DRAFT

INITIAL STUDY

OUR LADY OF PEACE PROJECT

CITY OF IRVINE

(LSA Project No. 20241645)

LSA

June 2026

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OUR LADY OF PEACE PROJECT

CITY OF IRVINE

Submitted to:

Diocese of Orange
Our Lady of Peace Korean Catholic Center
14010 Remington
Irvine, California 92602

Prepared by:

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Project No. 20241645

June 2026

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TABLE OF CONTENTS

TABLE OF CONTENTS i
FIGURES AND TABLES ii
LIST OF ABBREVIATIONS AND ACRONYMS iii
1.0 PROJECT INFORMATION 1-1
2.0 PROJECT DESCRIPTION 2-1
2.1 Introduction 2-1
2.2 Environmental Setting 2-1
2.3 Current General Plan Land Use and Zoning 2-1
2.4 Project Characteristics 2-2
2.5 Anticipated Discretionary Actions 2-14
3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED 3-1
3.1 Determination 3-1
4.0 CEQA ENVIRONMENTAL CHECKLIST 4-1
4.1 Aesthetics 4-1
4.2 Agriculture and Forestry Resources 4-6
4.3 Air Quality 4-8
4.4 Biological Resources 4-11
4.5 Cultural Resources 4-16
4.6 Energy 4-19
4.7 Geology and Soils 4-21
4.8 Greenhouse Gas Emissions 4-27
4.9 Hazards and Hazardous Materials 4-28
4.10 Hydrology and Water Quality 4-33
4.11 Land Use and Planning 4-46
4.12 Mineral Resources 4-48
4.13 Noise 4-50
4.14 Population and Housing 4-52
4.15 Public Services 4-54
4.16 Recreation 4-59
4.17 Transportation 4-61
4.18 Tribal Cultural Resources 4-71
4.19 Utilities and Service Systems 4-72
4.20 Wildfire 4-77
4.21 Mandatory Findings of Significance 4-80
5.0 LIST OF PREPARERS 5-1
5.1 Lead Agency 5-1
5.2 CEQA Consultant 5-1
6.0 REFERENCES 6-1

FIGURES AND TABLES

FIGURES

Figure 2.18: Construction Timeline 2-13
Figure 2.1: Project Location 2-15
Figure 2.2: General Plan Land Use 2-17
Figure 2.3: Zoning 2-19
Figure 2.4: Project Site Plan 2-21
Figure 2.5: Residential Building Designs - Building Types 2-25
Figure 2.6: Residential Building Designs - Building 1A (3-Plex) 2-37
Figure 2.7: Residential Building Designs - Building 2A (4-Plex) 2-43
Figure 2.8: Residential Building Designs - Building 2B (4-Plex) 2-49
Figure 2.9: Residential Building Designs - Building 3B (6-Plex) 2-55
Figure 2.10: Residential Building Designs - Building 4A (8-Plex) 2-63
Figure 2.11: Residential Building Designs - Building 4B (8-Plex) 2-69
Figure 2.12: Church Elevations and Floor Plans 2-75
Figure 2.13: Parish Hall Elevations and Floor Plans 2-89
Figure 2.14: Rectory Elevations 2-101
Figure 2.15: Landscape Plan – Church 2-111
Figure 2.16: Landscape Plan – Residential 2-113
Figure 2.17: Existing and Proposed Utilities 2-115

TABLE

Table 2.A: Proposed Project Building Types 2-3
Table 4.A: Irvine Unified School District Data 4-56
Table 4.B: Irvine Unified School District Student Generation 4-57

APPENDICES

APPENDIX A: BIOLOGICAL RESOURCES ASSESSMENT
APPENDIX B: CULTURAL RESOURCE SURVEY REPORT
APPENDIX C: PALEONTOLOGICAL RESOURCES MEMORANDUM
APPENDIX D: PRELIMINARY GEOTECHNICAL SUBSURFACE EVALUATION
APPENDIX E: PHASE I ENVIRONMENTAL SITE ASSESSMENT-PHASE II SITE INVESTIGATION
APPENDIX F: PRELIMINARY WATER QUALITY MANAGEMENT PLANS
APPENDIX G: TRAFFIC STUDY

LIST OF ABBREVIATIONS AND ACRONYMS

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
af	acre-feet
Alquist-Priolo Act	Alquist-Priolo Earthquake Fault Zoning Act of 1972
APN	Assessor's Parcel Number
Basin	South Coast Air Basin
Basin Plan	Water Quality Control Plan for the Santa Ana River Basin
BMPs	best management practices
BRA	Biological Resources Assessment
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Fire and Forestry Protection
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
California Register	California Register of Historical Resources
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFC	California Fire Code
CGS	California Geological Survey

CHRIS	California Historical Resources Information System
CIP	Capital Improvement Program
City	City of Irvine
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
Cortese List	Hazardous Waste and Substances Sites List
CPOC Basin	Coastal Plain of Orange County Groundwater Basin
CPUC	California Public Utilities Commission
CPUC Strategic Plan	CPUC's Energy Efficiency Strategic Plan
CRSR	Cultural Resource Survey Report
CUP	Conditional Use Permit
CWA	Clean Water Act
dBA	A-weighted decibel
DDT	dichlorodiphenyltrichloroethane
DOC	California Department of Conservation
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
FDC	Fire Department Connection
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FMMP	Farmland Mapping and Monitoring Program
FRAP	Fire and Resources Assessment Program

GHG	greenhouse gas
GSPs	Groundwater Sustainability Plans
HCP	Habitat Conservation Plan
HVAC	heating, ventilation, and air conditioning
I-5	Interstate 5
IEPR	CEC's Integrated Energy Policy Report
IESNA	Illuminating Engineering Society of North America
IPD	Irvine Police Department
IRWD	Irvine Ranch Water District
IS/NOP	Initial Study/Notice of Preparation
IUSD	Irvine Unified School District
LAWRP	Los Alisos Water Recycling Plant
LED	light-emitting diode
LOS	level of service
LUST	Leaking Underground Storage Tank
Ma	million years ago
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MHDR	Medium High Density Residential
MLD	Most Likely Descendant
MM	Mitigation Measure
MRZs	Mineral Resource Zones
$MTCO_2e$	metric tons of carbon dioxide equivalent
MWD	Metropolitan Water District of Southern California

MWRP	Michelson Water Recycling Plant
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NCCP	Natural Community Conservation Plan
NCCP/HCP	Natural Community Conservation Plan/Habitat Conservation Plan
NHMLA	Natural History Museum of Los Angeles County
Northwood Planning Area	Planning Area 8
NO_2	nitrogen dioxide
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
OC San	Orange County Sanitation District
OC Waste and Recycling	Orange County Waste and Recycling
OCFA	Orange County Fire Authority
OCPW	Orange County Public Works
OCTA	Orange County Transportation Authority
OCWR	Orange County Waste and Recycling
OPR	Governor's Office of Planning and Research
OS&Y	outside screw & yoke
Pb	lead
PCBs	polychlorinated biphenyls
$PM_{2.5}$	particulate matter less than 2.5 microns in size
PM_{10}	particulate matter less than 10 microns in size

PRC	Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Program
Project Applicant	Roman Catholic Diocese of Orange
project site	14010 Remington
proposed project	Our Lady of Peace Project
Qyf	Young Alluvial Fan Deposits
RCM	Regulatory Compliance Measure
RIRO	right-in/right out
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCCIC	South Central Coastal Information Center
SGMA	Sustainable Groundwater Management Act
SMWD	Santa Margarita Water District
SO_2	sulfur dioxide
SoCalGas	Southern California Gas Company
sq ft	square foot/feet
SR-1	State Route 1, Pacific Coast Highway
SR-261	State Route 261
SRA	State Responsibility Area
SVP	Society of Vertebrate Paleontology
SWRCB	State Water Resources Control Board

TMDL	Total Maximum Daily Load
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOCs	volatile organic compounds
Zone 2.2	Low Density Residential
Zone 2.3	Medium Density Residential
Zone 2.4C	Medium-High Density Residential Zoning District

1.0 PROJECT INFORMATION

1. **Project Title:**

   Our Lady of Peace Project

2. **Lead Agency Name and Address:**

   City of Irvine
   Community Development Department
   1 Civic Center Plaza
   Irvine, California 92606

3. **Contact Person and Phone Number:**

   Brett Cannon, AICP
   Senior Planner
   (949) 724-6687

4. **Project Location:**

   Our Lady of Peace Korean Catholic Center
   14010 Remington
   Irvine, California 92620
   (Planning Area 8-Northwood)
   (Assessor's Parcel No. 529-401-01)

5. **Project Sponsor's Name and Address:**

   Diocese of Orange – Pastoral Center
   13280 Chapman Avenue
   Garden Grove, California 92840

6. **General Plan Designation:**

   Medium High Density Residential (MHDR)

7. **Zoning:**

   Medium-High Density Residential Zoning District (Zone 2.4C)

8. **Description of Project:**

   The Roman Catholic Diocese of Orange is proposing the Our Lady of Peace Project on an approximately six-acre site at 14010 Remington in the City of Irvine. The proposed project would construct 68 new multi-family residential units and replace a temporary church building occupied by the Our Lady of Peace Korean Catholic Church with a new permanent church building with a columbarium and chapel located within the basement. In addition, the proposed project would construct a new parish hall building, a new rectory building, and a new two-story underground parking garage.

9. Surrounding Land Uses and Setting:

The project site is surrounded primarily by single-family residential land uses to the northwest and northeast and multi-family residential uses to the southwest and southeast.

10. Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):

Not Applicable.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resource Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Consultation under AB 52 will be completed during preparation of the EIR and discussed in further detail in that document.

2.0 PROJECT DESCRIPTION

2.1 INTRODUCTION

The Roman Catholic Diocese of Orange (Project Applicant) is proposing the Our Lady of Peace Project (proposed project) on an approximately six-acre site at 14010 Remington (project site) in the City of Irvine (City). The proposed project would construct 68 new multi-family residential units, nine of which would be affordable (approximately 13.2 percent of the total), and replace a temporary church building occupied by the Our Lady of Peace Korean Catholic Church with a new permanent church building, including a columbarium and chapel within the basement. In addition, the proposed project would construct a new parish hall building, a new rectory building, and a two-story underground parking garage. Approximately 2.5 acres of the project site are currently developed with the temporary church building and associated landscaped areas and parking. The remainder of the approximately six-acre project site is undeveloped.

2.2 ENVIRONMENTAL SETTING

The project site consists of one parcel, Assessor's Parcel Number (APN) 529-401-01. **Figure 2.1: Project Location** depicts the project site in both a regional and local context. The project site is located at the southeast corner of Trabuco Road and Remington in the city of Irvine in Orange County, California. The city of Irvine is located in southcentral Orange County and is bound by areas of unincorporated Orange County to the northeast; the cities of Tustin, Santa Ana, and Costa Mesa, and a portion of unincorporated Orange County to the northwest; the city of Newport Beach and a portion of unincorporated Orange County to the southwest, and the cities of Lake Forest, Laguna Hills, and Laguna Woods to the southeast.

Regional access to the project site is provided by Interstate 5 (I-5), located approximately 0.75 mile to the west, and State Route 261 (SR-261), located approximately 3.5 miles to the north. Local access to the project site is provided via Trabuco Road. The project site is accessed via a driveway from Remington, which connects to Trabuco Road north of the project site and Roosevelt south of the project site. The project site is surrounded by primarily single-family residential land uses to the northwest and northeast and multi-family residential uses to the southwest and southeast.

2.3 CURRENT GENERAL PLAN LAND USE AND ZONING

Figure 2.2: General Plan Land Use shows the General Plan land use for the project site and surrounding area. The project site is located in an area designated for Medium-High Density Residential use in the City's General Plan. Per the Land Use Element of the General Plan, Medium-High Density allows for development of up to 25 dwelling units per acre. Areas to the northwest, southwest, and southeast are also designated for Medium-High Density Residential and are characterized by multi-family residential uses. Areas to the northeast, across Trabuco Road from the project site are designated for Medium Density Residential and are characterized by single-family residential uses.

Figure 2.3: Zoning shows zoning for the project site and surrounding areas. The project site is located in Planning Area 8 (Northwood Planning Area) as provided for in the City's zoning ordinance.

The project site and areas to the southwest and southeast are within the Medium-High Density Residential zoning district (Zone 2.4C). Zone 2.4C (Medium-High Density Residential) allows for a maximum of 1,849 dwelling units. The area directly opposite the project site to the northwest is zoned for Medium Density Residential (Zone 2.3). The area to the northeast, across Trabuco Road, is zoned for Low Density Residential (Zone 2.2). The Northwood Planning Area allows for a maximum of 8,301 dwelling units. In Planning Area 8, 68 dwelling units remain as unallocated dwelling units. Pursuant to Section 9-8-3 of the Irvine Zoning Ordinance, unallocated dwelling units may be developed anywhere within the same planning area, provided the units remain within the maximum development intensity established for the planning area, comply with applicable site-specific zoning regulations, and any potential environmental impacts are adequately addressed pursuant to CEQA. The proposed project would utilize the 68 unallocated dwelling units and remain within the maximum residential development intensity permitted for Planning Area 8.

The proposed project would be consistent with the City's General Plan and zoning; however, churches requiring new buildings are a conditionally permitted use in the Medium-High Density Residential zoning district. The existing church is currently subject to a Conditional Use Permit (CUP) that will require major modification. The CUP, CUP 30614-CPU, approved in May 1998, allows for the development of a church, including a multi-purpose building, worship hall with 70 foot steeple topped by a cross, a parish hall, a rectory, and administrative offices. The CUP is discussed further in Section 2.5, Anticipated Discretionary Actions. The church component of the proposed project constitutes an institutional land use and would be evaluated under the City's General Plan additive institutional framework. As discussed in Section 9-0-3, Building intensity standards, of the City's municipal code, General Plan Land Use Element Objective 4-A permits approval of institutional land uses that may exceed General Plan land use category development intensity maximums. Once approved, these uses are considered additive. Accordingly, the church/institutional use would be considered additive to and compatible with the underlying residential land use designation and would not reduce or displace the residential density allocated to the site under the Medium-High Density Residential land use designation. Residential density compliance would be evaluated based on the proposed residential units independent of the church/institutional use.

2.4 PROJECT CHARACTERISTICS

The project site plan is depicted on **Figure 2.4: Project Site Plan**. As described in Section 2.1, the proposed project would construct 68 new multi-family residential units and replace the temporary church building occupied by the Our Lady of Peace Korean Catholic Church with a new permanent church building, including a columbarium and chapel within the basement. In addition, the proposed project would construct a new parish hall building, a new rectory building, and a two-story underground parking garage. The following sections provide greater detail on the proposed project components.

2.4.1 Residential Development

The residential portion of the proposed project would occupy approximately 2.94 acres on the southern half of the project site. The residential development would include 68 residential units in 11 three-story multi-family residential buildings in 3, 4, 6, and 8-plex configurations. **Table 2.A: Proposed Project Building Types** provides a summary of the proposed residential building types.

Table 2.A: Proposed Project Building Types

Building	Number of Proposed Buildings	Dwelling Units per Building	Unit Types	Residential Area (sq ft)	Garage/ Porch (sq ft)	Total Dwelling Units
Type 1A	2	3	3 Bedroom, 3 Bathroom, Flex Space, 2 Car Garage	1,910	525/4	2
			Accessible - 3 bedroom, 2.5 Bathroom, Flex Space, 2 Car Garage	1,878	489/4	4
Type 2B	2	4	3 Bedroom, 3 Bathroom, Flex Space, 2 Car Garage	1,910	525/4	4
			Accessible - 3 bedroom, 2.5 Bathroom, Flex Space, 2 Car Garage	1,878	489/4	4
Type 3B	1	6	2 Bedroom, 2.5 Bathroom, 2 Car Garage	1.344	550/14	4
			Accessible - 2 Bedroom, 2.5 Bathroom, 2 Car Garage	1,466	504/8	2
Type 4A	3	8	2 Bedroom, 2.5 Bathroom, 2 Car Garage	1,344	550/14	12
			3 Bedroom, 2.5 Bathroom, 2 Car Garage	1,466	504/8	12
Type 4B	3	8	2 Bedroom, 2.5 Bathroom, 2 Car Garage	1,344	550/14	12
			3 Bedroom, 2.5 Bathroom, 2 Car Garage	1,466	504/8	12
			Total			**68**

Sources: Shea Homes; Bassenian Lagoni Architecture (September 2024).
sq ft = square feet

The proposed project would include two Type 1A buildings, providing three residential units per building, two Type 2B buildings, providing four residential units per building, one Type 3B building, providing six residential units, three Type 4A buildings, providing eight residential units, and three Type 4B buildings, providing eight residential units. Residential units would include a mix of two- and three-bedroom units.

Pursuant to Chapter 2-3 (Affordable Housing Implementation Procedure) of the Irvine Zoning Ordinance, the proposed project is required to comply with the City's affordable housing requirements. To satisfy this obligation, the proposed project would provide nine affordable units, representing 13.2 percent of the total residential units.

Each residential unit would include a two-car garage on the ground floor, providing a total of 136 garage parking stalls. Each garage would be equipped with electric vehicle charging stations. Type 1A and 2B units would include additional flexible space on the ground floor of each unit. The residential development would include nine guest parking stalls. Parking is further discussed in Section 2.4.3, Project Site Access Circulation and Parking.

Architectural Design

Figure 2.5: Residential Building Designs - Building Types provides renderings of the architectural styles proposed for the residential development. The proposed residential buildings would be developed in one of two different architectural styles. These architectural styles include the "Santa Barbara" and "Formal Spanish" styles, reflecting aspects of Mission Revival and Spanish Colonial Revival architecture. Features include flat stucco surfaces; low pitched, gabled, red tile roofs; overhanging eaves with underlying exposed wood beams; terra cotta decorative elements; wrought-

iron lighting fixtures; and deep set, arched doorways. **Figure 2.6: Residential Building Designs - Building 1A (3-Plex)** depicts Building Type 1A in the "Santa Barbara" style, including floor plans and a breakdown of square footage for each floor. Building Type 1A would have a maximum elevation of 36 feet, 8 inches from grade to the ridge of the roof. **Figure 2.7: Residential Building Designs – Building 2A (4-Plex)** depicts Building Type 2A in the "Santa Barbara" style, including floor plans and a breakdown of square footage for each floor. **Figure 2.8: Residential Building Designs - Building 2B (4-Plex)** depicts Building Type 2B in the "Formal Spanish" style, including floor plans and a breakdown of square footage for each floor. Building Type 2B would have a maximum elevation of 36 feet, 2 inches from grade to the ridge of the roof. **Figure 2.9: Residential Building Designs – Building 3B (6-Plex)** depicts Building Type 3B in the "Formal Spanish" style, including floor plans and a breakdown of square footage for each floor. Building Type 3B would have a maximum elevation of 38 feet, 8 inches from grade to the ridge of the roof. **Figure 2.10: Residential Building Designs - Building 4A (8-Plex)** depicts Building Type 4A in the "Santa Barbara" style, including floor plans and a breakdown of square footage for each floor. Building Type 4A would have a maximum elevation of 39 feet, 4 inches from grade to the ridge of the roof. Finally, **Figure 2.11: Residential Building Designs - Building 4B (8-Plex)** depicts Building Type 4B in the "Spanish" style, including floor plans and a breakdown of square footage for each floor. Building Type 4B would have a maximum elevation of 38 feet, 8 inches from grade to the ridge of the roof.

Neighborhood Park

In order to satisfy the City's Park Plan requirements in compliance with the City's Zoning Ordinance Chapter 2-22-2 (Park Plan) for the residential development, the residential development would also include the creation of a neighborhood park. The neighborhood park would be approximately 0.05-acre (2,372 square feet [sq ft]) and would be located on the southeastern portion of the project site, in between residential buildings 7 and 8. The neighborhood park would include elements such as a synthetic turf area for play, paved sidewalks, a 12 x 12-foot pavilion with seating and a table, a grill, a bench, two cornhole sets, a giant chess board, a funball set, a dog bag dispenser, landscaping, and security lighting. The park would be built around an existing water well with an existing access easement to the well site (approximately 60 by 90 feet). The proposed project would include a new well access easement located near the southwestern edge of the project site.

2.4.2 Church Development

The proposed project would construct a new permanent church building to replace the existing temporary church building. The new church building would include a columbarium and chapel within the basement. In addition, the proposed project would construct a new parish hall building, a new rectory building, and a two-story underground parking garage. The church facilities would occupy approximately 3.06 acres on the northern half of the project site.

Church Building

The proposed church building would be developed in the Gothic Revival style with a Latin cross layout featuring a narthex, central nave, transept, and chancel. The main entrance would feature a brick façade with an arched, stepped entryway. A rose window would be installed in the facade above the entrance and would feature a gabled roofline. The façade would be flanked by two octagonal bell towers featuring brick facades, gothic windows, and railing matching the elevation of

the nave and gallery rooflines. The sides of the church building would feature stucco faces with decorative stone, tile, and plaster ornamentation. Gothic-style stained glass windows would be installed along the sides of the building above the gallery and opening onto the nave. The transepts would feature wrought-iron elements and copper gutters and downspouts. The main church building would have a maximum elevation of 50 feet from the surface to the ridge of the roof. The bell towers would have a maximum elevation of 64 feet from grade to the peak of the tower. Each tower would be capped with a 6-foot cross, bringing the maximum elevation to 70 feet. **Figure 2.12: Church Elevations and Floor Plans** provides the church building elevations and floor plans for each floor.

The proposed church building would have a footprint of 11,525 sq ft with a total gross floor area of 23,966 sq ft. The building would feature a 10,508 sq ft basement and 11,525 sq ft ground floor with a 1,933 sq ft mezzanine. The basement would include a columbarium, a 48-seat chapel, and an entrance hall and vestibule opening onto the underground parking garage. Mechanical rooms and storage areas would be located beneath the two towers and a janitors closet and additional storage would be located adjacent to the entrance hall. A columbarium is a structure with recessed vaults for storage of funerary urns. The columbarium would be approximately 834.35 sq ft and would not be open to the general public. The columbarium would be open during church hours only and attendance would be largely limited to church members and families. The columbarium would provide 2,353 glass openings in 53 sections and 320 stone openings in four sections. The basement would be connected to the main level by an elevator and two staircases. One staircase would be located towards the rear of the building, behind the chapel; and one staircase and the elevator would be situated in the front behind the west tower.

The main level would feature a narthex, nave, and chancel. The narthex is a vestibule that connects the main entrance of the church to the nave. The elevator and staircases would open onto the narthex, as well as a baptistry in the west tower and a chapel located in the east tower. A baptistry is a room in a church with a baptismal font where baptisms are performed. The nave is the main hall of the church where congregants gather and sit during ceremonies. Galleries would run along each side of the nave. Each gallery would feature a confessional, a restroom, and shrines. The transepts, or wings of the church, would provide seating for congregants on either side of the altar and shrine. The chancel, or rear of the church, would feature the altar, sacristies, vestry, and restroom for use by the clergy. A sacristy is a room used by a priest to prepare for a service and where vestments, or robes worn by priests, are stored. A vestry is a room where a priest changes into vestments prior to a service. External entrances would be provided on each side of the building. A choir loft and organ would be provided on the mezzanine above the narthex. The choir loft would be connected to the main floor by elevator and staircase. A storage room would also be provided on the mezzanine. The church would feature 498 total fixed seats, including 444 fixed seats in the nave and transepts and 54 fixed seats in the choir loft.

The existing church's operational hours are Mondays, Wednesdays, and Fridays from 9:00 a.m. to 5:00 p.m., and also Sunday from 9:00 a.m. and 1:00 p.m. The proposed church building's operational hours would be from 8:00 a.m. to 9:00 p.m. every day, with the church office open daily except Tuesdays from 9:00 a.m. to 5:00 p.m. The proposed church building would assume existing church operations. The church currently provides both weekend and weekday mass services and, despite

providing only 187 fixed seats, typically operates at maximum capacity (approximately 370 congregants per mass) during weekend mass services. On special days of holy obligation, mass attendance may include attendance by up to 300 additional congregants. The proposed new church would provide greater capacity to accommodate congregants, providing 456 fixed seats with a maximum allowable occupant load of 611 people. As described above, the proposed church would also include two approximately 64-foot-tall bell towers. The Angelus peal is rung at 6:00 a.m., noon, and 6:00 p.m. which consists of three strikes of the lowest bell, three times followed by a short peal of the lowest three bells. During the weekdays, the church bells would toll for three minutes before the 9:00 a.m. mass service. On Saturdays, the bells would toll for three minutes before the 5:30 p.m. mass service and on Sundays, the bells would toll for three minutes before the 8:00 a.m., 10:00 a.m., 12:00 p.m., and 5:00 p.m. mass services.

The basement, first floor, and choir loft would each have clearly marked exits located in either the front or the back of the building in the case of an evacuation. There would also be emergency infrastructure such as carbon monoxide or smoke alarms, fire alarm pulls, and fire extinguishers near these exits in case of emergency.

Parish Hall

The proposed project would include development of a new two-story parish hall with a footprint of 8,725 gross sq ft and an overall total area of 17,450 gross sq ft. The first floor of the parish hall would be primarily devoted to a large gathering hall featuring a stage and storage rooms at the rear of the building along with a rear staircase to the second floor. French doors would run the length of the gathering hall, opening onto a loggia and the courtyard that would connect with the church. The front of the parish hall building would include a lobby with a main staircase leading to the second floor. In addition to opening onto the gathering hall, the lobby would connect to restrooms, a kitchen with serving room, gift shop, and library/lounge. The first floor would also have an elevator to the second floor and a vestibule opening onto the courtyard on the eastern side of the building. The parish hall building would have a maximum elevation of 46 feet, three inches from grade to the ridge of the roof. **Figure 2.13: Parish Hall Elevations and Floor Plans** provides details on the parish hall building and floor plans.

The second floor of the parish hall would feature a large conference room, meeting rooms, offices, and restrooms. Classrooms and offices on the eastern side of the building would feature French doors that would open onto a balcony overlooking the courtyard. In addition to hosting church gatherings, the parish hall would be used to host ministry groups, religious education classes, and confirmation classes.

Both floors of the parish hall would include clearly marked signs located towards the front and the back of the building. There would also be emergency infrastructure such as carbon monoxide or smoke alarms, fire alarm pulls, and fire extinguishers near these exits in case of emergency.

Rectory

A new two-story rectory would be constructed on the western side of the church as part of the proposed project. The new rectory would have a footprint of 1,546 gross sq ft, with a total area of 4,105 gross sq ft. The first floor would include a kitchen, dining room, and living room. The main

entrance would open up to a staircase to the second floor. The first floor would also have a two-car garage with an attached laundry room and storage room. The second floor of the rectory would include three ensuite bedrooms, a chapel with sacristy, and a sitting room with attached porch. The rectory building would have a maximum elevation of 31 feet, six inches from grade to the ridge of the roof. **Figure 2.14: Rectory Elevations and Floor Plans** provides details on the proposed rectory building.

Courtyard

The church building would be connected to the parish hall building by a large courtyard. The courtyard would be largely surfaced with a mix of brick and turf block pavers. A water feature would run through the courtyard on either side of the entrance steps to the church. The courtyard would connect to the main entrance to the church property and parking lots with covered thresholds supported by pilasters. The courtyard would feature an outdoor pavilion next to the parish hall, in front of the library entrance. A gravel sitting area with benches would be provided along the western side of the church building. A sitting garden with water feature would be provided between the rectory building and the gravel sitting area. There would also be an approximately 42-foot accent wall located towards the northeast side of the church, near the proposed sitting garden. Six-foot iron security fencing would be installed on the outer edges of the church development.

