



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**.

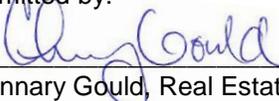
This NOP is available for viewing at http://ocgov.com/gov/ceo/real_estate/currentplans and on the attached CD. In addition, a **Scoping Meeting will be held November 21, 2014 from 1:00 PM to 3:00 PM** at the following location:

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

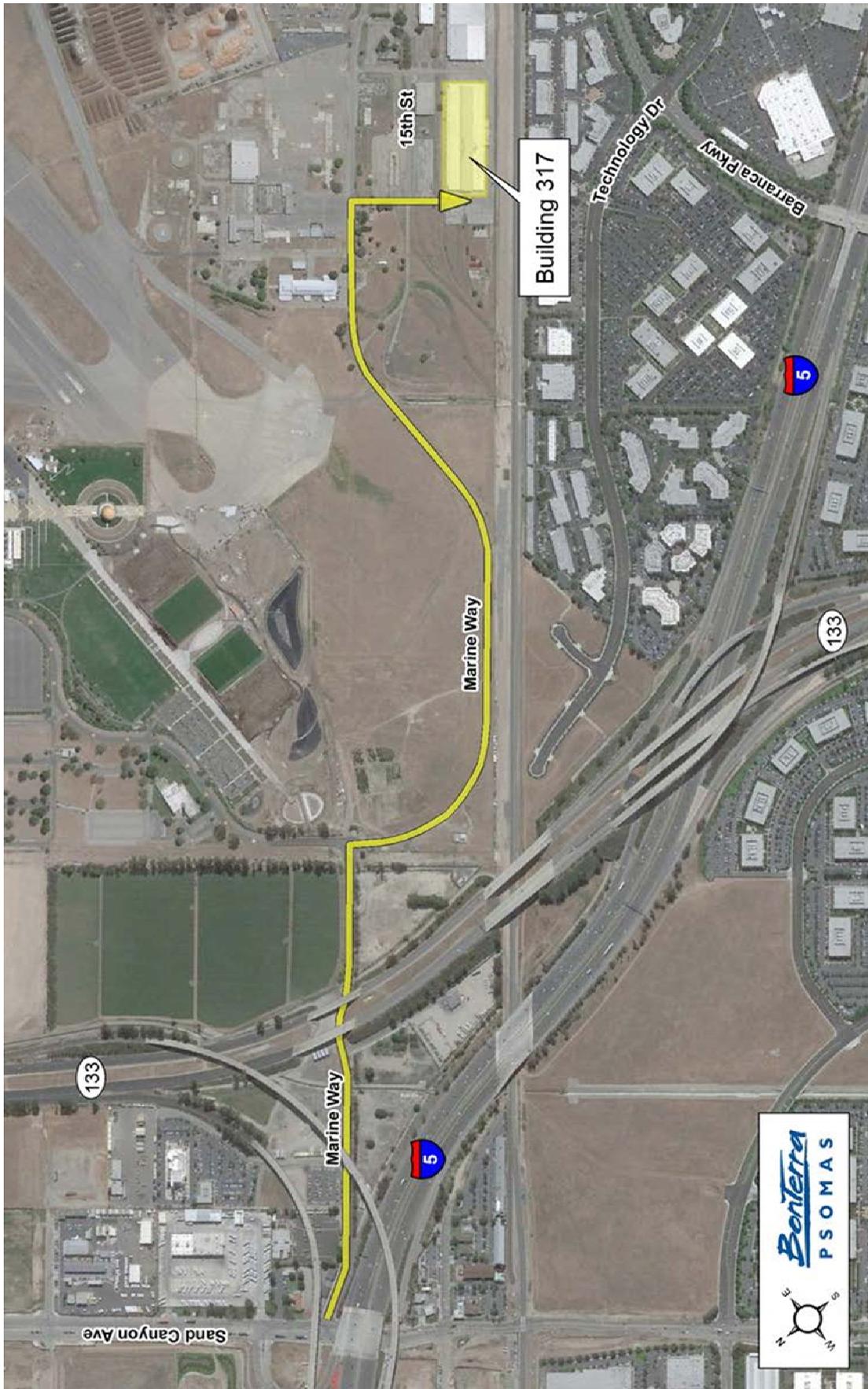
Your agency and other interested parties are invited to attend and submit comments for consideration during preparation of the PEIR. All comments and responses to this NOP must be submitted in writing to:

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

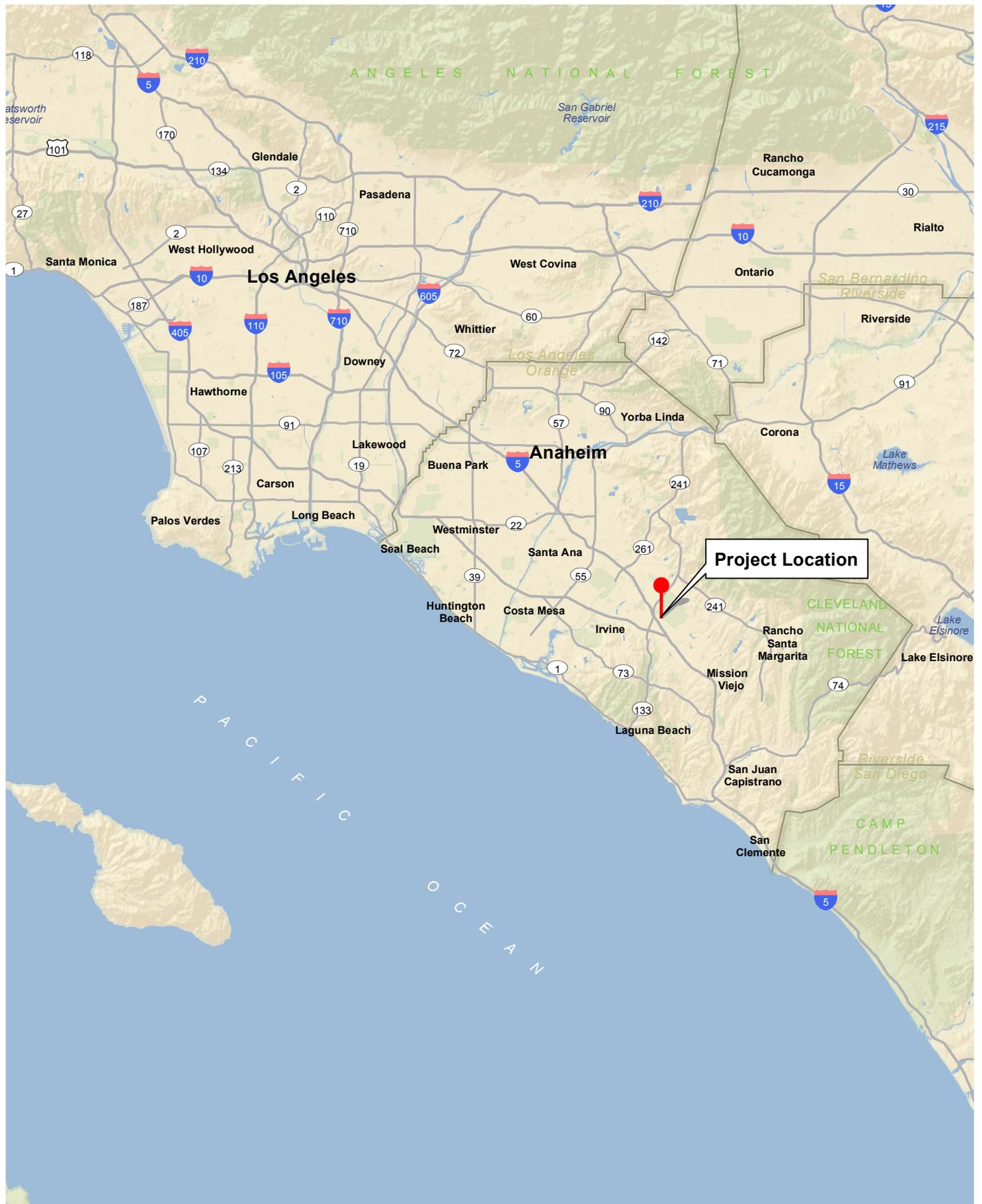
The Project site is located on County owned property within the City of Irvine at the southern edge of the former Marine Corps Air Station (MCAS) El Toro, east of the interchange of the Interstate 5 (I-5) and State Route (SR) 133 in Orange County. The site is bound by the proposed realignment of Marine 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)

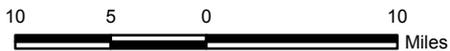


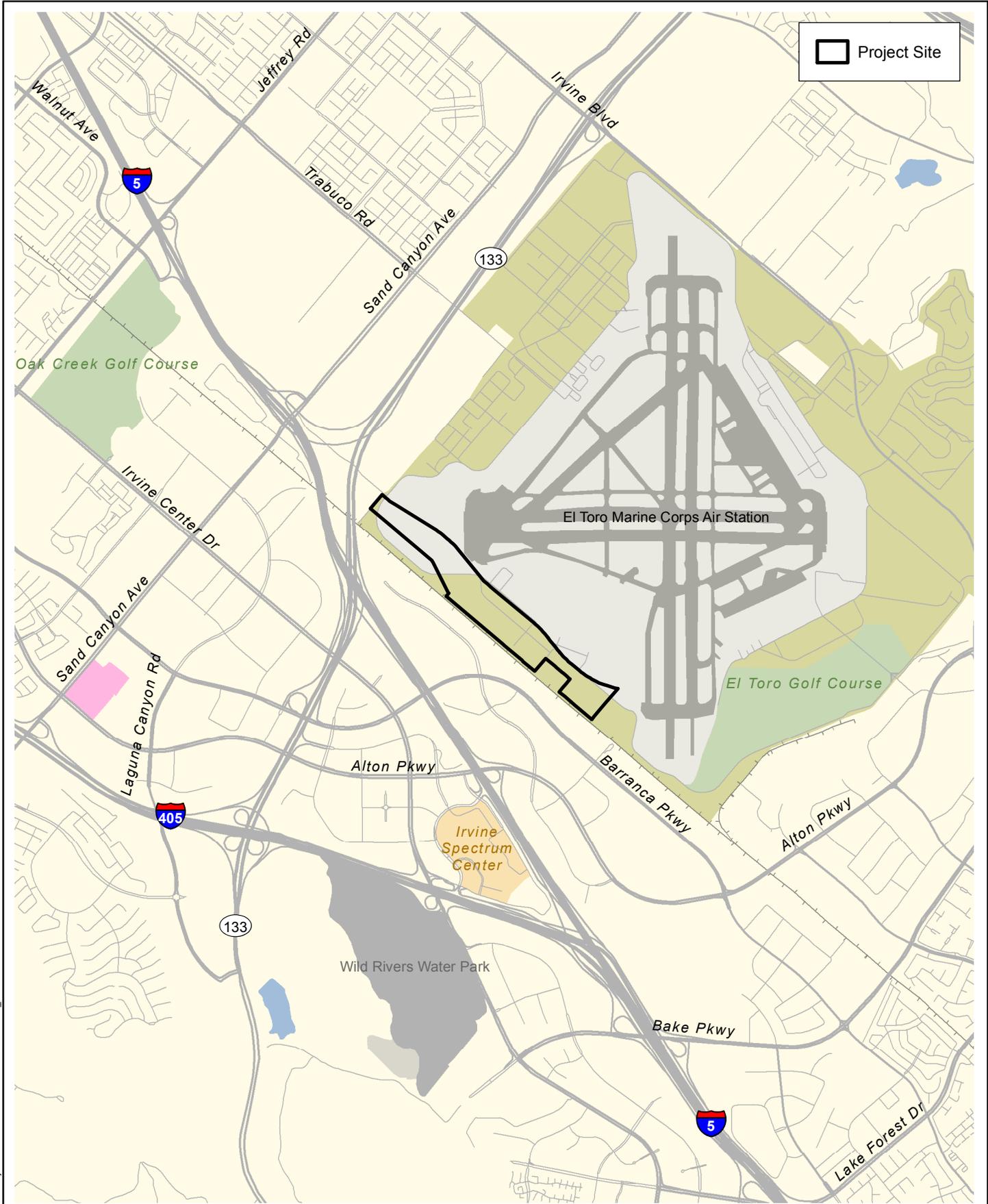
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Regional Location

Exhibit 1

El Toro Feature Plan





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Local Vicinity

El Toro Feature Plan

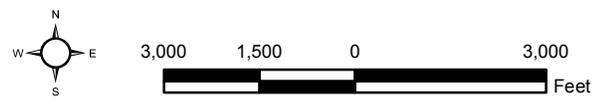


Exhibit 2



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



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Aerial Source: Google, April 2013

Aerial Photograph

Exhibit 3

El Toro Feature Plan



(Rev: 8-12-2014 JAZ) R:\Projects\LoweEnt (LOW)\J0001\Graphics\1 El Toro\NOP\ex3_Aerial.pdf

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.

