



COUNTY OF ORANGE
CEO REAL ESTATE/LAND DEVELOPMENT
333 W. SANTA ANA BLVD., 3RD FLOOR
SANTA ANA, CALIFORNIA 92701

NOTICE OF PREPARATION AND NOTICE OF SCOPING MEETING

DATE: November 7, 2014
SUBJECT: Notice of Preparation of a Program Environmental Impact Report and Notice of Scoping Meeting
PROJECT TITLE: El Toro Development Plan
APPLICANT: County of Orange

Notice is hereby given pursuant to Section 15082 of the State California Environmental Quality Act (CEQA) Guidelines (*California Code of Regulations*, Title 14, § 15000 et seq.) that the County of Orange has determined that a Program Environmental Impact Report (PEIR) is the appropriate environmental document for the El Toro development plan (Project). The County of Orange (County) will be the Lead Agency for the Project and will be responsible for the PEIR preparation pursuant to CEQA and the State CEQA Guidelines. The Project's description, location, and an analysis of probable environmental effects are contained in the attached materials.

As required by Section 15082 of the State CEQA Guidelines, this Notice of Preparation (NOP) has been prepared and distributed to solicit comments from potential Responsible and Trustee Agencies on Project-related concerns relevant to each agency's statutory responsibilities. Given the nature of the Project, it has been determined to meet the definition of a project of regional and area wide significance pursuant to Section 15206 of the State CEQA Guidelines. Comments on the content and scope of the EIR also are solicited from any other interested parties (including other agencies and affected members of the public). The PEIR will be the environmental document of reference for Responsible and Trustee Agencies when considering subsequent discretionary approvals.

The County requests that any potential Responsible or Trustee Agencies responding to this NOP reply in a manner consistent with Section 15082(b) of the State CEQA Guidelines, which allows for the submittal of any comments in response to this notice no later than 30 days after receipt of the NOP. The County will accept comments from these Agencies and others regarding this NOP through the close of business on **December 8, 2014**.

This NOP is available for viewing at http://ocgov.com/gov/ceo/real_estate/currentplans and on the attached CD. In addition, a **Scoping Meeting will be held November 21, 2014 from 1:00 PM to 3:00 PM** at the following location:

Building 317 off Marine Way (see map on reverse side)
Irvine, CA 92618

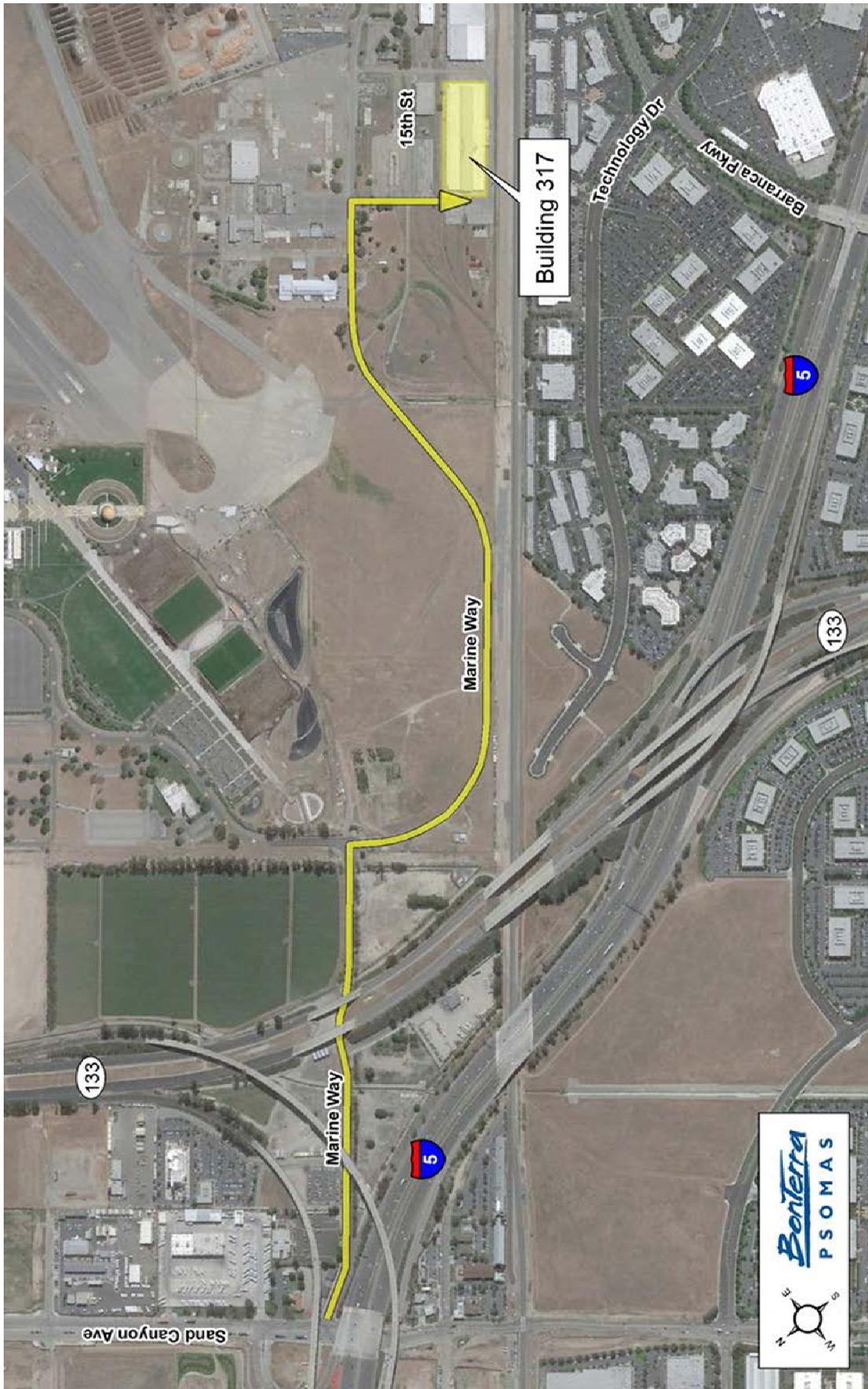
Your agency and other interested parties are invited to attend and submit comments for consideration during preparation of the PEIR. All comments and responses to this NOP must be submitted in writing to:

Channary Gould
County of Orange - CEO Real Estate/ Land Development
333 W. Santa Ana Blvd, 3rd Floor
Santa Ana, CA 92701
channary.gould@ocgov.com

Submitted by:


Channary Gould, Real Estate Development Manager

Scoping Meeting Location



El Toro Development Plan

The County of Orange (County) is the Project proponent and will be the Lead Agency under the California Environmental Quality Act (CEQA) for the preparation of a Program Environmental Impact Report (PEIR) for the El Toro development plan (Project). Section 15168 of the State CEQA Guidelines states that a Program EIR

. . . may be prepared on a series of actions that can be characterized as one large project and are related either: (1) Geographically, (2) As logical parts in the chain of contemplated actions, (3) In connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program, or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

