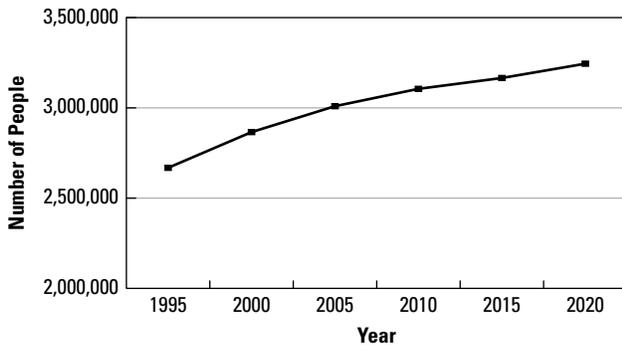
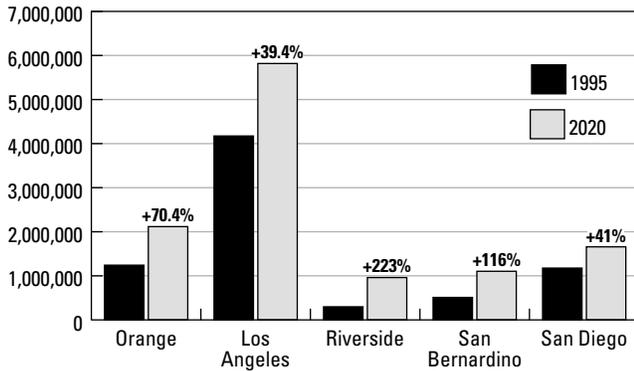


**Figure 23
ORANGE COUNTY POPULATION GROWTH PROJECTIONS**



Source: Center for Demographic Studies, California State University, Fullerton

**Figure 24
REGIONAL EMPLOYMENT GROWTH**



Source: Center for Demographic Research, California State University, Fullerton

The proposed project to reuse the 4,700-acre El Toro airfield, a decommissioned Marine Corps base located northeast of Laguna Beach, as an international airport will also contribute to projected employment growth.

Most of the airfield’s land is unincorporated, but a portion is within the City of Irvine. This airport could potentially replace the John Wayne Airport in Irvine. County planners have proposed numerous plans, but have not finalized them, due to local opposition and the recent passage of Measure F. The City of Laguna Beach publicly opposes the El Toro Airport proposal due to concerns about local safety, noise, pollution, traffic and other environmental impacts. The County suspended the airport planning program, effective April 7, 2000, pending court clarification of the activities allowed under the terms of the Measure F spending limits.

If implemented, the proposed El Toro airport plan could generate 824 arriving and departing flights daily. Flights could carry 28.8 million passengers annually and 2.01 million tons of cargo. Because of El Toro’s capacity, John Wayne Airport would carry fewer passengers, 5.4 million passengers a year, although it has a capacity to carry 15 million passengers and has a temporary cap of 8.4 million passengers due to expire in 2005.²

According to airport proponents, the El Toro Airport could create more than 16,000 jobs on-site and almost 93,000 jobs countywide. It would have major traffic impacts on the surrounding highway system, as it would generate 283,000 vehicle trips daily. Noise from flights would severely impact more than 9,500 homes and 30,000 residents in the surrounding communities.³

Newport Beach

Newport Beach has grown rapidly during the last decade, but according to city planners has placed strict

**Figure 25
2020 OUTLOOK ON TRAVEL WITHIN ORANGE COUNTY**

Mobility Characteristics	1995	2020	Change
Daily Vehicle Miles	60.0 million miles	86.4 million miles	Up
Daily Hours Delay	531,800 hours	1.1 million hours	Up
Peak Travel Speeds	25 mph	20 mph	Down
Average Daily Speeds	31 mph	28 mph	Down
Average Work Travel Time	26 minutes	39 minutes	Up

Source: Orange County Transportation Authority (1999)

restrictions on quality and density of both residential and commercial development. As of 1999, numerous mid-range projects are under construction, including the renovation of the old Balboa Theater. Other planned projects include the 750-room Newport Dunes Hotel and the Conexant project, a 566,000 sq.ft. industrial/office development.

**Figure 26
NEWPORT BEACH PROFILE**

1999 Population:	72,623
Population growth 1990 to 1999:	11%
Projected Population Growth 2000 to 2020:	1.5%
Median Income:	\$60,374
Median home Value:	\$500,001
Average rent:	\$1,006
Demographics:	92% White 4% Hispanic 3% Asian 1% Other
Percentage of land built out:	98%

Source: Welcome Home: Southern California Relocation Guide. Center for Demographic Research, CSUF. City of Newport Beach.

The City of Newport Beach will annex Newport Coast effective January 1, 2001. Today there are 3,500 dwelling units and 7,500 people living in the area. By 2007, the City estimates the number of homes will increase to 4,640 units and 9,700 people. Five major resort sites with a total of 2,150 resort units are planned for Newport Coast. The area will also include a 1,000 sq. ft. commercial site located on the North Coast Highway.

Aliso Viejo

Twenty years ago Aliso Viejo started as a master-planned community and it now hopes to incorporate as a city by the end of year 2000. It is considered one of the fastest growing areas in Orange County, with population expected to increase from 30,000 in 1999 to 48,000 in 2005.⁴ Due to Aliso Viejo’s status as an unincorporated area more demographic data is not readily available.

According to the County, most land available for residential development has been built out. Future commercial and industrial development will be in San Joaquin Hills corridor in the town center.

Recent development projects include new office space for Fluor Daniels, the relocation of the Soka University to a 103-acre campus located above a 3,200-acre wilderness area, a 310,000 square foot office space leased to an internet firm, and a 27-hole golf course with plans for 406-room hotel.

**Figure 27
CITY OF IRVINE PROFILE**

1999 Population:	133,700
Population growth 1990 to 1999:	23.7%
Projected Population Growth 2000 to 2020:	9.3%
Median Income:	\$56,307
Median Home Value:	\$294,700
Average Rent:	\$1,122
Demographics:	74% White 18% Hispanic 6% Asian 2% Other
Percentage of land built out:	95% residential 92% commercial/ industrial

Source: Welcome Home: Southern California Relocation Guide. Center for Demographic Research, CSUF. City of Irvine.

Irvine

Irvine is currently the largest planned city in North America. Incorporated in 1971, it has grown rapidly and is now experiencing its largest building boom ever. Irvine’s most attractive features are its location in the center of Orange County with access to several major freeways and the Metro-link rail system, its schools and its residential neighborhoods. The City has two large business centers, several shopping centers and universities, including the University of California, Irvine.

Although Irvine has grown rapidly, city planners feel the growth has been very carefully planned and controlled. Currently, numerous large-scale residential