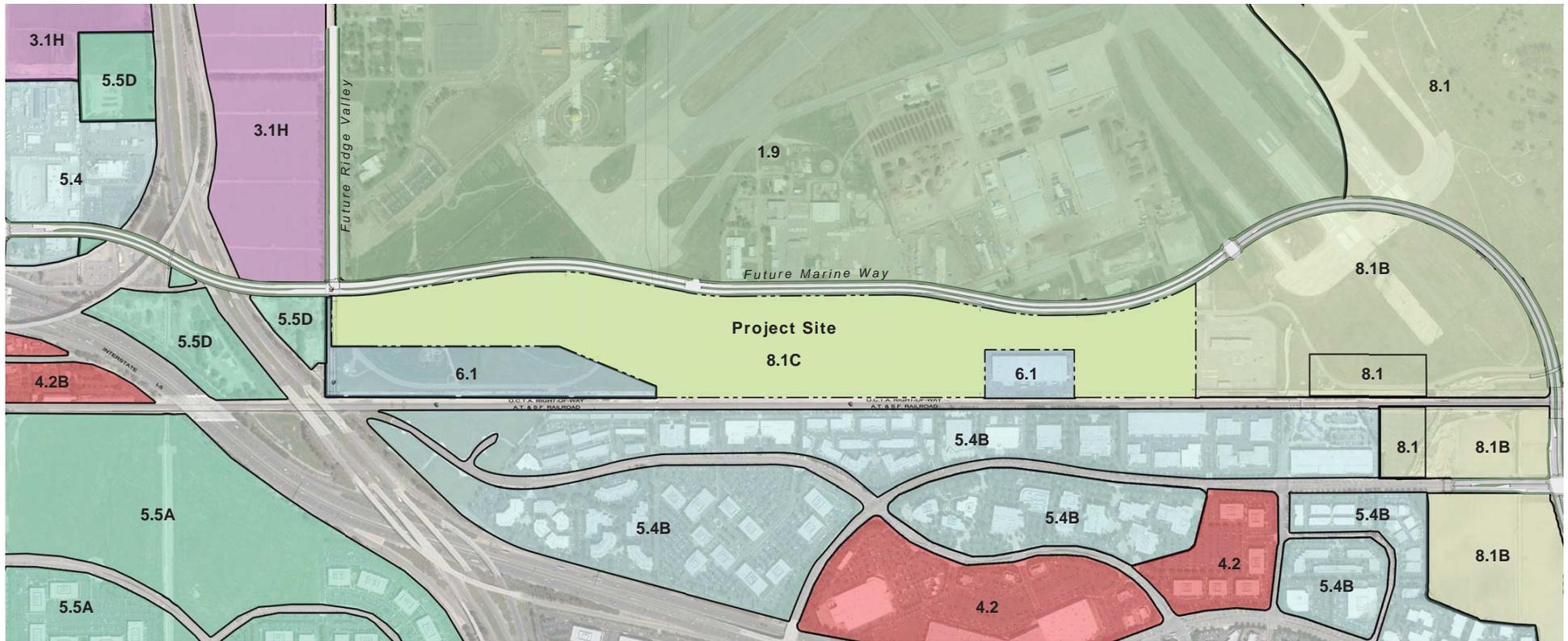
Alternative 1: Existing Entitlements Alternative. Alternative 1 would provide development for institutional use on the site, with buildings not exceeding 436,000 square feet of institutional uses. This level of development would be consistent with the assumptions in the original Heritage Fields EIR. 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.



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.

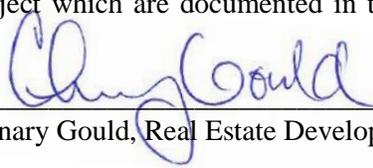
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION (MND) will be prepared pursuant 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:  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 |
|-------------------------------------|------------------------------------|---------------------------------------|------------------------------------|-----------|
|-------------------------------------|------------------------------------|---------------------------------------|------------------------------------|-----------|

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.

REFERENCES

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Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

Notice of Preparation

November 7, 2014

To: Reviewing Agencies

Re: El Toro Development Plan
SCH# 2014111019

Attached for your review and comment is the Notice of Preparation (NOP) for the El Toro Development Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Channary Gould
Orange County - CEO Real Estate / Land Development
333 W. Santa Ana Blvd, 3rd Floor
Santa Ana, CA 92701

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2014111019
Project Title El Toro Development Plan
Lead Agency Orange County

Type NOP Notice of Preparation

Description The Project proposes a mixed-used, low-impact development (LID) that will maximize the benefit derived from proximity to the Regional Transportation Center. Proposed uses include multi-use office (1,876,000 sf); 2,103 dwelling units; Community Commercial (220,000 sf); and a hotel (242 rooms). A development plan will be processed that provides development guidelines. Once approved by the County of Orange, the City of Irvine will be requested to process a General Plan Amendment (for modification on Table A-1 of the Land Use Element) and a zone change to designate the site 8.1C in the Trails and Transit Oriented Development zone.

Lead Agency Contact

Name Channary Gould
Agency Orange County - CEO Real Estate / Land Development
Phone 714 667 4980 **Fax**
email
Address 333 W. Santa Ana Blvd, 3rd Floor
City Santa Ana **State** CA **Zip** 92701

Project Location

County Orange
City Irvine
Region
Cross Streets Sand Canyon Avenue and Marine Way
Lat / Long 33° 40' 5.9" N / 117° 44' 37.61" W
Parcel No. multiple
Township **Range** **Section** **Base**

Proximity to:

Highways I-5, 405, SR-133
Airports No
Railways SCRRA
Waterways
Schools Saddleback Valley
Land Use General Plan is Orange County Great Park and zoning is Institutional (6.1)

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Department of Housing and Community Development; Office of Emergency Services, California; Native American Heritage Commission; Public Utilities Commission; California Highway Patrol; Caltrans, District 12; Air Resources Board; Regional Water Quality Control Board, Region 8

Date Received 11/07/2014 **Start of Review** 11/07/2014 **End of Review** 12/08/2014

2014111019

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

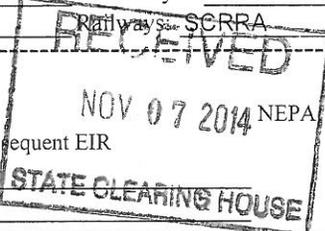
Project Title: El Toro Development Plan

Lead Agency: County of Orange - CEO Real Estate/ Land Development Contact Person: Channary Gould
 Mailing Address: 333 W. Santa Ana Blvd, 3rd Floor, Phone: 714 667-4980
 City: Santa Ana Zip: 92701 County: Orange

Project Location: County: Orange City/Nearest Community: Irvine
 Cross Streets: Sand Canyon Avenue and Marine Way Zip Code: 92618
 Longitude/Latitude (degrees, minutes and seconds): 33°40'05.90" N/117°44'37.61" W Total Acres: 100
 Assessor's Parcel No.: multiple Section: _____ Twp: _____ Range: _____ Base: _____
 Within 2 Miles: State Hwy. #: I-5, I-405, SR-133, Waterways: _____
 Airports: none Railways: SCRRA Schools: Saddleback Valley

Document Type:

- | | | | |
|---|--|------------------------------------|--|
| CEQA: <input checked="" type="checkbox"/> NOP | <input type="checkbox"/> Draft EIR | <input type="checkbox"/> NOI | Other: <input type="checkbox"/> Joint Document |
| <input type="checkbox"/> Early Cons | <input type="checkbox"/> Supplement/Subsequent EIR | <input type="checkbox"/> EA | <input type="checkbox"/> Final Document |
| <input type="checkbox"/> Neg Dec | (Prior SCH No.) | <input type="checkbox"/> Draft EIS | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Mit Neg Dec | Other: _____ | <input type="checkbox"/> FONSI | |



Local Action Type:

- | | | | |
|--|---|--|---|
| <input type="checkbox"/> General Plan Update | <input type="checkbox"/> Specific Plan | <input checked="" type="checkbox"/> Rezone | <input type="checkbox"/> Annexation |
| <input checked="" type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Master Plan | <input type="checkbox"/> Prezone | <input type="checkbox"/> Redevelopment |
| <input type="checkbox"/> General Plan Element | <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Use Permit | <input type="checkbox"/> Coastal Permit |
| <input type="checkbox"/> Community Plan | <input type="checkbox"/> Site Plan | <input type="checkbox"/> Land Division (subdivision, etc.) | <input type="checkbox"/> Other: _____ |

Development Type:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Residential: Units <u>2,103</u> Acres _____ | <input type="checkbox"/> Transportation: Type _____ |
| <input checked="" type="checkbox"/> Office: Sq.ft. <u>1,876,000</u> Acres _____ Employees _____ | <input type="checkbox"/> Mining: Mineral _____ |
| <input checked="" type="checkbox"/> Commercial: Sq.ft. <u>220,000</u> Acres _____ Employees _____ | <input type="checkbox"/> Power: Type <u>MW</u> |
| <input type="checkbox"/> Industrial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Waste Treatment: Type <u>MGD</u> |
| <input type="checkbox"/> Educational _____ | <input type="checkbox"/> Hazardous Waste: Type _____ |
| <input type="checkbox"/> Recreational _____ | <input checked="" type="checkbox"/> Other: <u>Hotel-242 rooms</u> |
| <input type="checkbox"/> Water Facilities: Type _____ MGD _____ | |

Project Issues Discussed in Document:

- | | | | |
|---|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics/Visual | <input type="checkbox"/> Fiscal | <input checked="" type="checkbox"/> Recreation/Parks | <input checked="" type="checkbox"/> Vegetation |
| <input type="checkbox"/> Agricultural Land | <input checked="" type="checkbox"/> Flood Plain/Flooding | <input checked="" type="checkbox"/> Schools/Universities | <input checked="" type="checkbox"/> Water Quality |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Forest Land/Fire Hazard | <input type="checkbox"/> Septic Systems | <input checked="" type="checkbox"/> Water Supply/Groundwater |
| <input checked="" type="checkbox"/> Archaeological/Historical | <input checked="" type="checkbox"/> Geologic/Seismic | <input checked="" type="checkbox"/> Sewer Capacity | <input checked="" type="checkbox"/> Wetland/Riparian |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Minerals | <input checked="" type="checkbox"/> Soil Erosion/Compaction/Grading | <input checked="" type="checkbox"/> Growth Inducement |
| <input type="checkbox"/> Coastal Zone | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Solid Waste | <input checked="" type="checkbox"/> Land Use |
| <input checked="" type="checkbox"/> Drainage/Absorption | <input checked="" type="checkbox"/> Population/Housing Balance | <input checked="" type="checkbox"/> Toxic/Hazardous | <input checked="" type="checkbox"/> Cumulative Effects |
| <input type="checkbox"/> Economic/Jobs | <input checked="" type="checkbox"/> Public Services/Facilities | <input checked="" type="checkbox"/> Traffic/Circulation | <input type="checkbox"/> Other: _____ |

Present Land Use/Zoning/General Plan Designation:

General Plan is Orange County Great Park and zoning is Institutional (6.1)

Project Description: (please use a separate page if necessary)

The Project proposes a mixed-used, low-impact development (LID) that will maximize the benefit derived from proximity to the Regional Transportation Center. Proposed uses include multi-use office (1,876,000 square feet); 2,103 dwelling units; Community Commercial (220,000 square feet); and a hotel (242 rooms). A development plan will be processed that provides development guidelines. Once approved by the County of Orange, the City of Irvine will be requested to process a General Plan Amendment (for modification on Table A-1 of the Land Use Element) and a zone change to designate the site 8.1C in the Trails and Transit Oriented Development zone.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g., Notice of Preparation or previous draft document) please fill in.

| | | | | |
|---|---|---|---|--|
| <input checked="" type="checkbox"/> Resources Agency Nadell Gayou | <input type="checkbox"/> Fish & Wildlife Region 1E Laurie Harnsberger | <input type="checkbox"/> OES (Office of Emergency Services) Marcia Scully | <input type="checkbox"/> Caltrans, District 8 Mark Roberts | <input type="checkbox"/> Regional Water Quality Control Board (RWQCB) |
| <input type="checkbox"/> Dept. of Boating & Waterways Nicole Wong | <input type="checkbox"/> Fish & Wildlife Region 2 Jeff Drongesen | <input type="checkbox"/> Native American Heritage Comm. Debbie Treadway | <input type="checkbox"/> Caltrans, District 9 Gayle Rosander | <input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1) |
| <input type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs | <input type="checkbox"/> Fish & Wildlife Region 3 Charles Armor | <input checked="" type="checkbox"/> Public Utilities Commission Leo Wong | <input type="checkbox"/> Caltrans, District 10 Tom Dumas | <input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2) |
| <input type="checkbox"/> Colorado River Board Lisa Johansen | <input type="checkbox"/> Fish & Wildlife Region 4 Julie Vance | <input type="checkbox"/> Santa Monica Bay Restoration Guangyu Wang | <input type="checkbox"/> Caltrans, District 11 Jacob Armstrong | <input type="checkbox"/> RWQCB 3 Central Coast Region (3) |
| <input checked="" type="checkbox"/> Dept. of Conservation Elizabeth Carpenter | <input type="checkbox"/> Fish & Wildlife Region 5 Leslie Newton-Reed Habitat Conservation Program | <input type="checkbox"/> State Lands Commission Jennifer Deleong | <input checked="" type="checkbox"/> Caltrans, District 12 Maureen El Harake | <input type="checkbox"/> RWQCB 4 Teresa Rodgers Los Angeles Region (4) |
| <input type="checkbox"/> California Energy Commission Eric Knight | <input type="checkbox"/> Fish & Wildlife Region 6 Tiffany Ellis Habitat Conservation Program | <input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques | <input type="checkbox"/> Air Resources Board | <input type="checkbox"/> RWQCB 5 Central Valley Region (5) |
| <input type="checkbox"/> Cal Fire Dan Foster | <input type="checkbox"/> Fish & Wildlife Region 6 I/M Heidi Sickler Inyo/Mono, Habitat Conservation Program | <input type="checkbox"/> Cal State Transportation Agency CalSTA | <input type="checkbox"/> All Other Projects Cathi Slaminski | <input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office |
| <input type="checkbox"/> Central Valley Flood Protection Board James Herota | <input type="checkbox"/> Dept. of Fish & Wildlife M George Isaac Marine Region | <input type="checkbox"/> Caltrans - Division of Aeronautics Philip Crimmins | <input type="checkbox"/> Transportation Projects Nesamani Kalandyur | <input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office |
| <input checked="" type="checkbox"/> Office of Historic Preservation Ron Parsons | <input type="checkbox"/> Other Departments | <input type="checkbox"/> Caltrans - Planning HQ LD-IGR Terri Pencovic | <input type="checkbox"/> State Water Resources Control Board Regional Programs Unit Division of Financial Assistance | <input type="checkbox"/> RWQCB 6 Lahontan Region (6) |
| <input type="checkbox"/> Dept of Parks & Recreation Environmental Stewardship Section | <input type="checkbox"/> Food & Agriculture Sandra Schubert Dept. of Food and Agriculture | <input checked="" type="checkbox"/> California Highway Patrol Suzann Ikeuchi Office of Special Projects | <input type="checkbox"/> State Water Resources Control Board Jeffery Werth Division of Drinking Water | <input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office |
| <input type="checkbox"/> California Department of Resources, Recycling & Recovery Sue O'Leary | <input type="checkbox"/> Dept. of General Services Public School Construction | <input type="checkbox"/> Dept. of Transportation | <input type="checkbox"/> State Water Resources Control Board Student Intern, 401 Water Quality Certification Unit Division of Water Quality | <input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7) |
| <input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve McAdam | <input type="checkbox"/> Dept. of General Services Anna Garbeff Environmental Services Section | <input type="checkbox"/> Caltrans, District 1 Rex Jackman | <input checked="" type="checkbox"/> State Water Resources Control Board Phil Crader Division of Water Rights | <input type="checkbox"/> RWQCB 8 Santa Ana Region (8) |
| <input checked="" type="checkbox"/> Dept. of Water Resources Agency Nadell Gayou | <input type="checkbox"/> Delta Stewardship Council Kevan Samsam | <input type="checkbox"/> Caltrans, District 2 Marcelino Gonzalez | <input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center | <input type="checkbox"/> RWQCB 9 San Diego Region (9) |
| <input type="checkbox"/> Fish and Game | <input checked="" type="checkbox"/> Housing & Comm. Dev. CEQA Coordinator Housing Policy Division | <input type="checkbox"/> Caltrans, District 3 Eric Federicks - South Susan Zanchi - North | <input type="checkbox"/> Department of Pesticide Regulation CEQA Coordinator | <input type="checkbox"/> Other |
| <input type="checkbox"/> Dept. of Fish & Wildlife Scott Flint Environmental Services Division | <input type="checkbox"/> Independent Commissions, Boards | <input type="checkbox"/> Caltrans, District 4 Erik Alm | | |
| <input type="checkbox"/> Fish & Wildlife Region 1 Donald Koch | <input type="checkbox"/> Delta Protection Commission Michael Machado | <input type="checkbox"/> Caltrans, District 5 Larry Newland | | |
| | | <input type="checkbox"/> Caltrans, District 6 Michael Navarro | | |
| | | <input type="checkbox"/> Caltrans, District 7 Dianna Watson | | |