Project Location

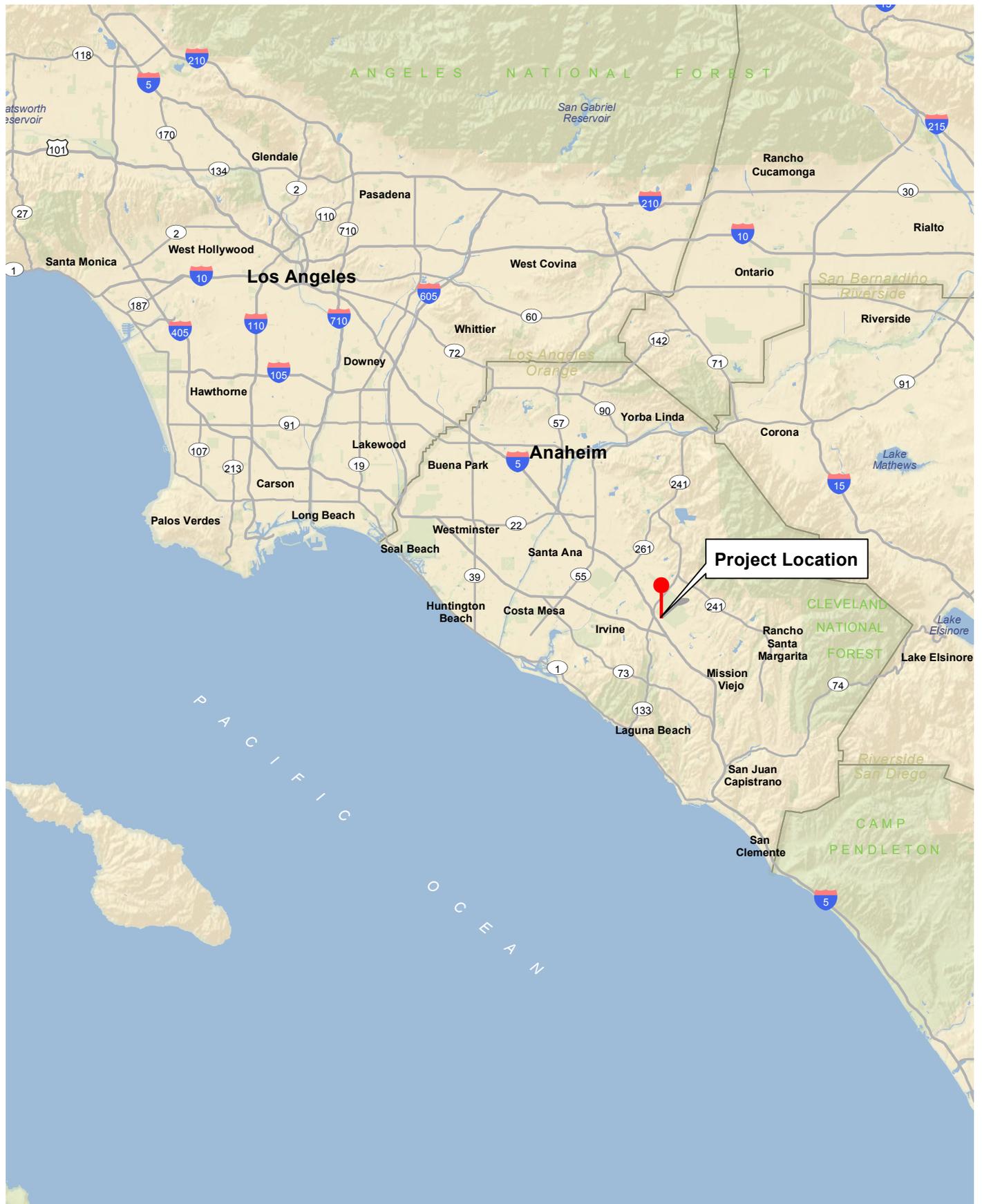
The Project site is located on County owned property within the City of Irvine at the southern edge of the former Marine Corps Air Station (MCAS) El Toro, east of the interchange of the Interstate 5 (I-5) and State Route (SR) 133 in Orange County. The site is bound by the proposed realignment of Marine Way on the northeast; the Southern California Regional Rail Authority (SCRRA) rail lines on the southwest; and the City of Irvine-owned property on the southwest and northwest; and the Orange County Great Park on the southeast. The Project would encompass approximately 108-acres. The regional location and local vicinity are shown on Exhibits 1 and 2, respectively.

The Second Harvest warehouse is surrounded by the Project on three sides. In addition, the Orange County Transportation Authority (OCTA) has an option on an approximately 21-acre parcel on the southwest boundary of the Project site.

Project Background and Related History

The Department of Navy (DoN) decided to close MCAS El Toro under the Base Realignment and Closure Act in July 1993. Since then, several plans for reuse of the former MCAS El Toro site were considered. The plan for the Orange County Great Park was approved by voters in the March 2002 initiative (Measure W). Measure W amended the County General Plan to designate the unincorporated land for park, open space, and other uses. This removed the former designation for the site as a commercial airport from the County General Plan.

Following closure of the former MCAS El Toro, on March 4, 2003, the County of Orange, the City of Irvine, and the Irvine Redevelopment Agency entered into a three-party, Property Tax Transfer and Pre-Annexation Agreement (Pre-Annexation Agreement) regarding the annexation and reuse of El Toro. As part of the Pre-Annexation Agreement, the City of Irvine agreed to provide certain lands to the County of Orange. The Project site was included in the parcels to be conveyed by the City to the County as part of the Pre-Annexation Agreement over which the County was granted 'exclusive land use control.' (See Pre-Annexation Agreement: Section 2.2.4)

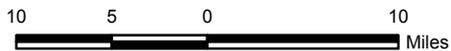


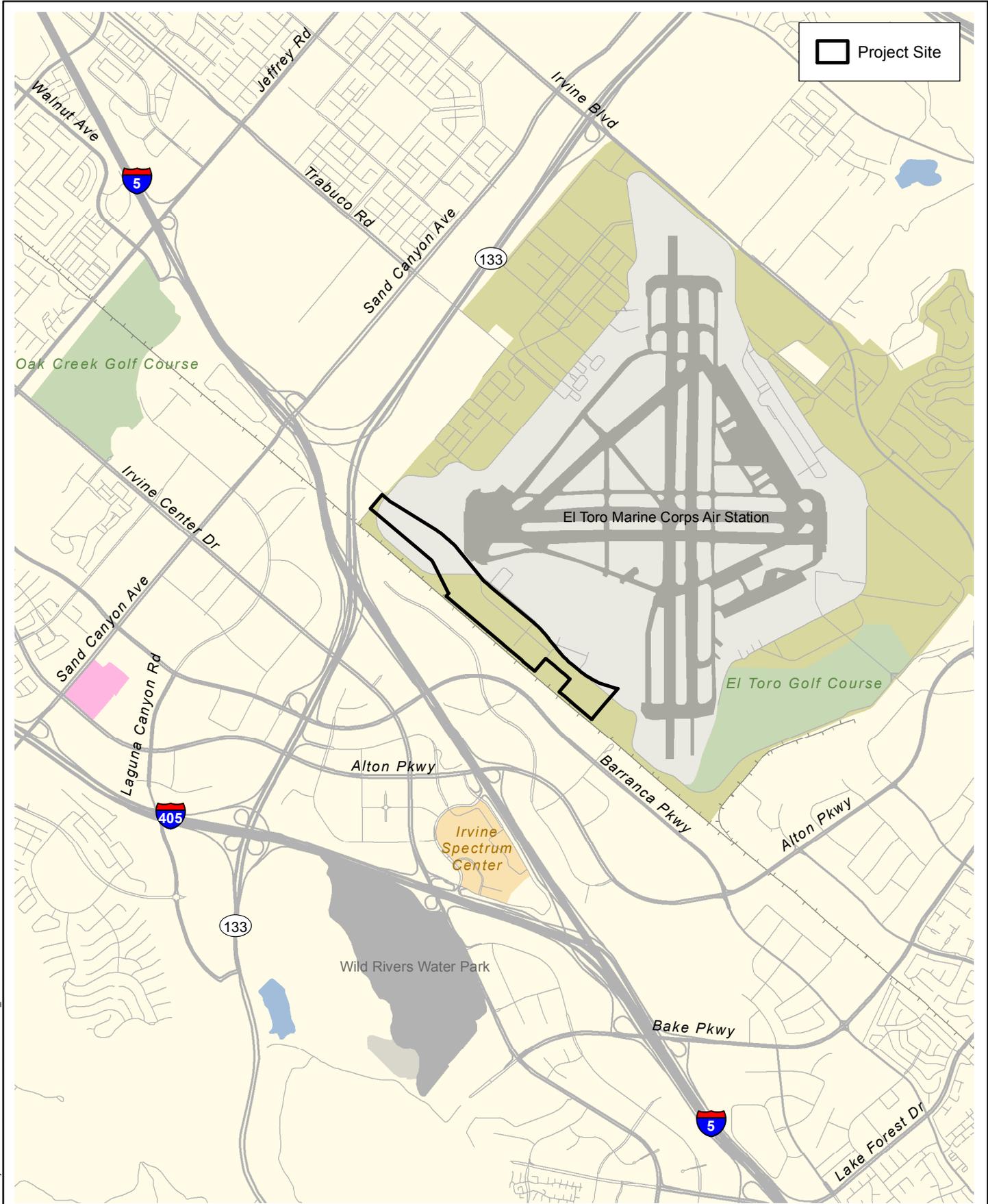
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Regional Location

El Toro Feature Plan

Exhibit 1



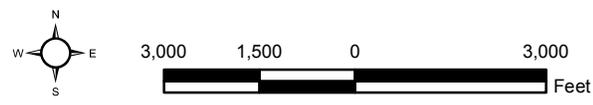


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Local Vicinity

El Toro Feature Plan

Exhibit 2



The parcel, which is approximately 108 acres, also includes several public easements for drainage and utilities. The DoN has released approximately 60 acres of this property in fee title, with some use restrictions, to the City of Irvine, who in turn conveyed it to the County of Orange as required by the Pre-Annexation Agreement. Portions of the property are covered under a lease instrument called a “Lease in Furtherance of Conveyance” or “LIFOC.” Once remediated, the DoN will make a Finding of Suitability to Transfer (FOST) allowing the transfer of the property in fee to Heritage Fields LLC. Subsequently, the property would be transferred to the City of Irvine. The City will then transfer the property to the County of Orange as required by the Pre-Annexation Agreement.