The existing courtyard is typically used after masses and is heavily relied on to accommodate overflow in the event attendance at church services exceed maximum capacity. In addition, large group events are held on holidays several times a year, drawing approximately 100 to 400 attendees for each event. For large group events and gatherings after high holiday masses, the church currently erects canopies in the outdoor courtyard. The proposed new church building is anticipated to provide enough capacity to accommodate large events; however, the courtyard would be able to continue accommodating large groups, if necessary.

2.4.3 Project Site Access Circulation and Parking

Both the residential area and church facilities would be accessed via two shared driveways (refer to Figure 2.4). The main driveway off of Remington, directly opposite Danville Street, would be approximately 30 feet in width with two 15-foot drive lanes. The main driveway would run roughly halfway down the project site before terminating at the main entrances to the church parking lot to the east and the residential development to the west. A secondary driveway would open onto the project site from Trabuco Road and would be approximately 26 feet in width (with two 13-foot lanes) at the entrance. Once past the gated entrance to the church parking lot, the secondary driveway would be reduced in width from 26 feet to 23.5 feet (with two 11.75-foot lanes). The reduction in width would accommodate a four-foot sidewalk along the fence abutting the church parking lot and then connect to a sidewalk in front of Building 9 in the residential area. The reduced width driveway would not conform with the City's design standards for minimum driveway width and would require two variances .

In the vicinity of the proposed project, sidewalks are currently provided along Roosevelt, Remington, and Trabuco Road. The project would include sidewalks throughout the site to serve both the residential and church areas and provide connections to the existing sidewalks along Remington and Trabuco Road.

The three entrances to the church parking lot would be gated by 6-foot sliding gates, and the church facilities would be surrounded by surface parking lots providing 157 parking stalls. The gates for the church portion of the site would open daily from 6:00 a.m. to 10:00 p.m. Additionally, the proposed project would require two new public easements to the City for the proposed curb ramps. One easement would be provided for the two proposed curb ramps located near the main driveway off Remington, and another easement would be provided at the western corner of the project site at the intersection of Remington and Roosevelt. In addition, the proposed project would require a variance for a 23.5 feet substandard drive aisle in the parking lot on the eastern side of the proposed church.

An underground parking garage would be developed in the northern quarter of the project site, beneath the proposed parish hall and part of the plaza. The underground parking garage would have two levels and would provide approximately 142,400 square feet of parking space. The parking garage would provide 199 parking stalls. The first level would include 92 parking stalls, and the second level would include 107 parking stalls. Three separate 12-foot-wide one-way ramps would provide access to and from the church parking lot. The entry ramp into the underground parking garage would be located immediately adjacent to the southeastern corner of the Parish Hall, while the two exit ramps would be located adjacent to Remington on the north east side of the site and immediately north of the proposed church building. The first level of the underground parking garage would have an approximate height of 12 feet, and the second level would have an approximate height of 10 feet. The two levels of the underground parking garage would be connected by two 12-foot-wide one-way access ramps. In addition, the two levels would be connected by a staircase. Each level of the underground parking garage would include three 24-foot-wide drive aisles (12 feet for each direction of travel).

An underground walkway would connect the first level of the parking garage to the lower level of the proposed church building. In addition, the garage would connect to the ground-level parking lot by way of a staircase that would be located on the northeastern side of the project site adjacent to Trabuco Road. An exhaust vent from the garage would be installed near the main entrance to the church parking lot. In total, 356 parking stalls would be provided in the church parking lot and the underground parking garage.

The residential development would be divided by a 26-foot wide center private way with 24-foot wide private courts branching off the center private way between each residential building. As discussed in Section 2.4.1, Residential Development, each residential unit would have a two-car garage on the ground floor, totaling 136 garage parking stalls. In addition, nine uncovered parking stalls would be provided for visitors in the southwestern portion of the residential development, five of which would be ADA accessible parking stalls.

2.4.4 Landscaping Improvements

The proposed project would include landscaping improvements to both the church facilities and residential development. Approximately 43 existing trees on the project site would be removed and replaced with new landscaping. This includes trees located on the southeastern edge of the project site, adjacent to a brick wall that separates the project site from adjacent residential development. The project site is bordered to the northeast by street trees along Trabuco Road. All but twelve of

these trees would remain unaffected by the proposed project. Two street trees would need to be removed to accommodate the installation of the driveway from Trabuco Road along the southeastern edge of the project site. Per Section 5-7-404 of the City's Municipal Code, these trees appear to meet the requirements to qualify as part of the City's protected eucalyptus windrows. Tree removal activity due to the proposed project would be completed in compliance with the City of Irvine's Municipal Code Chapter 3-15, Landscaping Standards. Removal of the street trees to accommodate the southern driveway would require a tree removal permit as the trees are in the public right-of-way.

Church Landscaping

Trees and hedges would be planted, and fencing would be installed along the edges of the church facilities parking lot to provide screening. Trees would be installed along the periphery of the church parking lot and adjacent to the courtyard. The entrances to the parking lot would be surfaced with vehicular cobble and secured with ornamental gates.

Ornamental trees would be planted in areas around the church building and courtyard. As discussed in Section 2.4.2, a sitting garden would be installed adjacent to the church and rectory. The garden would include small trees, gravel paving, and a water feature with focal statue. A low accent wall would be installed between the parking lot and open areas around the church facilities. More details on the courtyard can be found in Section 2.4.2. **Figure 2.15: Landscape Plan - Church** provides details on the proposed landscaping for the church portion of the project site.

Residential Landscaping

The residential development would be edged by medium to large trees (approximately 25 to 50 feet) along Remington, the southwestern edge of the site adjacent to the green space area along Roosevelt, and the southeastern corner along the northern half of the secondary driveway. Medium to small trees (approximately 15 to 30 feet) and shrubs would be interspersed along larger trees planted along the southwestern edge of the residential development and planted along the sides of the residential buildings along the main entrance and central private way and near the proposed transformers. Accent trees would be planted at the corners of the residential development and at points along the end of the center private way. Small, medium, and large shrubs would be planted in various locations in the residential development, including along driveway edges. Groundcover would be incorporated throughout the residential development.

The residential development would include development of a neighborhood park (discussed in detail in Section 2.4.1) that would be built around an existing water well and landscaped with artificial turf and small and medium shrubs and succulents. **Figure 2.16: Landscape Plan - Residential** provides details on the proposed landscaping for the residential portion of the project site.

2.4.5 Utilities and Infrastructure Improvements

The project site is in a highly developed area that is currently served by existing utilities, including water, sewer, storm drainage, and electrical. **Figure 2.17: Existing and Proposed Utilities** depict the existing and planned utility connections for the proposed project.

An access easement to an existing well site (approximately 60 by 90 feet) is located near the southwestern edge of the project site. The proposed project would include a new well access easement in the same location. However, beyond reconfiguration of the existing access easement, the proposed project includes no plans to encroach on any other existing or known future utility easements.

Water

An existing 8-inch domestic water main runs beneath Roosevelt and Remington along the northwestern edge of the project site. The domestic water main runs approximately 775 feet beneath Remington before connecting to two water meters and a Fire Department Connection (FDC) with an outside screw & yoke (OS & Y) valve, located on the edge of the project site approximately 100 feet beyond the existing driveway. An existing 3-inch domestic water supply line extends approximately 65 feet from the meters to the temporary church building. The 3-inch domestic water supply line also extends approximately 90 feet southwest from the junction with the church building and then approximately 150 feet southeast, down the main driveway. An existing 8-inch fire water line follows the same alignment as the domestic water line but extends 50 feet further southwest to an existing fire hydrant located at the end of the main driveway.

The proposed project would create two new domestic water point of connections. The first connection would be along the existing domestic water supply line beneath Roosevelt, approximately 275 feet south of the northwest corner of the project site. The first connection would extend new 8-inch lines for approximately 150 feet through the middle of the residential development to eventually connect to the main driveway. The second connection would be along the existing water supply line beneath Remington, at the project site's existing main driveway. The proposed project would extend domestic water lines and fire water service. The proposed project would relocate the existing two water meters and FDC OS&Y located at the edge of the project site.

For the church development, new 8-inch lines would extend private water from Remington through the western portion of the church parking lot to connect to the proposed church, parish hall, and rectory from the existing domestic water line terminus. A new fire water line would be extended from the terminus of the existing line from Remington, specifically at the northwestern corner of the church development site to loop around the proposed church parking lot.

For the residential development, a new domestic water meter would be installed near the main driveway off Remington. The new meter would connect to the existing water main from Remington by way of a new 8-inch domestic water line that is proposed along the existing main driveway. The domestic water line would run the length of the center private way through the residential development with connections to each residential unit. Additionally, a new 8-inch domestic water line connection would be created from the existing water line on Roosevelt and run underneath the central area of the residential development to connect to the center private way connection. A new FDC would be installed adjacent to the water meter and share the domestic water connection to the existing main in Remington. The new fire water line would follow the same alignment as the domestic water line before turning to the northeast and connecting to the fire water loop beneath the church parking lot.

There is an existing recycled water line and meter at the southern corner of the project site. The proposed project would install two recycled water meters at this location. One meter would connect to a recycled water line that would support the residential development with a recycled water line that would run northeast approximately 150 feet, then extend northwest approximately 450 feet terminating near the northwest portion of the residential site. The second meter would connect to a new recycled water line that would run northeast approximately 450 feet, then extend approximately 225 feet up the northern parking lot to support the church facilities.

Potable and non-potable water to the project site would be directly supplied by the Irvine Ranch Water District.

Sanitary Sewer

An existing sanitary sewer line runs beneath Remington and extends towards the center of the project site and terminates near the temporary church facility. An existing sewer lateral extends from the sanitary sewer terminus onto the project site and connects to the temporary church building. The proposed project would extend the existing sewer lateral beneath Remington approximately 275 feet southwest underneath the main driveway and curve northwest to provide new connection to the proposed church, parish hall, and rectory.

For the residential development, a new sewer line connection would be extended from the existing sanitary sewer line in Remington. The new sewer line would extend approximately 125 feet off the proposed driveway from Remington and extend southeast towards the private way aisle of the residential development and provide connections to each residential unit.

Wastewater treatment and sanitary sewer service for the project site would be provided by the Irvine Ranch Water District, with wastewater treatment provided at the Michelson Water Reclamation Plant in the city of Irvine and Los Alisos Water Recycling Plant in the city of Lake Forest.

Stormwater

An existing storm drain runs the length of Roosevelt and connects to a storm drain in Remington with two inlets near the corner of Roosevelt and Remington. One inlet is at the southwest corner of the project site. As part of the proposed project, a new storm drain point of connection would be created at the northwestern corner of the project site. The storm drain in Remington would be extended approximately 90 feet down Remington before turning northeast to run the length of the main driveway around the proposed residential buildings and also interspersed between the center private way to provide drainage connections to each of these buildings. Additionally, this storm drain connection would extend under the proposed driveway from Remington and throughout the proposed church parking lot near the proposed church, parish hall, and rectory.

The project site drains from east to west with an average gradient of 2 percent. Flows are received through a series of on-site inlets and piped to an existing basin located at the southeast corner of the Remington and Roosevelt intersection. The catch basin and the receiving storm drain were designed for multi-family residential development of the project site and a 25-year storm event. The proposed project would generally maintain the existing drainage patterns. The proposed church and residential sites would install onsite inlets and a storm drain collection system to collect surface

flows to be redirected to the existing catch basin. Additionally, the proposed storm drain pipes at the project site would be oversized to provide on-site storage of the peak flows, allowing discharges to be equal or less than the prior water drainage patterns.

Electricity

Electrical service to the existing temporary church facility is provided by the Orange County Power Authority and is accessed via Southern California Edison (SCE) infrastructure. The proposed project would provide connections to existing electrical lines adjacent to the project site. Five new transformers would be installed on the project site. Two new transformers would be installed at the top of the center private way in the residential development and would provide electrical connections to the residential units. These two transformers would be installed in the southeastern portion of the project site, between the residential development and the church parking lot and would provide electricity to the residential development and church facilities.

Natural Gas

The temporary church building includes a natural gas line used for purposes of cooking and heating. The natural gas line would be maintained and extended to the parish hall and rectory. The residential development would be fully electric and would have no natural gas connections.

Lighting

The residential development would include wall mounted light-emitting diode (LED) lighting on each residential building. Each residential unit would include installation of one wall mounted LED light fixture at an approximate height of seven feet. Single headed, and double headed 15-foot LED light poles would be installed along the residential side of the main driveway from Remington and adjacent to the residential building ends along both sides of the center private way. A double headed LED light pole would be installed in the guest parking area, adjacent to the neighborhood park. A series of light bollards that would be approximately 3-foot, 6-inches in height would be installed along the periphery of the residential development. Light bollards would be installed next to walkways to the residential units from Remington. Additional light bollards would be installed along walkways connecting residential units adjacent to the green space next to Roosevelt.

Single head LED pole lights would be installed along the periphery of the proposed church parking lot and also near the northernmost entry ramp into the underground parking garage. Light bollards would be installed in the courtyard and along the pathway to the rectory.

Lighting would be sufficient to illuminate the project site. However, light fixtures would include appropriate shielding and/or be oriented to prevent excessive light from spilling on to adjacent properties.

Solid Waste

The project site would include three new trash enclosures for solid waste generated by the proposed project. The first trash enclosure would be for the church site and would be located towards the northern corner, adjacent to Trabuco Road. The first trash enclosure would be shielded by the 6-foot freestanding wall and trees and hedging. For the residential site, two new trash

enclosures are proposed. The first trash enclosure would be located near the northwest corner of the site, adjacent to Remington and would be shielded by trees and vegetation. The second trash enclosure would be located along the secondary driveway, towards the center of the site between the residential and church development.

The trash truck route for the project site would begin along the main driveway and extend along the periphery of the residential development, through the center private way. The trash truck route then continues at the secondary driveway to enter into the church site and loop around the entirety of the church parking lot and exit through the secondary driveway.

2.4.6 Construction Phasing

Development of the proposed project will be undertaken in one phase beginning in the first quarter of 2027 and completed in the fourth quarter of 2030. The project's anticipated construction period is projected to be approximately 15 quarters (approximately 45 months). Project construction would first include development of the underground parking garage, as well as the proposed church and rectory as well as temporary site access and parking, second, development of the northside of the residential development as well as continued construction of the church and rectory, third, development of the southside of the residential development, followed finally by demolition of the temporary church building, and construction of the parish hall. See **Figure 2.18: Construction Timeline** below for more detail related to development of the proposed project.

Figure 2.18: Construction Timeline

	2027				2028				2029				2030			
	Q.1	Q.2	Q.3	Q.4	Q.1	Q.2	Q.3	Q.4	Q.1	Q.2	Q.3	Q.4	Q.1	Q.2	Q.3	Q.4
Parking Garage																
Church and Rectory																
Residential Development																
Parish Hall																

Parking Garage, Church, and Rectory

Construction of the proposed parking garage, church, and rectory would begin in the first quarter of 2027. Site preparation is anticipated to be completed in the first quarter of 2027 and would include clearing and grubbing existing vegetation and relocating existing utilities to the vacant portion of the project site. In the second quarter of 2027, excavation for the parking garage would begin and two unpaved temporary parking lots and a drive lane off Trabuco Road would be installed. These facilities would serve existing temporary church operations. The drive lane off Trabuco Road would

provide access to the two unpaved parking lots located on the north and south side of the of the project site and provide approximately 160 to 190 unpaved parking stalls. Completion of the proposed parking garage, church, and rectory would be anticipated to be completed in the first quarter of 2029.

Residential Development

Construction of the residential development would begin the second quarter of 2027 and would be completed in two segments (north and south). Construction of the north side segment would commence during the second quarter of 2027 and be completed during the second quarter of 2029. Work to be completed would include excavation and installation of deep utilities. Work would be anticipated to commence on the southern half of the residential development in the first quarter of 2028 (concurrently constructed with the north segment) and completed in the third quarter of 2029.

Parish Hall

Construction of the proposed parish hall would begin in the third quarter of 2029 with demolition of the existing church facility. The proposed parish hall and the permanent parking stalls would be anticipated to be completed in the third quarter of 2030. The proposed project, as a whole, would be completed by the fourth quarter of 2030.

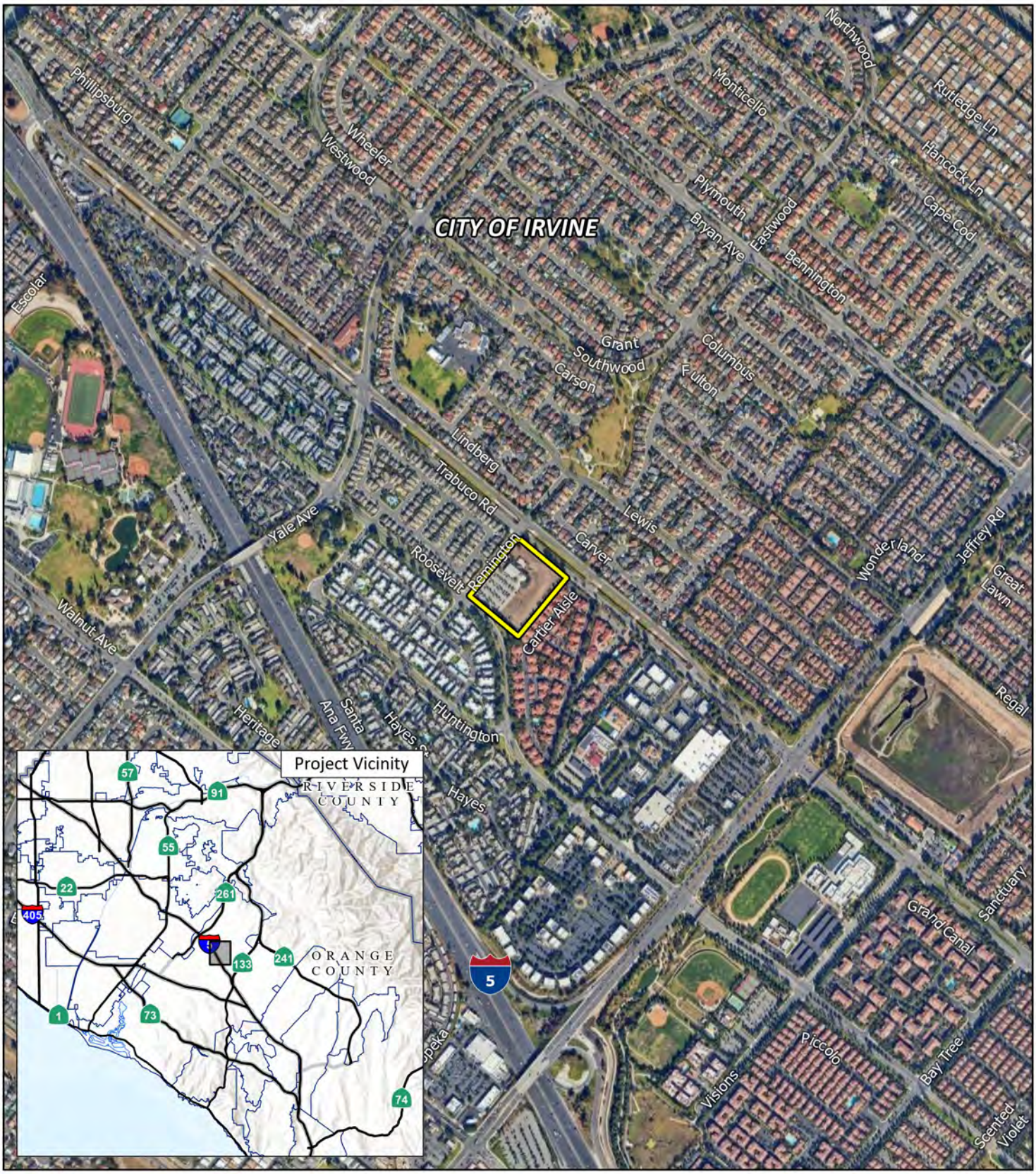
Construction equipment anticipated for the proposed project would include wheel loaders, skid steers, boring equipment, excavators, and trucks. Construction staging would be placed at different locations on the project site, depending on the construction phasing. Construction activities associated with the proposed project would require approximately 85,000 cubic yards of corrective grading and 15,000 cubic yards of precise grading for a total of 100,000 cubic yards of grading. Additionally, the parking garage would require approximately 45,000 cubic yards to be exported for fill and also require a maximum construction excavation depth of 25 feet. It is anticipated that any fill needed would be accommodated by materials cut and graded on site.

2.5 ANTICIPATED DISCRETIONARY ACTIONS

In accordance with Sections 15050 and 15367 of the *State CEQA Guidelines*, the City is the designated Lead Agency for the proposed project and has principal authority and jurisdiction for CEQA actions and project approval. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by a proposed project. Please note, no responsible agencies or trustee agencies have jurisdiction over the proposed project.

The discretionary actions to be considered by the City of Irvine as part of the proposed project include the following:

- Approval of a Major Modification of the Conditional Use Permit for the Church (00955110-PCPU) and associated Affordable Housing Plan
- Approval of Vesting Tentative Parcel Map No. PM 2024-14 (00954715-PTT
- Approval of Park Plan (00973403-PPP)



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FIGURE 2.1

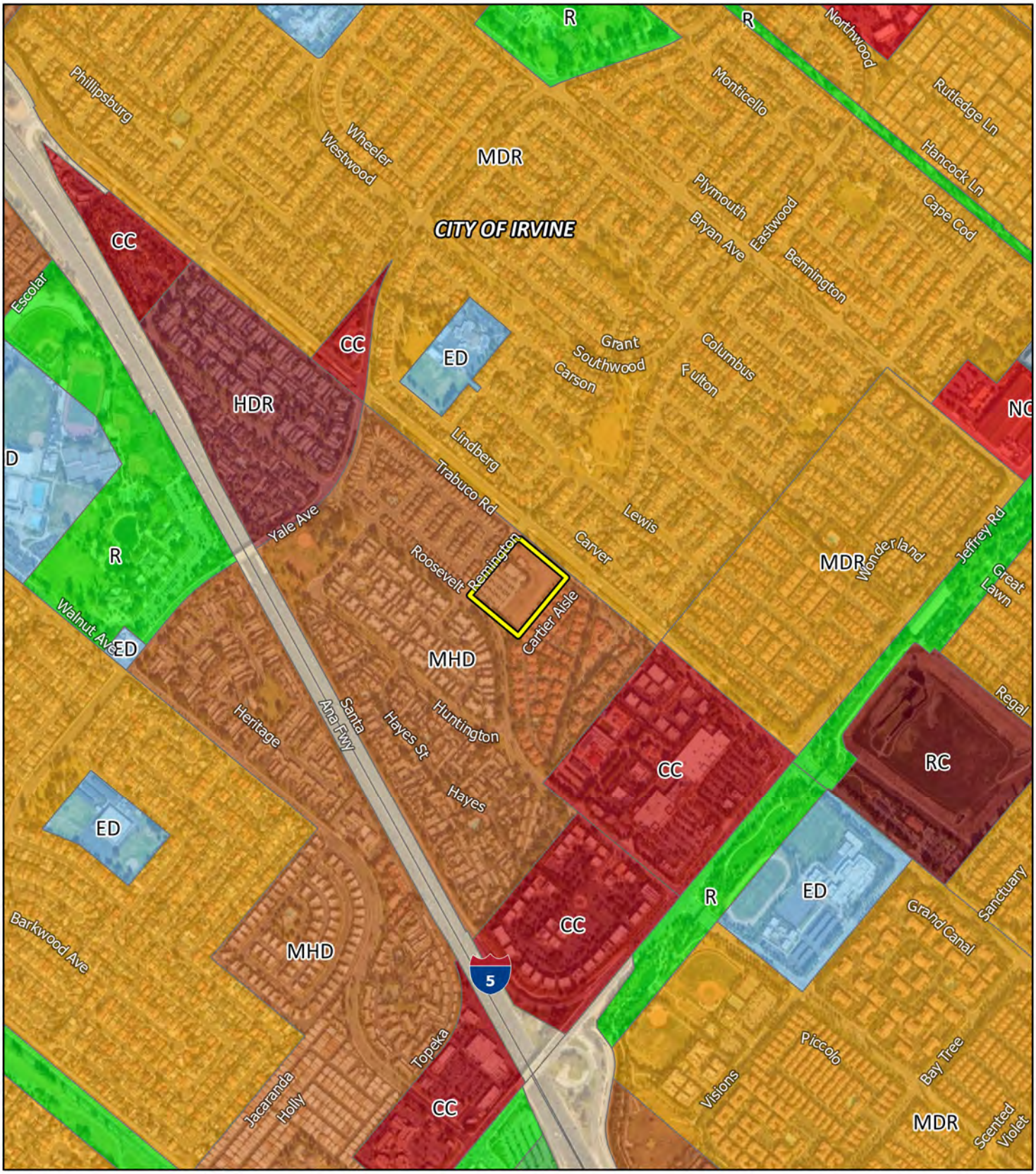
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Our Lady of Peace Project
Project Site

SOURCE: Google Imagery (2023), SCAG (2023)

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FIGURE 2.2

Our Lady of Peace Project

General Plan Land Use

Project Site

Irvine General Plan Land Use

- Multi Use
- Freeway/Toll ROW

Institutional

- ED Educational Facilities

Conservation Open Space

- P Preservation
- R Recreation

Residential

- MDR Medium Density Residential
- MHD Medium High Density Residential
- HDR High Density Residential

Commercial

- NC Neighborhood Commercial
- CC Community Commercial
- RC Regional Commercial

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SOURCE: Google Imagery (2023), Irvine (2024)