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



December 4, 2014

Ms. 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

Subject: Comments on the Notice of Preparation of a Draft Program Environmental Impact Report for the El Toro Development Plan (SCH# 2014111019)

Dear Ms. Gould:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Notice of Preparation (NOP) for the El Toro Development Plan Draft Program Environmental Impact Report (DPEIR). The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act, [CEQA] Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq.* The Department also administers the Natural Community Conservation Planning (NCCP) program.

The proposed project site is located on property owned by the County of Orange (County) within the City of Irvine at the southern edge of the former Marine Corps Air Station El Toro, east of the interchange of the Interstate 5 and State Route 133. The project area is approximately 108 acres, partially developed, supports limited vegetation, and contains empty unused structures. The DPEIR proposes a mixed-use, low-impact development with proximity to the County Regional Transportation Center, and provides several development alternatives. Off-site activities associated with the DPEIR include road and drainage improvements.

The Department offers the following comments and recommendations to assist the County in avoiding or minimizing potential project impacts on biological resources.

Specific Comments

- 1) The Department has determined that existing structures may provide roosting habitat for bats. We are particularly concerned with the potential for big free-tailed bat (*Nyctinomops macrotis*) and pallid bat (*Antrozous pallidus*), both California Species of Special Concern (SSC). In order to protect roosting bats, the Department recommends using an appropriate combination of acoustic surveys of habitat and around structures, structure inspection, sampling, and exit counts, to survey the area that may be impacted by the project. Foraging areas and specific routes to those foraging areas should also be identified. Bats should be identified to the most specific species level possible, and roosts should be determined in size and significance.

Bat surveys should include the following: 1) the exact location of all roosting sites (location shall be adequately described and drawn on a map); 2) the number of bats present at the time of visit (count or estimate); 3) each species of bat present should be named with an explanation of how the species was identified; 4) the location, amount, distribution and age of all bat droppings should be described and pinpointed on a map; and 5) the type of roost, night roost (rest at night while out feeding) versus a day roost (maternity colony) must also be clearly stated. Locations of all roosts should be kept confidential to protect them from disturbance.

General Comments

1. The Department has responsibility for wetland and riparian habitats. It is the policy of the Department to strongly discourage development in wetlands or conversion of wetlands to uplands. We oppose any development or conversion which would result in a reduction of wetland acreage or wetland habitat values, unless, at a minimum, project mitigation assures there will be "no net loss" of either wetland habitat values or acreage. Development and conversion include but are not limited to conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations. Mitigation measures to compensate for impacts to mature riparian corridors must be included in the DPEIR and must compensate for the loss of function and value of a wildlife corridor.
 - a. The project area supports aquatic, riparian, and wetland habitats; therefore, a jurisdictional delineation of the creeks and their associated riparian habitats should be included in the DPEIR. The delineation should be conducted pursuant to the U. S. Fish and Wildlife Service wetland definition adopted by the Department.¹ Please note that some wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers.
 - b. The Department also has regulatory authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed. For any such activities, the project applicant (or "entity") must provide written notification to the Department pursuant to section 1600 *et seq.* of the Fish and Game Code. Based on this notification and other information, the Department determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. The Department's issuance of a LSA for a project that is subject to CEQA will require CEQA compliance actions by the Department as a Responsible Agency. The Department as a Responsible Agency under CEQA may consider the local jurisdiction's (lead agency) Environmental

¹ Cowardin, Lewis M., et al. 1979. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior, Fish and Wildlife Service.

Impact Report for the project. To minimize additional requirements by the Department pursuant to section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.²

2. The Department considers adverse impacts to a species protected by the California Endangered Species Act (CESA), for the purposes of CEQA, to be significant without mitigation. As to CESA, take of any endangered, threatened, or candidate species that results from the project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085). Consequently, if the project, project construction, or any project-related activity during the life of the project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, the Department recommends that the project proponent seek appropriate take authorization under CESA prior to implementing the project. Appropriate authorization from the Department may include an incidental take permit (ITP) or a consistency determination in certain circumstances, among other options (Fish and Game Code §§ 2080.1, 2081, subds. (b),(c)). Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of an ITP unless the project CEQA document addresses all project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.
3. To enable the Department to adequately review and comment on the proposed project from the standpoint of the protection of plants, fish and wildlife, we recommend the following information be included in the DPEIR.
 - a. A complete discussion of the purpose and need for, and description of, the proposed project, including all staging areas and access routes to the construction and staging areas.
 - b. A range of feasible alternatives to ensure that alternatives to the proposed project are fully considered and evaluated; the alternatives should avoid or otherwise minimize impacts to sensitive biological resources. Specific alternative locations should be evaluated in areas with lower resource sensitivity where appropriate.

Biological Resources within the Project's Area of Potential Effect

4. To provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, and locally unique species and sensitive habitats, the DPEIR should include the following information.

² A notification package for a LSA may be obtained by accessing the Department's web site at www.wildlife.ca.gov/habcon/1600.

- a. Per CEQA Guidelines, section 15125(c), information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis placed on resources that are rare or unique to the region.
- b. A thorough, recent floristic-based assessment of special status plants and natural communities, following the Department's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see <http://www.dfg.ca.gov/habcon/plant/>). The Department recommends that floristic, alliance- and/or association-based mapping and vegetation impact assessments be conducted at the project site and neighboring vicinity. The Manual of California Vegetation, second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2008¹). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts off site. Habitat mapping at the alliance level will help establish baseline vegetation conditions.
- c. A current inventory of the biological resources associated with each habitat type on site and within the area of potential effect. The Department's California Natural Diversity Data Base in Sacramento should be contacted at www.wildlife.ca.gov/biogeodata/ to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.
- d. An inventory of rare, threatened, endangered and other sensitive species on site and within the area of potential effect. Species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines, § 15380). This should include sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service.

Analyses of the Potential Project-Related Impacts on the Biological Resources

5. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DPEIR.
 - a. A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage should also be included. The latter subject should address: project-related changes on drainage patterns on and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project

¹ Sawyer, J.O., T. Keeler-Wolf and J.M. Evens. 2009. A Manual of California Vegetation, Second Edition. California Native Plant Society Press, Sacramento.

fate of runoff from the project site. The discussions should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary, and the potential resulting impacts on the habitat, if any, supported by the groundwater. Mitigation measures proposed to alleviate such impacts should be included.

- b. Discussions regarding indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a NCCP). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DPEIR.
- c. The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.
- d. A cumulative effects analysis should be developed as described under CEQA Guidelines, section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

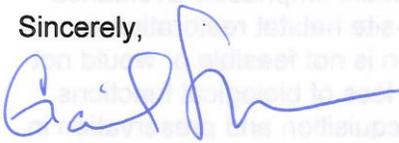
Mitigation for the Project-related Biological Impacts

6. The DPEIR should include measures to fully avoid and otherwise protect Rare Natural Communities from project-related impacts. The Department considers these communities as threatened habitats having both regional and local significance.
7. The DPEIR should include mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.
8. For proposed preservation and/or restoration, the DPEIR should include measures to perpetually protect the targeted habitat values from direct and indirect negative impacts. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.
9. The Department recommends that measures be taken to avoid project impacts to nesting birds. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 50, § 10.13, Code of Federal Regulations). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Proposed project activities (including,

- but not limited to, staging and disturbances to native and nonnative vegetation, structures, and substrates) should occur outside of the avian breeding season which generally runs from February 1- September 1 (as early as January 1 for some raptors) to avoid take of birds or their eggs. If avoidance of the avian breeding season is not feasible, the Department recommends surveys by a qualified biologist with experience in conducting breeding bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors). Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.
10. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Studies have shown that these efforts are experimental in nature and largely unsuccessful.
 11. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity.

We appreciate the opportunity to comment on the referenced NOP. Questions regarding this letter and further coordination on these issues should be directed to Jennifer Edwards at (858) 467-2717 or via email at jennifer.edwards@wildlife.ca.gov.

Sincerely,



Gail K. Sevens
Environmental Program Manager
South Coast Region

cc: Scott Morgan (State Clearinghouse)

DEPARTMENT OF TRANSPORTATION

DISTRICT 12

3347 MICHELSON DRIVE, SUITE 100

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December 8, 2014

Ms. Channary Gould
County of Orange – CEO Real Estate/Land Development
333 W. Santa Ana Blvd, 3rd Floor
Santa Ana, CA 92701

File: IGR/CEQA
SCH#: 2014111019
Log #: 4105
I-5, 405, SR-133

Dear Ms. Gould:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the **Notice of Preparation (NOP)** for the proposed **El Toro Development Plan Program** Environmental Impact Report (Program EIR) (SCH #2014111019) located on County owned property within the City of Irvine at the southern edge of the former El Toro Marine Corps Air Station (MCAS). The El Toro Development Plan proposes a phased mixed-used, low-impact development in proximity to the Irvine Regional Transportation Center, Interstate 5 (I-5), Interstate 405 (I-405), and State Route 133 (SR-133). **Caltrans District 12 is a commenting agency**, and potential **responsible agency** due to Caltrans right-of-way (R/W) adjacent to Caltrans District 12 Traffic Management Center (TMC). Caltrans has the following comments:

- A traffic impact study (TIS) is necessary to determine this project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide for the Preparation of Traffic Impact Studies*. Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide. www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf
- The TIS should include a queue analysis of the off-ramps to determine if the proposed project will cause traffic to spill back to I-5, I-405, and SR-133 mainlines from the off-ramps.
- All Traffic signing and striping within Caltrans R/W shall be in conformance with the Caltrans standard, California Manual on Uniform Traffic Control Devices (MUTCD) 2012 edition. http://www.dot.ca.gov/hq/traffops/engineering/mutcd/ca_mutcd2012.htm

- For phased developments, include projections for the year that each phase of the development is planned to be complete. Forecast performance measures should be indicated both without and with the development in the year that each phase is planned to be complete, and in the horizon year. The local agency's permit issuance should be based on completion of mitigation identified in the project's environmental document for each phase. If the project's permit issuance varies from the timeline identified in the approved environmental document, the project's traffic analysis may need to be revised.
- As identified in the El Toro Development Plan NOP, "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." Please note that Caltrans is currently working with the City of Irvine on the Marine Way realignment Project Study Report-Project Report (PSR-PR). Please include the project in your traffic analysis.
- Please provide any possible impacts on pedestrian and bicycle paths within Caltrans R/W.
- Caltrans supports the concept of a local circulation system which is pedestrian, bicycle, and transit-friendly in order to enable residents to choose alternative modes of transportation. As a result, potential transit mitigation for development impacts should also be analyzed, such as improved transit accommodation through the provision of park and ride facilities, bicycle access, or other enhancements which can improve mobility and alleviate traffic impacts to State facilities.
- Caltrans recognizes that there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both total vehicle miles traveled and the number of trips per household. In order to create more efficient and livable communities, Caltrans encourages local agencies to work towards a safe, sustainable, integrated and efficient multimodal transportation system. Please consider the tools that are provided in the Smart Mobility Framework 2010 which is available at the following link:
http://www.dot.ca.gov/hq/tpp/offices/ocp/documents/smf_files/SMF_handbook_062210.pdf
- Please coordinate with Caltrans District 12 Water Quality/NPDES staff on the proposed "on-site storm drainage system" within Caltrans R/W, and get pre-approval prior to Caltrans Encroachment Permit submittal.

Ms. Gould, County of Orange Real Estate/Land Development
December 8, 2014
Page 3

Any work performed within Caltrans R/W will require an encroachment permit.
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

If you have any questions, please do not hesitate to call Leila Ibrahim at (949) 756-7827.