Project Setting

The Project site is located in Planning Area 51 in the City of Irvine, which encompasses the former MCAS El Toro property. The Project site is designated on the *City of Irvine General Plan* as Orange County Great Park (Planning Area 51) (Irvine 2012a). The General Plan, Land Use Element Table A-1 identifies a variety of uses within this designation, including Multi-Use, Institutional, Industrial, and Commercial. Table A-1 further identifies 436,000 square feet of Institutional/Public Facilities designated for the project site as being for the County of Orange facilities. The General Plan Land Use Element identifies Zoning Districts 1.1 (Exclusive Agriculture), 1.4 (Preservation Area), 1.9 (Orange County Great Park), 6.1 (Institutional), and 8.1 (Trails and Transit Oriented Development) as being correlated with the Orange County Great Park land use designation. The City of Irvine’s Zoning Map designates the project site as 6.1, Institutional.

The western portion of the site consists of vacant land that was part of the runway protection zones of the former MCAS EL Toro. The central portion has rail spurs that extend from adjacent rail lines and served the warehouse structures at the eastern portion of the site. There are several existing structures on the site but these facilities are no longer in use. Based on an assessment completed in July 2009, most of the existing buildings were found to be dilapidated and beyond repair. One building, known as Building 317 appears to maintain structural integrity and has potential for reuse (County of Orange 2014). The Second Harvest Food Bank warehouse, (known as Building 319), which is surrounded by the Project on three sides is still in use.

Access to the site is provided by Marine Way and Perimeter Road. Future access will be via the realigned Marine Way, which will replace Perimeter Road. The Irvine Transportation Center, which includes a Metrolink Station and bus facilities, is located less than ½ mile southeast of the site (south of the SCRRA rail line). Regional access is provided by I-5 to the south and SR 133 to the west. Sand Canyon Avenue provides the closest arterial access.

Adjacent land uses include sports fields in the Orange County Great Park and agricultural land to the northwest; former MCAS El Toro base buildings and vacant land to the north and east; the SCRRA rail lines and business park uses to the south; and vacant land and SR-133 to the west. The City of Irvine’s transit oriented district is planned to the east and southeast of the Project site.

West of SR-133 on Sand Canyon Avenue, the OCTA maintains a bus base. Additionally, Irvine Community Church is located on Sand Canyon Avenue just north of the I-5. These

uses are within the City of Irvine's Planning Area 40, which is planned for predominately residential development and some multi-use east of Sand Canyon Avenue. South of the Project site and separated by the rail line, is Planning Area 32. This area has been developed with office uses. A small portion of Planning Area 31 extends north of the railroad tracks and is designated for commercial use.

An aerial photograph of the site and surrounding area is provided in Exhibit 3.

Description of the Project

Project Processing

According to Sections 53090–53091 of the California Government Code, counties and cities are exempt from zoning regulations when one entity owns territory within the jurisdiction of another entity. Additionally, according to Section 7-9-20(i) of the Orange County Zoning Code, land owned or leased by the County is not subject to land use regulations of the County, including the Zoning Code, specific plans, and planned communities. Additionally, Section 2.2.4 of the Pre-Annexation Agreement indicates that the “County shall retain exclusive land use control over [its parcels within the Former MCAS EL Toro], and shall be entitled to place any development upon said parcels that County shall determine to be desirable for County’s needs, as though said property remained unincorporated, without the obligations for payment to Irvine of any permit fees or other mitigation/impact fees[.]” That section also states that the City of Irvine is required to “zone County’s parcels and designate them in Irvine’s General Plan in accordance with County’s direction.” Thus the County will be planning and permitting the Project consistent with State law and the consideration given to the County for its assistance and agreement with the annexation of the former MCAS El Toro base property into the City of Irvine.

An amendment to the *City of Irvine General Plan* and Zoning (discussed further below) would be processed by the City as required by Section 2.2.4 of the Pre-Annexation Agreement once the Project is approved by the County of Orange. The proposed land uses, development regulations, circulation, design guidelines, processing requirements and development intensities for the Project site will be identified in a development plan approved by the County. As the County would be providing the necessary approvals for construction, the development plan will serve as the planning document that County staff will use to evaluate the consistency of specific development proposals with the approved Project vision.

The development plan will include development standards and/or design guidelines that will establish parameters for all future development on the subject property. The City of Irvine’s Trails and Transit-Oriented District (TTOD) (8.1) within the City of Irvine’s Zoning Code will serve as the basis on which these development standards and/or design guidelines will be prepared. Generally, the development plan will provide for subsequent approvals by the County of Orange Community Development Director, or his/her designee. Also, findings, procedures and application requirements will be included in the development plan.

Project Site

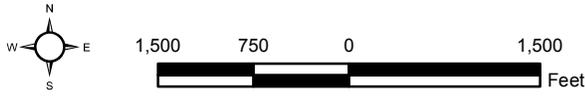


Aerial Source: Google, April 2013

Aerial Photograph

Exhibit 3

El Toro Feature Plan



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Proposed Land Uses

The Project proposes a mixed-used, low-impact development (LID) that will maximize the benefit derived from proximity to the Regional Transportation Center.

As previously identified, the proposed El Toro development plan will be used to guide future development on the Project site. The anticipated uses would include a mix of uses as summarized in Table 1. However, under specified conditions, the development plan will provide for flexibility to allow a reallocation of densities and intensity of uses, without a development plan amendment. This will allow the development to respond to market forces. The draft development plan will be available for review concurrently with the PEIR.

**TABLE 1
EL TORO DEVELOPMENT PLAN
PROPOSED USES**

Land Use	Development Size
Multi-Use (Office)	1,876,000 square feet
Residential	2,103 dwelling units
Community Commercial (Retail)	220,000 square feet
Hotel	242 rooms
Source: County of Orange 2014	

On-Site Infrastructure Improvements

General infrastructure will be provided on site to support the proposed Project, including streets; storm drain system improvements (including storm water detention and treatment systems); and utility lines for sewer, domestic water, recycled water, gas, electrical, communication, and closed circuit television services.

Off-Site Improvements

A number of off-site improvements are required to serve the Project and would be provided as part of future development. The following off-site improvements would be implemented as part of the Project:

- The on-site storm drainage system will be connected to the existing Caltrans SR-133 drainage culvert at the southwestern corner of the site. This connection will require access through the adjacent City of Irvine property and Irvine Ranch Water District (IRWD) property, and potentially the Irvine Company property immediately west of the site.
- A connection to an existing Agua Chiñon Channel storm drain lateral drainage pipe, located near the southeast corner of the site and along the northern property line of the SCRRA railroad right-of-way, will also be provided.
- Connections to utilities within the future alignment of Marine Way will also be made.

- Second Harvest site revisions to accommodate the project.
- Construction of roadway improvements required to support to the Project.

The construction of a realigned Marine Way east of Sand Canyon Avenue will likely be required prior to full Project build-out; however, this improvement is the responsibility of others and will be constructed in accordance with existing agreements.

Potential City of Irvine Actions

Upon Project approval consistent with the Pre-Annexation Agreement, the Orange County Board of Supervisors will recommend changes to the City of Irvine General Plan and Zoning Ordinance. The following identifies the anticipated modifications to the General Plan and Zoning Ordinance.