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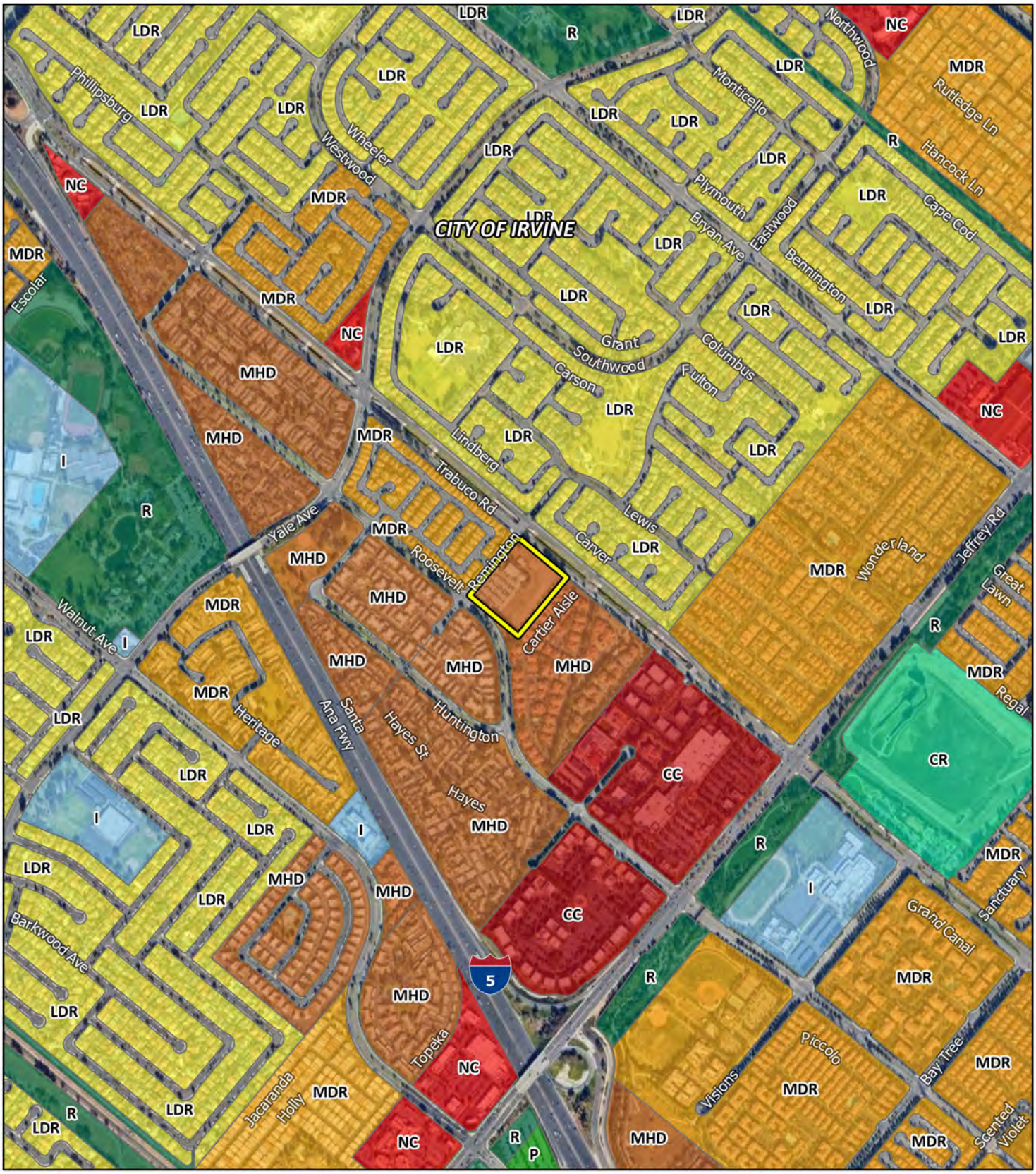


FIGURE 2.3

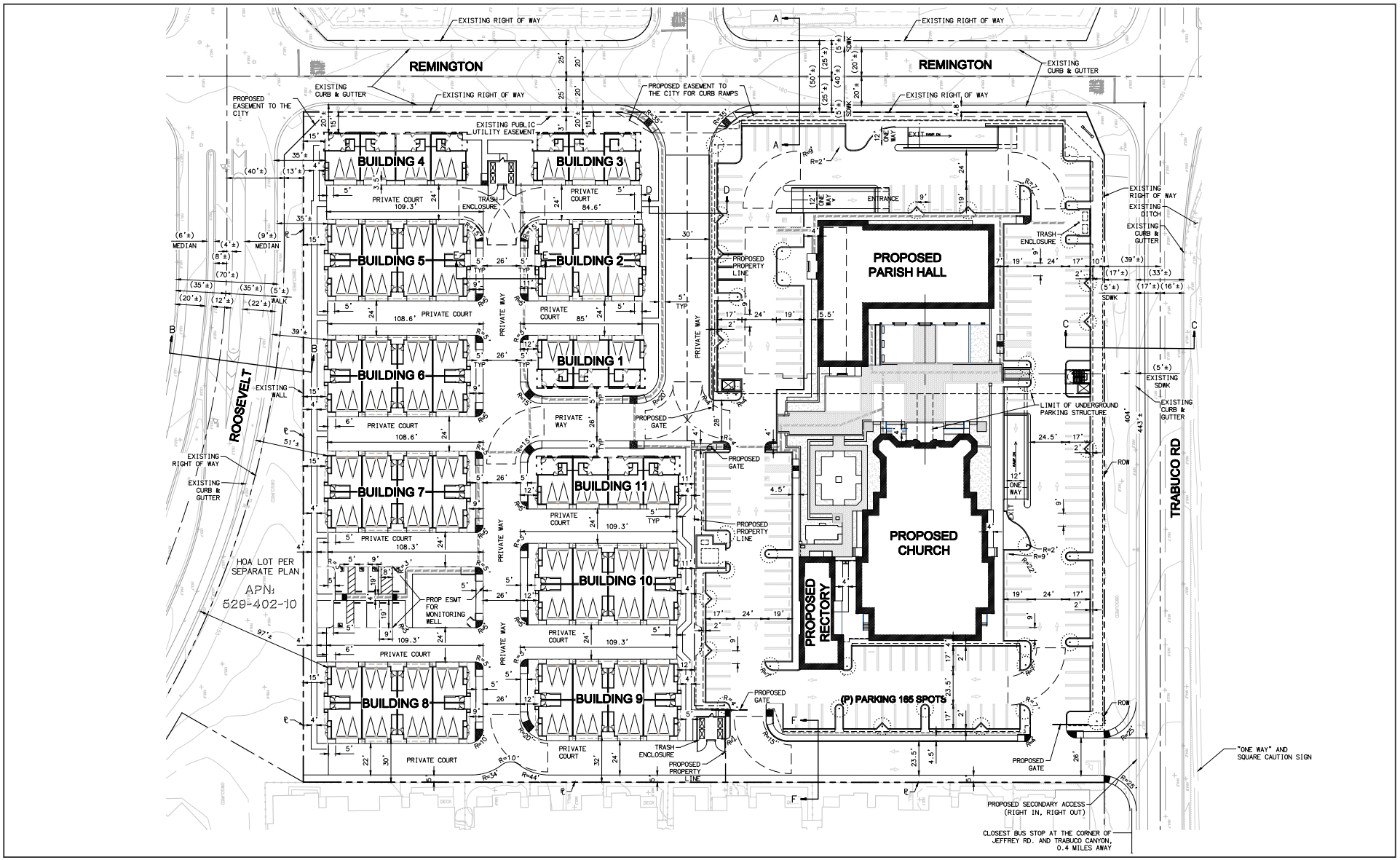
Our Lady of Peace Project

Zoning

SOURCE: Google Imagery (2023), Irvine (2024)

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FIGURE 2.4
Page 1 of 2

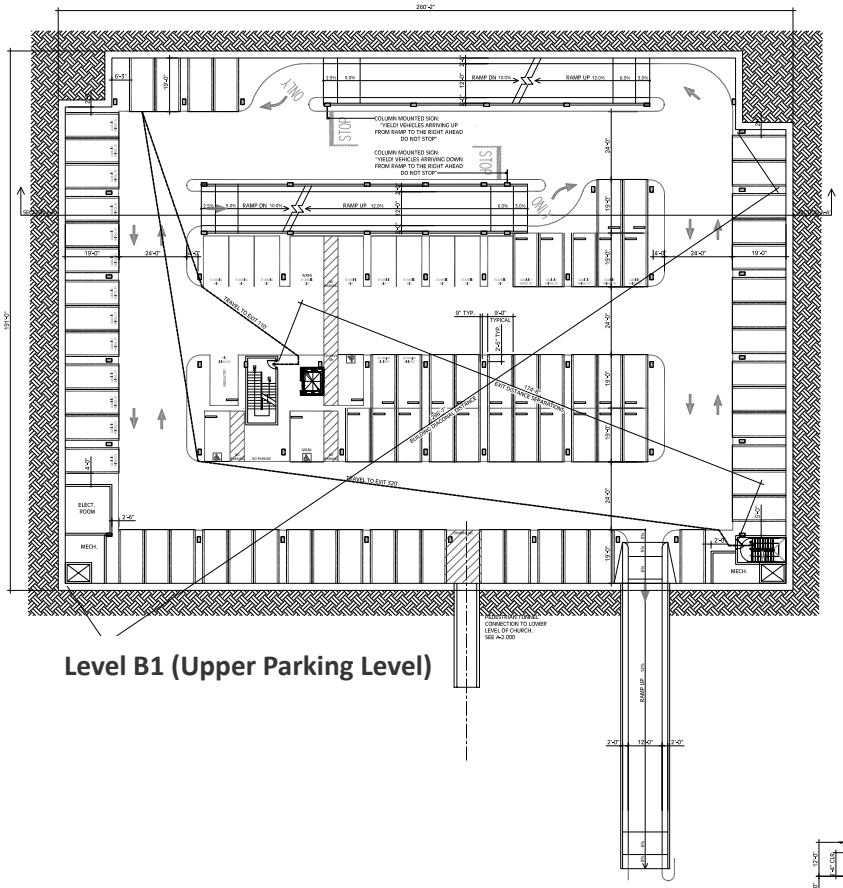
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SOURCE: Proactive Engineering Consultants

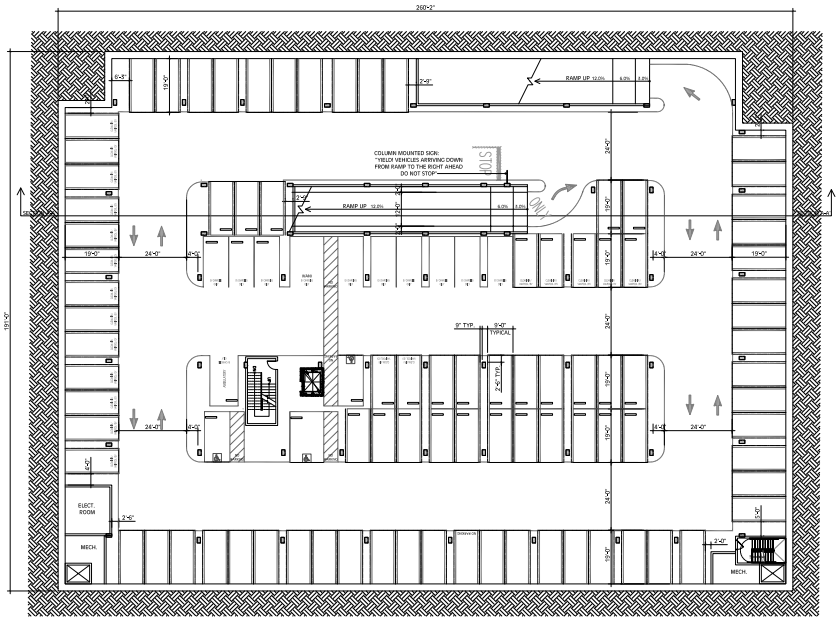
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Our Lady of Peace Project
Project Site Plan

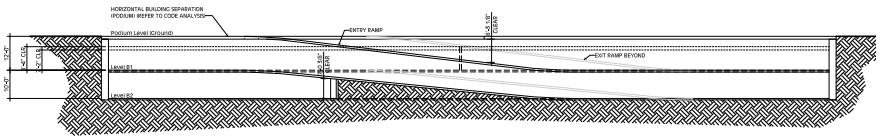
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Level B1 (Upper Parking Level)



Level B2 (Lower Parking Level)



Structure Cross Section

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FIGURE 2.4
Page 2 of 2



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SOURCE: Innovative Design Group

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Our Lady of Peace Project

Project Site Plan - Underground Parking
Garage Floor Levels B1, B2 and Structure Cross Section

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BUILDING 1A

SANTA BARBARA

View from Remington

LSA

FIGURE 2.5
Page 1 of 6

Our Lady of Peace Project

Residential Building Designs –
Color Scheme Building 1A (3-PLEX) – Street View

SOURCE: Bassenian Lagoni

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BUILDING 2B

FORMAL SPANISH

View from Remington

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FIGURE 2.5
Page 2 of 6

Our Lady of Peace Project

Residential Building Design –
Color Scheme Building 2B (4-PLEX) – Street View

SOURCE: Bassenian Lagoni

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BUILDING 2B

FORMAL SPANISH

View from Roosevelt

LSA

FIGURE 2.5
Page 3 of 6

Our Lady of Peace Project

Residential Building Design –
Color Scheme Building 2B (4-PLEX) – Street View

SOURCE: Bassenian Lagoni

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FIGURE 2.5
Page 4 of 6

Our Lady of Peace Project

Residential Building Design –
Color Scheme Building 4A (8-PLEX) – Street View

SOURCE: Bassenian Lagoni

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BUILDING 4B

SANTA BARBARA

View from Roosevelt

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FIGURE 2.5
Page 5 of 6

Our Lady of Peace Project

Residential Building Design –
Color Scheme Building 4B (8-PLEX) – Street View

SOURCE: Bassenian Lagoni

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FIGURE 2.5
Page 6 of 6

Our Lady of Peace Project

Residential Building Design –
Color Scheme Building 4A (8-PLEX) – Street View

SOURCE: Bassenian Lagoni

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FIGURE 2.6
Page 1 of 3

Our Lady of Peace Project

Residential Building Designs – Building 1A (3-PLEX) - Front

SOURCE: Bassenian Lagoni

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REAR

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FIGURE 2.6
Page 2 of 3

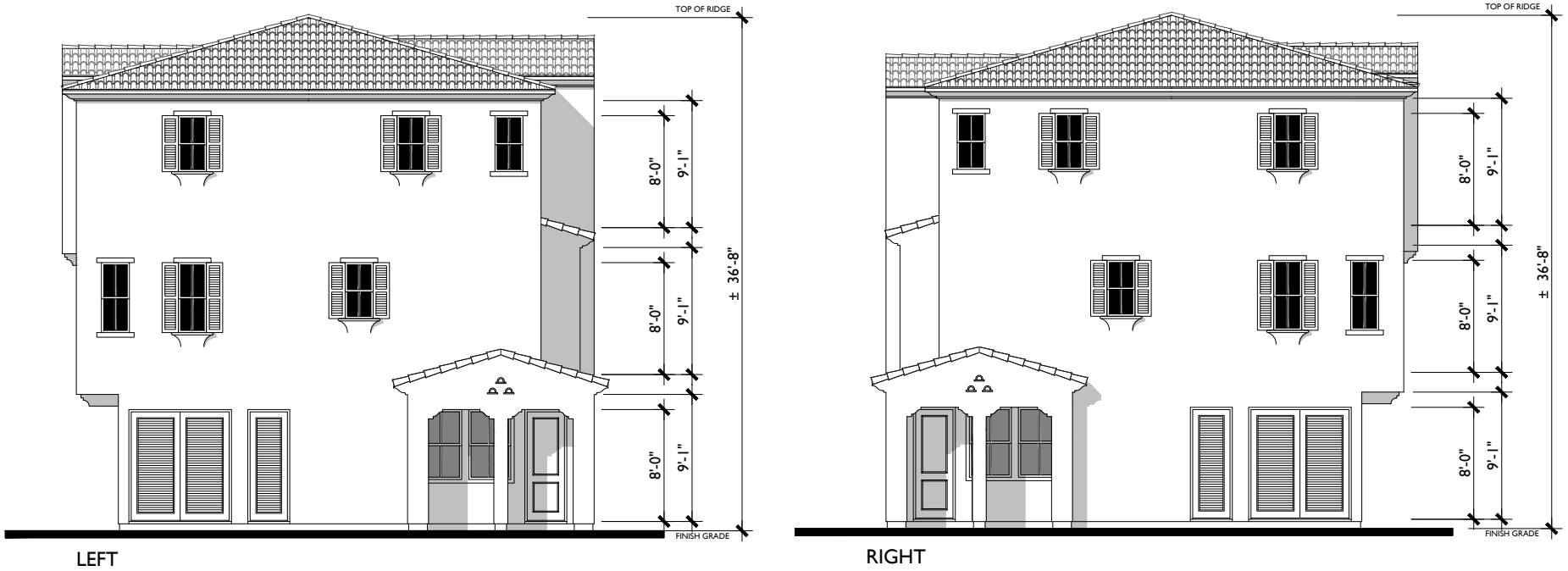
Our Lady of Peace Project

Residential Building Designs – Building 1A (3-PLEX) - Rear

SOURCE: Bassenian Lagoni

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FIGURE 2.6
Page 3 of 3

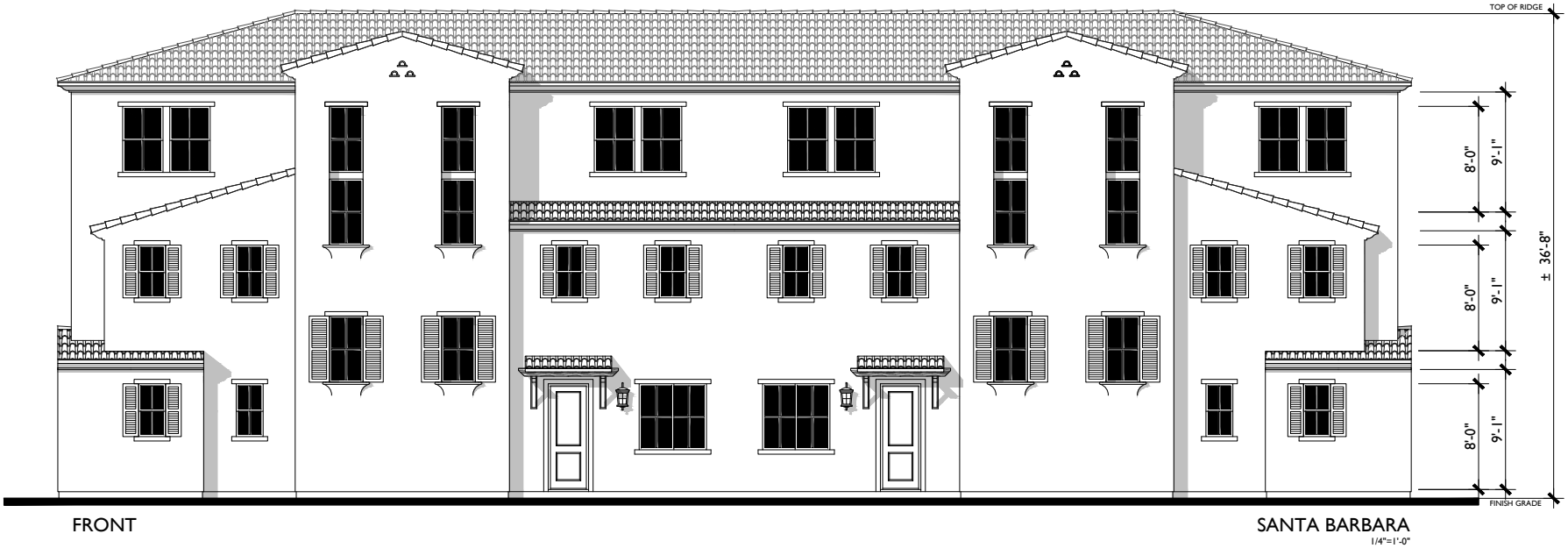
Our Lady of Peace Project

Residential Building Designs – Building 1A (3-PLEX) - Left and Right

SOURCE: Bassenian Lagoni

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FIGURE 2.7
Page 1 of 3

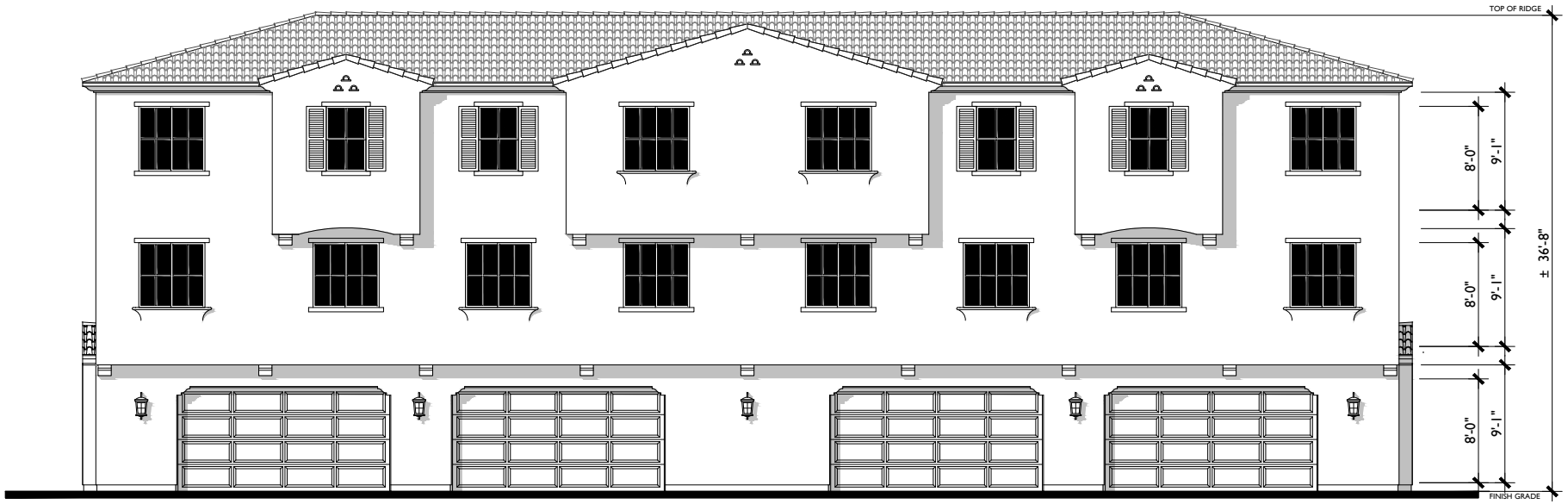
Our Lady of Peace Project

Residential Building Designs – Building 2A (4-PLEX) - Front

SOURCE: Bassenian Lagoni

I:\2024\20241645\G\Residential_Building_Elevations_2A_4-PLEX.ai (6/1/2026)

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REAR

LSA

FIGURE 2.7
Page 2 of 3

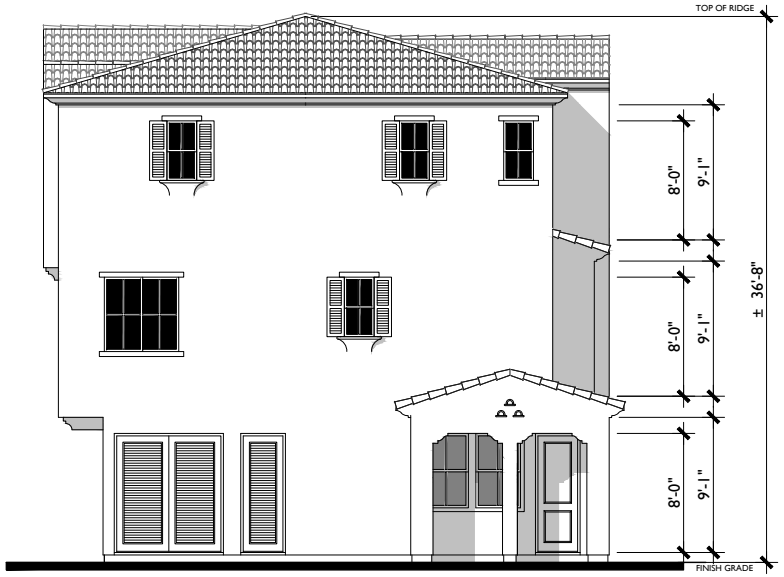
Our Lady of Peace Project

Residential Building Designs – Building 2A (4-PLEX) - Rear

SOURCE: Bassenian Lagoni

I:\2024\20241645\G\Residential_Building_Elevations_2A_4-PLEX.ai (6/1/2026)