Sincerely,



MAUREEN EL HARAQUE
Branch Chief, Regional-Community-Transit Planning
District 12

c: Scott Morgan, Governor's OPR State Clearinghouse
Farid Nowshiravan, Acting Branch Chief, Caltrans Encroachment Permit



South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 ♦ www.aqmd.gov

November 19, 2014

Channary Gould
County of Orange – CEO Real Estate/ Land Development
333 W. Santa Ana Blvd., 3rd Floor
Santa Ana, CA 92701

Notice of Preparation of a CEQA Document for the El Toro Development Plan Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is

recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment (“*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*”) can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board’s *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB’s Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD’s CEQA web pages at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>.
- CAPCOA’s *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- SCAQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD’s Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4>.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD’s Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD’s webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at jbaker@aqmd.gov or call me at (909) 396-3176.

Sincerely,

Jillian Baker

Jillian Baker, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

ORC141107-02
Control Number



Transportation Corridor Agencies™

December 3, 2014

Via E-mail to: channary.gould@ocgov.com

Channary Gould
Real Estate Development Manager
County of Orange – CEO Real Estate / Land Development
333 W. Santa Ana Blvd, 3rd Floor
Santa Ana, CA 92701

Subject: Notice of Preparation of a Program Environmental Impact Report for the El Toro Development Plan

Dear Ms. Gould:

The Transportation Corridor Agencies (TCA) has reviewed, and is pleased to submit these comments on the Notice of Preparation of a Program Environmental Impact Report (PEIR) for the El Toro Development Plan (Project). The Project proposes a mixed-use development comprising 1,876,000 square feet of multi-use (office), 2,103 residential units, 220,000-square foot community commercial (retail), a 242-room hotel, and supporting infrastructure on a 108-acre County-owned property located at the southern edge of the former Marine Corps Air Station El Toro, east of the State Route 133/Interstate 5 interchange in Orange County. The County of Orange (County) is the Lead Agency for the Project and will be responsible for the PEIR preparation pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

TCA understands that the PEIR will address the overall program for the Project and additional detail on the Project will be available as part of subsequent approval processes. The Project is within Zone A of the Foothill/ Eastern Transportation Corridor Agency “Area of Benefit” and will require payment of Development Impact Fees as a condition of issuing building permits pursuant to the Major Thoroughfare and Bridge Fee Program adopted in 1988. As such, TCA requests to be kept on the County’s distribution list and looks forward to receiving all future notices, the PEIR, along with any other forthcoming documentation for the Project.

TCA appreciates the opportunity to provide input to your planning process. If you have questions or require additional information, please do not hesitate to contact me at 949.754.3496 or via email (dferemenga@thetollroads.com).

Sincerely,

Doug Feremenga, AICP CEP, LEED AP
Principal Environmental Analyst



December 8, 2014

Channary Gould
 County of Orange – CEO Real Estate/Land Development
 333 West Santa Ana Boulevard, 3rd Floor
 Santa Ana, California 92701
 Telephone: (714) 834-2345
 E-mail: channary.gould@ocgov.com

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Transportation
 Alan Wapner, San Bernardino
 Associated Governments

RE: SCAG Comments on the Notice of Preparation of a Program Environmental Impact Report for the El Toro Development Plan [SCAG NO. IGR8257]

Dear Mr. Gould,

Thank you for submitting the Notice of Preparation of a Program Environmental Impact Report for the El Toro Development Plan ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.¹ Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Program Environmental Impact Report for the El Toro Development Plan. Located on an approximately 108-acre county-owned property in the City of Irvine, County of Orange, California, the proposed project is a mixed-use, low-impact development (LID) that would maximize the benefit derived from proximity to the Regional Transportation Center. The proposed project would include a mix of uses such as 2,103 residential dwelling units, a 242-room hotel, approximately 1,876,000 square feet of multi-use (office), and approximately 220,000 square feet of community commercial (retail).

When available, please send environmental documentation to SCAG's office in Los Angeles or by email to sunl@scaq.ca.gov providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact Lijin Sun, Esq., Senior Regional Planner, at (213) 236-1882 or sunl@scaq.ca.gov. Thank you.

Sincerely,

Ping Chang,
 Program Manager II, Land Use and Environmental Planning

¹ SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.

**COMMENTS ON THE NOTICE OF PREPARATION OF
A PROGRAM ENVIRONMENTAL IMPACT REPORT FOR
THE EL TORO DEVELOPMENT PLAN [SCAG NO. IGR8257]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

2012 RTP/SCS Goals

The SCAG Regional Council adopted the 2012 RTP/SCS in April 2012. The 2012 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see <http://rtpscs.scag.ca.gov>). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012 RTP/SCS are the following:

| SCAG 2012 RTP/SCS GOALS | |
|--------------------------------|--|
| RTP/SCS G1: | <i>Align the plan investments and policies with improving regional economic development and competitiveness</i> |
| RTP/SCS G2: | <i>Maximize mobility and accessibility for all people and goods in the region</i> |
| RTP/SCS G3: | <i>Ensure travel safety and reliability for all people and goods in the region</i> |
| RTP/SCS G4: | <i>Preserve and ensure a sustainable regional transportation system</i> |
| RTP/SCS G5: | <i>Maximize the productivity of our transportation system</i> |
| RTP/SCS G6: | <i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)</i> |
| RTP/SCS G7: | <i>Actively encourage and create incentives for energy efficiency, where possible</i> |
| RTP/SCS G8: | <i>Encourage land use and growth patterns that facilitate transit and non-motorized transportation</i> |
| RTP/SCS G9: | <i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies</i> |

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

| SCAG 2012 RTP/SCS Goals | | |
|-------------------------|--|--|
| Goal | | Analysis |
| RTP/SCS G1: | <i>Align the plan investments and policies with improving regional economic development and competitiveness.</i> | <i>Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why DEIR page number reference</i> |
| RTP/SCS G2: | <i>Maximize mobility and accessibility for all people and goods in the region.</i> | <i>Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why DEIR page number reference</i> |
| etc. | | etc. |

RTP/SCS Strategies

To achieve the goals of the 2012 RTP/SCS, a wide range of strategies are included in SCS Chapter (starting on page 152) of the RTP/SCS focusing on four key areas: 1) Land Use Actions and Strategies; 2) Transportation Network Actions and Strategies; 3) Transportation Demand Management (TDM) Actions and Strategies and; 4) Transportation System Management (TSM) Actions and Strategies. If applicable to the proposed project, please refer to these strategies as guidance for considering the proposed project within the context of regional goals and policies. To access a listing of the strategies, please visit <http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf> (Tables 4.3 – 4.7, beginning on page 152).

Regional Growth Forecasts

At the time of this letter, the most recently adopted SCAG forecasts consists of the 2020 and 2035 RTP/SCS population, household and employment forecasts. To view them, please visit <http://scag.ca.gov/Documents/2012AdoptedGrowthForecastPDF.pdf>. The forecasts for the region and applicable jurisdictions are below.

| Forecast | Adopted SCAG Region Wide Forecasts | | Adopted Unincorporated County of Orange Forecasts | | Adopted City of Irvine Forecasts | |
|------------|------------------------------------|------------|---|-----------|----------------------------------|-----------|
| | Year 2020 | Year 2035 | Year 2020 | Year 2035 | Year 2020 | Year 2035 |
| Population | 19,663,000 | 22,091,000 | 159,100 | 189,300 | 265,600 | 304,200 |
| Households | 6,458,000 | 7,325,000 | 44,000 | 57,600 | 98,000 | 114,700 |
| Employment | 8,414,000 | 9,441,000 | 29,700 | 39,500 | 242,000 | 291,800 |

MITIGATION

SCAG staff recommends that you review the SCAG 2012 RTP/SCS Final Program EIR Mitigation Measures for guidance, as appropriate. See Chapter 6 (beginning on page 143) at: <http://rtpscs.scag.ca.gov/Documents/peir/2012/final/Final2012PEIR.pdf>

As referenced in Chapter 6, a comprehensive list of example mitigation measures that may be considered as appropriate is included in Appendix G: *Examples of Measures that Could Reduce Impacts from Planning, Development and Transportation Projects*. Appendix G can be accessed at: http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

November 6, 2015

Eric E. Hull
County of Orange – CEO Real Estate/OC Land Development
333 W. Santa Ana Boulevard
Santa Ana, CA 92701

Subject: El Toro 100-Acre Parcel Development Plan and West Alton Development Plan

Dear Mr. Hull:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the El Toro 100-Acre Parcel Development Plan and West Alton Development Plan. The proposed project area is not located within the airport planning area for John Wayne Airport (JWA). Therefore, the Airport Land Use Commission (ALUC) for Orange County has no comment related to land use, noise or safety compatibility with the *Airport Environs Land Use Plan (AELUP) for JWA*.

Although the project area is located outside of the airport planning area, please be aware that development proposals which include the construction or alteration of a structure more than 200 feet above ground level, require filing with the Federal Aviation Administration (FAA). Projects meeting this threshold must comply with procedures provided by Federal and State law, with the referral requirements of the ALUC, and with all conditions of approval imposed or recommended by the FAA and ALUC including filing a Notice of Proposed Construction or Alteration (FAA Form 7460-1). In order to accurately identify if the proposed project surpasses the 200 feet above ground level threshold, the project description should include the proposed project elevations using North American Vertical Datum 1988 (NAVD88).

In addition, the DEIR should identify if the project allows for heliports as defined in the *Orange County AELUP for Heliports*. Should the development of heliports occur within your jurisdiction, proposals to develop new heliports must be submitted through the city to the ALUC for review and action pursuant to Public Utilities Code Section 21661.5. Proposed heliport projects must comply fully with the state permit procedure provided by law and with all conditions of approval imposed or recommended by FAA, by the ALUC for Orange County and by Caltrans/Division of Aeronautics.

100 acre El Toro Parcel
11/6/15
Page 2

Thank you again for the opportunity to comment. Please contact Lea Choum at (949) 252-5123 or via email at lchoum@ocair.com should you have any questions related to the Orange County Airport Land Use Commission.

Sincerely,



Kari A. Rigoni
Executive Officer



December 5, 2014

Email: channary.gould@ocgov.com

Ms. Channary Gould
County of Orange – CEO Real Estate/Land Development
333. W. Santa Ana Boulevard, 3rd Floor
Santa Ana, CA 92701

RE: Request for a 30-Day Extension of the Comment Period for the Notice of Preparation of a Program Environmental Impact Report – County of Orange El Toro Development Plan

Dear Ms. Gould:

The City of Irvine requests a 30-day extension of the comment period for the Notice of Preparation of a Program Environmental Impact Report for the County of Orange El Toro Development Plan. As this project on County property is within the City of Irvine, we believe it is appropriate for the County to grant the City's request.

Thank you for your consideration of the City's request and the opportunity to review and comment on the Notice of Preparation. The City of Irvine is extremely interested in the proposed project and welcomes the opportunity to review future documents as the process progresses. In realization of the current deadline to comment on the Notice of Preparation at the close of business on December 8, 2014, I would appreciate a response prior to noon on Monday, December 8. Please contact me at 949-724-6451 or by email at etolles@cityofirvine.org.

Sincerely,

Eric M. Tolles
Director of Community Development

cc: City Council
Sean Joyce, City Manager
Sharon Landers, Assistant City Manager
Mike Ellzey, Assistant City Manager
Manuel Gomez, Director of Public Works
Tim Gehrich, Deputy Director of Community Development
Barry Curtis, Manager of Planning Services



December 8, 2014

Channary Gould
County of Orange – CEO Real Estate / Land Development
333 W. Santa Ana Blvd, 3rd Floor
Santa Ana, CA 92701

Mayor
Dwight Robinson

Mayor Pro Tem
Adam Nick

Council Members
David A. Bass
Kathryn McCullough
Scott Voigts

City Manager
Robert C. Dunek

Re: Notice of Preparation of a Program Environmental Impact Report for the El Toro Development Plan

Dear Ms. Gould:

The City of Lake Forest has reviewed the Notice of Preparation of a Program Environmental Impact Report for the El Toro Development Plan, located at in Planning Area 51 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 and State Route 133. The proposed uses of the El Toro Development Plan include 1,876,000 square feet of office uses, 2,103 residential dwelling units, 220,000 square feet of community commercial, and 242 hotel rooms. The project proposes a General Plan Amendment to redesignate the project site from Institutional to Trails/Transit Oriented Development in the City of Irvine General Plan Land Use Element and a Zone Change to the Irvine Zoning Code to allow for the above-mentioned uses. The City has the following comments:

1. The following the extended study area intersections in the City of Lake Forest should be included in the project build-out year analysis. This analysis will determine if any of the previously identified mitigation measures are needed prior to 2030 as a result of the project. Please verify that the following intersections have been included:
 - a. Bake Parkway / Irvine Blvd – Trabuco Road
 - b. Jeronimo Road / Bake Pkwy.
 - c. Lake Forest Dr / Muirlands Blvd.
 - d. Rockfield Blvd / Lake Forest Dr.
2. This project is within the North Irvine Transportation Mitigation program. The completion of Portola Parkway from State Route 241 to Alton Parkway in the City of Lake Forest is listed on the Master Plan of Arterial Highways in the Circulation Plan of the Irvine General Plan. Please include analysis of this project using the Irvine Transportation Analysis Model with regard to the completion of the segment of Portola Parkway between State Route 241 and Alton Parkway.



If you have any questions, please contact me at (949) 461-3466, or by email by ctai@lakeforestca.gov.

Sincerely,
CITY OF LAKE FOREST

A handwritten signature in blue ink, appearing to read "Carrie Tai", with a stylized flourish at the end.