General Plan Amendment

The General Plan Amendment would include revisions to Table A-1 in the City of Irvine Land Use Element to allow for the Project, for land use conversions within the proposed 8.1C zone described below. In addition, minor changes to other sections of the *City of Irvine General Plan* may be required for consistency purposes. The specific modifications would be identified with the development of the development plan and preparation of the EIR.

Zoning Ordinance Amendment

The Project will also propose changes to the Irvine Zoning Code, which would be needed to implement the densities, intensities, and character of the Project. Changes to Section 3-37-39, 8.1, Trails and Transit Oriented Development (TTOD), to allow for the Project would include, but are not limited to:

- Addition of area 8.1C TTOD, County of Orange Great Park Neighborhood Development;
- Revision to Section 3-37-39.B.1 to allow up to 80 dwelling units per net acre;
- Allow unlimited site coverage within area 8.1C; and
- Increase the total maximum average daily trips (ADTs) in Planning Area 51.

Changes to Section 9-51, Planning Area 51 (Orange County Great Park) would likely include, but not be limited to:

- Revisions to the Zoning Ordinance Map for Planning Area 51 to reflect the proposed zoning, indicated in Exhibit 4;
- Revisions to the 8.1, Trails and Transit Oriented Development Zoning District Intensity, to reflect the proposed Project;
- Revisions to Section 9-51-6.B.14 to allow a 20 percent parking reduction in the 8.1C zone for non-residential uses; and

- Revisions to Section 9-51-6.S, Land Use Conversions, to allow for conversions in the 8.1C zone.

As necessary, changes to other sections of the City of Irvine Zoning Ordinance for consistency purposes would be identified with the development of the Development Plan and the preparation of the EIR.

Project Alternatives

CEQA requires the evaluation of alternatives to avoid or minimize potential significant, unavoidable impacts. Additionally, CEQA requires the evaluation of the No Project Alternative. For this Project, two variations of the No Project Alternative are being considered—development under the existing entitlements and no development on the site. The following alternatives are being considered for development on the site.

Alternative 1: Existing Entitlements Alternative. Alternative 1 would provide development for institutional use on the site, with buildings not exceeding 436,000 square feet of institutional uses. This level of development would be consistent with the assumptions in the original Heritage Fields EIR. Institutional uses that could be considered under this alternative include but are not limited to: emergency shelters, transitional shelter care facility, and law enforcement facilities.

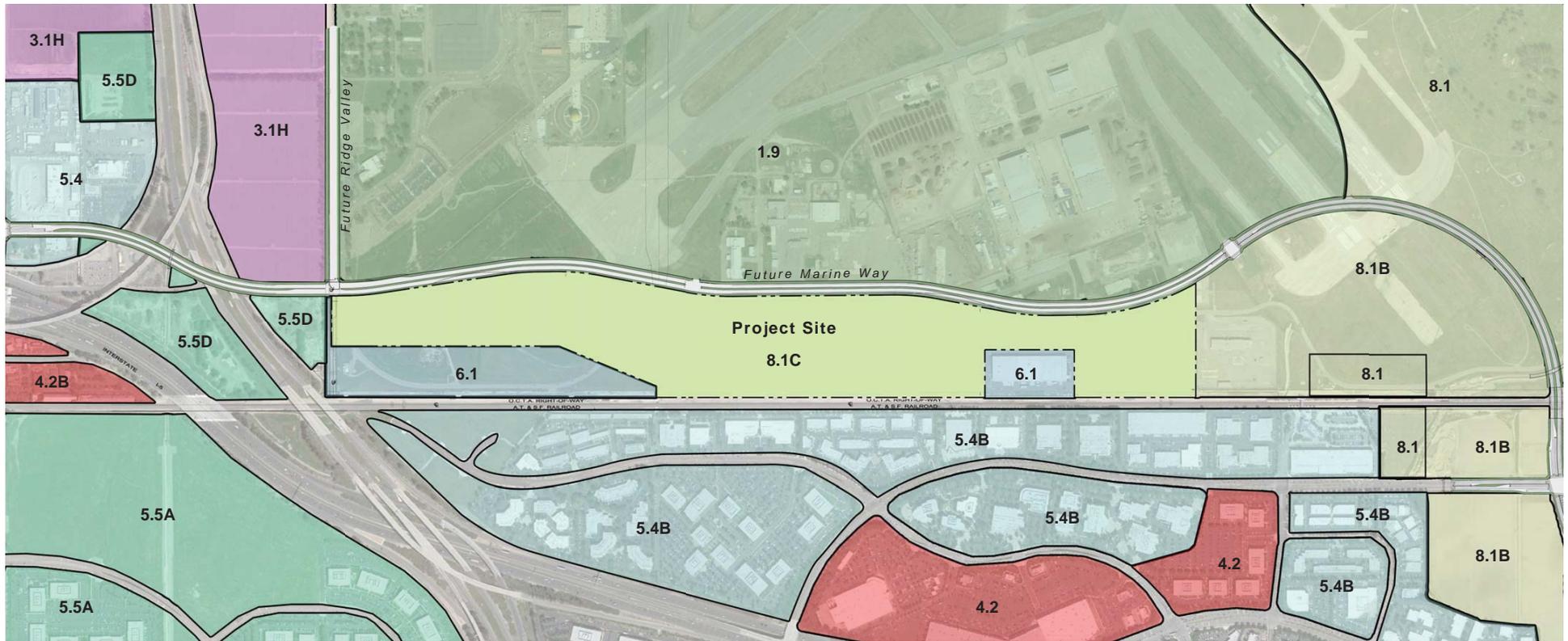
Alternative 2: Intensified Institutional Uses. Alternative 2 would provide development for institutional use on the site; however, the intensity of the uses would be greater than the 436,000 square feet of institutional uses provided for under the existing City of Irvine General Plan and Zoning Code. The specific uses and the overall square footage of institutional uses would be determined based on an assessment of institutional needs for services provided by the County of Orange.

Alternative 3: Development on the Second Harvest and City 21-Acre Parcels Alternative. Alternative 3 assumes that the County would obtain the Second Harvest and City parcels. The precise amount and mix of development will be determined once the technical analysis is complete and there is more information regarding the development potential of the additional parcels and the Project's potentially significant impacts.

Alternative 4: Reduced Intensity and Reduced Density Alternative. Alternative 4 assumes that the County would reduce the number of residential units and the overall square footage of commercial and mixed uses that would be built on the site while still meeting Project objectives. The precise amount and mix of development will be determined once the technical analysis is complete and there is an understanding of the Project's potentially significant impacts.

Alternative 5: No Project/No Development Alternative. This alternative assumes the site would continue to remain in its previously developed state without demolition or active uses on site.

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Legend

- | | | | | | | | |
|---|------------------------------|---|----------------------|---|---------------------|--|----------------------------------|
| 1.9 | 1.9 Orange County Great Park | 4.2/B | Community Commercial | 5.5A/D | Medical and Science | 8.1/B/C | Trails and Transit Oriented Dev. |
| 3.1H | Multi-Use | 5.4A/B | General Industrial | 6.1 | Institutional | | |

Source: KTGy 2014

Proposed Land Use Plan

El Toro Feature Plan

Exhibit 4



Anticipated Project Approvals

The County of Orange is the lead agency on the Project. As a PEIR, the document to be prepared will address the overall program for the Project; however, additional detail on the Project will be available as part of subsequent approval processes. Table 2 provides a listing of the anticipated approvals by the County of Orange. Recognizing that Project implementation will require approvals from multiple agencies, a listing of the actions of the Responsible agencies is provided following Table 2.

**TABLE 2
COUNTY OF ORANGE REQUIRED APPROVALS**

Acting Body	Action
County of Orange Planning Commission	<ul style="list-style-type: none"> ▪ Recommendation to Board of Supervisors regarding certification of the Final PEIR. ▪ Recommendation to Board of Supervisors regarding the proposed El Toro development plan.
County of Orange Board of Supervisors	<ul style="list-style-type: none"> ▪ Certification of the Final PEIR and adoption of Findings of Fact and a Statement of Overriding Considerations. ▪ Approval of the proposed El Toro development plan. ▪ Approval of the Mitigation Monitoring and Reporting Program. ▪ Recommendation to the City of Irvine for the proposed General Plan Amendments and Zone Change.
OC Planning Department (Planning, Building, Grading)	<ul style="list-style-type: none"> ▪ Approval of land use proposals including, but not limited to, Use Permits, Site Development Permits, Special Use Permits and Variances to allow implementation of the El Toro development plan. ▪ Runoff Management Plan ▪ Approval of Water Quality Management Plan(s). ▪ Issuance of grading, building, and occupancy permits. ▪ Implementation of the Mitigation Monitoring and Reporting Plan.