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LEFT



RIGHT

LSA

FIGURE 2.7
Page 3 of 3

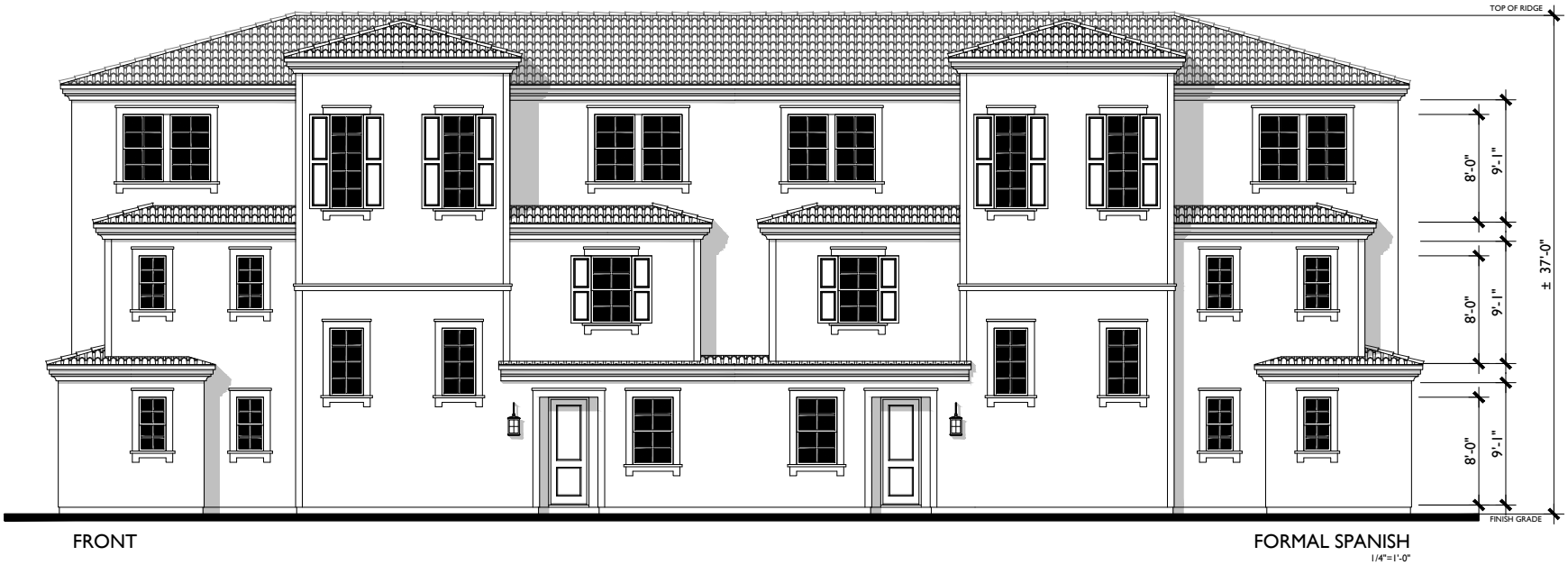
Our Lady of Peace Project

Residential Building Designs – Building 2A (4-PLEX) - Left and Right

SOURCE: Bassenian Lagoni

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LSA

FIGURE 2.8
Page 1 of 3

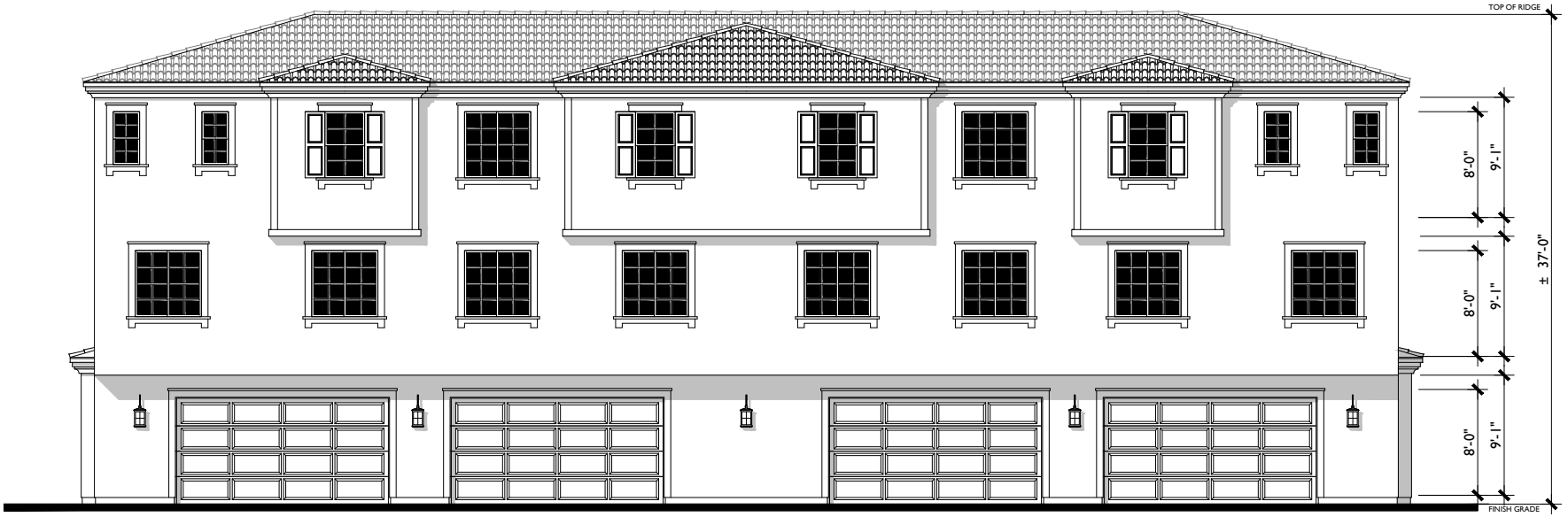
Our Lady of Peace Project

Residential Building Designs – Building 2B (4-PLEX) - Front

SOURCE: Bassenian Lagoni

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REAR

LSA

FIGURE 2.8
Page 2 of 3

Our Lady of Peace Project

Residential Building Designs – Building 2B (4-PLEX) - Rear

SOURCE: Bassenian Lagoni

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LEFT



RIGHT

LSA

FIGURE 2.8
Page 3 of 3

Our Lady of Peace Project

Residential Building Designs – Building 2B (4-PLEX) - Left and Right

SOURCE: Bassenian Lagoni

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LSA

FIGURE 2.9
Page 1 of 4

Our Lady of Peace Project

Residential Building Designs – Building 3B (6-PLEX) - Front

SOURCE: Bassenian Lagoni

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LSA

FIGURE 2.9
Page 2 of 4

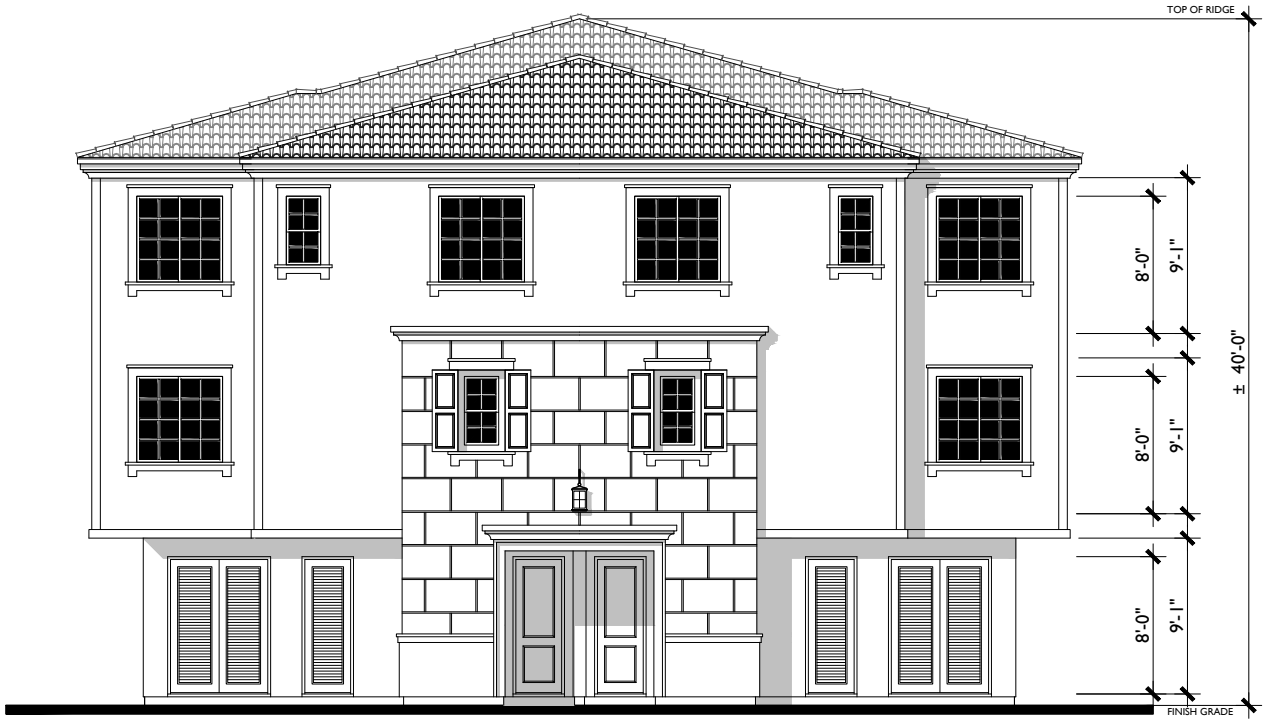
Our Lady of Peace Project

Residential Building Designs – Building 3B (6-PLEX) - Rear

SOURCE: Bassenian Lagoni

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LEFT

LSA

FIGURE 2.9
Page 3 of 4

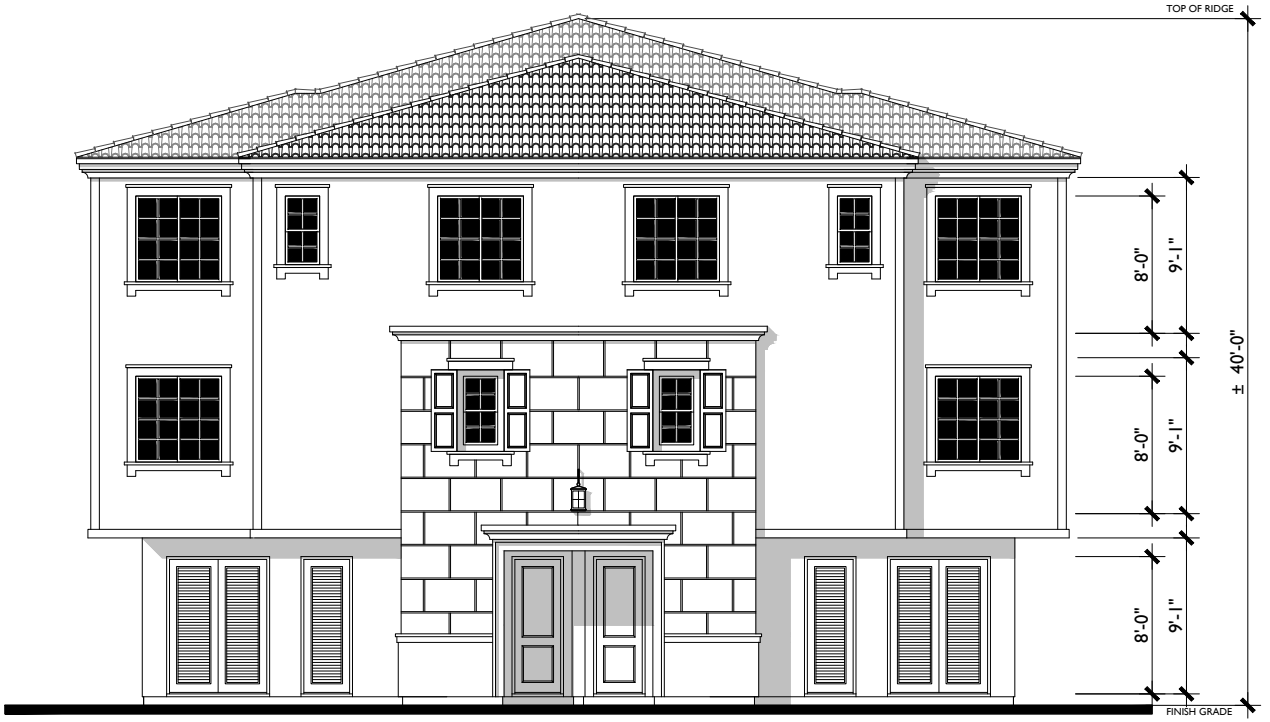
Our Lady of Peace Project

Residential Building Designs – Building 3B (6-PLEX) - Left

SOURCE: Bassenian Lagoni

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RIGHT

LSA

FIGURE 2.9
Page 4 of 4

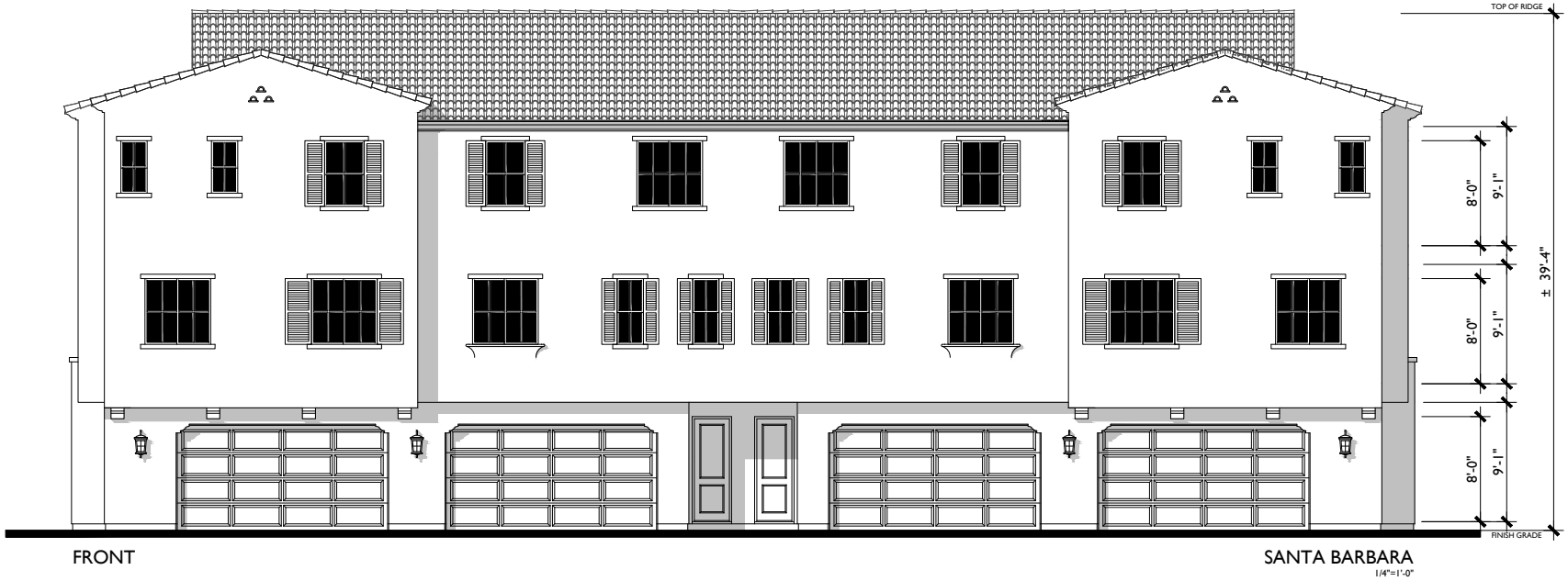
Our Lady of Peace Project

Residential Building Designs – Building 3B (6-PLEX) - Right

SOURCE: Bassenian Lagoni

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LSA

FIGURE 2.10
Page 1 of 3

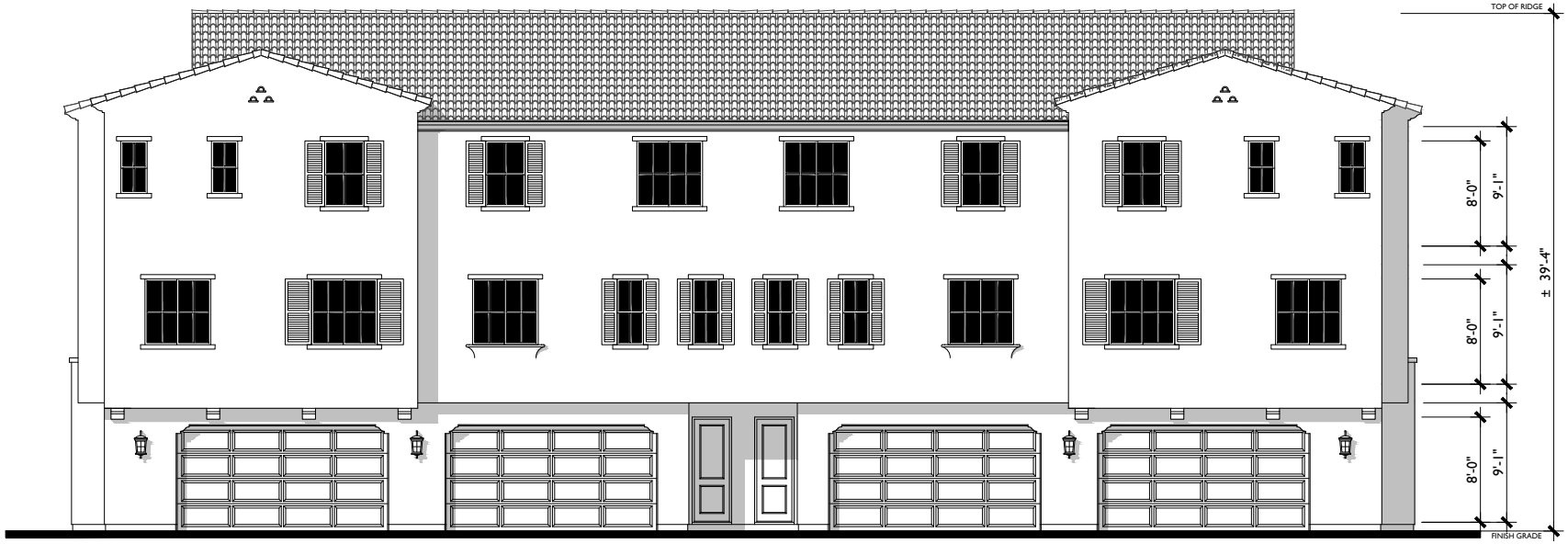
Our Lady of Peace Project

Residential Building Designs – Building 4A (8-PLEX) - Front

SOURCE: Bassenian Lagoni

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LSA

FIGURE 2.10
Page 2 of 3

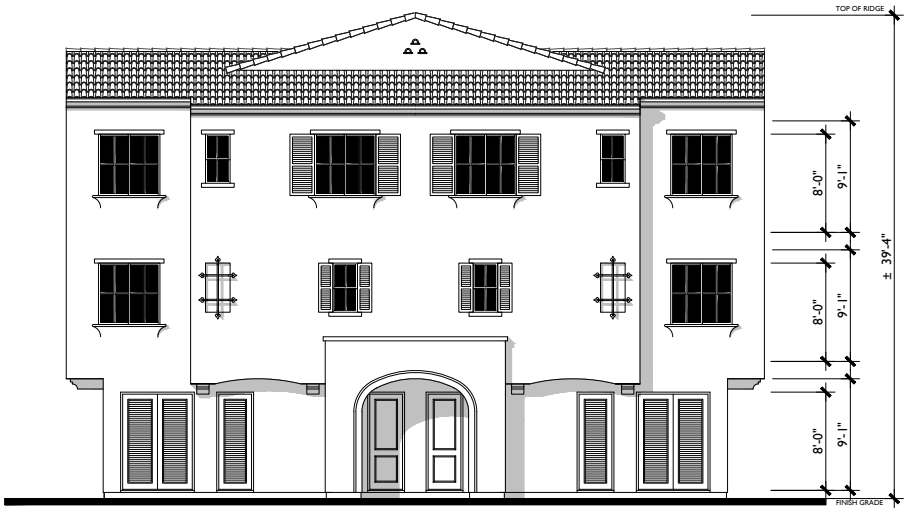
Our Lady of Peace Project

Residential Building Designs – Building 4A (8-PLEX) - Rear

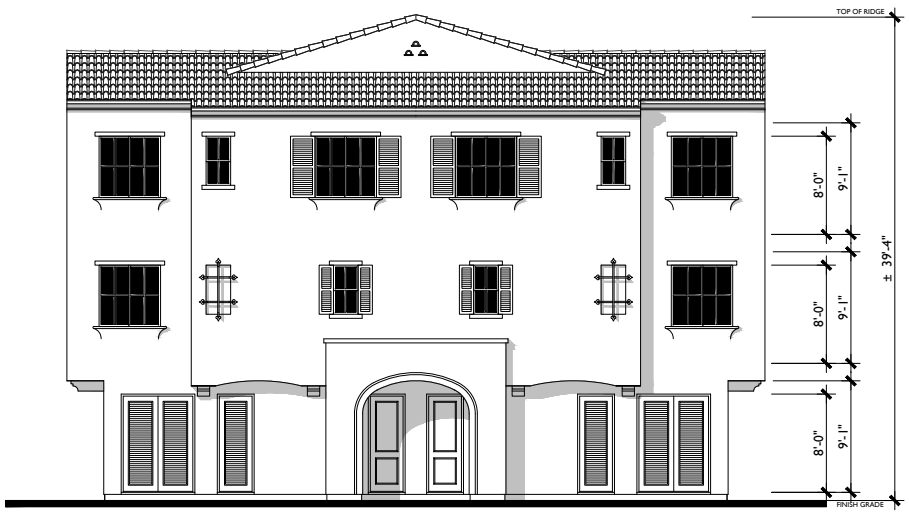
SOURCE: Bassenian Lagoni

I:\2024\20241645\G\Residential_Building_Elevations-4a_8-PLEX.ai (6/1/2026)