Carrie Tai, AICP
Senior Planner

Cc: File



IRVINE RANCH WATER DISTRICT

15600 Sand Canyon Ave., P.O. Box 57000, Irvine, CA 92619-7000 (949) 453-5300

December 8, 2014

Channary Gould
Real Estate Development Manager
County of Orange – CEO Real Estate/Land Development
333 W. Santa Ana Blvd., 3rd Floor
Santa Ana, CA 92701

Re: Notice of Preparation (NOP) of Program Environmental Impact Report – El Toro Development Plan

Dear Channary Gould:

Irvine Ranch Water District (IRWD) has received and reviewed the Notice of Preparation (NOP) of a Program Environmental Impact Report (PEIR) for the El Toro Development Plan. IRWD offers the following comments on the NOP.

With regards to Section 17 of the Environmental Checklist as well as the section titled, “Anticipated Project Approvals” on page 9, the proposed project will need to be incorporated into the recently initiated Sub-Area Master Plan (SAMP) update to the “Planning Areas 30 and 51 Sub-Area Master Plan” completed in September 2011. The County and IRWD are coordinating efforts on the SAMP update. This SAMP update will need to be completed and reviewed by IRWD prior to plan approvals for the potable, recycled, sewer or Natural Treatment systems. Please continue to coordinate with Michael Hoolihan at (949) 453-5553 or Eric Akiyoshi at (949) 453-5552 for SAMP updates.

With regards to “Off-site Improvements” on page 6, the proposed project is immediately adjacent to IRWD’s property. Facilities on this property are part of the El Toro Groundwater Remediation Program. Initiated in 2007, the El Toro Remediation Program is a joint operation between IRWD, Orange County Water District (OCWD), and the United States Department of Navy (DON), designed to clean up constituents of contamination (trichloroethylene, also known as TCE), found in portions of the groundwater basin beneath the former El Toro Marine Corps Air Station and central Irvine. Located adjacent to the proposed project, these facilities pump water from the plume of TCE contamination and remove the TCE. Since the cleanup of the plume will take approximately 40 years, the proposed project must be designed and constructed such that IRWD and its designees, OCWD and DON have continuous access to the El Toro Groundwater Remediation Program facilities.

Channary Gould
County of Orange – CEO Real Estate/Land Development
Page 2

IRWD appreciates the opportunity to review and comment on the NOP. If you have any questions or require additional information, please contact the undersigned or Jo Ann Corey, Engineering Technician III, at (949) 453-5326.

Sincerely,



Fiona Sanchez
Director of Water Resources

cc: Michael Hoolihan, IRWD
Eric Akiyoshi, IRWD
Jo Ann Corey, IRWD



December 8, 2014

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Ms. Channary Gould
County of Orange – CEO Real Estate/Land Development
333 W. Santa Ana Boulevard, 3rd Floor
Santa Ana, CA 92701

Subject: Notice of Preparation of a Program Environmental Impact Report and Notice of Scoping Meeting for the El Toro Development Plan

Dear Ms. Gould:

Thank you for the opportunity to review the above referenced document. The Orange County Transportation Authority (OCTA) has the following comments for your consideration:

Page 3, Project Location, Second Paragraph: OCTA has exercised the option to acquire a 21.3-acre parcel on the southwest boundary of the project site. OCTA staff will be seeking Board of Directors approval to move forward with this purchase in December 2014. Please clarify ownership status of properties referenced in Alternative 3.

Page 8, Project Alternatives, Alternative 3: Please note in the discussion that OCTA has exercised its option to purchase the above mentioned 21.3-acre parcel for potential future transit use (i.e., a rail maintenance facility).

Page 32, Section 12 Noise, Potentially Significant Impact: This paragraph states that “A noise evaluation will analyze the potential changes in the noise-environment. . .” We recommend that the Noise analysis address OCTA’s potential purchase of the 21.3-acre parcel southwest of the project site for a future transportation facility that could emit noise and vibration to portions of project site. Similar analysis should be considered for other pertinent environmental factors.

Pages 34-35, Section 16 Transportation/Traffic: Please ensure the regional traffic analysis include consideration of OCTA’s Master Plan of Arterial Highways and related intersection impacts. In addition, we recommend considering the *Nonmotorized Metrolink Accessibility Strategy* in your analysis, which can be accessed at <http://www.octa.net/Share-the-Ride/Nonmotorized-Metrolink-Accessibility-Strategy>.

Ms. Channary Gould
December 8, 2014
Page 2

Please note that OCTA's Sand Canyon Bus Base is in close proximity to this project. The traffic analysis should consider potential project impacts to OCTA's Sand Canyon Bus Base, and identify mitigation measures as appropriate.

Throughout the development of the proposed project, we encourage communication with OCTA on any matters discussed herein. If you have any questions or comments, please contact me by phone at (714) 560-5907, or by email at dphu@octa.net.

Sincerely,



Dan Phu
Section Manager, Environmental Programs

DP



January 6, 2015

channary.gould@ocgov.com

Ms. Channary Gould
County of Orange – CEO Real Estate/Land Development
333. W. Santa Ana Boulevard, 3rd Floor
Santa Ana, CA 92701

**RE: Notice of Preparation of a Program Environmental Impact Report –
County of Orange El Toro Development Plan**

Dear Ms. Gould:

This letter responds to your November 7, 2014 Notice of Preparation and Notice of Scoping Meeting (NOP) for a project entitled “El Toro Development Plan” (Project). The City appreciates the County providing the City an additional 30 days to submit comments by January 8, 2015, and as such, comments received by this date will be considered timely and the County will address such comments as required by applicable law.

As an initial matter, we note that the NOP contains several characterizations of existing agreements between the County and the City, and of the parties’ rights and obligations with regard to entitlement processing for the Project. This letter does **not** respond to those characterizations. Rather, the City has confined its comments to the traditional and typical subject matter of NOP responses; namely, comments on the methodologies, thresholds of significance and other matters related to the preparation of a draft Environmental Impact Report (EIR) for the Project.

Based on its review of the NOP, City of Irvine staff has the following comments:

Project Setting

1. Page 4, first paragraph. The first paragraph indicates Table A-1 of the Irvine General Plan 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 allocates 300,000 square feet to County of Orange facilities. Please explain this discrepancy.

2. Page 4, third paragraph. Please correct the name of the train station to "Irvine Station."

Project Processing

3. Page 5, first paragraph. The second sentence indicated the County is not subject to the land use regulation of the County. This appears to be a typographical error. Please clarify.
4. Page 5, third paragraph. The penultimate sentence states, "Generally, the development plan will provide for subsequent approvals by the County of Orange Community Development Director..." Please explain what is meant by this sentence, including the types of approvals this would include.

Proposed Land Uses

5. Page 6, first paragraph. See comment 2 above.
6. Page 6, second paragraph and Table 1. The proposed Project would add over 1.5 million square feet of office uses, 2,103 dwelling units, 220,000 square feet of retail commercial uses, and a 242-room hotel to a 108-acre site in Planning Area 51.
 - Describe how the proposed Project is appropriate in density and intensity to the remainder of City of Irvine Planning Area 51.
 - The third sentence indicated that densities and intensities of use can be reallocated. Is this flexibility proposed to be permitted solely on the Project site or throughout the remainder of Planning Area 51?

Potential City of Irvine Actions – Zoning Ordinance Amendment

7. Page 7, Section 3-37-39, bullet 2. The Project proposes a maximum residential density of 80 dwelling units/acre. The maximum residential density permitted elsewhere in the 8.1 Trails and Transit Oriented Development (TTOD) Zone is 50 dwelling units/acre. Please describe how the proposed ultra-high density is appropriate given the maximum development intensities for all other properties in the vicinity and TTOD Zone of the Project site.
8. Page 7, Section 3-37-39, bullet 4. Please indicate the number of Average Daily Trips (ADT) proposed to be added to Planning Area 51. The Marine Way Cost Sharing (Exhibit "E" to the Implementation Agreement No. 2) predicates the subject property's fair share for the cost of improving

Marine Way based on 6,924 ADT generated by 300,000 square feet of institutional uses.

9. Page 7, Section 9-51, bullet 3. This bullet indicates a 20-percent reduction in parking for non-residential uses. Please provide documentation to substantiate the proposed reduction.
10. Page 8, Section 9-51, bullet 4. The permissibility of the Land Use Conversions in Irvine, as proposed, has been tied to a trip cap that works to regulate the process. Is the County proposing a trip cap for the Project? If so, what is it?

Project Alternatives

11. Page 8, Alternative 1. See comment 1 above regarding entitled intensity for the County property. Additionally, each alternative should clearly break down the proposed land uses associated with that alternative. As written, this description is unclear.
12. Page 8, Alternative 2. See comment 1 above regarding entitled intensity for the County property. Additionally, each alternative should clearly break down the proposed land uses associated with that alternative. As written, this description is unclear.
13. Page 8, Alternative 3. Each alternative should clearly break down the proposed land uses associated with that alternative. As written, this description is unclear. Additionally, where (as with Alternative 3) portions of the land included in the proposed alternative are not owned by the project proponent, the EIR should explain how the landowner's consent to inclusion of the property in the development plan will be secured. Absent that explanation, the alternative appears infeasible on its face and, therefore, unworthy of further analysis.
14. Page 8, Alternative 4. Each alternative should clearly break down the proposed land uses associated with that alternative. As written, this description is unclear.

Anticipated Project Approvals

15. Page 9, Table 2. The first bullet under the County of Orange Board of Supervisors indicates approval of a Statement of Overriding Considerations. Has the County already determined that a Statement of Overriding Considerations is necessary?

16. Page 9, Table 2. The first bullet under the OC Planning Department indicates the department would approve Use Permits, Special Use Permits, and Variances, among others. Please differentiate the terms Use Permit and Special Use Permit and the types of uses they apply to.
17. Page 9, City of Irvine. For you information, approval of general plan amendments and zone changes require prior consideration and recommendation from the City of Irvine Planning Commission.

Environmental Analysis Checklist

18. Page 14. Air Quality, Item d; Page 18. Noise, Items a. and b. The Orange County Transportation Authority (OCTA) has indicated its intention to locate a rail maintenance facility on the approximately 21-acre parcel located to the southwest of the Project site, in the event it purchases this property from the City. Please include analysis of air quality, noise and land use adjacency issues in the event this contemplated use is located immediately adjacent to planned residential uses on the Project site.
19. Pages 19 and 34, 15. Recreation. Both sub items indicate "Less than Significant Impact." The proposed addition of 2,103 dwelling units at the Project site will require park facilities. As such, the appropriate response to sub items a. and b. should be either "Potential Significant Impact" or "Less the Significant Impact/MM." The City of Irvine requires the provision of parks at a rate of five acres per 1,000 residents (two acres community parks/three acres neighborhood parks). For your information, the proposed Project would require the provision of approximately 15 acres of parks as a component of the project.
20. Page 32, Land Use and Planning. In sub item b., please confirm that the Draft PEIR will assess the Project's consistency with the City of Irvine General Plan and Zoning Ordinance.
21. Page 34, Transportation/Traffic. Separate from the circulated NOP, a copy of the proposed traffic analysis scope of work has been provided to the City for review and approval. Comments regarding the scope of work will be provided independent of the NOP comments. Generally, the traffic analysis shall follow the methodology, performance and scoping criteria of the North Irvine Transportation Mitigation (NITM) Program since this project resides within the NITM Program area. In addition to the comprehensive traffic analysis, the proposed access points require the review and approval consistent with the City Transportation Design Procedures (February 2007).

Ms. Channary Gould
January 6, 2015
Page 5 of 5

Thank you for the opportunity to review and comment on the NOP. The City of Irvine is extremely interested in the proposed project and welcomes the opportunity to review future documents as the process progresses. Please feel free to contact me at 949-724-6451 or by email at etolles@cityofirvine.org.

Sincerely,

A handwritten signature in black ink that reads "Eric M. Tolles". The signature is fluid and cursive, with a long horizontal stroke at the end.

Eric M. Tolles
Director of Community Development

cc: City Council
Sean Joyce, City Manager
Sharon Landers, Assistant City Manager
Manuel Gomez, Director of Public Works
Tim Gehrich, Deputy Director of Community Development
Barry Curtis, Manager of Planning Services



May 8, 2015

Via U.S. Mail and Email

Channary Gould, Real Estate Development Manager
County of Orange – CEO Real Estate/OC Land Development
333 W. Santa Ana Boulevard
Santa Ana, CA 92701
Email: Channary.Gould@ocgov.com

Subject: Notice of Preparation – El Toro Development Plan

Dear Ms. Gould:

On behalf of the City of Laguna Beach (“City”), this letter provides preliminary comments on the County of Orange’s Notice of Preparation (“NOP”) of a draft program environmental impact report (“program EIR”) for the El Toro Development Plan (“Project”).

The County’s proposed Project is located within the City of Irvine’s jurisdiction, on land formerly within the MCAS El Toro, east of the interchange of Interstate 5 (I-5) and State Route (SR) 133 in Orange County. SR 133 is the most direct route between southern Orange County and the coast and is already heavily impacted by weekend recreational and other off-peak traffic. The Project 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 Project includes the proposed El Toro development plan. While the NOP states that this development plan will allow for some flexibility in future land uses, it identifies the current proposed uses as: 1,876,000 square feet in multi-use (office) uses, 2,103 residential dwelling units, 220,000 square feet of community commercial (retail) uses, and a 242 room hotel.

According to the NOP, the Project has the potential to cause a number of significant short-term, long-term and cumulative environmental impacts. The County has determined that an EIR is required.

1. Consultation with the City concerning this Project's traffic, recreation, and open space impacts is required, yet the City did not receive timely notice of and an opportunity to comment on the NOP.

On April 27, 2015, the City of Laguna Beach became aware of two projects proposed by the County of Orange, for which Notices of Preparation were distributed on November 7, 2014 and December 19, 2014, respectively. The deadline for written comments on the NOP for the Project was December 8, 2014. The City of Laguna Beach was not provided an opportunity to comment on these NOPs, despite the strong likelihood that these projects will cause significant direct, indirect, and cumulative impacts to City transportation and recreation facilities. In response to a request by Christa Johnson, Assistant City Manager, on April 29, 2015, the County provided the City a web link to obtain copies of the NOP for the Project.