Approvals from other agencies may also be required as necessary. It is anticipated this would include the following:

- **City of Irvine.** Pursuant to Section 2.2.4 of the Pre-Annexation Agreement, the City Council would be requested by the Orange County Board of Supervisors to adopt the County-proposed General Plan Amendment and amend the Zoning Ordinance.

City of Irvine Planning and Development Services Department would be requested to issue Encroachment Permits and possible easements for connections within the public right-of-way and issuance of business licenses.

- **California Department of Transportation.** Approval of a storm drain connection for directing of flows to the Caltrans drainage culvert that currently receives the runoff from the former military base.

- **Irvine Ranch Water District.** Approval of a Water Supply Assessment and for water and sewer line connections.
- **U.S. Army Corps of Engineers.** Evaluation and permitting pursuant to Section 404 of the Clean Water Act (issuance of a Nationwide Permit), if determined to be necessary.
- **California Department of Fish and Wildlife.** Evaluation and permitting pursuant to Section 1600 (et. seq.) of the *California Fish and Game Code*, if determine to be necessary.
- **Regional Water Quality Control Board.** Issuance of a National Pollutant Discharge equal to or less than the pre-construction conditions and that downstream water quality is not worsened.
- **Orange County Fire Authority.** Fire Master Plan
- **Orange County Flood Control District.** Approval of discharges and connections to into Bee Canyon Channel, Marshburn Channel, and Agua Chinon Channel OCFCD facilities.

Anticipated Schedule

The Project schedule, as currently envisioned, contemplates that the draft PEIR will be available for public review in summer 2015. A 45-day public review period will be provided, after which responses to comments received will be prepared. The Orange County Planning Commission will then hold a public hearing and make a recommendation on certification of the PEIR to the Board of Supervisors. The County public hearings are anticipated in late 2015 and early 2016. Implementation of the El Toro development plan will be phased, with development in different sections of the site constructed individually based on market demand for specific land uses.

It is anticipated that demolition of existing structures and infrastructure would occur prior to the development of each phase, with utility and roadway improvements constructed as necessary to serve each phase.

Probable Environmental Effects of the Project

Until the PEIR analysis is completed, it is not possible to identify with precision the probable environmental effects of the Project. However, the County has prepared an Initial Study (a copy of which is attached to this notice) to identify the reasonably foreseeable and potentially significant adverse environmental effects of the Project, which the County believes require further and more detailed analysis in the PEIR. Additionally, there are several topics where the Initial Study has indicated an anticipated less than significant impact; however, these topics are still identified as being evaluated in the PEIR due to anticipated public interest. The County has identified the following specific topics as requiring detailed analysis:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils

- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

Based on the Initial Study, the Project would not result in any potentially significant effects with respect to the topical issues listed below. The issues have been scoped out of the PEIR:

- Agricultural and Forestry Resources
- Mineral Resources

Conclusion

The County requests the public's careful review and consideration of this notice and it invites any and all input and comments from interested agencies and persons regarding the preparation and scope of the PEIR.



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED
ENVIRONMENTAL IMPACT REPORT 620 EL TORO DEVELOPMENT PLAN

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture/Forestry Res. | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards/Hazardous Mat. | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input checked="" type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input checked="" type="checkbox"/> Population/Housing | <input checked="" type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings |

DETERMINATION: (To be completed by the Lead Agency) On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION (ND) will be prepared pursuant to CEQA Guidelines Article 6, 15070 through 15075.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION (MND) will be prepared pursuant to CEQA Guidelines Article 6, Sec. 15070 through 15075.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

I find that although the proposed project could have a significant effect on the environment, because potentially effects 1) have been analyzed adequately in an earlier EIR or ND/MND pursuant to applicable legal standards and 2) have been avoided or mitigated pursuant to that earlier EIR/ND/MND, including revisions or mitigation measures that are imposed upon the project, MINOR ADDITONS AND/OR CLARIFICATIONS are needed to make the previous documentation adequate to cover the project which are documented in this Addendum to the earlier CEQA Document (Sec. 15164)

Signature: Channy Gould November 6, 2014
 Name: Channary Gould, Real Estate Development Manager Date:



ENVIRONMENTAL ANALYSIS CHECKLIST

ENVIRONMENTAL IMPACT REPORT 620 EL TORO DEVELOPMENT PLAN

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
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1. AESTHETICS. Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Substantially degrade the existing visual character or quality of the site and its surroundings? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

2. AGRICULTURE & FORESTRY RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4. BIOLOGICAL RESOURCES. Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal system where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. HAZARDS & HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
with an adopted emergency response plan or emergency evacuation plan?				
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. HYDROLOGY & WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level (e.g., the production rate of the pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
10. LAND USE & PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
13. POPULATION & HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. PUBLIC SERVICES.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. TRANSPORTATION/TRAFFIC. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. UTILITIES & SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
18. MANDATORY FINDINGS				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

NOTE: All referenced and/or incorporated documents may be reviewed by appointment only, at the County of Orange Public Works Department, 300 N. Flower Street, Santa Ana, California, unless otherwise specified. An appointment can be made by contacting the CEQA Contact Person identified above.

El Toro Development Plan

PROJECT IMPACT ANALYSIS

1. AESTHETICS

- a) Would the project have a substantial adverse effect on a scenic vista?**
- b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

No Impact. There are no officially designated or eligible State scenic highways within the vicinity of the Project site (Caltrans 2011). The County General Plan identifies Santiago Canyon Road as the nearest Viewscope Corridor to the site in its Scenic Highway Plan (Orange County 2005b), but the site is not visible from Santiago Canyon Road due to distance and intervening structures. The Irvine General Plan designates Sand Canyon Avenue and the segment of I-5 near the southeastern edge of the City as Scenic Highways. The Scenic Highways map (Figure A-4 in the City's General Plan Land Use Element) identifies the major views for this scenic highway as being in a northeast/southwest direction with major views being of the area's rural or natural character (Irvine 2012a). The site is not visible from Sand Canyon Avenue or the I-5 segment of Scenic Highways identified by the City due to topography and intervening structures. At its closest point, the Project site is approximately ½ mile east of Sand Canyon Avenue. The OCTA bus base and the I-5 and SR-133 elevated structures block views of the Project site from the roadway.

The site is located in an urbanized area with no scenic resources on or immediately adjacent to the site. The Project site is not part of scenic vista and would not alter views from scenic highways or of scenic vistas. Views from the Orange County Great Park may change, but this park facility is being designed to be part of the urban fabric of the City of Irvine and will include views of other development areas within the City. Therefore, no impact to a scenic vista or scenic highway would occur with the Project, and no mitigation is necessary. Further evaluation of this issue in the Draft PEIR is not required.

- c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**
- d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?**

Potentially Significant Impact. The Project would lead to visual changes, including potential changes to the visual character of the site and impacts associated with the introduction of new light and glare. The Draft PEIR will include a discussion of the existing and proposed visual character with use of photographs to document views of the Project site. Potential light and glare impacts associated with new sources of light and glazing materials will also be discussed in the Draft PEIR.

2. AGRICULTURE AND FORESTRY RESOURCES

- a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

- b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**
- c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?**

No Impact. The central and eastern portions of the site are designated as “Urban and Built-Up Land” and the western portion is designated as “Other Land” in the 2010 Orange County Important Farmland Map prepared under the Farmland Mapping and Monitoring Program (FMMP) by the California Department of Conservation. The land across Marine Way to the northwest of the site is designated as “Prime Farmland” and land approximately 0.4 mile to the southeast is designated as “Farmland of Statewide Importance” under the FMMP (FMMP 2011).

The on-site and off-site improvements proposed by the Project would not displace, disturb, or result in impacts to farmlands listed as “Prime”, “Unique”, or of “Statewide Importance”. Also, the site is not zoned for agricultural use (Irvine 2012b), nor is it under a Williamson Act contract (Orange County 2005b). Further evaluation of these issues in the Draft PEIR is not required.