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RIGHT



LEFT

LSA

FIGURE 2.10
Page 3 of 3

Our Lady of Peace Project

Residential Building Designs – Building 4A (8-PLEX) - Right and Left

SOURCE: Bassenian Lagoni

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LSA

FIGURE 2.11
Page 1 of 3

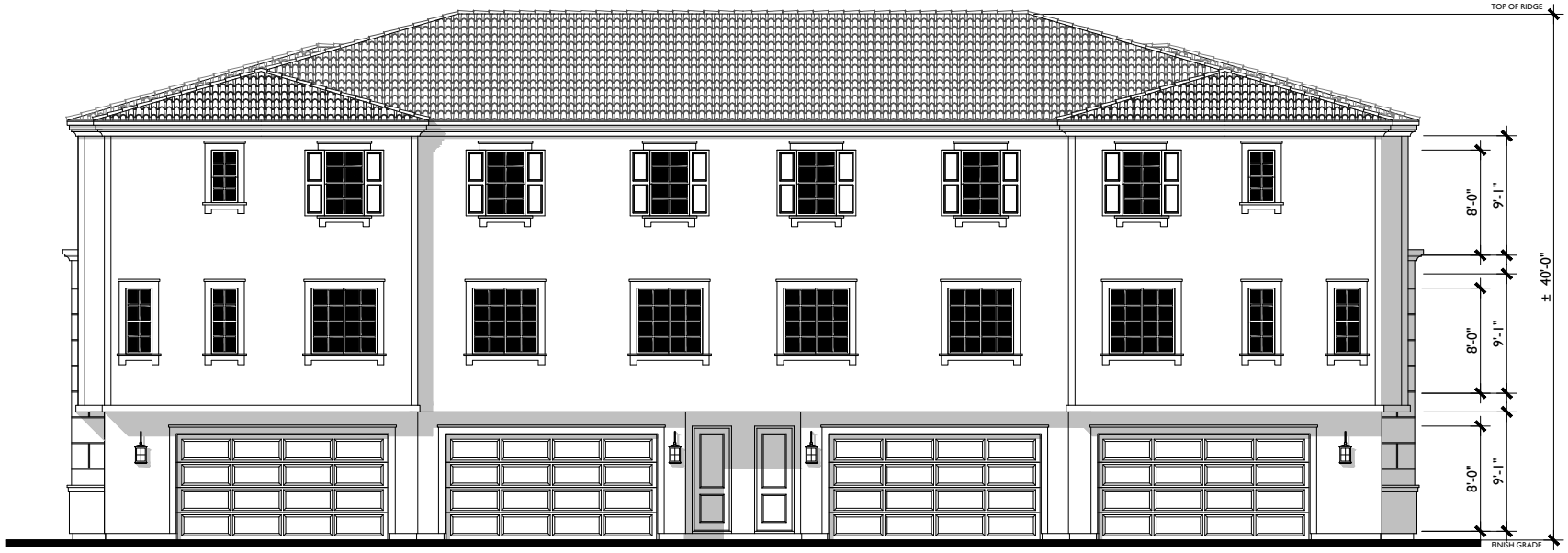
Our Lady of Peace Project

Residential Building Designs – Building 4B (8-PLEX) - Front

SOURCE: Bassenian Lagoni

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REAR

LSA

FIGURE 2.11
Page 2 of 3

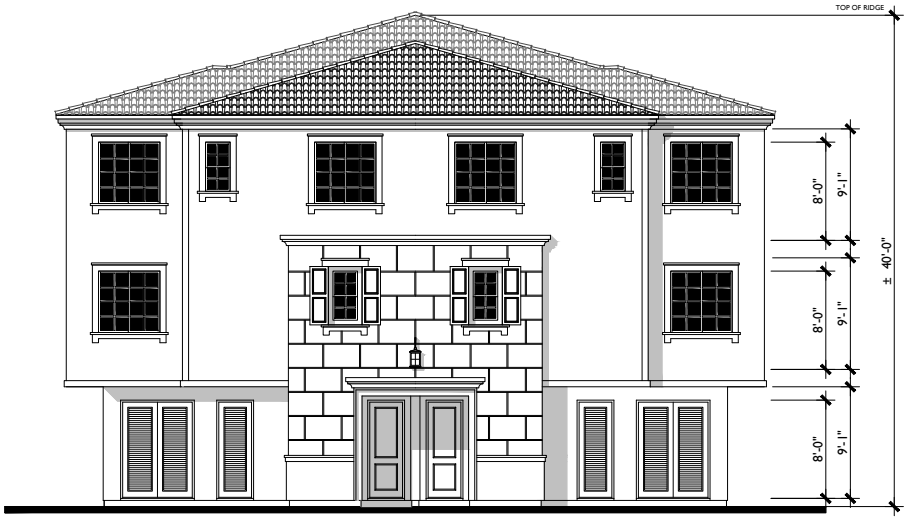
Our Lady of Peace Project

Residential Building Designs – Building 4B (8-PLEX) - Rear

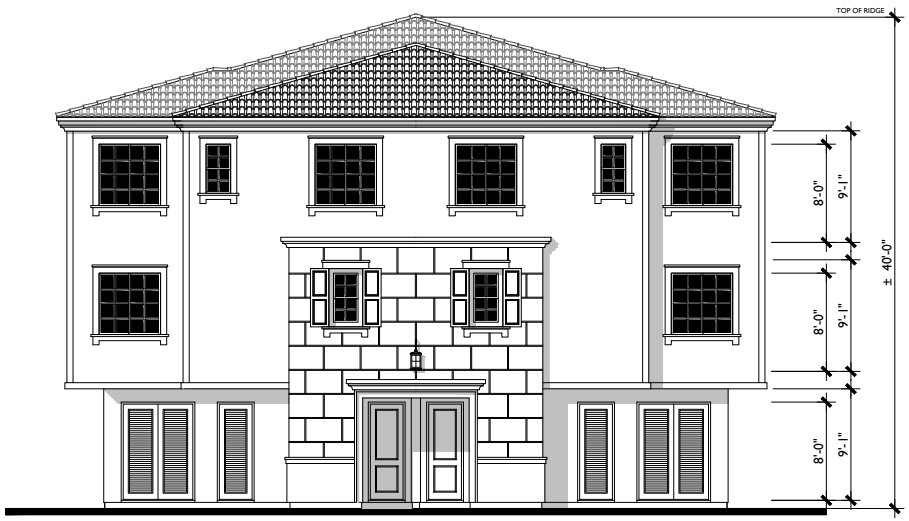
SOURCE: Bassenian Lagoni

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RIGHT



LEFT

LSA

FIGURE 2.11
Page 3 of 3

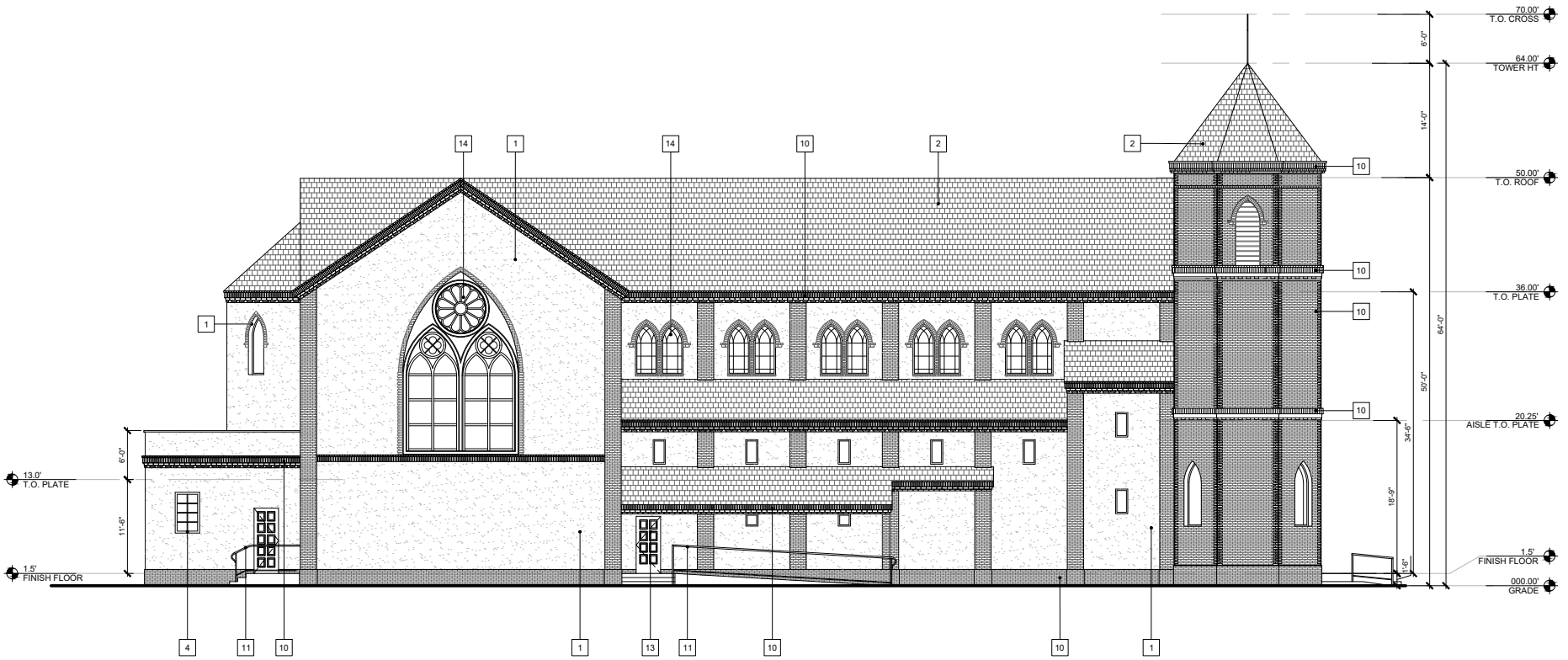
Our Lady of Peace Project

Residential Building Designs – Building 4B (8-PLEX) - Right and Left

SOURCE: Bassenian Lagoni

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FIGURE 2.12

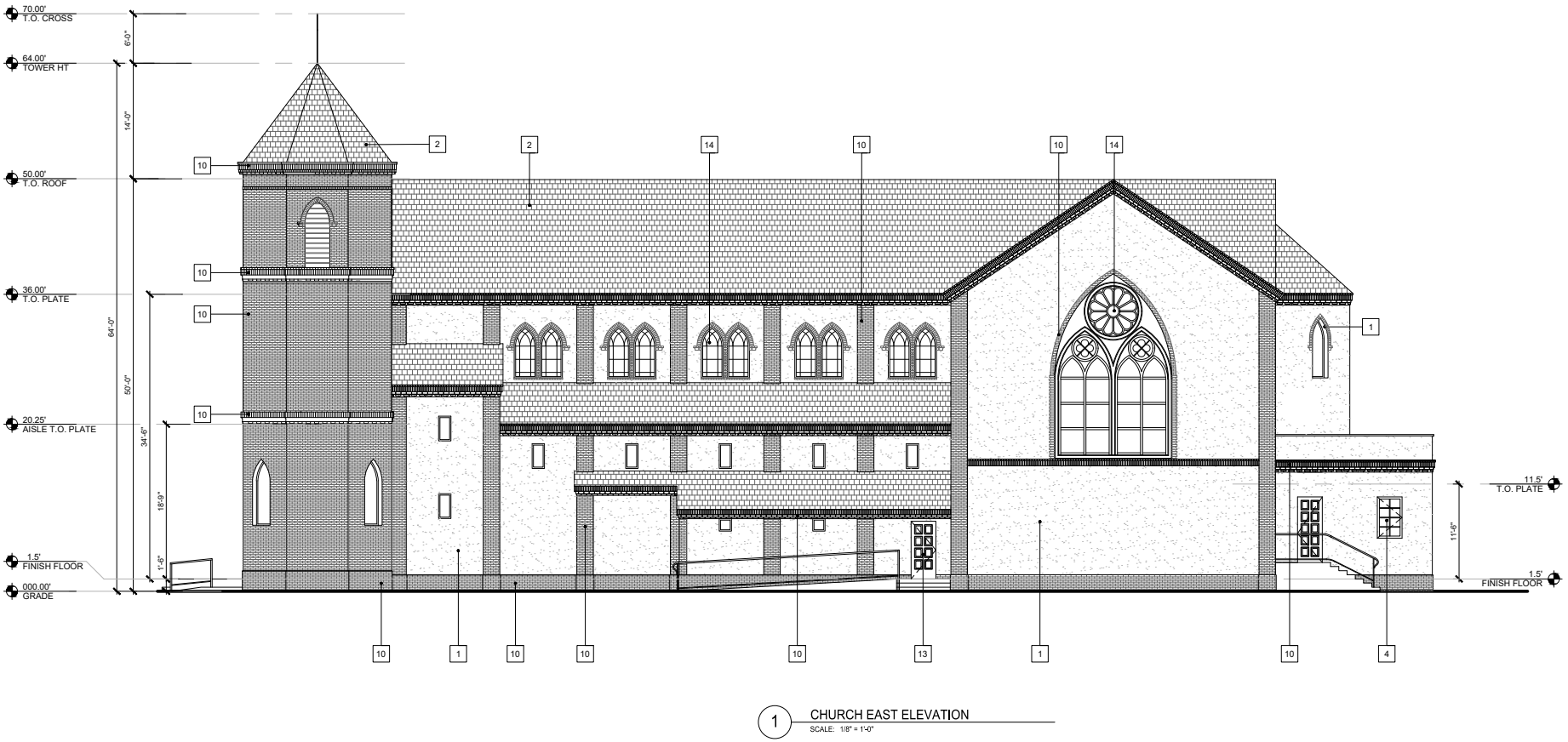
Our Lady of Peace Project

Church Elevations and Floor Plans - West

SOURCE: Harrison Design

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LSA

FIGURE 2.12
Page 2 of 7

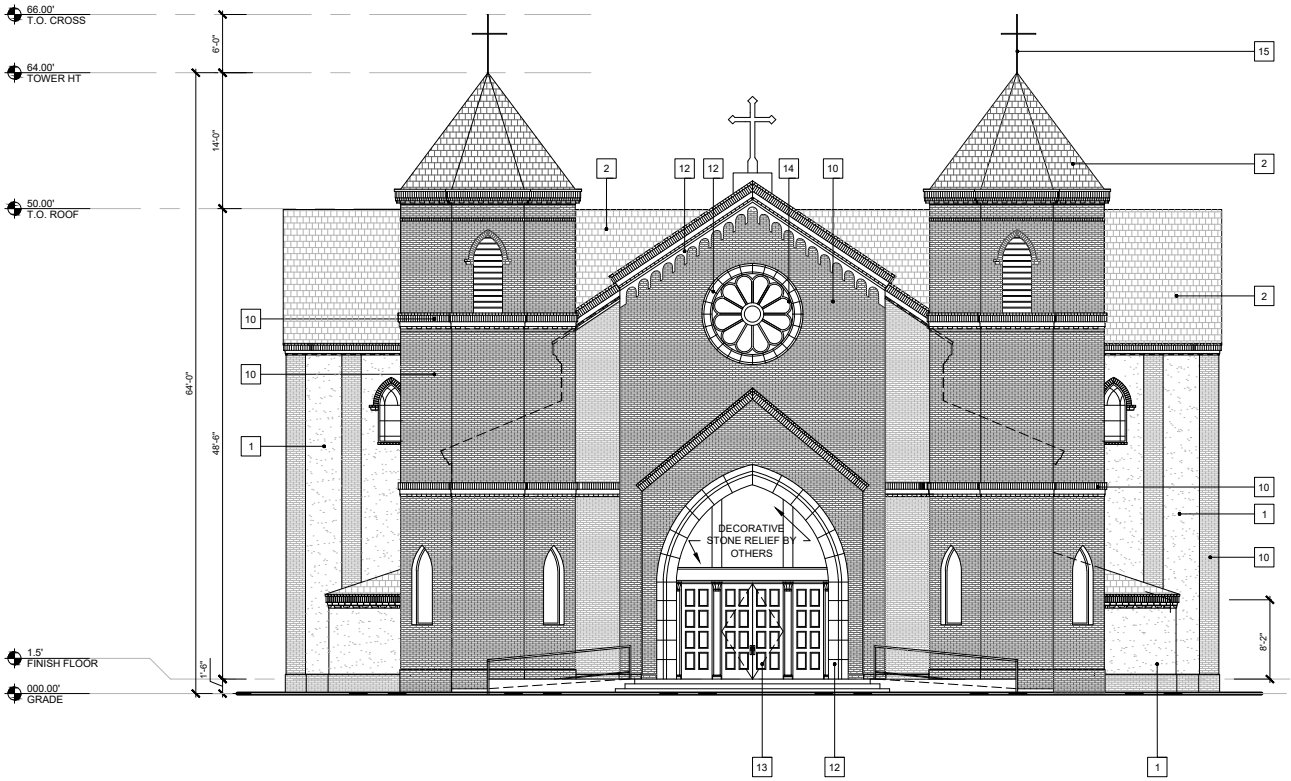
Our Lady of Peace Project

Church Elevations and Floor Plans - East

SOURCE: Harrison Design

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2 CHURCH NORTH (FRONT) ELEVATION
SCALE: 1/8" = 1'-0"

LSA

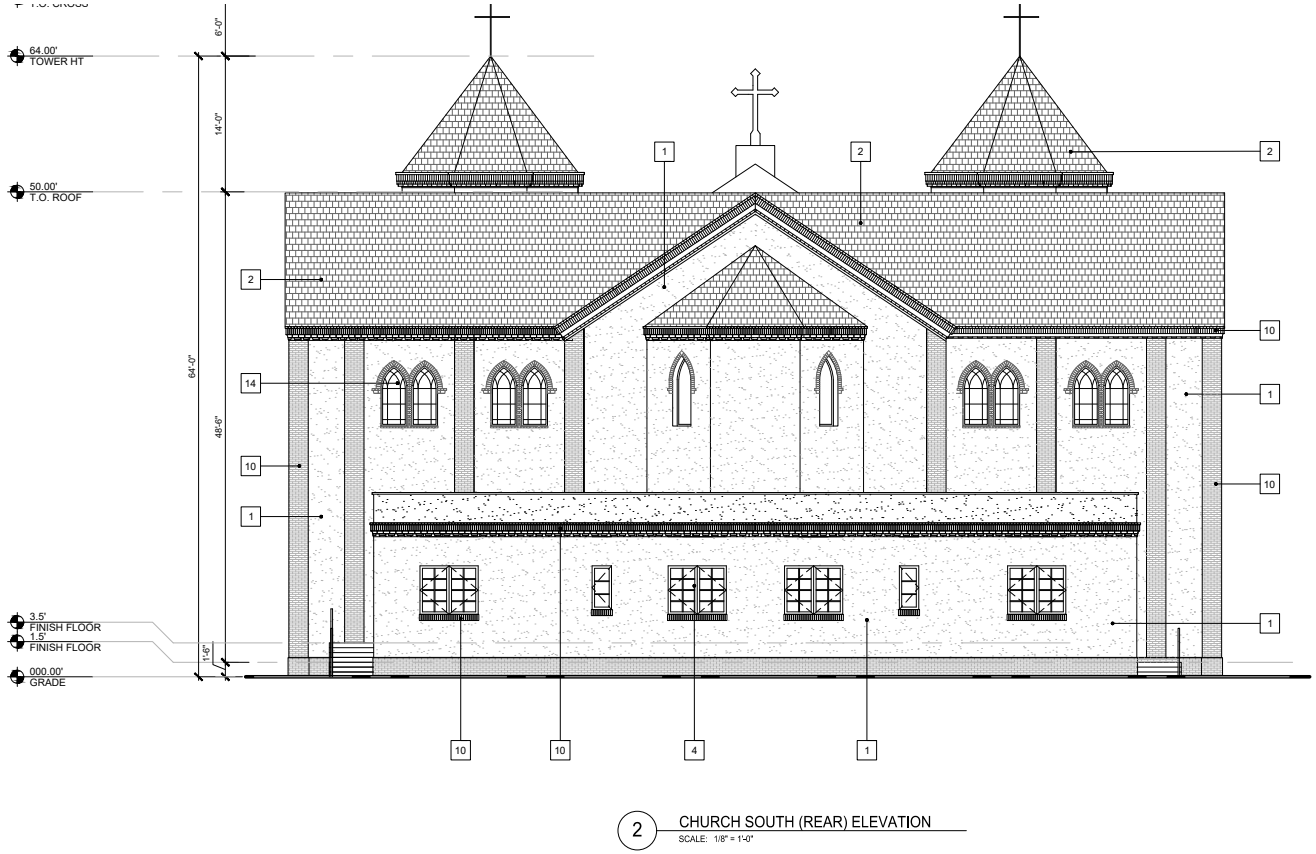
FIGURE 2.12
Page 3 of 7

Our Lady of Peace Project
Church Elevations and Floor Plans - North

SOURCE: Harrison Design

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2 CHURCH SOUTH (REAR) ELEVATION
SCALE: 1/8" = 1'-0"

LSA

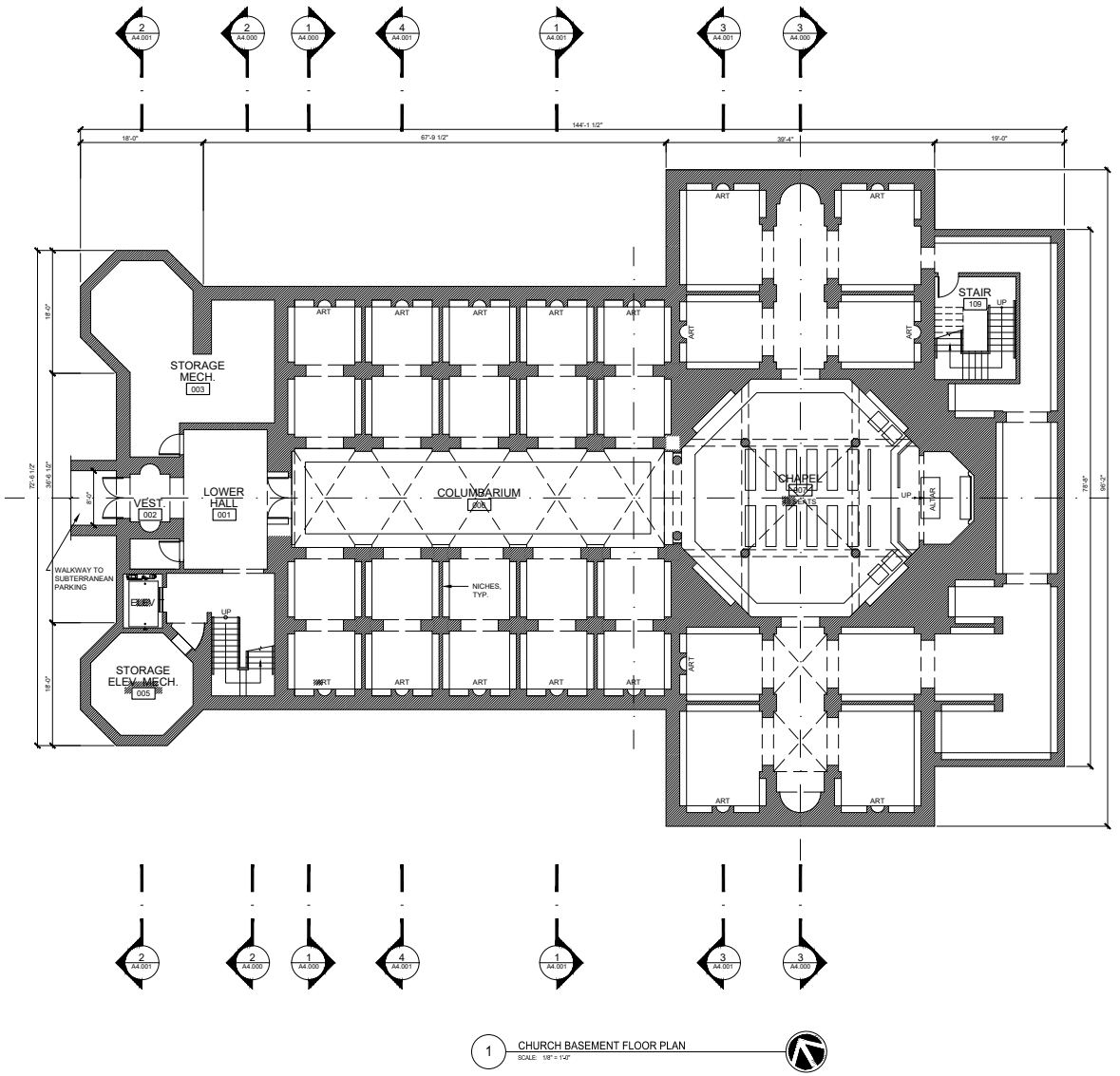
FIGURE 2.12
Page 4 of 7

Our Lady of Peace Project
Church Elevations and Floor Plans - South

SOURCE: Harrison Design

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1 CHURCH BASEMENT FLOOR PLAN
SCALE: 1/8" = 1'-0"

LSA

FIGURE 2.12

NO SCALE

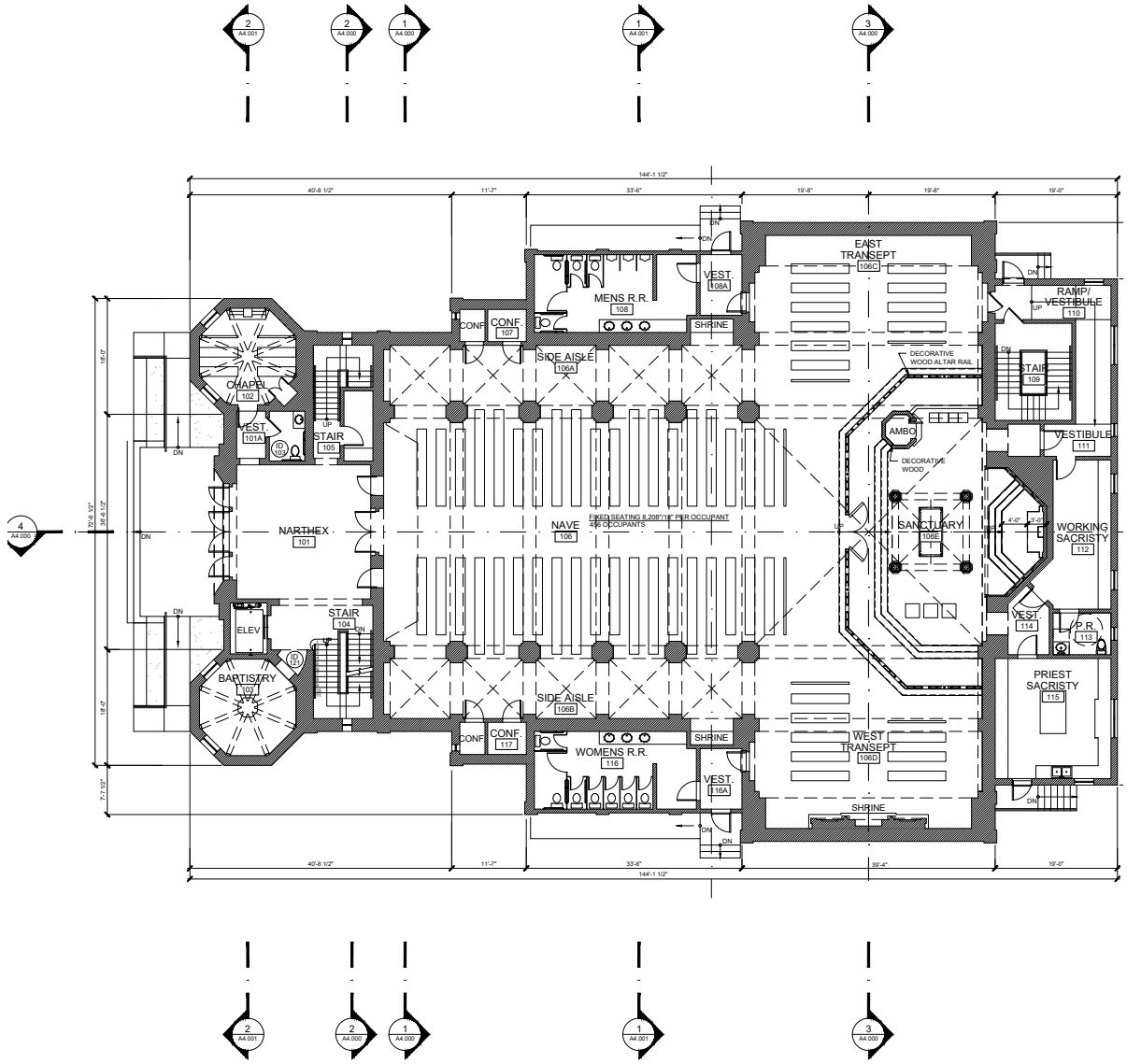
SOURCE: Harrison Design

I:\2024\20241645\G\Church_Elevations.ai (3/3/2026)

Our Lady of Peace Project

Church Elevations and Floor Plans - Basement Floor Plan

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LSA

FIGURE 2.12
Page 6 of 7

NO SCALE

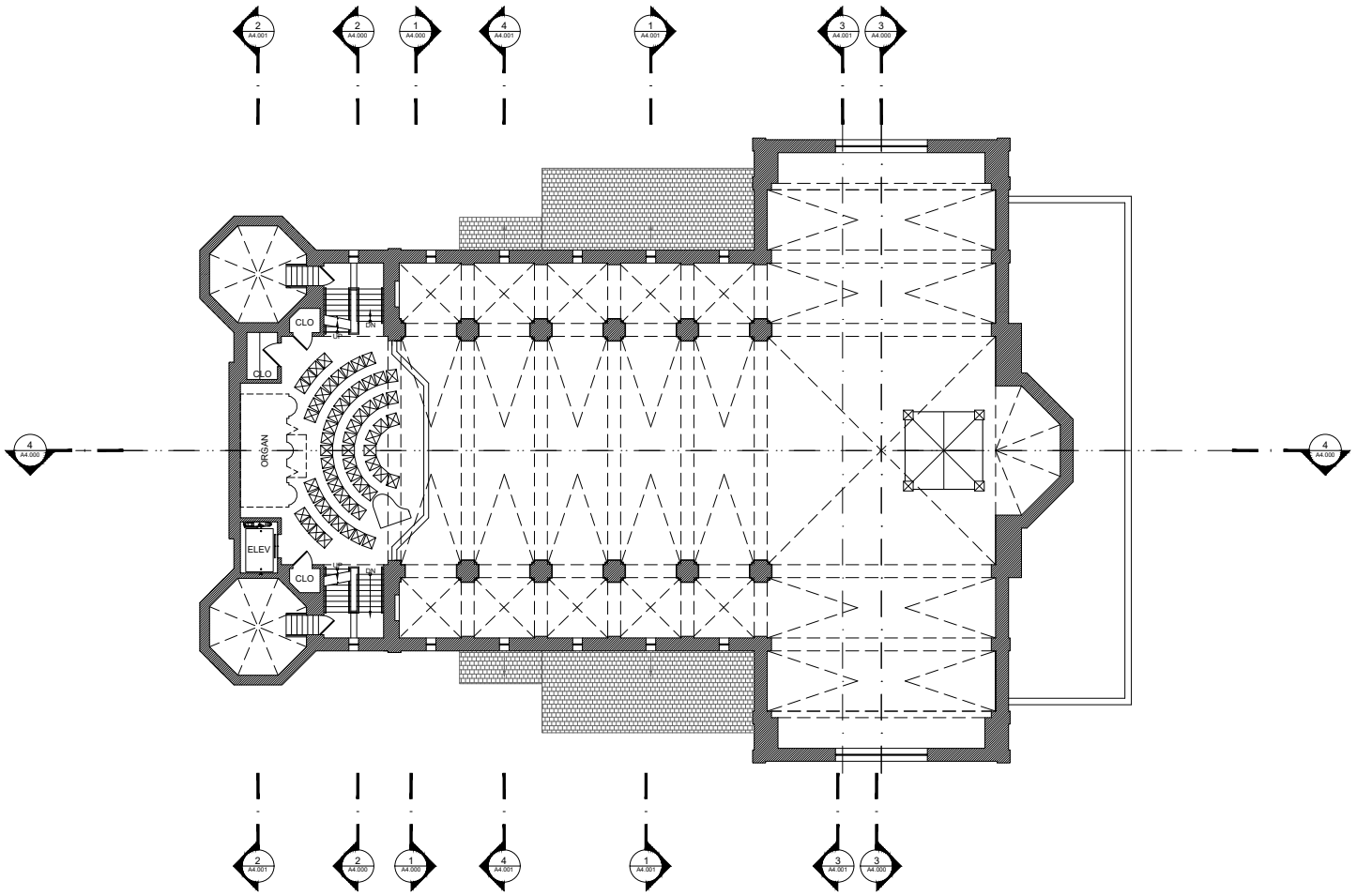
SOURCE: Harrison Design

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Our Lady of Peace Project

Church Elevations and Floor Plans - First Floor Plan

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LSA

FIGURE 2.12

NO SCALE

SOURCE: Harrison Design

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Our Lady of Peace Project

Church Elevations and Floor Plans - Mezzanine Level Floor Plan

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2 PARISH HALL NORTH ELEVATION
SCALE: 1/8" = 1'-0"

LSA

FIGURE 2.13
Page 1 of 6

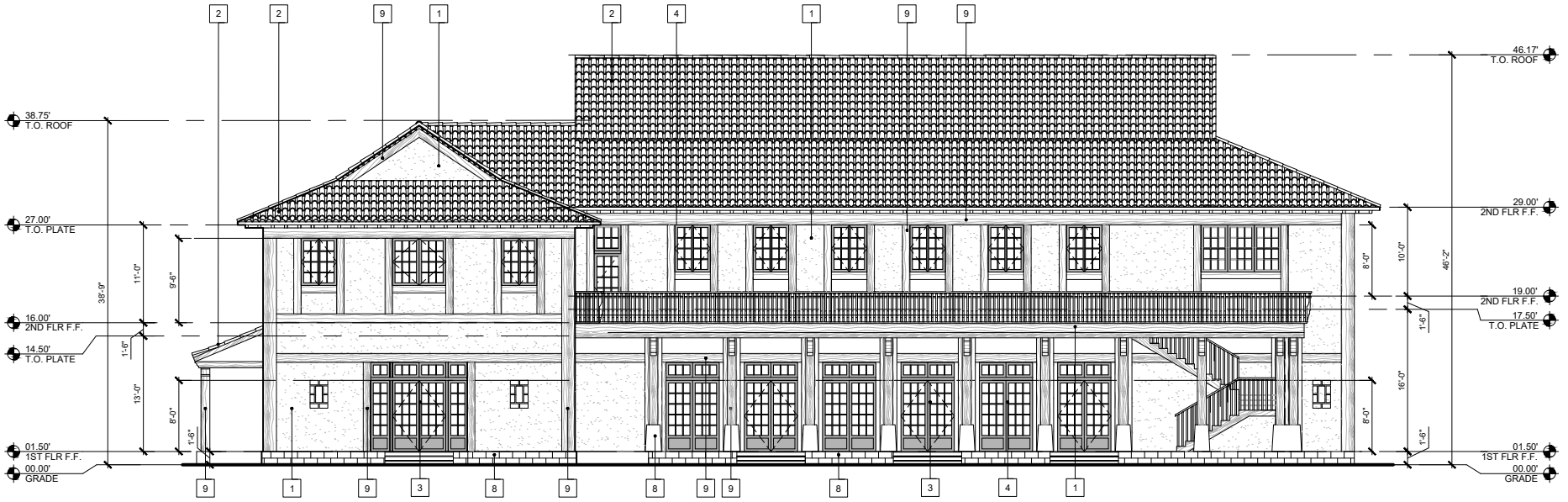
Our Lady of Peace Project

Parish Hall Elevations and Floor Plans - North

SOURCE: Harrison Design

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2 PARISH HALL SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

LSA

FIGURE 2.13
Page 2 of 6

Our Lady of Peace Project

Parish Hall Elevations and Floor Plans - South

SOURCE: Harrison Design

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1 PARISH HALL EAST ELEVATION

SCALE: 1/8" = 1'-0"