As demonstrated by prior traffic studies and other environmental analyses, the City of Laguna Beach is an affected agency with roadway segments within the impact boundaries of the Project and has an interest in wildlife movement to and from the expansive open space lands surrounding our City. These open spaces areas are precious resources that Laguna Beach residents have generously funded through special taxes. Unfortunately, not only was the City not provided an opportunity to comment on the NOP, the County did not consult with the City to determine information on the Project's effects on the City. In this context, we thank the County for agreeing to accept these comments on the NOP as timely.

Because the County has already correctly determined that the Project is one of regional and areawide significance, a scoping meeting is required pursuant to Public Resources Code, section 21083.9. The scoping meeting that, according to the NOP, was held November 21, 2014 was inadequate because the City and other affected agencies were not provided adequate notice of this meeting or an opportunity to participate in Draft EIR scoping.

Further, because the City exercises authority over resources which may be affected by the Project, including transportation facilities within its jurisdiction which could be affected, the County is required to consult with the City concerning potential effects to those resources. (CEQA Guidelines, § 15086(a).) We hereby request consultation concerning the Project's impacts to SR133 and other potentially impacted transportation facilities within the City and to the area's open space and wildlife habitat resources.

Pursuant to Public Resources Code, section 21092.2, we also request notice of all stages of environmental review for the Project and any and all actions that the County proposes to take on this Project. Please send any and all notices via email to the following persons:

- a) The undersigned, at alarson@lagunabeachcity.net;
- b) Christa Johnson, Assistant City Manager, cjohnson@lagunabeachcity.net; and
- c) Jason Holder, outside legal counsel retained for this matter, jason@holderecolaw.com.

Additionally, please send paper copies of notice documents solely to the undersigned.

2. The Draft Program EIR must adequately analyze the Project's potentially significant impacts to City transportation and recreation facilities.

The Draft Program EIR should include an analysis of the following potential environmental impacts that could affect the City:

- 1) Impacts of conversion of non-residential development intensity to residential uses.¹
- 2) Weekend and off-peak traffic impacts on SR133 beyond SR73 into the City of Laguna Beach and impacts on recreation facilities including its parks and beaches as a result of additional residential uses.
- 3) Secondary effects associated with the increase in traffic and recreation impacts to Laguna Beach including but not limited to increased demand for limited parking, increased demand for police, fire and lifeguard services, and the related strains on Laguna Beach's limited facilities and resources.
- 4) Cumulative weekend and off-peak traffic impacts to SR133 past SR73 into Laguna Beach and cumulative secondary impacts to parking, police, fire and lifeguard services as a result of approved uses within the City of Irvine Great Park, the expansion of the Musick Jail facility, and other recently proposed and built projects in the vicinity of these projects.

Additionally, we request that all technical support for the above analyses be included in appendices to the Draft Program EIR.

If you have any questions, you can reach me at (949) 497-0320 and at alarson@lagunabeachcity.net.

Sincerely,



Ann Larson

Planning Manager

Community Development

cc: John Pietig, City Manager
Christa Johnson, Assistant City Manager
Steve May, Director of Public Works and City Engineer
Greg Pfost, Director of Community Development

¹ Residential uses have different impacts than nonresidential uses. For example, the traffic intensity and patterns differ with residential uses and residential uses increase demand for recreational facilities.



July 10, 2015

Via U.S. Mail and Email

Channary Gould, Real Estate Development Manager
County of Orange – CEO Real Estate/OC Land Development
333 W. Santa Ana Boulevard
Santa Ana, CA 92701
Email: Channary.Gould@ocgov.com

Subject: Additional Comments Concerning Notice of Preparation – El Toro Development Plan

Dear Ms. Gould:

On behalf of the City of Laguna Beach (“City”), this letter provides additional comments on the County of Orange’s Notice of Preparation (“NOP”) of a draft environmental impact report (“EIR”) for the El Toro Development Plan (“Project”). These additional comments follow from and incorporate the City’s preliminary comments on the Project, provided in a letter to you dated May 8, 2015.

In apparent response to the City’s prior letter concerning both this NOP and another NOP for a County-proposed project, the County scheduled a scoping meeting for June 26, 2015. On the morning of the scoping meeting, however, you sent me an email stating that the scoping meeting had been cancelled. The County’s notice attached to your email did not provide any reasons for the cancellation or indicate whether the meeting would be rescheduled. Your email also did not provide these explanations. Because the County cancelled the scoping meeting for this Project’s EIR, and there is no indication that the County will reschedule the scoping meeting, the City is submitting these additional written comments.

Please provide any responses to this letter to the persons identified in the City’s initial NOP letter as well as to Dan Smith, the traffic consultant retained by the City for this matter. Mr. Smith’s contact information is as follows:

Smith Engineering & Management
c/o Dan Smith, Principal
5311 Lowry Road
Union City CA 94587
Tel.: 510 489-9477
Fax: 510 489-9478
Email: Dantsmithj@aol.com

1. The County has not complied with CEQA's mandatory requirements for consulting with responsible agencies and for conducting scoping meetings.

As indicated in our preliminary comments, the scoping meeting that, according to the NOP, was held November 21, 2014 was inadequate because the City and other affected agencies were not provided adequate notice of this meeting or an opportunity to participate in Draft EIR scoping. Subsequently, in mid-June 2015, the City received notice of a second scoping meeting to be held on June 26, 2015. That notice stated that the County had received a request for additional scoping opportunities and that in response to that request, a scoping meeting would be held to address the EIRs for this Project and another proposed Project in the area. The City was prepared to attend this second scoping meeting to provide additional comments for consideration and inclusion in the draft EIRs. However at 11:59 a.m. on June 26, the day of the scoping meeting, the City received an email from you indicating that the scoping meeting had been cancelled due to unforeseen circumstances, and that additional comments would be accepted by mail.

As indicated in our preliminary comment letter, because the City exercises authority over resources that may be affected by the Project, including transportation facilities within its jurisdiction that could be affected, the County is required to consult with the City concerning potential effects to those resources. (CEQA Guidelines, § 15086(a).) We again request consultation concerning the Project's impacts to SR 133 and other potentially impacted transportation facilities within the City and to the area's open space and wildlife habitat resources. As the City has previously requested, and in accordance with Public Resources Code, sections 21080.4 and 21083.9 and CEQA Guidelines, section 15082(c), this required consultation should be accomplished through one or more additional scoping meetings.

2. The City has several requests for traffic, recreation, open space, biological resource, and public service impact analysis.

As previously requested, the Draft EIR for the Project must include a thorough analysis of four areas of potential environmental impacts that could affect the City. All technical support for these analyses must be included in appendices to the Draft EIR.

In addition to the previous comments, the City requests that the traffic analysis include and consider summer-time traffic counts for the weekend (so called "off-peak" traffic) on SR 133 (Laguna Canyon Road). More specifically, the City requests that traffic counts be conducted at the following intersections, and that the Project's traffic impacts be studied at these locations:

(Going from south to north, all the major intersections and a sampling of the minor ones from the beach to north City limits.)

- (1) Broadway and Pacific Coast Highway;
- (2) Laguna Canyon Road – Broadway – Third Street;

- (3) Laguna Canyon Road – Canyon Acres Drive;
- (4) Laguna Canyon Road – El Toro Road; and
- (5) Laguna Canyon Road – Route 73 ramps (both sides).

The City also requests that the traffic analysis include and consider summer-time traffic counts for the weekend along El Toro Road, north of Laguna Canyon Road, at the following intersections:

- (6) El Toro Road – RT 73 ramps (both sides)
- (7) El Toro Road – The Club Drive – Bells Vireo Lane
- (8) El Toro Road – Canyon Hill Drive
- (9) El Toro Road – Aliso Creek Road
- (10) El Toro Road – Calle Corta

The City also requests that the County conduct traffic counts and impact analysis at several of the small streets that have no other way in or out other than the intersections with Laguna Canyon Road. These small streets include: Castle Rock Road, Stan Oakes Drive, Sun Valley Drive, Stan's Lane, Phillips Street, and Willow Canyon Road. The City requests this analysis as representative of the problems faced by people who have no option for getting in or out except via a minor street intersection with Laguna Canyon Road.

These summer-time traffic counts are essential for the analysis of Project-related direct, indirect, and cumulative traffic impacts because traffic on SR 133 and El Toro Road has become increasingly worse when the City's seasonal art festivals are in session (from July through August) and when the weather is warm (May through October). The City's art festivals and its beaches and parks attract residents from inland areas, including from the former El Toro Marine Base area. The Project, and other similar development projects in the area, will increase the amount of summer weekend traffic in Laguna Beach, causing increased traffic congestion and increased demand for and wear and tear on the City's open space and recreation facilities. Summer traffic counts are critical to analyze the worst-case impacts of the Project and other proposed projects on the City's roads and recreation facilities.

Finally, the City is very concerned about changing the zoning from Institutional to the proposed mixed-use, residential and commercial zoning designations. This proposed change in the zoning designations for the Project site would eliminate the approved institutional zoning and entitlements that allow uses such as an emergency shelter and/or a transitional shelter care facility. Instead, the City urges the County to consider retaining the institutional uses as described in Alternative 1 and Alternative 2 of the project alternatives being considered for development on the Project site. The Draft EIR must evaluate the County's ability to adequately serve its homeless population and

demonstrate the existence of one or more year-round emergency shelters within its jurisdiction that can accommodate the jurisdiction's need for emergency shelters. SB 2 also requires jurisdictions to identify a zone or zones where emergency shelters are allowed without a conditional use permit or other discretionary review. The Draft EIR must evaluate the impacts of how changing the zoning of this property affects the County's requirement to comply with SB 2 and what potential impacts would occur if this property is rezoned to eliminate these allowed uses.

The City has engaged legal counsel, Jason Holder of Holder Law Group, and a traffic engineering consultant, Dan Smith of Smith Engineering & Management, to assist the City in evaluating the Project's potential impacts that could affect the City and to identify feasible mitigation measures that the County could adopt to reduce or eliminate any and all significant impacts. The City may also retain a biologist or other experts to assist in evaluating the Project's possible impacts to the wildlife, parks, and open space preserves in Laguna Beach.

* * *

If you have any questions, or if you would like to reschedule the scoping meeting for a mutually convenient time, you can reach me at (949) 497-0320 and at alarson@lagunabeachcity.net.

Sincerely,



Ann Larson
Assistant Director
Community Development

Attachment: May 8, 2015 Comment Letter on NOP- El Toro Development Plan

cc: John Pietig, City Manager
Christa Johnson, Assistant City Manager
Steve May, Director of Public Works and City Engineer
Greg Pfost, Director of Community Development
Jason Holder, special outside counsel (via email)
Dan Smith, traffic consultant (via email)

From: Hull, Eric <Eric.Hull@ocgov.com>
Sent: Tuesday, October 13, 2015 4:29 PM
To: John Moreland; Alia Hokuki
Subject: FW: Notice of Scoping Meeting

John & Alia, please see below request from City of Tustin...can you add Elizabeth to our distribution list? I already responded in the affirmative.

Thanks!
Eric



Eric E. Hull, AICP
CEO Real Estate/Land Development
Hall of Administration, 333 W. Santa Ana Blvd., Suite 144
Santa Ana, CA 92701-4062
Phone: (714) 415-8099

From: Reekstin, Scott [mailto:SReekstin@tustinca.org]
Sent: Tuesday, October 13, 2015 12:33 PM
To: Hull, Eric <Eric.Hull@ocgov.com>
Cc: Saldivar, Krys <KSaldivar@tustinca.org>
Subject: Notice of Scoping Meeting

Eric,

The City of Tustin received the notice of the October 23, 2015, scoping meeting for the El Toro, 100-Acre Parcel Development Plan and West Alton Development Plan.

Would you be able to include the City of Tustin (Attn: Elizabeth Binsack, Director of Community Development) on your mailing list for all future public notifications regarding the EIR for the projects?

Scott

SCOTT REEKSTIN | PRINCIPAL PLANNER
City of Tustin | Community Development Department
300 Centennial Way | Tustin, CA 92780
P. 714 - 573 - 3016 | F. 714 - 573 - 3113
<http://www.tustinca.org>

From: Hull, Eric <Eric.Hull@ocgov.com>
Sent: Monday, October 26, 2015 11:19 AM
To: Kathleen M. Brady; Chris Gray; John Moreland; tschmieder@TAIT.COM
Cc: Campbell, James
Subject: Fwd: El Toro 100-Acre and Alton Development County Projects

Team, please see comments / request from City of Tustin below...

Begin forwarded message:

From: "Saldivar, Krys" <KSaldivar@tustinca.org>
Date: October 26, 2015 at 11:01:00 AM PDT
To: "eric.hull@ocgov.com" <eric.hull@ocgov.com>
Cc: "Reekstin, Scott" <SReekstin@tustinca.org>, "Nishikawa, Ken" <KNishikawa@tustinca.org>, "Stack, Doug" <DStack@tustinca.org>
Subject: El Toro 100-Acre and Alton Development County Projects

Eric,

We were unable to attend last Friday's scoping meeting. We formally request that the major intersections along Irvine Boulevard within the Tustin city boundaries (from Jamboree Road to SR-55) be part of the traffic analysis for these projects. Given the size of these projects, we feel that Irvine Boulevard has great potential to become an alternate parallel route to the I-5 Freeway. We would appreciate your consideration in this matter.

Thank you.

Regards,

Krys Saldivar
Public Works Manager
City of Tustin Public Works | Engineering
300 Centennial Way, Tustin, CA 92780
ksaldivar@tustinca.org (714) 573-3172

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471



November 24, 2014

Channary Gould
Orange County-CEO Real Estate/Land Development
333 W. Santa Ana Blvd., 3rd Floor
Santa Ana, CA 92701

RE: SCH# 2014111019 El Toro Development Plan, Orange County

Dear Mr./Ms. Gould,

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. **USGS 7.5-minute quadrangle name, township, range, and section required**
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) Guidelines §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered cultural items that are not burial associated, which are addressed in Public Resources Code (PRC) §5097.98, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, PRC §5097.98, and CEQA Guidelines §15064.5(e), address the process to be followed in the event of an accidental discovery of any human remains and associated grave goods in a location other than a dedicated cemetery.