- d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

No Impact. The Project site is not located in or near a forest; the nearest forest to the site is the Cleveland National Forest, which is approximately eight miles away. Neither the site nor adjacent areas are zoned forest land, timberland, or timberland zoned for Timberland Production; the Project would not result in the loss of forest land or conversion to non-forest use. No impact would occur and no mitigation is necessary. Further evaluation of this issue in the Draft PEIR is not required.

- e) Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?**

No Impact. As stated earlier, land across Marine Way to the northwest of the site is designated as “Prime Farmland” and approximately 0.4 mile to the southeast is “Farmland of Statewide Importance” under the FMMP (FMMP 2011). The Great Park Farm is also located in the Orange County Great Park, north of the site. These farmlands are surrounded by industrial and commercial uses. The City of Irvine has approved long-range development plans for Planning Area 51. The Project would not result in increased pressure for transition of surrounding land to non-farm uses.. Further evaluation of this issue in the Draft PEIR is not required.

3. AIR QUALITY

- a) Would the project conflict with or obstruct implementation of the applicable air quality plan?**
- b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

- c) **Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**
- d) **Would the project expose sensitive receptors to substantial pollutant concentrations?**

Potentially Significant Impact. The Project would generate additional localized air emissions from construction, operation, and occupancy. These emissions will add to existing violations of State and/or federal standards for ozone (O₃), respirable particulate matter with a diameter of 10 microns or less (PM₁₀), and fine particulate matter with a diameter of 2.5 microns or less (PM_{2.5}) in the Orange County portion of the South Coast Air Basin. The Draft PEIR will include an air quality analysis to evaluate potential emissions from short-term demolition, rehabilitation, and construction activities and long-term vehicle generation and use/occupancy of the proposed residential and commercial developments on the site. The Project's construction and operational criteria pollutant regional (mass) emissions will be calculated using the California Emissions Estimator Model (CalEEMod). Model results will be compared with the South Coast Air Quality Management District's (SCAQMD's) CEQA mass emissions thresholds. Exposure of adjacent land uses and sensitive receptors to criteria pollutants generated on the Project site during construction will be analyzed using the SCAQMD Localized Significance Thresholds method. The Draft PEIR will also include an analysis of the Project's consistency with adopted regional air quality plans and policies.

- e) **Would the project create objectionable odors affecting a substantial number of people?**

Less Than Significant Impact. The Project does not propose any land uses that are identified by the SCAQMD as major odor sources (such as wastewater treatment plants, agricultural operations, landfills, composting facilities, food processing plants, chemical plants, or refineries). Existing agricultural uses near the site involve minor odor-generating activities, but do not create an odor nuisance pursuant to SCAQMD's Rule 402. Impacts would be less than significant and no mitigation is necessary. Further evaluation of this issue in the Draft PEIR is not required.

4. BIOLOGICAL RESOURCES

- a) **Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Services?**
- b) **Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Services?**
- c) **Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

- d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Potentially Significant Impact. The site is developed and supports limited vegetation, with the western portion of the site vacant. Existing vegetation will be disturbed by the Project. The Draft PEIR will summarize the findings of a literature review; general plant/wildlife surveys; a jurisdictional delineation; and an assessment of the site's potential to support special status plant and wildlife species through focused surveys for special status plant species and burrowing owl. Potential impacts to sensitive species, riparian habitat, wetlands, and wildlife movement would be identified in the Draft PEIR and mitigation for significant impacts provided, as necessary.

- e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Potentially Significant Impact. The Project will include the potential removal of existing trees on site where infrastructure improvements are planned. The Draft PEIR will discuss existing policies and ordinances applicable to the project Site that protect trees and other biological resources, along with Project compliance with these regulations.

- f) Would the project conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

No Impact. The Orange County Central-Coastal Natural Community Conservation Plan (NCCP) and Habitat Conservation Plan (HCP) covers a 208,000-acre area at the central and coastal portions of Orange County and includes land in the City of Irvine. However, none of the Reserve Areas are located on or near the Project site.

The OCTA is currently developing an NCCP/HCP as part of the Measure M2 program to mitigate the impacts of proposed freeway projects in Orange County. While this future NCCP/HCP would cover all areas of the County, including the City of Irvine, and unincorporated Orange County areas no conservation areas are located near the Project site.

No impact would occur and no mitigation is required. Further evaluation of this issue in the Draft PEIR is not required.

5. CULTURAL/SCIENTIFIC RESOURCES

- a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

No Impact. The 2008 Due Diligence Report acknowledges that all structures that were a part of the former Marine Corps Air Station, El Toro have been determined by the U.S. Department of the Navy not to be eligible for the National Register of Historic Places and not eligible for Cold War Legacy status. The California State Historic Preservation Officer (SHPO) concurred with this finding in 1998. Therefore, Project-related demolition, rehabilitation and construction activities would not adversely impact a historical resource. No impact would occur and no mitigation is required. Further evaluation of this issue in the Draft PEIR is not required.

- b) **Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**
- c) **Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Potentially Significant Impact. Archaeological and paleontological resources on the site could be disturbed or altered by ground-disturbing activities proposed by the Project. The Draft PEIR will include archaeological and paleontological studies that will identify the presence of or potential for significant archaeological and paleontological resources on site. The studies will include the following: (1) a records search of the Project area, including a one-mile radius buffer around the site, in the California Historical Resources Information System at the South Central Coastal Information Center at California State University, Fullerton and a Paleontological Resources Literature Review at the Natural History Museum of Los Angeles County; (2) Native American Scoping through contact with the California Native American Heritage Commission (NAHC) and consultation with local Native American tribes; and (3) intensive archaeological and paleontological resources field surveys concentrated in undeveloped portions of the site. The studies will also consider the potential impacts of the Project on identified archaeological and paleontological resources.

The findings of the cultural resources studies and the results of formal consultation with local Native American tribes in compliance with Senate Bill (SB) 18 (Traditional Tribal Consultation), as contained in Section 65352.3 of the *California Government Code*, will be summarized into the Draft PEIR. Mitigation for significant impacts will be provided, as necessary.

- d) **Would the project disturb any human remains, including those interred outside of formal cemeteries?**

Potentially Significant Impact. While the site is not known to have been a cemetery or burial ground, the potential for the discovery of human remains during grading and excavation activities cannot be discounted. The Draft PEIR will evaluate the Project's potential to uncover or disturb human remains and will provide mitigation for significant impacts, as necessary.

6. GEOLOGY AND SOILS

- a) **Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
 - i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**
 - iii) **Seismic-related ground failure, including liquefaction?**
- c) **Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

Less Than Significant Impact. The project is located in the seismic region of Southern California. According to the State of California Department of Conservation Fault Activity Map (CDOC 2014), the nearest known fault is the San Joaquin Hills Blind Thrust located in

subsurface 0.6 miles south and southwest of the site. The Newport-Ingelwood Fault (located approximately 9.5 miles from the Project site) and the Elsinore Fault (located approximately 15 miles northeast of the Project site) are the closest active faults to the site with surface expression. No earthquake faults are identified on the Project site. Therefore, the risk of the surface rupture of a known fault is considered low. Based on the State of California Seismic Hazard Zones, the proposed Project site is not mapped within the areas subject to liquefaction or earthquake induced landslides (CGS 2007). The proposed Project is underlain by denser soils with a deeper groundwater table defined as SRA-2 Denser Soils/Deeper Ground water on the City of Irvine Seismic Response Areas (Irvine 2012a), which would also make the site less susceptible to liquefaction and subsidence. However these geological issues will be investigated further and evaluated in the PEIR.

All structures on the site will have to comply and will be constructed according to California Building Code seismic safety requirements. The Draft PEIR will further evaluate potential for strong seismic shaking, liquefaction, and landslide, and prescribe minimization and mitigation measures as necessary.

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

ii) Strong seismic ground shaking?

Less Than Significant with Mitigation. As with all of southern California, the Project site is prone to strong seismic ground shaking. All structures on the site will have to comply and will be constructed according to California Building Code seismic safety requirements. The Draft PEIR will further evaluate potential for strong seismic shaking and prescribe minimization and mitigation measures as necessary.

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

iv) Landslides?