LSA

FIGURE 2.13
Page 3 of 6

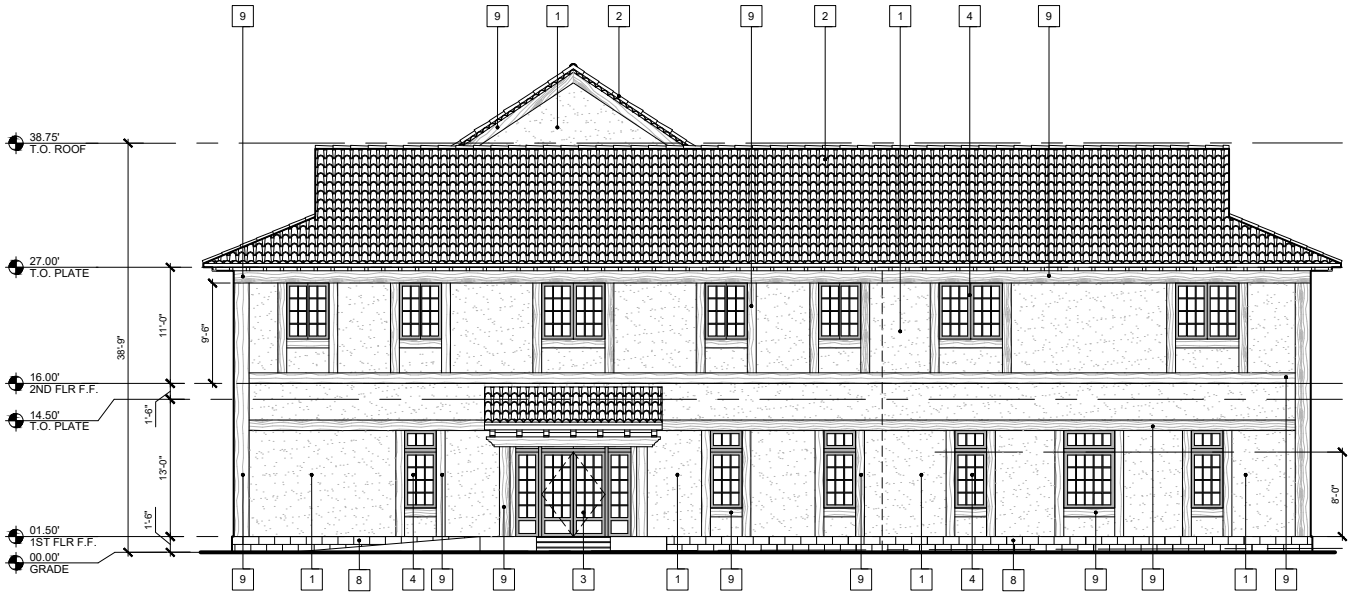
Our Lady of Peace Project

Parish Hall Elevations and Floor Plans - East

SOURCE: Harrison Design

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1 PARISH HALL WEST ELEVATION
SCALE: 1/8" = 1'-0"

LSA

FIGURE 2.13
Page 4 of 6

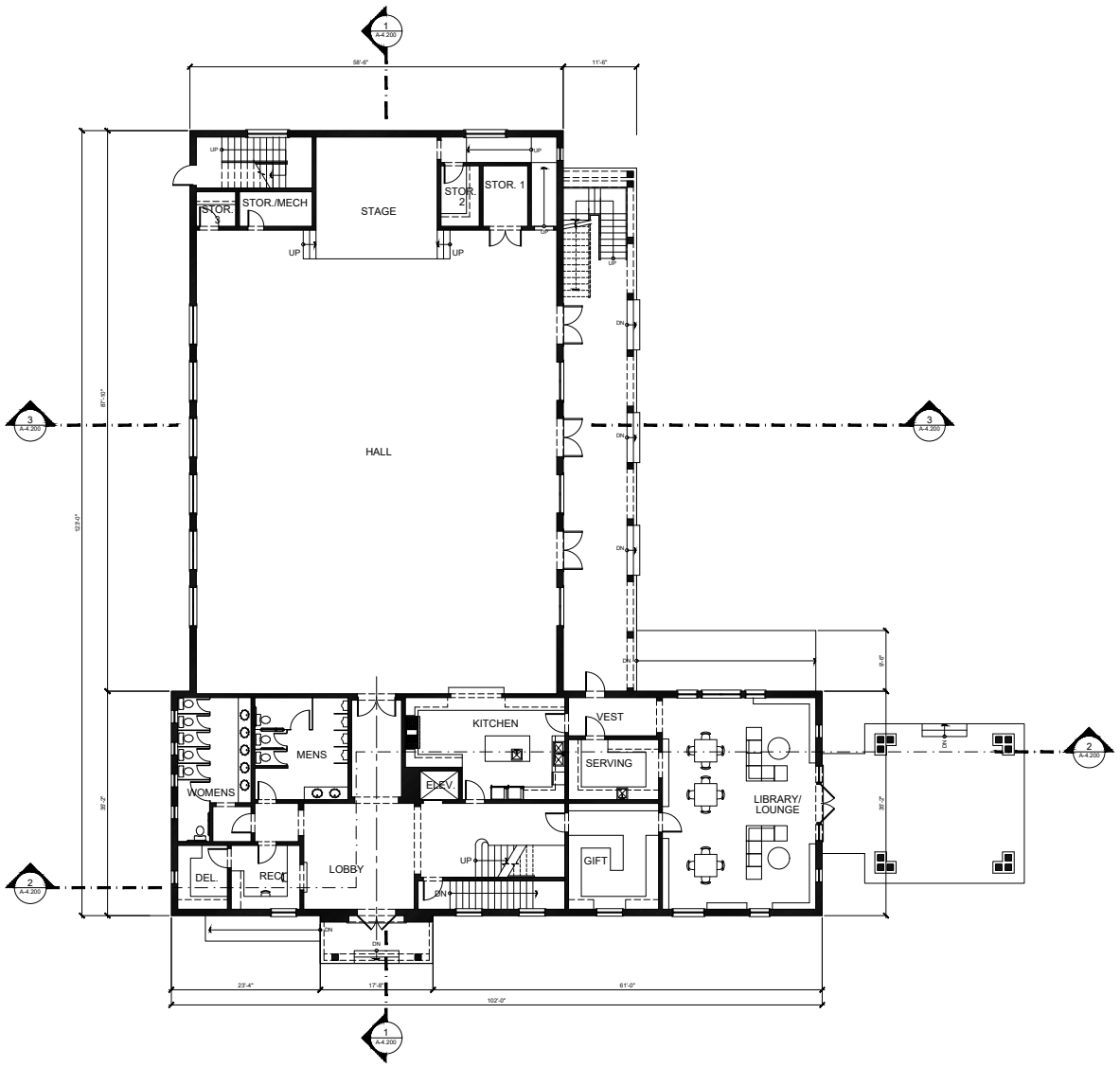
Our Lady of Peace Project

Parish Hall Elevations and Floor Plans - West

SOURCE: Harrison Design

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LSA

FIGURE 2.13
Page 5 of 6

NO SCALE

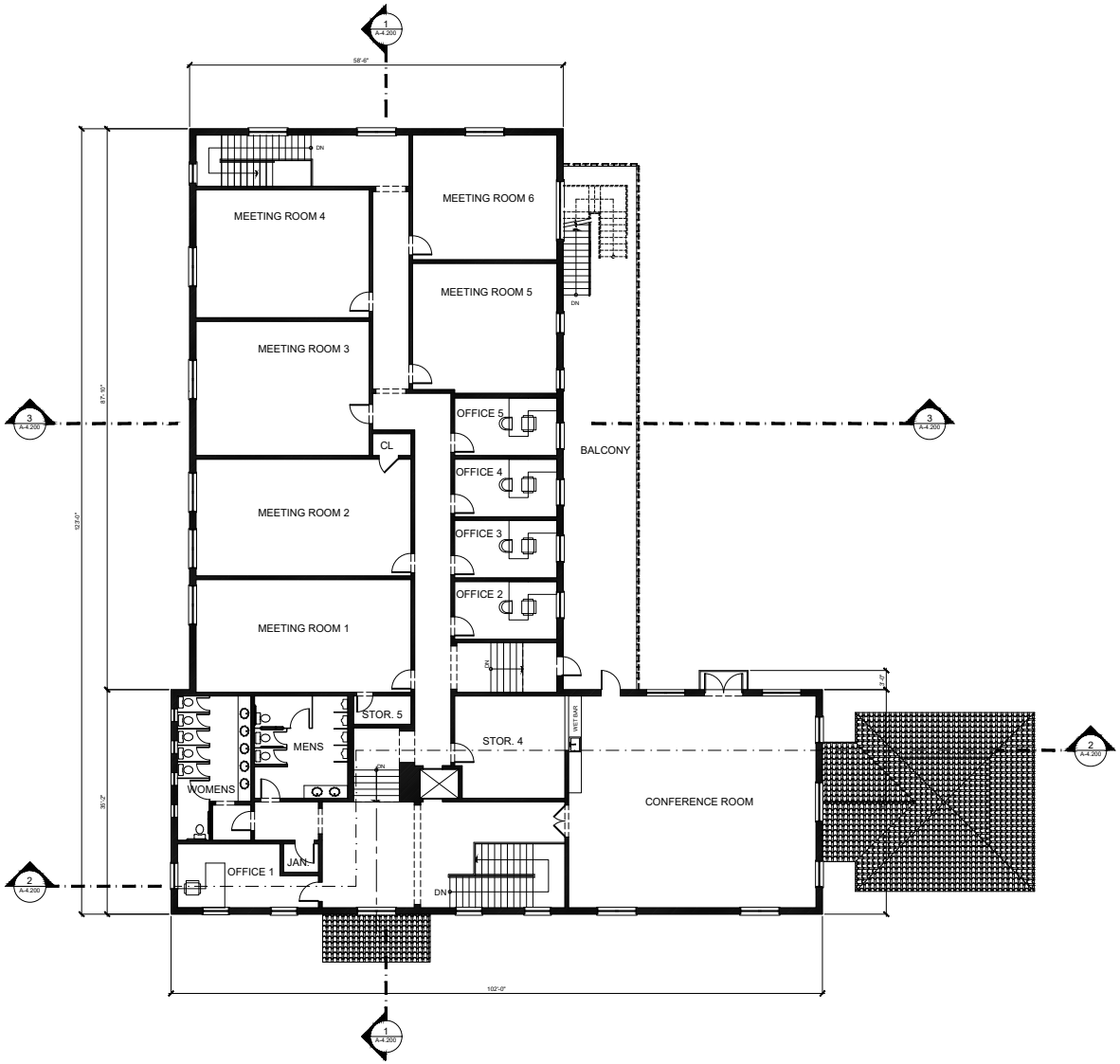
SOURCE: Harrison Design

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Our Lady of Peace Project

Parish Hall Elevations and Floor Plans - First Floor Plan

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LSA

FIGURE 2.13
Page 6 of 6

NO SCALE

SOURCE: Harrison Design

Our Lady of Peace Project

Parish Hall Elevations and Floor Plans - Second Floor Plan

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2 RECTORY WEST ELEVATION

SCALE: 1/8" = 1'-0"

LSA

FIGURE 2.14

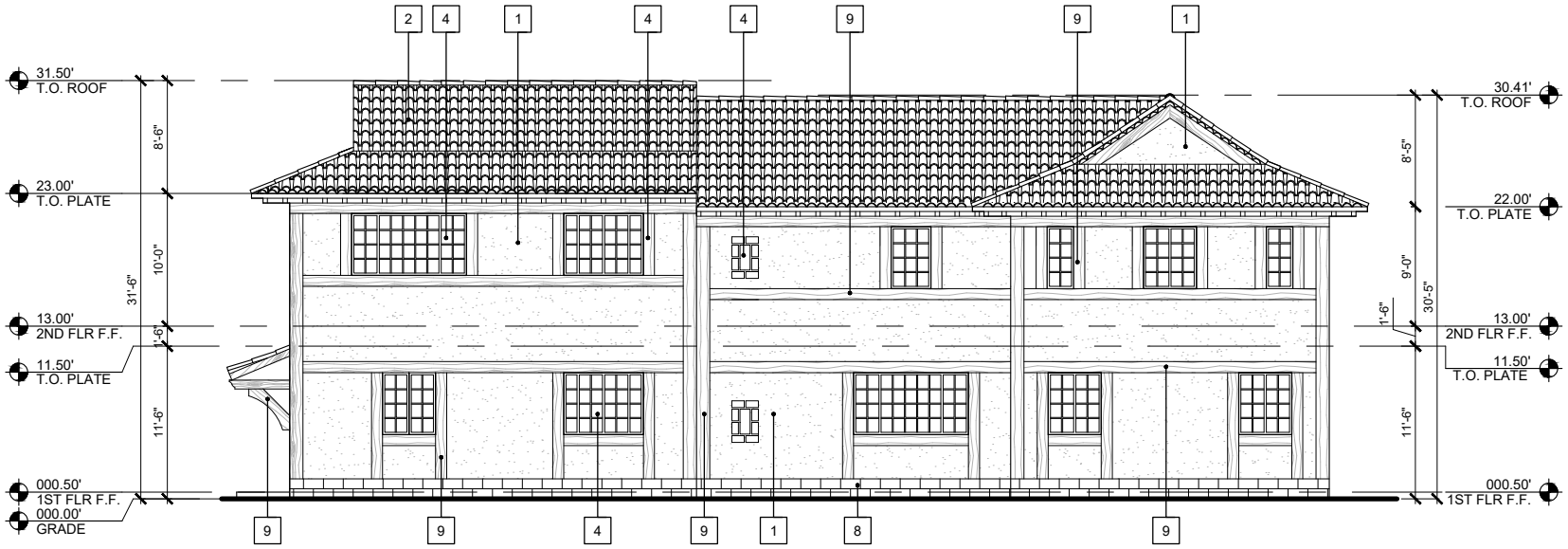
Our Lady of Peace Project

Rectory Elevations and Floor Plans - West

SOURCE: Harrison Design

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4 RECTORY EAST ELEVATION

SCALE: 1/8" = 1'-0"

LSA

FIGURE 2.14
Page 2 of 5

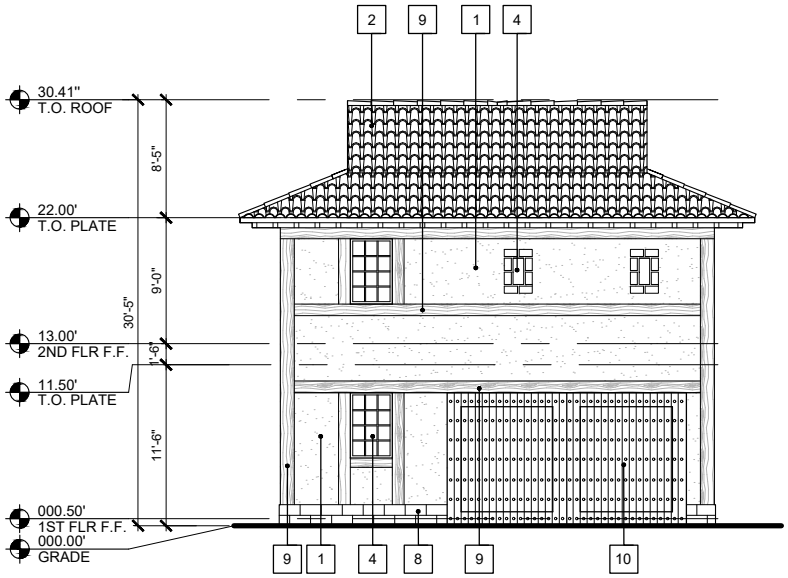
Our Lady of Peace Project

Rectory Elevations and Floor Plans - East

SOURCE: Harrison Design

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3 RECTORY SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



1 RECTORY NORTH ELEVATION

SCALE: 1/8" = 1'-0"

LSA

FIGURE 2.14

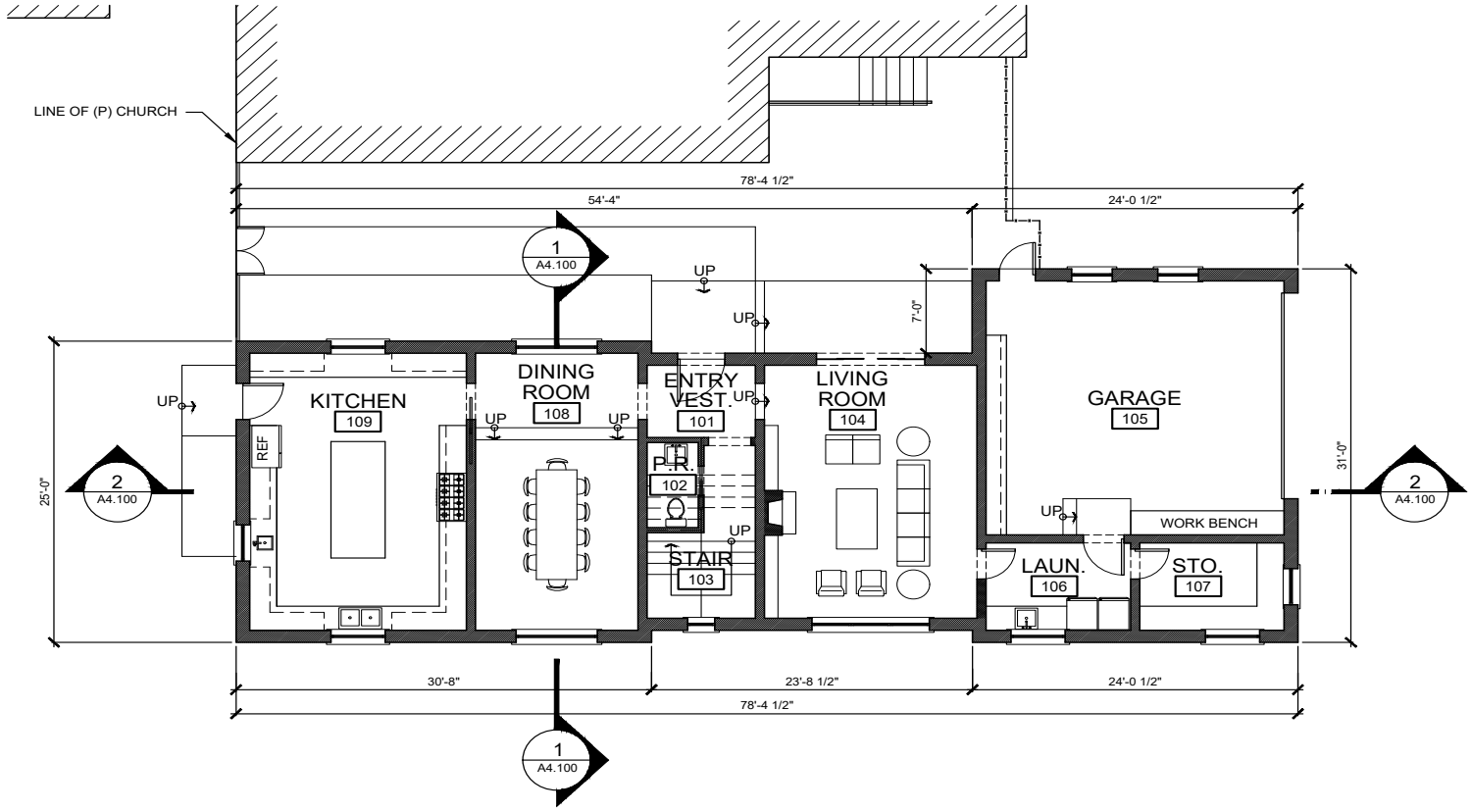
Our Lady of Peace Project

Rectory Elevations and Floor Plans - South and North

SOURCE: Harrison Design

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LSA

FIGURE 2.14
Page 4 of 5

NO SCALE

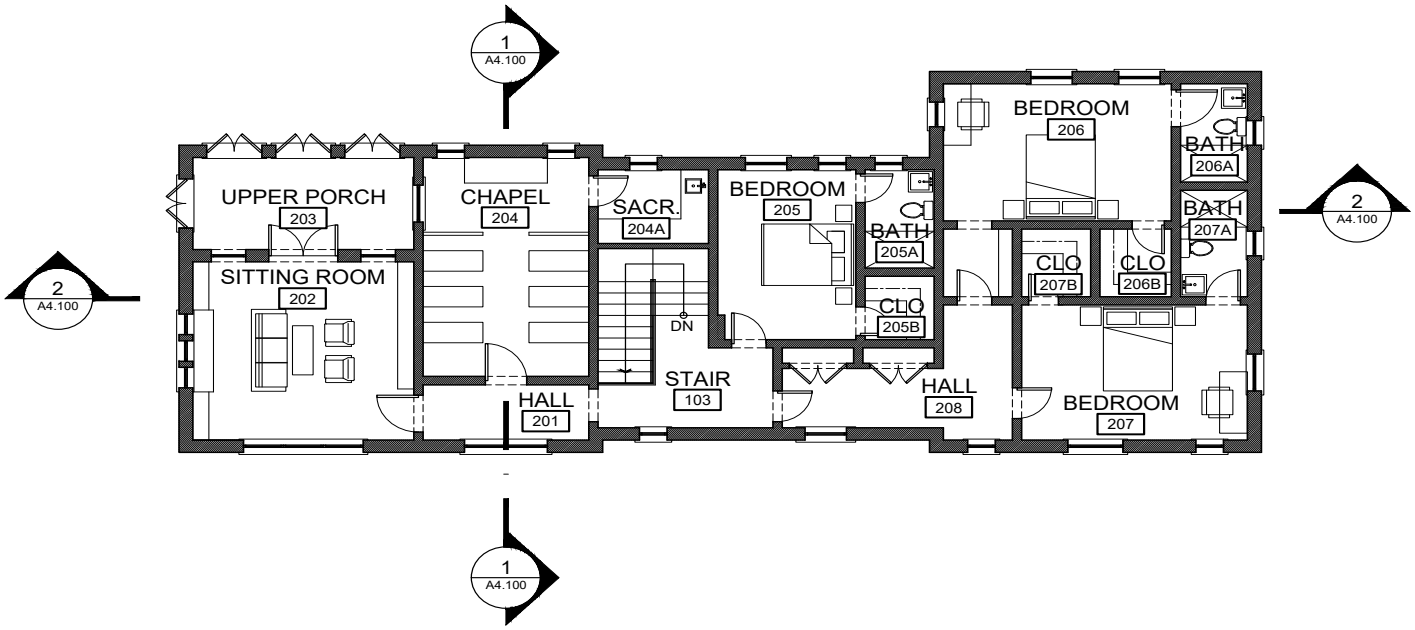
SOURCE: Harrison Design

Our Lady of Peace Project

Rectory Elevations and Floor Plans - First Floor Plan

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FIGURE 2.14
Page 5 of 5

NO SCALE

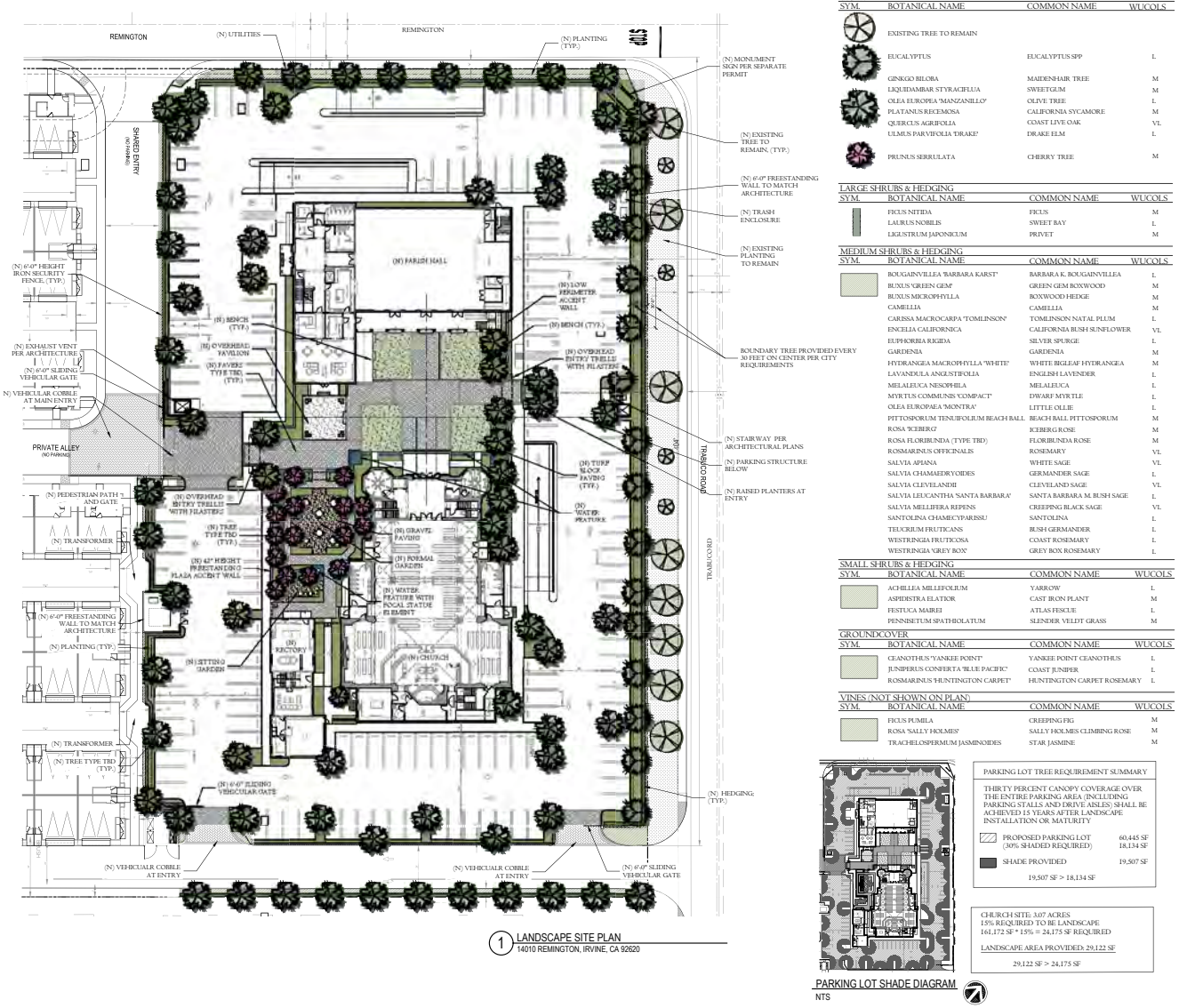
SOURCE: Harrison Design

Our Lady of Peace Project

Rectory Elevations and Floor Plans - Second Floor Plan

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1 LANDSCAPE SITE PLAN
14010 REMINGTON, IRVINE, CA 92620

PLANTING LEGEND

TREES

SYM.	BOTANICAL NAME	COMMON NAME	WUCOLS
	EXISTING TREE TO REMAIN		
	EUCALYPTUS	EUCALYPTUS SPP	L
	GINKGO BILOBA	MAIDENHAIR TREE	M
	LIQUIDAMBAR STYRACIFLUA	SWEETGUM	M
	OLEA EUROPEA 'MANZANILLO'	OLIVE TREE	L
	PLATANUS RECEMOSA	CALIFORNIA SYCAMORE	M
	QUERCUS AGRIFOLIA	COAST LIVE OAK	VL
	ULMUS PARVIFOLIA 'DRAKE'	DRAKE ELM	L
	PRUNUS SERRULATA	CHERRY TREE	M