Sincerely,

A handwritten signature in blue ink that reads "Katy Sanchez".

Katy Sanchez
Associate Government Program Analyst

CC: State Clearinghouse



December 5, 2014

AMENDED

Channary Gould
Orange County-CEO Real Estate/Land Development
333 W. Santa Ana Blvd., 3rd Floor
Santa Ana, CA 92701

RE: SCH # 2014111019 El Toro Development Plan, Orange County.

Dear Mr./Ms. Gould,

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- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
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Sincerely,

A handwritten signature in blue ink that reads "Katy Sanchez".

Katy Sanchez
Associate Government Program Analyst

CC: State Clearinghouse

**Native American Contacts
Orange County
December 5, 2014**

Juaneno Band of Mission Indians Aciachemen
David Belardes, Chairperson
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(949) 493-4933 Home
(949) 293-8522

Juaneno Band of Mission Indians Acjachemen
Teresa Romero, Chairwoman
31411-A La Matanza Street Juaneno
San Juan Capistrano CA 92675
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(949) 488-3294 Fax
(530) 354-5876 Cell

Tongva Ancestral Territorial Tribal Nation
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Gabrielino Tongva
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(310) 570-6567

Gabrielino Tongva Indians of California Tribal Council
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(562) 761-6417 Voice/Fax

Gabrielino/Tongva San Gabriel Band of Mission Indian
Anthony Morales, Chairperson
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GTTribalcouncil@aol.com
(626) 483-3564 Cell
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Gabrielino /Tongva Nation
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Juaneño Band of Mission Indians
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(714) 998-0721

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH # 2014111019 El Toro Development Plan, Orange County.

**Native American Contacts
Orange County
December 5, 2014**

Juaneno Band of Mission Indians
Anita Espinoza
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Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson
1999 Avenue of the Stars, Suite 1100 Gabrielino
Los Angeles , CA 90027
(626) 676-1184 Cell

United Coalition to Protect Panhe (UCPP)
Rebecca Robles
119 Avenida San Fernando Juaneno
San Clemente CA 92672
rebrobles1@gmail.com
(949) 573-3138

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
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Gabrielino-Tongva Tribe
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Gabrielino-Tongva Tribe
Conrad Acuna
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Los Angeles , CA 90027

Juaneno Band of Mission Indians Acjachemen Nation
Joyce Perry, Representing Tribal Chairperson
4955 Paseo Segovia Juaneno
Irvine , CA 92612
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Gabrielino /Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net
(909) 262-9351

This list is current only as of the date of this document.

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This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH # 2014111019 El Toro Development Plan, Orange County.

December 5, 2014

Ms. Channary Gould
County of Orange – CEO Real Estate/Land Development
333 W. Santa Ana Blvd.
3rd Floor
Santa Ana, CA 92701

Re: Comments on Notice of Preparation of Environmental Impact Report/El Toro Development Plan

Dear Ms. Gould,

I am writing on behalf of the Second Harvest Food Bank of Orange County (“SHFB”), to furnish formal comments to the County of Orange’s Notice of Preparation of Environmental Impact Report. Some of my colleagues, including the Chief Operating Officer, a member of the Board of Directors and a member of the SHFB Advisory Board attended the Scoping Meeting on November 21, 2014 and participated in informal commentary and discussion about the proposed projects and the scope of the proposed Environmental Impact Report. In those discussions, it became clear to us that the County and its consultants are not fully aware of the operations that the SHFB conducts at the location which is to be bordered on three sides by the proposed development, and that a full understanding of our operations is necessary to properly determine the impact of the proposed development on the SHFB as well as the impact of SHFB’s operations on the proposed development. To that end, we want to provide that information in this comment letter.

First, some background. SHFB is the only food bank in Orange County that is a member of Feeding America, the national network of food banks. SHFB has been serving the needy of Orange County since its inception in 1983, when it was located in the City of Orange and known as the Food Distribution Center. In November 2007, we relocated to our current location, which was known as Building 319 on the former MCAS El Toro.

That relocation was necessitated by the ever-increasing number of people in the County who were going hungry and came after a monumental effort. Our founder, Daniel J. Harney, began that effort in 1997 when he filed an application to obtain Building 319 from the Department of the Navy under the Base Realignment and Closure Act. After significant twists and turns as the future of the MCAS El Toro was decided, we obtained a Lease In Furtherance of Conveyance from the Navy, and a few years later the property was deeded to us. We mounted a successful Capital Campaign and raised \$8.5 Million to rehab Building 319 from a condition similar to that of Building 317, where the Scoping Meeting was held, into the current modern 121,000 square foot food distribution center. The Capital Campaign donations came from some 420 individuals and companies in Orange County who supported the vision of feeding the hungry in our County. The rehabilitation planning process, construction and move from the City of

Orange took no less than ten years. It was a labor of love, but quite a labor, as I can tell you from personal experience, as I was the Executive Director during most of that period.

Our facility currently has 4,550 square foot of freezer space, an equal amount of refrigeration capacity, some 13,000 square feet where volunteers and employees sort food on a daily basis, 9 loading docks, 30,000 square feet where over 384 partner agencies can come and select the food they need to feed the hungry who come to their soup kitchens, senior centers, church pantries and other food programs looking for help they can't find elsewhere. Our property houses a truck fleet which consists of 17 motorized units and 4 trailers. Our trucks regularly deliver food to agencies that require deliveries as well as pick up product from our food donors, including Ralphs, Albertsons, Target, Wal-Mart and a myriad of our other food resource partners. We have a 15,000 square foot area where employees of our corporate partners, such as Bank of America, Mazda and United Health Care, participate in team building exercises as they support our efforts to feed our neighbors in need. We partner with the City of Irvine and our neighbor, The Great Park, in our Incredible Edible Farm program, where an average of 20,000 pounds of fresh produce is harvested for our food bank every month, providing another source of nutritious food for our agencies to distribute. We partner with the Red Cross in COAD—Community Organizations Active in a Disaster—to provide assistance in a disaster.

SHFB currently employs 70 people in our operation. We host some 10,000 volunteers annually. Last year, we moved 20 million pounds of food or the equivalent of 17.6 million meals through our efforts. That translates to serving more than 200,000 people each month who were at risk of going hungry in Orange County. That is a lot of food. That is a lot of people. That is why we are concerned about the impacts of the proposed development.

We understand that the County of Orange desires to develop the land that surrounds the Second Harvest Food Bank on three sides of our property. The notice states that the County intends to make unspecified modifications to our property. It also shows the SHFB property as part of the project area in one of the alternative projects. To be clear, the SHFB has not entered into any agreement to modify its property or to be included in the project. This is our base of operations and it is our objective that the County's development takes into account, and accommodates, the fact that the Second Harvest Food Bank is a distribution center; currently open six days a week, not merely a "warehouse" as stated in its notice. We submit that Alternative 1 presents the development most compatible with the SHFB use, and the one which existed when we improved and moved to, our current location.

Our use includes the traffic from over 300 agencies coming to pick up food, our employees coming to and leaving work, scores of volunteers and large trucks. We are dedicated to continuing to provide the services to our agencies that they so need. We are intent on honoring the objectives of our donors, both those who contributed to the Capital Campaign and those that fund the approximately \$5 million in donations we receive each year. Our community partners, donors, agencies, volunteers and

employees join us in our passion for our mission of ending hunger in Orange County, a mission which we strive to accomplish every day at Building 319.

We moved from the outdated, cramped 53,000 square foot facility in Orange to our current location with more than 120,000 square feet of modern, efficient food distribution and administrative offices to serve those in need. Everything we and our supporters do is in service to those in our County who would otherwise go without the food and support they need to become self-sufficient. As the population of this County continues to grow, so too does the number of those who will need our help. We need to be able to continue our operations and grow them as necessary to achieve our vision of ending hunger, in order to serve the **PEOPLE** of the County of Orange. We encourage the **DEVELOPMENT ARM** of the County of Orange to join us, and not impede us, in that mission, both during the construction period and in development plan itself. Toward that end, the County's proposed EIR needs to take into account our traffic trips, our use and the full extent of our current and future operations so we can do what we have been commissioned to do.

We also note that with respect to the Environmental Analysis Checklist, the proposed development (more than 2100 dwellings, 242 hotel rooms, 220,000 square feet of retail and more than 1,870,000 square feet of office) generally acknowledges that the proposed development has significant impacts on the great majority of the categories listed. We submit that such density would also have an impact on Recreation (Section 15), although the checklist states there is less than a significant impact.

Should you have any questions regarding this letter or the SHFB's operations, please contact me at

714-624-4725 or

joes@FeedOC.Org

Sincerely,



Joseph Schoeningh

Director of Public Affairs

July 2, 2015

Ms. Channary Gould
County of Orange – CEO Real Estate/Land Development
333 W. Santa Ana Blvd.
3rd Floor
Santa Ana, CA 92701

Re: Comments on Notice of Preparation of Environmental Impact Report/El Toro Development Plan;
100-Acre Parcel Development Plan and West Alton Development Plan

Dear Ms. Gould,

I am writing on behalf of the Second Harvest Food Bank of Orange County (“SHFB”), to furnish additional formal comments to the County of Orange’s Notice of Preparation of Environmental Impact Report. We recently received your notice of an additional Scoping Meeting with respect to both the 100-Acre Parcel Development Plan and the West Alton Development Plan, which was scheduled for June 26, 2015 with a request for written comments by July 3, 2015. We then received notice of cancellation of such additional Scoping Meeting. Nonetheless, we are hereby providing to you this comment letter as originally requested.

As you know, some of my colleagues, including the Chief Operating Officer, a member of the Board of Directors and a member of the SHFB Advisory Board attended the Scoping Meeting for the 100-Acre Parcel Development Plan on November 21, 2014 and participated in informal commentary and discussion about the proposed project and the scope of the proposed Environmental Impact Report. In those discussions, it became clear to us that the County and its consultants are not fully aware of the operations that the SHFB conducts at the location which is to be bordered on three sides by the proposed 100-Acre Parcel Development. In order for the Environmental Impact Report to more accurately characterize the impact of the proposed development on SHFB as well as the impact of SHFB’s operations on the proposed development, we submitted to you our comment letter dated December 5, 2014, a copy of which is enclosed.

Please understand that our original comment letter still stands (and is incorporated herein by this reference), but we wish to make it clear that in the intervening several months, our operations at the food bank have continued to expand to attempt to meet the needs of the agencies and Orange County residents that we serve. We anticipate and plan for them to continue to do so. For instance, the monthly average produced from the Incredible Edible Farm has increased to 23,500 pounds per month (Page 2, Paragraph 2 of the original letter.) Also we are pleased to note that in our year ending June 2015 we moved over 21 million pounds and provided an equivalent of over 19 million meals (Page 2, Paragraph 3 of the original letter.)



Accordingly, the SHFB's historic role of providing critical community services and the scope of its current operations, together with its continued growth and plans for future operations should be considered by the County and its consultants in preparing its Environmental Impact Reports for both the 100-Acre Parcel Development Plan and the West Alton Development Plan.

Should you have any questions regarding this letter or the SHFB's operations, please contact me at (714) 624-4725 or joes@feedoc.org.

Sincerely,

Joseph Schoeningh

Director of Public Affairs



Via E-mail and US Mail

November 5, 2015

Eric E. Hull AICP
County of Orange – CEO Real Estate/Land Development
333 W. Santa Ana Blvd.
Santa Ana, CA 92701

Re: Comments on Notice of Preparation of Environmental Impact Report/El Toro Development Plan;
100-Acre Parcel Development Plan and West Alton Development Plan

Dear Mr. Hull,

I am writing on behalf of the Second Harvest Food Bank of Orange County (“SHFB”), to furnish additional formal comments to the County of Orange’s Notice of Preparation of Environmental Impact Report. We recently received your notice of an additional Scoping Meeting with respect to both the 100-Acre Parcel Development Plan and the West Alton Development Plan, scheduled for October 23, 2015, which I attended on behalf of SHFB. Although we have previously submitted comment letters to your predecessor, we wanted to submit this comment letter to you so that you understand our operations and our concerns.

As you my know, some of my colleagues, including the Chief Operating Officer, a member of the Board of Directors and a member of the SHFB Advisory Board attended the Scoping Meeting for the 100-Acre Parcel Development Plan on November 21, 2014 and participated in informal commentary and discussion about the proposed project and the scope of the proposed Environmental Impact Report. In those discussions, it became clear to us that the County and its consultants are not fully aware of the operations that the SHFB conducts at the location which is to be bordered on three sides by the proposed 100-Acre Parcel Development. In order for the Environmental Impact Report to more accurately characterize the impact of the proposed development on SHFB as well as the impact of SHFB’s operations on the proposed development, we submitted to you our comment letter dated December 5, 2014, a copy of which is enclosed.

Please understand that our original comment letter and our July follow-up still stand (and are incorporated herein by this reference), but we wish to make it clear that in the intervening several months, our operations at the food bank have continued to expand to attempt to meet the needs of the agencies and Orange County residents that we serve. We anticipate and plan for them to continue to do so. For instance, the monthly average produced from the Incredible Edible Farm has increased to 23,500 pounds per month (Page 2, Paragraph 2 of the original letter.) Also we are pleased to note that in our year ending June 2015 we moved over 21 million pounds and provided an equivalent of over 19 million meals (Page 2, Paragraph 3 of the original letter.) From July 1, 2015 through the month ending

October 2015, we have additionally moved over 7.83 million pounds and provided an equivalent of over 6.26 million meals.

Accordingly, the SHFB's historic role of providing critical community services and the scope of its current operations, together with its continued growth and plans for future operations should be considered by the County and its consultants in preparing its Environmental Impact Reports for both the 100-Acre Parcel Development Plan and the West Alton Development Plan.