No Impact. The Project site, and immediately surrounding areas, are relatively flat and not prone to landslides. No further evaluation of impacts associated with landslides will be addressed in the PEIR.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The construction of the Project would result in grading and thus would potentially expose soil to erosion. The PEIR will further evaluate potential for impacts from the Project to soil erosion, prescribe minimization and mitigation measures as necessary.

d) Would the project be located on expansive soils, as defined in Table 18-1-B of the California Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact with Mitigation. The Project site does contain expansive soils. Therefore, the geotechnical analysis in the PEIR will prescribe minimization and mitigation measures as necessary to reduce the potential risk associated with site development.

- e) **Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal system where sewers are not available for the disposal of waste water?**

No Impact. The Project would be served by the public sewer system and would not require alternative wastewater disposal systems. No impact would occur and no mitigation is necessary. Further evaluation of this issue in the Draft PEIR is not required.

7. GREENHOUSE GAS EMISSIONS

- a) **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**
- b) **Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Potentially Significant Impact. The Project would generate greenhouse gas (GHG) emissions from the use of fossil fuels, electricity, natural gas, and other indirect sources. The Draft PEIR will include a GHG emissions study to determine the existing and future GHG emissions from on-site land uses using CalEEMod to calculate construction and operational GHG emissions. The Draft PEIR will also include an evaluation of the Project's consistency with applicable State and local plans and policies for reducing GHG emissions.

8. HAZARDS AND HAZARDOUS MATERIALS

- a) **Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Less Than Significant Impact. Proposed land uses on the site would utilize hazardous materials for construction, operation, and maintenance. However, existing regulations on the handling and transport of these materials provides sufficient safeguards to protect against a significant hazard to the community associated with an accidental release of hazardous materials. Less than significant impacts are expected and no further evaluation of these issues will be provided in the Draft PEIR.

- b) **Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**
- d) **Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Potentially Significant Impact. The Project will require the demolition of buildings and infrastructure on site. Based on the age of the facilities, there is the potential that lead based paint and asbestos containing materials may be encountered. The Project is located on the former MCAS El Toro, which had been known to use and store chemicals, and jet fuels. The base is included on the Cortese List compiled pursuant to Government Code Section 65962.5. Due to potential site and groundwater contamination, approximately 40 acres of the Project site has not yet been found suitable for transfer to the County. Therefore, this portion of the site is part of a LIFOC. The Draft PEIR will discuss the presence of soil and groundwater contamination from past land uses on and near the site and the status of existing clean-up and

remediation programs as it has potential to affect the Project, based on the hazardous material assessment that will be prepared for the Project. Mitigation measures to protect the Project users from these hazards will be identified in the Draft PEIR.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no schools located within a ¼ mile of the Project site. The Project does not propose the development of schools on site. Therefore, further evaluation of this issue in the Draft PEIR is not required.

e) Would the project be located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

f) For a project within the vicinity of private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. There are no airports or private airstrips near the site that may pose safety hazards to the residents, visitors, and employees of future development at the site. The nearest airport, John Wayne Airport, is located over six miles west of the site. No aircraft or airport hazards would affect the Project and no mitigation is required. Further evaluation of this issue in the Draft PEIR is not required.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. There are no designated emergency evacuation routes on or immediately adjacent to the Project site. There are no unique characteristics about the uses proposed that would impair emergency response or evacuation from the Project site or surrounding areas. Further evaluation of this issue in the Draft PEIR is not required.

h) Would the project expose people or structures to a significant risk or loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The Project site is located in an urbanized area and is not adjacent to wildlands. There are no areas designated as Very High Fire Hazard Severity Zones by the California Department of Forestry and Fire Protection (CALFIRE) on or near the Project site (CALFIRE 2011). Therefore, the Project would not result in or be exposed to a significant risk of loss, injury, or death involving wildland fires. No impact would occur, and no mitigation is necessary. Further evaluation of this issue in the Draft PEIR is not required.

9. HYDROLOGY AND WATER QUALITY

a) Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Development of the Project site would involve grading of more than one acre; therefore, the Project Proponent would be required to obtain a National Pollutant Discharge Elimination System (NPDES) General Construction permit and comply with permit requirements effective at the time of construction. To address post-construction erosion and discharge impacts, the Project Proponent would be required to prepare a Project-specific Water Quality Management Plan (WQMP). The WQMP will identify measures to treat and/or limit the entry of contaminants into the storm drain system. Though impacts are expected to be less than significant with implementation of adopted regulatory standards, this issue will be discussed in the forthcoming Draft PEIR.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level (e.g., the production rate of the pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. Potable water service is provided to the Project site by IRWD. As discussed under Utilities and Service Systems (Section 17), there will be an analysis of water usage, and a Water Supply Assessment (WSA) for the Project will be prepared and discussed in the Draft PEIR. However, the proposed Project would not involve direct or indirect withdrawals of groundwater. Although implementation of the Project would reduce the pervious areas available for potential natural recharge (due to the construction of buildings, parking areas, roadway improvements, sidewalks, and other improvements), the Project site area is relatively small (approximately 100 acres) in relation to the total size of the groundwater subbasin, and the Project site's only source of water is from direct precipitation and minor flows in the Bee Canyon Channel, which provides little opportunity to recharge under existing conditions. Additionally, the Project site is not within a designated recharge area. The Project would not deplete groundwater supplies or substantially interfere with groundwater recharge. This impact would be less than significant and no mitigation is required. No further analysis of this threshold will be provided in the forthcoming Draft PEIR.

c) Would the project substantially alter the existing drainage pattern of the site or area including the alteration of the course of a stream or river, in manner which would result in substantial erosion or siltation on or off-site?

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

f) Would the project otherwise substantially degrade water quality?

Less Than Significant With Mitigation. The Project will increase impervious surfaces on the site and may result in minor modifications to the existing drainage patterns. The Draft PEIR will discuss changes in hydrology that may occur with the Project, including alterations to the storm drainage system serving the site (e.g., Bee Canyon Channel, the SR-133 storm drain culvert, and Marshburn Channel); changes in existing drainage patterns; and increases in the

amount and rate of surface runoff, based on hydrology studies and utility plans prepared for the Project. Storm water discharges from the Project may contain pollutants from short-term demolition and construction activities, as well as from long-term operations and maintenance activities. Design features to reduce erosion, flooding, and polluted runoff will be identified, as necessary, along with any construction and permanent best management practices (BMPs) that will be implemented as part of the Project. The Draft PEIR will analyze potential discharges from the Project and discuss existing regulations and project design features that would reduce these impacts.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

h) Would the project place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. The Project site is not located within the 100-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA). The area west of the site is identified as a 100-year floodplain and the area to the southwest as the 500-year floodplain (FEMA 2009a, 2009b). Through the use of Project Design Features, such as retention basins, peak discharges will not exceed the current discharges. The Draft PEIR will identify the features to be implemented and will discuss modifying the site's hydrology (see items 9[c] and 9[d] above); however, further evaluation of the 100-year floodplain will not be evaluated in the forthcoming Draft PEIR.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

j) Would the project be subject to inundation by seiche, tsunami, or mudflow?

No Impact. The Project site is not located near the coast, a dam, or large open body of water, nor is it located on or near a hillside. Inundation areas along the Pacific Coast do not include the site (CalEMA 2009). Overflows or inundation from the Santa Ana River, Santiago Creek, Prado Dam, or Irvine Lake/Santiago Reservoir would not affect the site (Orange County 2005b). Thus, the Project would not be exposed to inundation by dam failure, seiche, tsunami, or mudflow. No impact would occur, and no mitigation is necessary. Further evaluation of this issue in the Draft PEIR is not required.

10. LAND USE AND PLANNING

a) Would the project physically divide an established community

No Impact. The site is bound by the SCRRA railroad and City vacant property on the southwest and by the Orange County Great Park on the northeast. Vacant land and the SR-133/I-5 Interchange is west of the site, and industrial uses are to the southeast. The site is not part of an established community, and the Project would not divide any community. No impact would occur, and no mitigation is necessary. Further evaluation of this issue in the Draft PEIR is not required.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general

plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The Project site is located in the City of Irvine and has a zoning designation of Institutional (6.1). Upon approval of the Project, the County Board of Supervisors would recommend to the City of Irvine, a General Plan Amendment and a Zone Ordinance Amendment to reflect the uses and densities ultimately approved for the Project site. In analyzing the recommended land use and zoning changes, the Draft PEIR will also evaluate the effects on existing on-site and surrounding land uses. The Draft PEIR will assess the Project's consistency with relevant local planning documents, including the Southern California Association of Governments (SCAG) regional planning documents.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. See response to Threshold 4(f) Section 4, Biological Resources above.