LARGE SHRUBS & HEDGING

SYM.	BOTANICAL NAME	COMMON NAME	WUCOLS
	FICUS NITIDA	FICUS	M
	LAURUS NOBILIS	SWEET BAY	L
	LIGUSTRUM JAPONICUM	PRIVET	M

MEDIUM SHRUBS & HEDGING

SYM.	BOTANICAL NAME	COMMON NAME	WUCOLS
	BOUGAINVILLEA 'BARBARA KARST'	BARBARA K. BOUGAINVILLEA	L
	BUXUS 'GREEN GEM'	GREEN GEM BOXWOOD	M
	BUXUS MICROPHYLLA	BOXWOOD HEDGE	M
	CAMELLIA	CAMELLIA	M
	CARISSA MACROCARPA 'TOMLINSON'	TOMLINSON NATAL PLUM	L
	ENCELIA CALIFORNICA	CALIFORNIA BUSH SUNFLOWER	VL
	EUPHORBIA RIGIDA	SILVER SPURGE	L
	GARDENIA	GARDENIA	M
	HYDRANGEA MACROPHYLLA 'WHITE'	WHITE BIGLEAF HYDRANGEA	M
	LAVANDULA ANGUSTIFOLIA	ENGLISH LAVENDER	L
	MELALEUCA NESOPHILA	MELALEUCA	L
	MYRTUS COMMUNIS 'COMPACT'	DWARF MYRTLE	L
	OLEA EUROPAEA 'MONTRA'	LITTLE OLLIE	L
	PITTOSPORUM TENUIFOLIUM BEACH BALL	BEACH BALL PITTOSPORUM	M
	ROSA 'ICEBERG'	ICEBERG ROSE	M
	ROSA FLORIBUNDA (TYPE TBD)	FLORIBUNDA ROSE	M
	ROSMARINUS OFFICINALIS	ROSEMARY	VL
	SALVIA APIANA	WHITE SAGE	VL
	SALVIA CHAMAEDRYOIDES	GERMANDER SAGE	L
	SALVIA CLEVELANDII	CLEVELAND SAGE	VL
	SALVIA LEUCANTHA 'SANTA BARBARA'	SANTA BARBARA M. BUSH SAGE	L
	SALVIA MELLIFERA REPENS	CREEPING BLACK SAGE	VL
	SANTOLINA CHAMECYPARISSU	SANTOLINA	L
	TEUCRIUM FRUTICANS	BUSH GERMANDER	L
	WESTRINGIA FRUTICOSA	COAST ROSEMARY	L
	WESTRINGIA 'GREY BOX'	GREY BOX ROSEMARY	L

SMALL SHRUBS & HEDGING

SYM.	BOTANICAL NAME	COMMON NAME	WUCOLS
	ACHILLEA MILLEFOLIUM	YARROW	L
	ASPIDISTRA ELATIOR	CAST IRON PLANT	M
	FESTUCA MAIREI	ATLAS FESCUE	L
	PENNISETUM SPATHIOLATUM	SLENDER VELDT GRASS	M

GROUNDCOVER

SYM.	BOTANICAL NAME	COMMON NAME	WUCOLS
	CEANOTHUS 'YANKEE POINT'	YANKEE POINT CEANOTHUS	L
	JUNIPERUS CONFERTA 'BLUE PACIFIC'	COAST JUNIPER	L
	ROSMARINUS 'HUNTINGTON CARPET'	HUNTINGTON CARPET ROSEMARY	L

VINES (NOT SHOWN ON PLAN)

SYM.	BOTANICAL NAME	COMMON NAME	WUCOLS
	FICUS PUMILA	CREEPING FIG	M
	ROSA 'SALLY HOLMES'	SALLY HOLMES CLIMBING ROSE	M
	TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	M

PARKING LOT SHADE DIAGRAM
NTS

PARKING LOT TREE REQUIREMENT SUMMARY

THIRTY PERCENT CANOPY COVERAGE OVER THE ENTIRE PARKING AREA (INCLUDING PARKING STALLS AND DRIVE AISLES) SHALL BE ACHIEVED 15 YEARS AFTER LANDSCAPE INSTALLATION OR MATURITY

	PROPOSED PARKING LOT	60,445 SF
	(30% SHADED REQUIRED)	18,134 SF
	SHADE PROVIDED	19,507 SF

19,507 SF > 18,134 SF

CHURCH SITE: 3.07 ACRES
15% REQUIRED TO BE LANDSCAPE
161,172 SF * 15% = 24,175 SF REQUIRED

LANDSCAPE AREA PROVIDED: 29,122 SF

29,122 SF > 24,175 SF

LSA

FIGURE 2.15

N

0 55 110
FEET

SOURCE: Harrison Design

I:\2024\20241645\G\Landscape_Plan_Church.ai (6/1/2026)

Our Lady of Peace Project
Landscape Plan - Church

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LSA

FIGURE 2.16

0 40 80

FEET

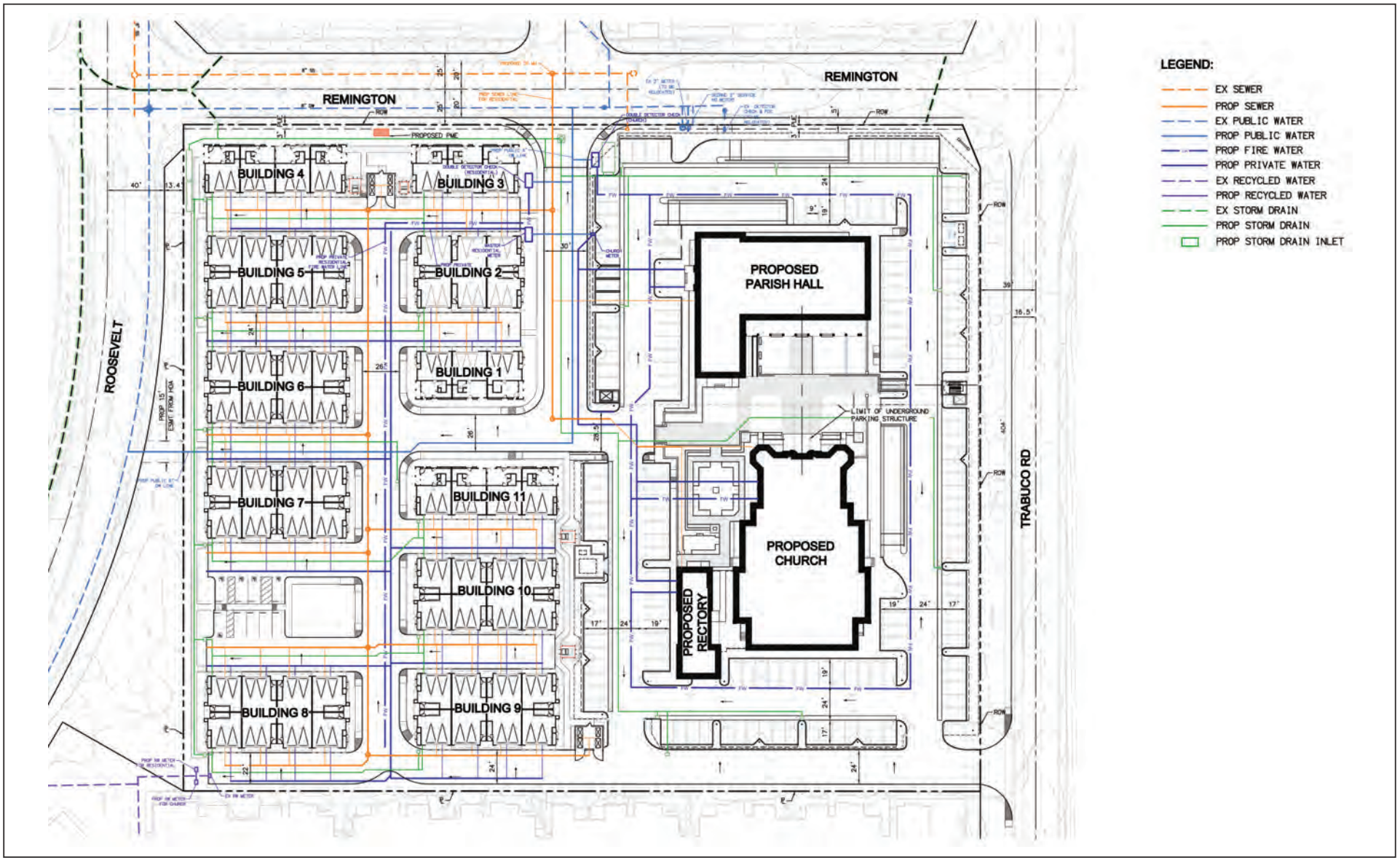
SOURCE: Professional Design Associates

I:\2024\20241645\G\Landscape_Plan_Residential.ai (6/1/2026)

Our Lady of Peace Project

Landscape Plan - Residential

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LSA

FIGURE 2.17

0 40 100

FEET

SOURCE: Proactive Engineering Consultants

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Our Lady of Peace Project

Existing and Proposed Utilities

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3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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 in Chapter 3.0.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☐ Biological Resources	☒ Cultural Resources	☒ Energy
☒ Geology/Soils	☒ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☒ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☒ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☒ Transportation	☒ Tribal Cultural Resources
☒ Utilities/Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

3.1 DETERMINATION

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 will be prepared.

☐ 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 will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT 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 ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date _____

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4.0 CEQA ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

4.1.1 Impact Analysis

a. Would the project have a substantial effect on a scenic vista?

No Impact. A scenic vista is a view of an area that is visually or aesthetically pleasing. Scenic vistas can include views of natural lands and compositions of natural and developed areas. Scenic vistas can include vistas of undisturbed natural areas, unique or unusual features forming an important or dominant portion of a viewshed, and distant vistas offering relief from less attractive nearby features. The project site is surrounded primarily by single-family residential land uses to the northwest and northeast and multi-family residential uses to the southwest and southeast. There are no designated scenic roadways adjacent to or near the project site. The City's General Plan identifies the Santiago Hills, San Joaquin Hills, natural watercourses, and the artificial lakes (Woodbridge Lakes and the Wiliam R Mason Regional Park lakes) as notable visual resources within the City. None of these notable resources are visible from the project site due to intervening structures, trees, fencing, and their distance from the project site. The nearest resource would be North Woodbridge Lake, which is approximately 1.6 mile southwest of the project site. The project would not have a substantial effect on a scenic vista. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

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. The California Department of Transportation (Caltrans) Scenic Highway Mapping System identifies State Route 1 (SR-1, Pacific Coast Highway) as the nearest State-designated scenic highway to the project site. The State-designated scenic portion of SR-1 runs north/south along the Pacific

coastline. SR-1 starts near the community of Legett in Mendocino County and extends south for approximately 656 miles until it reaches its southern terminus in Dana Point, Orange County. For purposes of this analysis, only the portion of SR-1 in Orange County is of concern as relates to the proposed project. At its closest point, this portion of SR-1 is approximately 10 miles southwest of the project site and is not visible from the project site. Therefore, the project would not affect any scenic resources within a State scenic highway. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The project site is located in an urbanized portion of the City of Irvine and is currently partially developed with an existing parking lot, landscaping, and temporary church building. The remainder of the project site is undeveloped. The proposed project intends to demolish the existing building and replace it with the proposed church, rectory, and parish hall on the northeastern half of the project site. The parking lot on the other half of the project site would be demolished to construct the residential portion of the proposed project.

The proposed project intends to improve aesthetic and visual quality within the project site through the incorporation of landscaping in tandem with the architectural elements of the proposed church development. The project site is currently only partially developed with a parking lot and an existing temporary church building. The existing temporary church building would be replaced with a permanent church building and the parking lot would be redeveloped with a new configuration, lighting, and landscaping. Accordingly, the new proposed church and residential development would result in an overall new visual landscape. The project site and areas to the southwest and southeast are within the Medium-High Density Residential zoning district (Zone 2.4C) of Planning Area 8 (Northwood Planning Area).[1] Attached Residential uses are a permitted use within the Medium-High Density Residential zoning district, whereas Churches (and other places of religious worship) are conditionally permitted uses. The existing church was developed subject to a Conditional Use Permit (CUP) issued in May 1998, CUP 30614-CPU. The proposed project would require a major modification to the existing CUP to allow for development of the proposed church facilities and residential development.

Surrounding Character and Scenic Quality. The area surrounding the project site consists of single-family residential land uses to the northwest and northeast and multi-family residential uses to the southwest and southeast. In the neighboring areas there are several public parks, including Orchard Park to the west, and Sycamore Park and Coralwood Park to the north. In addition to the previously mentioned parks, the Northwood Planning Area contains several parks including the Racquet Club Park, Brywood Park, Blue Gum Park, Pepperwood Park, Pinewood Park, Carrotwood Park and Northwood Community Park (Castle Park).

[1] City of Irvine. 2024. City of Irvine Zoning Map. <https://cityofirvine.org/community-development/zoning> (accessed September 16, 2025).

From the north, the project site's address signage, landscaping, and existing building is visible from Trabuco Road but is also obstructing the view of the site. From the southwest (Roosevelt Road), views of the proposed project consist of mature trees, the existing building and associated plaza, along with other landscaping elements and the parking lot. From the south, intervening structures such as the fence, landscaping, mature trees, obstruct visibility to the project site. From the west, views of the existing parking lot, shrubs, vegetation and the existing building are visible from Remington.

As stated above, the project site's temporary church building was completed under a CUP (CUP 30614-CPU), issued in May 1998. To accommodate the proposed project, the CUP would require a major modification request, which would include the design standards to which the project will be required to conform. The proposed project would replace the existing church building, parking lot, and landscaping, with a new church, rectory, and parish hall. The gothic revival architectural design of the church buildings and associated landscaping would differ from the existing views of the project site, but would be consistent with the requirements of the current and modified CUP.

The proposed multi-family dwelling units would be required to comply with the applicable development standards identified in Section 3-37-15 of the City's zoning ordinance. Per Section 3-37-15, the proposed residential buildings would be required to comply with a maximum building height of 50 feet, a front setback of 15 feet from the local roadways (Remington and Roosevelt), a side and rear setback of 10 feet plus two feet for every five feet in height over 30 feet. The residential units would be designed to blend with the visual character of the existing residential surroundings.

The proposed project includes church buildings that would be consistent with the overall size permitted under the CUP. Beyond the church, parish hall, and rectory, the CUP allows for development of a multi-purpose building and administrative building, neither of which are included in the proposed project. The church building development would be less intensive than what is currently allowed under the CUP. From the surrounding area, the most visually noticeable feature of the proposed church structures would be the two church bell towers. The current CUP allows for a 70 foot tall church steeple. The proposed project includes two 64 foot tall belltowers capped by two 6 foot crosses. The height of the belltowers would be consistent with the steeple provided for under the current CUP.

As the residential portion of the proposed project would be developed in compliance with existing zoning and applicable design standards, including any approved State Density Bonus Law waivers and concessions, it is anticipated that the residential buildings would be consistent with the architecture of the surrounding development. The church buildings would be consistent with what is already permitted under the current CUP. Accordingly, the project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant and no mitigation would be required. This topic will not be analyzed further in the EIR.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Under existing conditions, the project site is lighted by nine existing light poles located on the periphery and between the drive aisles of the parking lot, as well as exterior lighting mounted on the existing church building. The pole mounted lights are directed downward and do not produce glare that affects the surrounding area. The remainder of the project site is currently undeveloped and has no lighting. Existing sources of light in the vicinity of the project site are typical of residential areas of the City and include streetlights, exterior lights mounted on buildings, interior lighting, pole-mounted lighting in pedestrian areas, and the headlights of automobiles passing through on adjacent roadways. Lighting from the existing surrounding residential developments also contribute to the background lighting in the project vicinity.

The proposed project would include both indoor and outdoor lighting within the project site. Outdoor lighting proposed at the church development would include pole lights interspersed around the church parking lot, specifically towards the walking paths. Additionally, lighting would be installed on the church development including path lights, tree up lights, and wall lights. The proposed lighting for the church development would be limited to the church exterior and single- and double-headed 15-foot LED light poles would be installed along the residential side of the main driveway from Remington and adjacent to the residential building ends along both sides of the center private way aisle. A double headed LED light pole would be installed in the guest parking area, adjacent to the pocket park. The lighting for the proposed residential development would also incorporate pole lights interspersed within the parking lot and pedestrian paths. Lighting along the exterior of the residential units would be shielded in order to minimize potential glare. All light fixtures would be LED luminaires designed and oriented to minimize light pollution and glare adjacent properties while also meeting the light distribution requirements for the area. In addition, all exterior lighting would follow the latest edition of the IESNA Lighting Handbook, 10th Edition,[1] and the 2025 State Building Energy Efficiency Standards (Title 24), which governs structural safety and sustainability for California's public building. Furthermore, all exterior lighting installed within the project site would conform to the City's Municipal Code Chapter 3-16 (Outdoor Lighting), which requires all outdoor lighting to be designed and installed so that all direct rays are confined to the site and adjacent properties from glare.[2]

Lighting for the proposed project would differ from lighting under existing conditions because new lighting sources would be introduced to currently vacant areas of the project site. However, the surrounding area is highly developed and already produces a substantial amount of ambient light. New lighting sources introduced under the proposed project would not generate artificial light levels that are out of character with the surrounding area. Furthermore, lighting associated with the proposed project would also be designed and shielded to direct light downward and away from

1 Illuminating Engineering Society of North America (IESNA). 2011. The Lighting Handbook: Reference and Application, 10th Edition. https://ies.org/standards/lighting-library/ (accessed January 9, 2026).

2 City of Irvine. Zoning Ordinance of the City of Irvine, California. Chapter 3-16. – Lighting. https://library.municode.com/ca/irvine/codes/zoning?nodeId=ZOOR_DIV3GEDESTLAUSRE_CH3-16LI_S3-16-1LI (accessed September 16, 2025).

adjacent properties and public rights-of-way, and landscaping would be incorporated, where appropriate, to provide additional screening of lighting and reflective surfaces. Accordingly, the design of the proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

4.2 AGRICULTURE AND 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 the 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 the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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 of forest land to non-forest use?	☐	☐	☐	☒

4.2.1 Impact Analysis

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?

No Impact. The project site is located in an urbanized and developed portion of the City of Irvine. Pursuant to Government Code Section 65570, the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) compiles consistent, timely, and accurate data to decision makers for use in planning for the present and future of California's agricultural land resources. The FMMP provides maps and statistical data to the public, academia, and local, State, and federal governments on the nature, location, and extent of farmland, grazing land, and urban built-up areas in the State. According to the California Department of Conservation's California

Important Farmland Finder, the project site is designated as Urban and Built-Up Land.[1] The project site does not contain any agricultural soils and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the proposed project would not convert any existing Farmland to a non-agricultural use. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, is a nonmandated State program, administered by counties and cities to preserve agricultural land and discourage the premature conversion of agricultural land to urban uses. According to the California Department of Conservation California Williamson Act Enrollment Finder, City of Irvine did not report any Williamson Act data in 2024.[2] Therefore, the project site would not conflict with any agricultural zoning or Williamson Act contract sites. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

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 project site is not located within an area zoned for forest land, timberland, or timberland zoned Timberland Production, nor would it result in rezoning of these resources. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

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

No Impact. As described above, the project site is urbanized and developed and does not contain forest land. Accordingly, the proposed project would not result in the loss or conversion of forest land to non-forest use. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

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 or conversion of forest land to non-forest use?

No Impact. Refer to the responses above. The proposed project would not affect any Farmland or forest land and would not result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

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1 California Department of Conservation. n.d. California Important Farmland Finder. <https://maps.conservation.ca.gov/dlrp/ciff/App/index.html> (accessed September 16, 2025).

2 California Department of Conservation. n.d. California Williamson Act Enrollment Finder. DLRP Important Farmland Finder. <https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/index.html> (accessed October 31, 2025).

4.3 AIR QUALITY

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b. 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?	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The project site is within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is the regional government agency that monitors and regulates air pollution within the Basin. The federal Clean Air Act mandates the control and reduction of specific air pollutants and charges the United States Environmental Protection Agency (USEPA) with establishing ambient air quality standards (National Ambient Air Quality Standards [NAAQS]) for specific "criteria" pollutants, designed to protect public health and welfare. Similarly, the California Clean Air Act charges the California Air Resources Board (CARB) with establishing the California Ambient Air Quality Standards (CAAQS) for the same criteria pollutants, as well as three additional pollutants. The primary criteria pollutants include carbon monoxide (CO), volatile organic compounds (VOCs), nitrogen oxides (NO_X), particulate matter less than 10 microns in size (PM_{10}), sulfur dioxide (SO_2), and lead (Pb). Secondary criteria pollutants include ozone (O_3), and particulate matter less than 2.5 microns in size ($PM_{2.5}$). The ambient air quality standard for each criteria pollutant represents the level that is considered safe to the public and avoids specific adverse health effects associated with each criteria pollutant.

Areas that meet the AAQS for a criteria pollutant are described being in “attainment” of the AAQS. If the area exceeds the AAQS for a criteria pollutant it is described as being in “nonattainment” of the AAQS. If an area is now in attainment of the AAQS after being in nonattainment, it is described as being in “maintenance” of the AAQS. The Basin is in nonattainment of the federal and State standards for O_3 and $PM_{2.5}$, and nonattainment for the State standard for PM_{10}. In addition, the Basin is in attainment/maintenance for the federal PM_{10}, CO, SO_2, and nitrogen dioxide (NO_2) standards.

4.3.1 Impact Analysis

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

b. 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?

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The proposed project is located in an area of residential development with existing housing and sensitive receptors located along all four sides of the project site. Proposed project construction would produce emissions from use of construction equipment, including equipment used to complete a substantial amount of excavation in order to construct the underground parking garage for the Church. Construction would also include export of excavated fill material via dump truck throughout construction. Project operations would result in increased emissions from passenger car use by new residents and potential new parishioners. Accordingly, both construction and operation would result in an increase in pollutant concentrations in the city and surrounding region. This increase could contribute to existing air pollution in the Basin and has the potential to exceed regional air emission thresholds established by the SCAQMD. During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by site preparation, grading activities, and excavation. Emissions from construction equipment are also anticipated and would include CO, NO_X, VOCs, directly emitted $PM_{2.5}$ or PM_{10}, and toxic air contaminants such as diesel exhaust particulate matter. Long-term air quality impacts would consist of mobile source emissions generated from project-related traffic, and emissions from stationary area and energy sources. Therefore, impacts related to conflict with or obstruction of implementation of an applicable air quality plan, resulting in a cumulatively considerable net increase of a criteria pollutant, and exposing sensitive receptors to substantial pollutant concentrations would be **potentially significant** and will be evaluated in the EIR. The EIR will recommend appropriate mitigation measures, if necessary.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The 1993 SCAQMD *CEQA Air Quality Handbook*,[1] states that land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project includes development of a church and associated facilities and a residential development and would not include any of these uses. Potential odor sources during operation of the proposed project would include trash storage areas. As mentioned previously, the proposed project would provide a trash enclosure for the church near the northern corner of the project site adjacent to Trabuco Road. This trash enclosure would be shielded by a 6-foot freestanding wall, trees, and hedging. The residential portion of the proposed project would include two trash enclosures. The first trash enclosure, which would be located near the northwest corner

[1] South Coast Air Quality Management District (SCAQMD). 1993. *CEQA Air Quality Handbook.*

of the site adjacent to Remington, would be shielded by trees and vegetation. The second trash enclosure would be located along the secondary driveway near the center of the site between the residential and church development. Once operational, the proposed project would be required to comply with Section 4-11-610 of the Municipal Code, requiring that all trash bins and dumpsters be kept within a trash enclosure, maintained in a clean and sanitary condition, and screened from public view. Furthermore, the Church would ensure that regular garbage service is secured, ensuring that residential and church produced garbage is removed from the site at a regular interval. Accordingly, operation of the proposed project would not result in odors that would adversely affect a substantial number of people.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, the proposed project would be required to comply with State regulations (CCR, Title 13, § 2449(d)(3) and § 2485) requiring minimization of construction equipment idling time either by shutting off equipment when not in use or by reducing idling times to no more than five minutes. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

4.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

The following analysis is based upon information presented in the *Biological Resources Assessment* (BRA) prepared by Carlson Strategic Land Solutions in April 2026, included as Appendix A to the IS/NOP.

4.4.1 Impact Analysis

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 Service?

Less Than Significant Impact. Preparation of the BRA involved a literature review, record search, and field surveys by qualified biologists in order to determine the existing and potential for

occurrence of sensitive or special-status plant and wildlife species[1] within the project site or its vicinity. Current electronic database reviews included the California Natural Diversity Database (CNDDB), the Information for Planning and Consultation tool, and the United States Fish and Wildlife Service (USFWS) Critical Habitat database. In addition to these databases, the review included historic and current aerial imagery, existing environmental reports for developments in the project vicinity, and regional habitat conservation plans and local land use policies related to biological resources.

An initial field survey conducted on April 11, 2024, included a pedestrian review of general site conditions, vegetation, and suitability of habitat for various special-status species. The project site is developed and also consists of primarily disturbed habitat with some ornamental plant species in the parking lot and frontage of the existing building. The portion of the project site located to the northeast consists of disturbed habitat including mouse barley (*Hordeum murinum*), bristly ox-tongue (*Helminthotheca echioides*), cheeseweed (*Malva parviflora*), summer mustard (*Hirschfeldia incana*), lemon scented eucalyptus (*Corymbia citriodora*), carrotwood (*Cupaniopsis anacardioides*), castor bean (*Ricinus communis*), date palm (*Phoenix dactylifera*), bougainvillea (*Bougainvillea spp.*), and vinegar trees (*Lophostemon confertus*). This area is mowed regularly and utilized as overflow parking for the church. The southwest portion of the project site contains ornamental species, specifically Monterey Pines (*Pinus Radiata*). Southwest of the existing building contains parking lot landscaping which includes typical ornamental trees and shrubs such as Indian hawthorne (*Rhaphiolepsis indica*), African iris (*Dietes bicolor*), Japanese pittosporum (*Pittosporum tobira*), vinegar tree, Brazilian peppertree (*Schinus terebinthifolia*), London plane (*Platanus Ã x acerifolia*), bougainvillea, glossy privet (*Ligustrum lucidum*), and creeping juniper (*Juniperus horizontalis*).

According to the BRA, no candidate, special status or sensitive plant or wildlife species were identified as having potential to occur onsite, nor were these species detected onsite during the field survey. Furthermore, due to the disturbed vegetation communities and land covers within and surrounding the project site, suitable habitats for plant or wildlife species that would be considered special status are not present. In addition, the building perimeter was surveyed to evaluate bat presence, identify potential bat day-roosting habitat, and signs of other cavity nesting wildlife. The building was visually examined for evidence of cavity nesting wildlife and bat use (e.g., presence of guano, evidence of day roost use, culled insect parts, urine staining, odors associated with bats, bird droppings, etc.). No indicative signs were observed and it was determined additional surveys for bats were not warranted.

The project site does provide limited suitable habitat for various common avian species in the form of ornamental trees and shrubs and existing building eaves. While these common species are not

[1] For the purposes of this analysis, the term "special-status species" refers to those species that are listed or proposed for listing under the California and Federal Endangered Species Acts (CESA and/or FESA, respectively); California Fully Protected Species; plants with a California Rare Plant Rank of 1, 2, or 3; California Species of Special Concern; and California Special Animals. It should be noted that "Species of Special Concern" and "California Special Animal" are administrative designations made by the CDFW and carry no formal legal protection status. However, Section 15380 of the *State CEQA Guidelines* indicates that these species should be included in an analysis of project impacts if they can be shown to meet the criteria of sensitivity outlined therein.

federally or State listed as threatened or endangered, they are protected under the Migratory Bird Treaty Act (MBTA) and Fish and Game Code (FGC) Section 3503 and therefore considered sensitive under CEQA. Since implementation of the project would require the removal of buildings, ornamental trees, and shrubs, all of which are potential nesting habitat, compliance with federal and state avian protections would be required. Implementation of Regulatory Compliance Measure (RCM) BIO-1 identified below would provide compliance with MBTA and FGC Section 3503 through implementation of pre-construction bird surveys during nesting periods to identify and avoid adverse effects to nesting birds.

Regulatory Compliance Measure:

RCM BIO-1 **Nesting Bird Surveys.** Prior to issuance of any grading permit that would impact potentially suitable nesting habitat for avian species, the project applicant shall adhere to the following:

1. Vegetation removal activities shall be scheduled outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to the extent feasible to avoid potential impacts to nesting birds and/or ground nesters.