Should you have any questions regarding this letter or the SHFB's operations, please contact me at (714) 624-4725 or joes@feedoc.org.

Sincerely,

A handwritten signature in cursive script that reads "Joseph Schoeningh".

Joseph Schoeningh
Director of Public Affairs

Irvine Residents Opposed to County Misuse of Public Land

November 6, 2015

Mr. Eric Hull
County of Orange
OC CEO Real Estate/Land Development
333 W. Santa Ana Blvd., 3rd Floor
Santa Ana, CA 92701

Dear Mr. Hull,

I am writing on behalf of a group of very concerned Irvine residents who are very unhappy with the County of Orange's misuse of the land which was gifted to them by the City of Irvine for COUNTY uses. The current proposal by the County of Orange is not acceptable at all to the citizens of Irvine and this entire process is a violation of the public trust placed in the County by Irvine. This land was given to the County of Orange for County functions, not as a piggy bank to cram as much revenue-producing use into the City of Irvine as possible.

The environmental record for this proposal is extremely unclear and irrational. First, one project was noticed, then a second project was noticed. Then a scoping session was held. Then a second scoping session was booked and subsequently cancelled. That scoping session was just re-booked and held again recently. This process does not inspire confidence in the County's abilities to process this project.

These comments represent the aggregation of many comments from many different concerned citizens in our City and are in no way exhaustive of the comments which will be submitted throughout the remainder of the process.

SCOPING COMMENTS ON THE COUNTY PROJECT

1. The Project is Subject to Full CEQA and Zoning Discretion. The NOP contains several characterizations of existing agreements between the County and the City of Irvine, and of the parties' rights and obligations with regard to entitlement processing for the Project. Additionally, the County's written materials provided at the October 23, 2015 Scoping Meeting selectively quoted from the Pre-Annexation Agreement by and between the City of Irvine and the County of Orange to assert 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. . . ."

However, the full sentence (which was only partially quoted) cannot be construed as a contractual agreement by the City to forego its police powers and zoning authority with respect to a private development within its borders comprised of 1.8 million square feet of multi-use development, more than 2,100 swelling units, 220,000 square feet of shopping amenities and a

Irvine Residents Opposed to County Misuse of Public Land

242-room hotel. The prior-CEQA review for the Pre-Annexation Agreement contemplated only **institutional or County-related types of uses**. This was consistent with the context of the agreement which provides as follows:

In addition, County shall retain exclusive land use control over said parcels, 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 obligation for payment to Irvine of any permit fees or other mitigation/impact fees, other than in Section 2.2.5, including but not limited to the following uses, all of which Irvine agrees with: **animal shelter; environmental health facilities; automotive / equipment repair facilities; childcare facilities; youth and family resource center; law enforcement training facilities; emergency shelter; transitional shelter care facility; Children & Family Services Center; Business offices; warehouses; storage facilities; vehicle parking and storage facilities; heavy equipment and storage; and, field operations and maintenance facility.**

Critically, each listed use is associated with county operations. This implicit limitation on the City's "pre-approval" of future uses is consistent with the original city zoning permitting institutional uses. Accordingly, the County's land use discretion is not absolute, and the City of Irvine retains the authority to, at minimum, review the County's proposal to ensure it is consistent with the agreement's intent: that the site be used for county operations or other related institutional uses. The contractual provision cannot in any way be interpreted as constraining the City's independent authority under CEQA to analyze impacts of its actions, consider alternatives that might yield fewer impacts, and exercise discretion to reject uses not listed in the Pre-Annexation Agreement. Any discussion in the EIR needs to reflect the complete text of the Pre-annexation agreement, and not limit the CEQA discussion or suggest the City's discretion is limited.

2. Fair Share Mitigation. Any discussion of mitigation must include specifics as to how the project will implement the fair share infrastructure obligations outlined in the Pre-Annexation Agreement. Moreover, independent of the agreement, CEQA mandates that a public agency "mitigate or avoid" its projects' significant effects on the environment. As held by the California Supreme Court in *City of Marina v. Board of Trustees of California State University* (2006) 39 Cal. 4th 341, a public agency must fulfill this responsibility even when impacts (or mitigation measures) occur beyond its own property or boundaries. (*Id.* at 360) In emphasizing a public agency's affirmative duties under CEQA, the California Supreme Court further held that a public agency cannot escape its duty to mitigate environmental effects because it might take resources away from primary governmental functions. For example, in *City of San Diego v. Board of Trustees of California State University* (2015) 61 Cal. 4th 945, 966 the Court rejected the Board of Trustees' attempt to avoid paying for its fair-share of off-site mitigation measures because its money would be better spent "on more classrooms" instead of "more traffic lights."

3. Traffic. The County Project is not anticipated by the current Irvine General Plan, nor was it included within the Second Supplemental EIR prepared in 2012/13 for the Great Park Neighborhoods, the Great Park itself, or other nearby developments. Accordingly, the traffic generated by the County Project has never been accounted for in any previous environmental document. The EIR must therefore fully evaluate the Project's impacts on local and regional

Irvine Residents Opposed to County Misuse of Public Land

transportation infrastructure, and the ramifications of the proposed increase in the number of trips allocated to the County Property.

In addition to discussing the individual impacts attributable to the development of the County Project, the analysis must also discuss the cumulative impacts of the County project when added to the effects of other current projects and other reasonably foreseeable future projects. At minimum, this cumulative analysis should include:

- full build-out of the Great Park Neighborhoods (9,500 residential units, 3,364,000 square feet of Medical and Science, 1,318,200 square feet of Multi-Use, and 220,000 square feet of Commercial) and the Orange County Great Park Master Plan;
- full build-out of the Irvine Business Complex Vision Plan; and
- construction of Planning Areas 9 and 40 in the entitlement timeframes set forth in each of their respective approvals.

CEQA more broadly requires that an analysis of cumulative impacts include reasonably foreseeable future projects. The City of Irvine entered into a Second Adjacent Landowner Agreement with Heritage Fields El Toro, LLC, with respect to implementing plans for the Orange County Great Park and surrounding Great Park Neighborhoods development. In accordance with the agreement, Heritage Fields committed to fund up to \$2 million for planning, feasibility and related technical studies for future development of the Cultural Terrace area of the Great Park. Those planning efforts are well underway, and it is reasonably foreseeable that there will be significant new developments in the Great Park. It is also possible that the City would process additional development entitlements in order to provide sufficient private capital to pay for this significant public investment. Accordingly, the County Project EIR should evaluate the cumulative impacts of the planned Cultural terrace improvements, and the possibility that additional private entitlements will be sought within the private development area of the Great Park Neighborhoods to fund new park improvements.

4. NITM methodology and Mitigation. The County Project will be subject to the North Irvine Transportation Mitigation (“NITM”) Fee and the traffic studies should comply with all NITM methodologies prescribed by the City of Irvine.

5. Public Benefits and Public Recreation. While the Pre-Annexation Agreement states that the County would not be required to pay for the costs of improvements or maintenance with respect to the “Great Park,” that Agreement did not contemplate the development of thousands of new residential units on the County property. The EIR should thoroughly examine the recreational impacts of this new development, and suggest appropriate mitigation. The Heritage Fields project, as one example, is required to provide at least 3 acres of neighborhood parkland per 1,000 residents of the project. In addition, when the City of Irvine recently approved a modification to the previous entitlements granted within Combined Planning Area 51, the developer agreed to provide approximately \$200 million worth of park improvements on 688 acres of the Great Park. Utilizing this same ratio, the County Project should provide at least \$91,185,410 toward the future construction of the Great Park.

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The EIR should evaluate whether the County Project satisfies these requirements. Of note, such requirements should be evaluated as minimum requirements by the EIR given that the County Project would also add an additional 1.2 million square feet of commercial development, which could induce population growth in the area.

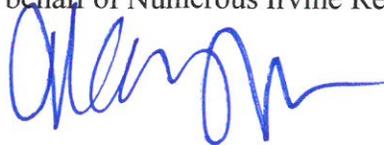
In light of these 2,103 new dwelling units and intense commercial development (instead of the originally planned institutional development), the statement the Initial Study's conclusion that there will be no impact to Recreation strains credulity and should be reexamined in the context of the EIR.

6. Wildlife Corridor / Biological Impacts. The County Project would introduce intense urban development near the Wildlife Corridor north of Irvine Boulevard. The EIR for the County Project should evaluate the need for appropriate separation of uses and specifically evaluate whether the County Project's lighting and other design features will be consistent with the mitigation measures and project design features implemented as part of the Great Park Neighborhoods development. Any deviations from these standards should be fully discussed.

7. Schools. Despite being located within the City of Irvine, the EIR should fully disclose that the County Project is not located within the Irvine Unified School District's boundaries. Instead, it is located within the boundaries of the Saddleback Valley Unified School District ("SVUSD"). Therefore, impacts to the SVUSD should be fully analyzed.

As stated previously, these comments are just the tip of the iceberg. This development was never contemplated, is not necessary for anything other than the County's internal economic interests, and should not be pursued by the County of Orange or adopted by it as well. It is interesting to note that the County is judge and jury in its own trial and is looking to approve its own purely economic goal. Quite an economic conflict of interest! **We, the concerned residents of Irvine, call upon the County Supervisors to exercise some restraint and to not put their interest in having more money to spend above the quality of life of Irvine residents.** The purpose of CEQA is to provide a path for people who care about this quality of life and the degradation of the environment around them to trump the interests of politicians who care only about their own bottom line.

On behalf of Numerous Irvine Residents,



Natalie DuLaney

Ms. Channary Gould
County of Orange
OC CEO Real Estate/Land Development
333 W. Santa Ana Blvd, 3rd Floor
Santa Ana, CA 92701



Scoping Meeting Notice of Preparation of an Environmental Impact Report

Purpose of Today's Meeting

The County of Orange is lead agency for the preparation of a Program Environmental Impact Report ("EIR") that will address the potential environmental effects of approving the El Toro Development Plan. The EIR is being prepared pursuant to the California Environmental Quality Act ("CEQA"). This scoping meeting provides the opportunity for responsible agencies and the public to learn about the Project and then provide input on the scope of issues that the Program EIR should analyze.

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.

Project Background

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. Consistent with the Pre-Annexation Agreement, 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...". Upon the County's approval of a Project, the City of Irvine will zone the County's parcels and designate them in Irvine's General Plan in accordance with County's direction.

Description of the Project

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

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 | |

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. Minor off-site improvements for drainage and roadways will also be required.

Scope of the EIR

The County of Orange prepared a Notice of Preparation (“NOP”) to solicit comments from potential Responsible and Trustee Agencies on Project-related concerns relevant to each agency’s statutory responsibilities. As part of that process the County prepared an Initial Study that identifies that the Project may have potential significant environmental impacts for the following topical areas; therefore, they need to be addressed in the EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation/Traffic
- Utilities and Service Systems

Additionally, while the Initial Study concludes that there will be no significant Project impacts, the County intends to provide more detailed information on the following topics in the EIR:

- Geology and Soils
- Hydrology and Water Quality
- Recreation
- Public Services

Based on the Initial Study, the Project would not result in any potentially significant effects with respect to the following areas, and they do not require further analysis in the EIR:

- Agriculture and Forestry Resources
- Mineral Resources

For more information on the Project, the Notice of Preparation is posted on the County of Orange website at: http://ocgov.com/gov/ceo/real_estate/currentplans.

Project Schedule

The following are the anticipated key dates for the processing of the Project:

- November 7, 2014 – December 8, 2014 - Public Comment Period on the Notice of Preparation
- Summer 2015 - Public Review of the Draft EIR
- Summer/Fall 2015 – Response to Public Comments on the Draft EIR
- Late 2015/Early 2016—Certification of the Final EIR and Action on the Project

Upon certification of the EIR, the Orange County Board of Supervisors would consider whether to approve the Project or a feasible Project alternative. 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.

Opportunities to Provide Input on the Project

In addition to submitting comments at this Scoping Meeting, the public is invited to provide its comments via mail and email during the 30-day public review period noticed in the NOP. The time period for submitting input on the issues that the El Toro Development Plan Program EIR should analyze is from November 7, through December 8, 2014. Comments on the NOP can be emailed to channary.gould@ocgov.com or mailed to Ms. Channary Gould, County of Orange - CEO Real Estate/Land Development, 333 W. Santa Ana Blvd, 3rd Floor, Santa Ana, CA 92701. The County will accept comments regarding the NOP through the close of business on December 8, 2014.

There will be additional opportunities to provide input during the EIR public review process. The EIR will be distributed for a 45-day public review, which is expected to occur in summer 2015. All comments received during the public review period will be forwarded to the decision-makers and comments on substantive environmental issues will be responded to in writing. The responses to comments become part of the Final EIR. As part of the EIR certification process, you will have an opportunity to provide testimony at the public hearings before the Orange County Planning Commission and the Orange County Board of Supervisors.

Sign-In Sheet

| Name | Address | Phone |
|--------------------|-------------------------------------|----------------|
| - David Soun | 701 W. Parkcenter Dr., Santa Ana CA | (714) 560-8643 |
| 1) Eric Tolles | City of Irvine | (949) 724-64 |
| 2) Bill Jacobs | City of Irvine | 949-724-65 |
| 3) Jesse Barron | IUSD | 949 936 5316 |
| 4) Joe Alcock | OCTA | (714) 560 5372 |
| 5) Roger Grable | Manatt | 714-371-2537 |
| 6) Terry CREEKPAUM | 8014 MARINE WAY | 949-653-2900 |
| 7) Bill MILLIGAN | IRVINE CA 92816 | 949 472-39 |
| 8) Teresa Farrell | " | " |
| 9) JEFF STARR | SVUSD. | 949-580-3284 |
| - Judi SCHWEITZER | STA | 949-735-5537 |
| - MATT SURHAM | EPTD | 949-632-5503 |
| Stan Oefelie | TOC | 949 697 1737 |