11. MINERAL RESOURCES

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The CDMG designates the site and surrounding area as Mineral Resource Zone (MRZ) 1—areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence (CDMG 1994). Also, the Department of Conservation Division of Oil, Gas and Geothermal Resources (DOGGR) has not identified oil, gas, or geothermal fields on or near the site (DOGGR 2001). There would be no impact to mineral resources from the Project, and no mitigation is necessary. Further evaluation of this issue in the Draft PEIR is not required.

12. NOISE

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. The Project has the potential to generate noise that may exceed established noise standards. A noise evaluation will analyze the potential changes in the noise environment from short-term demolition, rehabilitation, and construction activities; from long-term vehicle trip generation, on-site activities, and stationary sources; and from any

possible conflicts with existing adjacent land uses. The Project's potential for groundborne vibration and noise impacts during demolition and construction activities and the impacts of passing trains on the adjacent SCRRA rail line to on-site sensitive receptors would also be evaluated in the Draft PEIR as they pertain to consistency to the standards in the County's and City of Irvine's General Plans and in Noise Ordinances. The Draft PEIR will include mitigation if it is determined the Project would result in exposure of persons to noise levels in excess of applicable standards.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**
- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. There are no airports or private airstrips near the site that may expose future residents, visitors, or employees to aircraft or airport noise. The noise contours for the John Wayne Airport do not extend into the site (Irvine 2012a). No impacts would occur, and no mitigation is necessary. Further evaluation of this issue in the Draft PEIR is not required.

13. POPULATION AND HOUSING

- a) **Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

Potentially Significant Impact. The Project will bring in residents and new employees to the site. Changes in the population, households, and employment on site and in the City will be discussed in the Draft PEIR, along with Project consistency with local and regional growth projections, including the Orange County Preferred (OCP) Socioeconomic Projections. Potential growth-inducing impacts from new housing and businesses and infrastructure improvements that would accompany the Project will be addressed in the Draft PEIR.

- b) **Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**
- c) **Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

No Impact. There are no housing units on the Project site; therefore, the Project would not result in the displacement of residents or housing units. Further evaluation of this issue in the Draft PEIR is not required.

14. PUBLIC SERVICES

- a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

- i) Fire protection?
- ii) Police protection?
- iii) Schools?
- iv) Parks?
- v) Other Public Facilities?

Potentially Significant Impact. The Project would introduce new structures, increase the development intensity, and increase the number of people at the site, which could create additional demands for public services. The Draft PEIR will evaluate the Project's impacts on public services, including fire, police, schools, parks, libraries, and other public facilities. The impact analyses will be based on consultations with the Irvine Police Department, the Orange County Fire Authority (OCFA), Saddleback Valley Unified School District, local libraries, the City of Irvine, and the County of Orange. Potential service impacts associated with Project implementation can be related to provision of adequate service levels; environmental effects associated with the provision of additional services; and the need to upgrade and/or provide additional facilities to serve the Project.

15. RECREATION

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**
- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

Less Than Significant Impact. The Project's housing units will be occupied by residents that would generate a demand for recreational facilities. The Draft PEIR will assess whether construction and operation of the Project would adversely affect existing recreational facilities or require new or expanded facilities whose construction could result in environmental effects.

16. TRANSPORTATION/TRAFFIC

- a) **Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**
- b) **Would the project conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Potentially Significant Impact. The Project would increase the number of vehicles going to and coming from the site and may result in traffic congestion and deterioration of level of

service on the roadways and freeways surrounding the site. The Draft PEIR will summarize the findings of a traffic impact assessment that evaluates the transportation impacts associated with implementing the Project in accordance with City, County, and California Department of Transportation (Caltrans) guidelines. Impacts on pedestrian and bicycle paths and mass transit services will also be addressed. Project consistency with the Orange County Congestion Management Program and other regional transportation programs will also be discussed.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The Project would not directly generate air traffic or create a demand for air transportation. There are no airports near the site, and the Project would not impact operations at John Wayne Airport, the nearest airport. No impact would occur, and no mitigation is necessary. Further evaluation of this issue in the Draft PEIR is not required.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

e) Would the project result in inadequate emergency access?

Potentially Significant Impact with Mitigation. The Project design, including roadways within the project boundary, would adhere to applicable established design guidelines. The Draft PEIR will identify any potential intersection mitigation measures that may increase hazards due to a design feature. No uses are proposed that would result in incompatibility with surrounding areas, thereby resulting in safety hazards. OCFA will be contacted to review and provide comments on the Project site plan to ensure adequate emergency access is provided.

f) Would the project conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Potentially Significant Impact. The Project would bring in residents, visitors, and employees that would increase the use of public transit service, sidewalks, bikeways, trails and alternative transportation systems. The Draft PEIR will discuss alternative transportation systems and facilities that are present near the site and that would be provided by the Project. It will evaluate the potential demand for these facilities from Project users and will identify any potential intersection mitigation measures that may decrease the performance of public transit, bicycle, or pedestrian facilities. The Draft PEIR will also discuss consistency with existing and proposed facilities based on input from the City, County, OCTA, and other stakeholders.

17. UTILITIES AND SERVICE SYSTEMS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Impact. Proposed residential and commercial land uses may generate discharges that could exceed the wastewater treatment requirements at IRWD facilities. The Draft PEIR will evaluate impacts related to this issue and will identify IRWD and Santa Ana Regional Water Quality Control Board regulations that would allow the Project to meet wastewater discharge limits and requirements.

- b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?**
- c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?**
- d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**
- e) Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Potentially Significant Impact. The Project would generate a demand for water, wastewater treatment, and storm drainage. Utility infrastructure would have to be constructed to serve the Project. The Draft PEIR will discuss existing utility lines and easements, and utility extensions and connections needed to provide service to individual dwelling units and buildings. The Draft PEIR will evaluate existing water supplies, wastewater treatment capacity, and the capacities of existing utility infrastructure and facilities to meet the demands of the Project based on the WSA; utility demand estimates; and consultations with the utility agencies and Caltrans (which owns the downstream drainage channel currently serving the site). Mitigation to reduce demands and significant impacts will be provided, as necessary, including improvements to the on-site and downstream drainage channels.

- f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**
- g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

Less Than Significant with Mitigation. The Project would generate solid waste and a demand for solid waste disposal services. The Draft PEIR will discuss solid waste collection and disposal services needed by the Project and will evaluate existing landfill capacity to meet the demands of the Project based on consultation with the Orange County Department of Waste and Recycling. Project compliance with the California Integrated Waste Management Act (AB 939), the California Mandatory Commercial Recycling Law (AB 341), and other applicable solid waste regulations will also be evaluated.

The California Integrated Waste Management Act of 1989 (Assembly Bill ["AB"] 939) required all counties to prepare a County Integrated Waste Management Plan ("CIWMP"). In 2007, the County of Orange adopted the Strategic Plan Update to the Regional Landfill Options for Orange County ("RELOOC"), which provides a 40-year strategic plan for waste disposal for Orange County. OC Waste & Recycling uses long-range population projections when planning for the solid waste disposal needs in the County. The waste disposal service serving the Project site would be required to abide by the applicable waste reduction and recycling programs required under existing regulations. An evaluation of this issue will be provided in the PEIR.

18. MANDATORY FINDINGS OF SIGNIFICANCE

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Potentially Significant Impact. The Project's impacts on cultural and biological resources will be evaluated in the Draft PEIR. The analysis will include potential for degradation of the quality of the environment; substantial reduction in the habitat of a fish or wildlife species; drop in fish or wildlife population to below self-sustaining levels; threats to the elimination of a plant or animal community; reduction in the number or restriction in the range of a Rare or Endangered plant or animal; and/or elimination of important examples of the major periods of California history or prehistory.

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

Potentially Significant Impact. A number of developments and improvements are proposed near the site, which may lead to cumulatively significant impacts when considered with the Project. The cumulative impacts of the Project and other related projects will be analyzed in the Draft PEIR.

- c) **Does project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Potentially Significant Impact. The Project has the potential to degrade the quality of the natural and human environment related to air quality, GHG emissions, noise, traffic, hazards and hazardous materials, and land use. Because of the potential for significant adverse effects, a Draft PEIR will be prepared for the Project.

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