Commission for Orange County prior to their adoption or approval to determine consistency of the projects with the Airport Environ Land Use Plan (AELUP).

#### 4. **Interim Amendments**

a. The "AICUZ" definition and acronym under "Noise Element Definitions and Acronyms" in Appendix VIII-1 (General Plan Appendix, page 137) is hereby amended to read as follows:

**AICUZ** – Air Installation Compatible Use Zone – Acronym for a study conducted to determine zones in which land uses around aircraft facilities operated by branches of the Department of Defense will be compatible with the long-term average sound levels produced by the various types of aircraft operated from the facility. Last.

11. **Appendix VIII-1 Amendments.**

a. The remarks regarding "El Toro M.C.A.S." under "Proposed Recreation Facilities" in Appendix VII-8 (General Plan Appendix, page 127) is hereby amended to read as follows:

**Aircraft Environment**

The Orange County General Plan in effect at the time the Notice of Intent was submitted to the Orange County Clerk, and the General Plan as amended by this Initiative measure comprise an integrated, internally consistent and compatible statement of policies for the County. In order to ensure that the Orange County General Plan remains...
integrated, internally consistent and compatible statement of policies for the County, the General Plan provisions adopted by this Initiative shall prevail over any conflicting revisions to the Orange County General Plan adopted between the date of the Notice of Intention and the date the amendments adopted by this Initiative measure were inserted into the General Plan. To this end, any conflicting revisions to the Orange County General Plan adopted between the date of the Notice of Intention and the date the amendments adopted by this Initiative measure were inserted into the General Plan shall be null and void in their entirety and without any legal effect whatsoever.

Section Seven: Construction.

To the maximum extent authorized by law, this Initiative shall be interpreted in a manner consistent with the right of initiative reserved to the people by the California Constitution. Without limiting the generality of the foregoing, nothing in this Initiative is intended to diminish or otherwise alter applicable requirements of any state or federal law. Nothing in this Initiative shall be interpreted to impose any land use restriction or other limitation on any lands within the incorporated area of any city, or to restrict the authority of the Orange County Local Agency Formation Commission.

Section Eight: Severability.

If any portion of this Initiative is declared invalid by a court, that invalidity shall not affect other provisions or application of the Initiative which can be given effect without the invalid provision, and to this end the provisions of the Initiative are severable.

If a conflict exists between this Initiative and any other measure, which the voters at the same election approve, the provisions of this Initiative shall take effect except to the extent they are in direct conflict with the provisions of such other measure and the other measure receives a greater number of votes.

Section Nine: Amendment.

This Initiative may be amended only by a vote of the people at a regular election held in accordance with the requirements of the California Elections Code.

Section Ten: Technical Corrections.

The Clerk of the County of Orange is hereby directed to reprint the Orange County General Plan to reflect the adoption of this Initiative. The Clerk is hereby authorized and directed to make any technical corrections in the pagination, paragraph numbering, maps and other similar technical and ministerial aspects of the Orange County General Plan as may be necessary to insure that the Orange County General Plan, as amended by this Initiative, accurately and completely reflects the amendments to the Orange County General Plan adopted by this Initiative.