2. Any construction activities that occur during the typical nesting season (February 15 to August 15 for songbirds; January 15 to August 31 for raptors) will require that all suitable habitat, on-site and within 300 feet surrounding the site (as feasible), be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement ground disturbances. If active nests are identified, the biologist would establish buffers around the vegetation (500 feet for raptors and sensitive species, 200 feet for non-raptors/non-sensitive species). All work within these buffers would be halted until the nesting effort is finished (i.e., the juveniles are surviving independently from the nest). The on-site biologist would review and verify compliance with these nesting boundaries and would verify the nesting effort has finished. Work can resume within these areas when no other active nests are found. Alternatively, a qualified biologist has the discretion to determine the size of an appropriate no-work buffer based on species/active nest observed. The reduced buffer determined by nesting species, would be monitored and a monitoring plan would be submitted to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to City for mitigation monitoring compliance record keeping.

The proposed project impacts would be less than significant since no substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status would occur through compliance with MBTA and FGC 3503 and this topic will not be analyzed further in the EIR.

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, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. Under Section 1602 of the California Fish and Game Code, the CDFW has jurisdiction over rivers, streams, and lakes, as well as any riparian vegetation associated with those features. According to the BRA, no riparian habitat or special-status natural communities are present within the biological resources study area for the proposed project. Therefore, construction and operation of the proposed project would not have the potential to adversely impact any riparian habitat or other sensitive natural communities. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. As previously stated, part of the project site has been previously developed and is within a highly urbanized area. According to the BRA, no potential jurisdictional waters regulated pursuant to the Clean Water Act by the USACE or the Regional Water Quality Control Board, and no lake, rivers, or streambeds regulated by the CDFW pursuant to the California Fish and Game Code are present within the biological resource study area of the proposed project. However, according to the United States Fish and Wildlife National Wetlands Inventory Mapper,[1] there is an existing emergent wetland habitat, channelized in the Trabuco Road roadway within an existing canal, approximately 300 feet north of the project site. The project would be designed to avoid this existing emergent wetland habitat in order to ensure no impacts to the habitat would occur. Therefore, the proposed project would have no impact on State or federally protected wetlands. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

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?

No Impact. Wildlife movement and habitat fragmentation are important issues in assessing effects to wildlife. Habitat fragmentation occurs when a proposed action results in a single, unified habitat area being divided into two or more areas such that the division isolates the two new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or from one habitat type to another. An example is the fragmentation of habitats within and around "checkerboard" residential development. Habitat fragmentation can also occur when a portion of one or more habitats is converted into another habitat, as when scrub habitats are converted into annual grassland habitat because of frequent burning.

The project site does not lie within a designated wildlife corridor and is generally surrounded by residential uses. The proposed project would not interfere with regional wildlife movement as there

[1] United States Fish and Wildlife Service (USFWS). National Wetlands Inventory. <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/> (accessed October 14, 2025).

is no recreational space near or within the project site vicinity. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

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

Less Than Significant Impact. The City regulates trees within the public right of way and within parking areas (see City of Irvine Municipal Code Chapter 3-15-4 (Boundary landscaping requirements) and Chapter 3-15-5 (Parking area landscape and screening requirements). In addition, the City has an Urban Forest Master Plan and urban forestry ordinance (see City of Irvine Municipal Code Chapter 4 (Urban Forestry)). Among other issues addressed, the urban forestry ordinance seeks to protect native oaks, native sycamores, and eucalyptus trees that are part of the City's historic eucalyptus windrows. The proposed project would remove trees along the southeastern periphery of the project site and two eucalyptus trees would be removed along Trabuco Road to allow for development of a driveway onto the project site. As described in Section 5-7-404 of the City's Municipal Code, these trees appear to meet the requirements to qualify as part of the City's historic eucalyptus windrows.

Prior to removing trees from the project site, the Project Applicant would obtain a tree removal permit under the City's Tree Removal Ordinance (Section 5-7-410). The permit must be granted by the Director of Community Development prior to the removal of any trees or historical trees. The project would be required to adhere to the Tree Removal Ordinance. Adherence to this ordinance would ensure that the proposed project would not conflict with any local policies or ordinances protecting biological resources. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

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

No Impact. The Natural Communities Conservation Planning Act was enacted to encourage broad-based planning to provide for effective protection and conservation of the State's wildlife resources while continuing to allow appropriate development and growth. Natural Community Conservation Plans (NCCPs) may be implemented that identify measures necessary to conserve and manage natural biological diversity within the planning area, while allowing compatible and appropriate economic development, growth, and other human uses. Orange County has adopted a Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP); however, the proposed project is not mapped within the boundary of the Orange County NCCP/HCP. Because the project site is not located within a NCCP/HCP Reserve area, the proposed project would have no impacts pertaining to conflicts with an adopted NCCP or other plans. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

The following analysis is based upon information presented in the *Cultural Resource Survey Report* (CRSR) prepared by LSA Associates, Inc. in November 2025, included as **Appendix B** to the IS/NOP.

4.5.1 Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

No Impact. Enacted in 1966, the National Historic Preservation Act established the National Register of Historic Places (National Register) program under the authority of the Secretary of the Interior. The National Register is managed by the National Park Service and serves as the nation's official list of historic and cultural resources. On the state level, the Office of Historic Preservation, a division of the California Department of Parks and Recreation, administers the California Register of Historical Resources (California Register), which was established to serve as an authoritative guide to the State's significant historical and archaeological resources.

The project site is currently developed with a temporary church building, parking lot, and landscaped area. According to the Conditional Use Permit, the temporary church building was developed in 1998, which means that the building is less than 45 years old. The project site does not contain any historical resources as the temporary church building is not of historic age (45 years or older). Therefore, the proposed project would not have potential to cause a substantial adverse change in the significance of a historical resource. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Potentially Significant Impact. A preliminary geotechnical report was prepared for the proposed project (see **Appendix C, *Geotechnical Subsurface Evaluation***) and the analysis of the project site included four hollow-stem auger borings in areas around the Church drilled to depths ranging from approximately 10 to 70 feet below the existing grade. The borings indicated that the project site is underlain by Young Alluvial Fan Deposits (Qyf) topped with artificial fill. The depth of this artificial fill was found to range from approximately one to two feet below existing grade. Artificial fill is typically not anticipated to include significant archaeological resources.

The proposed project would involve demolition of the existing church building and the parking lot and excavation for the underground parking garage and the columbarium (refer to Section 2.4.6 for excavation depth and soil removal). A cultural resource record search was conducted at the California Historical Resource Information System's (CHRIS) South Central Coastal Information Center (SCCIC). The results of the record search identified that no cultural resources exist within the project site and that two resources were recorded along Trabuco Road over 0.25 mile southeast of the project site. The two resources consisted of an isolated pestle fragment and a one-story wooden house built circa 1915, which no longer exists. A pedestrian field survey was conducted on November 11, 2025, and no visible archaeological material was found during the survey.

Based on the results of the record search and pedestrian field survey, it was determined that the project site has limited potential to yield archaeological resources, and no further archaeological work was recommended under the proposed project. However, as the proposed project would include ground disturbance in the form of excavation and grading, there is potential for inadvertent discovery of previously unrecorded resources**.** In the event of an inadvertent archaeological discovery the project has potential to result in potentially significant impacts to archaeological resources. Therefore, this topic will be analyzed further in the EIR and any appropriate mitigation measures would be identified.

c. Would the project disturb any humans remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. No known human remains are present within the project site. As described previously, buried and undiscovered archaeological remains, including human remains, have the potential to be present below the ground surface in portions of the project site. Disturbing human remains could violate the State's Health and Safety Code, as well as destroy the resource. In the unlikely event that human remains are encountered during grading activities associated with the proposed project, the proper authorities would be notified, and standard procedures for the respectful handling of human remains during the earthmoving activities would be adhered to. Construction contractors are required to adhere to California Code of Regulations (CCR) Section 15064.5(e), Public Resources Code (PRC) Section 5097, and Section 7050.5 of the State's Health and Safety Code. To ensure proper treatment of remains in the event of an unanticipated discovery of a burial, human bone, or suspected human bone, State law requires that all excavation or grading in the vicinity of the find halt immediately, the area of the find be protected, and the contractor immediately notify the County Coroner of the find. Compliance with these provisions, as specified in the RCM CUL-1 below, would ensure that any potential impacts to unknown buried human remains would be less than significant by ensuring appropriate examination, treatment, and protection of human remains as required by State law. Incorporation of RCM CUL-1 would reduce any potential impacts to human remains to less than significant, and this topic will not be analyzed further in the EIR.

Regulatory Compliance Measure:

RCM CUL-1 **Human Remains.** In the event human remains are encountered during project construction, the Orange County Coroner must be notified of the find immediately. State Health and Safety Code Section 7050.5 and *State CEQA Guidelines* Section

15064.5(e)(1) state that no further disturbance shall occur to the area of the find until the County Coroner has made a determination of origin and disposition of the human bone pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC) by phone within 24 hours, and the NAHC shall then immediately determine and notify a Most Likely Descendant (MLD), who, with the permission of the landowner or his/her authorized representative, may inspect the site of the discovery. The MLD shall complete the inspection and make recommendations or preferences for treatment of the remains within 48 hours of being granted access to the site.

4.6 ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☒	☐	☐	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

4.6.1 Impact Analysis

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

Potentially Significant Impact. The proposed project would result in increased energy use, both through construction and operation. During construction, the proposed project would require grading, site preparation, substantial excavation, and building activities. Project construction would require use of energy for the manufacture and transportation of building materials, grading activities, removal of excavated soils, and building construction. Although it is anticipated that electricity would be used, fossil fuels (e.g., diesel and gasoline) would be the primary sources of energy employed during construction. Fossil fuels would be used by construction vehicles and equipment during grading, excavations, building construction, paving, and application of architectural coatings. Energy consumed during project operations would be primarily electricity associated with project site lighting, appliance use, and heating. In addition, gasoline and diesel fuel would be used for vehicle trips undertaken by residents, parishioners, and site visitors. Accordingly, the proposed project would increase the consumption of electricity and natural gas used at the project site and in Orange County. Energy use associated with the proposed project may result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. This topic will be evaluated in the EIR.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Potentially Significant Impact. The City adopted a comprehensive Strategic Energy Plan in 2020, which includes recommendations for increasing energy efficiency throughout the City. While most of these recommendations are only directly applicable to City functions, some are relevant to residential development in Irvine. These recommendations include joining a Community Choice Energy (CCE) electricity supplier and reducing or removing administrative obstacles to energy storage, electric vehicles, and building electrification. In furtherance of meeting these recommendations, the City has membership in the Orange County Power Authority, a locally governed Community Choice Aggregation (CCA) agency that has developed the Community Power Plan focused on providing renewable energy to the local community.

State plans for renewable energy and energy efficiency include the California Energy Commission's Integrated Energy Policy Report (IEPR), the California Public Utilities Commission's (CPUC) Energy Efficiency Strategic Plan (CPUC Strategic Plan), and the 2022 Climate Change Scoping Plan (2022 Scoping Plan). The IEPR includes recommendations for electrification of buildings, use of energy efficient appliances, and reduced reliance on fossil fuels such as natural gas. Similarly, the CPUC Strategic Plan provides recommendations that include movement towards Zero Net Energy (ZNE) residential development, building electrification, and maximizing energy efficiency. The 2022 Scoping Plan sets a goal for achieving carbon neutrality by 2045 through measures such as reducing the State's GHG emissions and transitioning away from use of fossil fuels. Appendix D to the Scoping Plan includes strategies for local agencies to employ in helping achieve the State's climate goals. Key strategies include facilitating all-electric new construction for residential and commercial uses and reducing vehicle miles traveled. The recommendations in these plans have influenced the California Code of Regulations Title 24, Part 6 (Building Energy Efficiency Standards) and the California Green Building Standards Code Title 24, Part 11 (CALGreen) standards, as well as local planning efforts, all relevant to development of the proposed project.

The proposed project would be largely consistent with the goals, strategies, recommendations, and standards described above. Under CEQA, the proposed project's energy consumption would be required to comply with the California Code of Regulations Title 24, Part 6 and the CalGreen standards as they are both mandatory State requirements for new construction and development. The proposed residential development would be fully electric with no installation of natural gas lines and each dwelling unit would be equipped for electric vehicle charging. The buildings included in the proposed residential development would be solar ready. Similarly, the new church, rectory, and parish hall would be designed to be compliant with applicable State and regional plans, reducing reliance on fossil fuels. Exterior lighting throughout the project site would utilize LEDs, substantially reducing energy consumption. However, the project has potential to result in significant VMT impacts (see Section 4.17, Transportation). This would potentially conflict with the VMT reduction strategies in the 2022 Scoping Plan. Accordingly, this topic will be further evaluated in the EIR. The EIR will recommend appropriate mitigation measures, if necessary.

4.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause 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.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☒	☐	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐
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?	☒	☐	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☒	☐	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐

4.7.1 Impact Analysis

a. Would the project directly or indirectly cause 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.

No Impact. The Alquist-Priolo Earthquake Fault Zoning Act of 1972 (Alquist-Priolo Act) establishes regulatory zones surrounding surface traces of active faults within California in order to reduce losses from surface fault rupture. Alquist-Priolo earthquake fault zones are periodically mapped by the California Geological Survey, a division of the California Department of Conservation (DOC), in compliance with the Alquist-Priolo Act.

According to the California Department of Conservation, the project site is not located within a currently mapped Alquist-Priolo Earthquake Fault Zone, and no active faults have been mapped in proximity to the project site. The nearest active Alquist-Priolo mapped fault is the North Branch

Fault in the Newport-Inglewood-Rose Canyon Fault Zone, approximately 11 miles west of the project site.[1] Therefore, the potential for surface fault rupture within or in the vicinity of the project site is considered low, and the proposed project would not directly or indirectly cause potential substantial adverse effects related to surface rupture of a known earthquake fault. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

ii. Strong seismic ground shaking?

Potentially Significant Impact. Ground shaking due to seismic events (earthquakes) would typically be considered the greatest source of potential damage to structures. Seismic shaking is characterized by the physical movement of the land surface during and subsequent to an earthquake. Seismic shaking has the potential to cause destruction and damage to buildings and property, including damage resulting from damaged or destroyed gas or electrical utility lines; blockage of surface seepage and groundwater flow; changes in groundwater flow; dislocation of street alignments; displacement of drainage channels and drains; and possible loss of life.

While the project site is not located within an Alquist-Priolo Earthquake Fault Zone (see Response to 4.7.1 a-i), it is located within Southern California, which is a seismically active region containing various active and inactive faults. According to the United States Geological Survey (USGS) Quaternary Faults, the closest active fault to the project site is the San Joaquin Hills Thrust fault, located approximately 2.3 miles southeast of the project site, followed by the Newport-Inglewood Rose Canyon fault, located approximately 7.5 miles to the southwest. While the proposed project could be affected by strong seismic ground shaking originating from a nearby fault, the intensity of ground shaking would depend upon several factors, including but not limited to, distance from the fault, earthquake magnitude, and site characteristics. Because the potential effects of strong seismic shaking on all project components is unknown at this time, impacts would be potentially significant and will be evaluated in the EIR.

The proposed project would be developed in compliance with the California Building Code (CBC), and would be required to meet the CBC's seismic design provisions (primarily found in Chapters 16, Structural Design, and 16A, Structural Design), requiring use of construction techniques to ensure that all new buildings are designed to withstand strong seismic ground shaking. However, while a Preliminary Geotechnical Report was prepared for the proposed project, this report did not account for the proposed underground parking garage or basement level of the proposed church. Accordingly, a Geotechnical Report evaluating the entire proposed project will be prepared that will include applicable design and construction recommendations that would be implemented to address potential geologic hazards, including strong seismic ground shaking. These design and construction recommendations will be discussed in the EIR along with appropriate mitigation measures, if necessary.

[1] California Department of Conservation, California Geographic Survey, Earthquake Zones of Regular Investigation <https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/#data_s=id%3AdataSource_4-191d8e93088-layer-27%3A28682> (accessed December 17, 2025).

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. . Liquefaction is caused by sudden temporary increases in pore water pressure due to seismic densification or other displacement of submerged granular soils. Layers of loose sand and sandy silt may be subject to liquefaction if these materials are or were to become submerged and are also exposed to strong seismic ground shaking. Seismic ground shaking of relatively loose granular soils that are saturated or submerged can cause the soils to liquefy and temporarily behave as a dense fluid. This loss of support can produce local ground failure such as settlement or lateral spreading that may damage overlying improvements. Liquefaction commonly occurs when three conditions are present simultaneously: (1) high groundwater; (2) relatively loose, cohesion-lacking, primarily sandy soil; and (3) earthquake-generated seismic waves.

Per the California Geological Survey Seismic Hazards Program, an area identified as a liquefaction zone is located approximately 0.3-mile to the west of the project site.[1] However, the project site has not been identified as being susceptible to liquefaction. Regardless, an updated Geotechnical Report accounting for the proposed two story underground parking garage and columbarium is being prepared and will evaluate these additional features for susceptibility to seismic-related ground failure, including liquefaction. The updated Geotechnical Report will include design and construction recommendations to address potential geologic hazards that may result in potentially significant impacts to the proposed project. Therefore, this topic will be analyzed in the EIR. Design and construction recommendations will be discussed in the EIR along with appropriate measures to mitigate significant impacts, if necessary.

iv. Landslides?

Less Than Significant Impact. The project site is generally flat and not located on or adjacent to any steep slopes. According to Figure 4.5-2 (Deep-Seated Landslide Susceptibility) in the City's General Plan Final Environmental Impact Report, the project site is not located within an area identified as a Landslide Hazard Area.[2] In addition, the California Geological Survey (CGS) has not mapped the project site as being located within a landslide hazard zone. No known landslides have occurred within the project site or its vicinity. Accordingly, the proposed project would not directly or indirectly cause potential substantial adverse effects related to landslides. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

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1 California Department of Conservation, California Geological Survey, Seismic Hazards Program: Liquefaction Zones < https://maps-cnra-cadoc.opendata.arcgis.com/datasets/cadoc::cgs-seismic-hazards-program-liquefaction-zones/explore?location=33.692576%2C-117.792971%2C14> (accessed April 1, 2026).

2 California Department of Conservation, California Geological Survey, Earthquake Zones of Regular Investigation <https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/#data_s=id%3AdataSource_4-191d8e93088-layer-27%3A28682> (accessed December 17, 2025).

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

Potentially Significant Impact. The primary concern in regard to soil erosion or loss of topsoil would be during the construction phase of the proposed project. The proposed project would include a substantial amount of excavation to accommodate the proposed underground parking garage and the basement level of the proposed church. These areas, along with grading and earthwork activities across the rest of the project site could temporarily expose soils to potential short-term erosion by wind and water. However, because construction of the proposed project would disturb greater than one acre of soil, the construction contractor would be required to adhere to the requirements of Construction General Permit (CGP). This would include preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of construction Best Management Practices (BMPs) during construction activities. Construction BMPs would include erosion and sediment control BMPs designed to minimize soil erosion and retain sediment on the project site.

Once operational, the proposed project would increase the proportion of impervious surface area within the project site. The proposed project would potentially result in increased peak flow runoff and volumes as compared to existing conditions. Accordingly, proposed project impacts associated with substantial soil erosion or loss of topsoil would be potentially significant, and this topic will be evaluated in the EIR. The EIR will recommend appropriate mitigation measures, if necessary.

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?

Potentially Significant Impact. The project site is relatively flat and there are no significant slopes or hills at or in the vicinity of the project site. However, the proposed project would include a substantial amount of excavation to accommodate the proposed underground parking garage and the basement level of the proposed church. This activity may make the site susceptible to lateral spreading, subsidence, liquefaction or collapse. Furthermore, the Geotechnical Report for the church portion of the project site states that some of the site soils are susceptible to hydro-collapse and require further analysis. Therefore, impacts associated with being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed project would be potentially significant and will be further evaluated in the EIR. As previously discussed, a Geotechnical Report evaluating the proposed project will be prepared and will include applicable design and construction recommendations that would be implemented to address potential geologic hazards, including being located on a geologic unit or unstable, resulting in potentially significant impacts. Design and construction recommendations would be required to comply with the California Building Code. These design and construction recommendations will be discussed in the EIR along with appropriate measures to mitigate significant impacts, if necessary.

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

Potentially Significant Impact. Expansive soils are characterized by their ability to undergo substantial volume changes (shrink or swell) due to variations in moisture content as a result of precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or

other factors. Expansive soils contain types of clay minerals that occupy considerably more volume when they are wet or hydrated than when they are dry or dehydrated. Volume changes associated with changes in the moisture content of near-surface expansive soils can cause uplift or heave of the ground when they become wet or, less commonly, cause settlement when they dry out.

While a Preliminary Geotechnical Report was prepared for the proposed project, this report did not account for the proposed underground parking garage or basement level of the proposed church. The results of testing conducted for the Preliminary Geotechnical Report did indicate that the soil has a "high to very high" potential for expansion. As previously discussed, a final Geotechnical Report evaluating the full proposed project will be prepared and will include applicable design and construction recommendations that would be implemented to address potential geologic hazards, including expansive soils, resulting in potentially significant impacts. Therefore, impacts associated with being located on expansive soil that would occur as a result of the proposed project that would be potentially significant and will be further evaluated in the EIR. These design and construction recommendations will be discussed in the EIR along with appropriate measures to mitigate significant impacts, if necessary.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The proposed project would not use septic tanks or alternative methods for disposal of wastewater into subsurface soils. The entirety of the City, as well as the project site, are currently served by an existing sewer system; accordingly, there is no need for septic tanks or other alternative wastewater systems. The proposed project would include one or more new sewer laterals to be extended as needed from the existing mainline sewer system, as described in Section 1.4.5. Therefore, the proposed project would not result in any impacts related to septic tanks or alternative wastewater disposal methods. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. According to the Paleontological Resources Memorandum, the project site is located within the Peninsular Ranges Geomorphic Province, a 900-mile-long northwest-southeast trending structural block with similarly trending faults. This block contains extensive pre-Cenozoic (more than 66 million years ago [Ma]) igneous and metamorphic rocks covered by Cenozoic (less than 66 Ma) sedimentary deposits.

Specifically, the project site is underlain by late Pleistocene to Holocene Young Alluvial Fan Deposits, formed roughly 129,000 years ago to 11,700 years ago. Young Alluvial Fan Deposits are considered to have low paleontological sensitivity from the surface to a depth of 10 feet and high paleontological sensitivity below that mark due to the presence of older material. Below depths of 10 feet, there is potential for the discovery of large and small mammal, reptile, fish, invertebrate, and plant fossils.

Artificial Fill is likely present on the project site due to the previous construction of the existing site conditions and adjacent roads in addition to the Young Alluvial Fan Deposits. Artificial Fill consists of sediments that have been removed from one location and transported to another location by human activity, rather than by natural means. The transportation distance can vary from a few feet to many miles, and composition depends on the source and purpose. Artificial Fill can sometimes contain modern debris such as asphalt, wood, bricks, concrete, metal, glass, plastic, and even plant material. Although Artificial Fill may contain fossils, these fossils have been removed from their original location and are thus out of stratigraphic context. Therefore, they are not considered important for scientific study, and Artificial Fill is considered to have no paleontological sensitivity.

According to the fossil locality search through the Natural History Museum of Los Angeles County (NHMLA), there are no known fossil localities within the project site. However, the search did identify two fossil localities in the general vicinity of the project site, with sediments similar in nature to those found underlying the project site. Based on this information, in conjunction with the high paleontological sensitivity of Young Alluvial Fan Deposits below 10 feet, there is the potential for paleontological resources to exist within the project site.

Excavation activities associated with the proposed project would reach a maximum depth of 25 feet, which would be associated with the underground parking garage for the proposed church development. Excavation activities under the proposed project have potential to reach depths of Young Alluvial Fan Deposits that would be considered paleontologically sensitive (10 feet or deeper). The proposed project may have a potentially significant impact related to undiscovered paleontological resources and will be evaluated in the EIR.

4.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

4.8.1 Impact Analysis

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. While the City of Irvine has prepared a Climate Action and Adaptation Plan (CAAP), the plan has yet to be formally adopted. Once adopted, the CAAP would serve as a roadmap for the City to reduce GHG emissions and adapt to climate change through local measures to reduce community-wide GHG emissions. The CAAP was prepared to be in alignment with the California Air Resources Board (CARB) 2022 Scoping Plan, including achieving carbon neutrality by 2045. Similarly, the 2022 Scoping Plan aims to reduce GHG emissions to 40 percent below 1990 levels by 2030 and achieving carbon neutrality no later than 2045. The South Coast Air Quality Management District (SCAQMD) has developed quantitative GHG significance thresholds intended to evaluate whether individual projects are consistent with these statewide reduction goals. SCAQMD's thresholds are designed to reflect the emissions reductions necessary to meet State and regional climate targets. Project construction and operations would produce greenhouse gas (GHG) emissions through the consumption of fuel and energy. Global climate change resulting from the increase of GHGs in the atmosphere is cumulative in nature as individual projects typically do not generate enough GHG emissions to substantially influence global climate change on their own. However, the proposed project could generate GHG emissions that could conflict with the applicable SCAQMD emissions thresholds as well as other plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Therefore, impacts associated with GHG emissions would be potentially significant and will be evaluated in the EIR.

4.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

4.9.1 Impact Analysis

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. State regulations define a "hazardous material" as a substance or combination of substances that may cause or significantly contribute to an increase in serious, irreversible, or incapacitating illness or may pose a substantial presence or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed (22 CCR Section 66261.10). Hazardous materials have the potential to impact public health and the environment, and risk is determined by the probability of exposure and to the inherent toxicity of a material.

Construction. Construction activities associated with the proposed project would use a limited amount of hazardous and flammable substances (e.g., oils, fuels) during heavy equipment operation for site excavation, grading, and construction. The amount of hazardous chemicals present during construction would be limited and would be used and stored in compliance with existing regulations (22 CCR Section 66265.173). The potential for the release of hazardous materials during project

construction is low, and even if a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or the environment due to the small quantities of these materials associated with construction vehicles.

Operation. The proposed project includes the development of a new church building, a rectory, a parish hall, and new residential dwelling units. In addition, paved parking lots and landscaped areas would be included in the proposed project. Day-to-day operation of the project would involve the use of potentially hazardous materials (e.g., solvents, cleaning agents, fertilizers, and pesticides) typical of institutional and residential land uses. When used correctly according to manufacturer recommendations and stored in compliance with existing laws and regulations (22 CCR Section 66265.173), these substances would not result in a significant hazard to people in the vicinity of the proposed project. The proposed project would not involve any large-scale manufacturing, industrial, or other uses utilizing large amounts of hazardous materials within the project site. Hazardous substances associated with institutional and residential land uses are typically limited in both amount and use such that they can be contained without impacting the environment. Accordingly, operation of the proposed project is not anticipated to use, store, dispose, or transport large volumes of hazardous materials. Therefore, potential impacts from the routine transport, use, or disposal of hazardous materials resulting from operation of the proposed project would be less than significant, no mitigation is required, and this topic will not be further analyzed in the EIR.

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?

Less Than Significant Impact. There are two primary ways that the public and/or the environment could be affected by the release of hazardous materials from the project site, including: (1) exposing workers and/or the public to potentially contaminated soil and groundwater during construction and/or operation of the project; or (2) exposing workers and/or the public to hazardous building materials (e.g., lead paint, asbestos) during demolition of existing structures.

As described above, construction and operation activities would require hazardous materials to be used at the project site. Improper use, storage, or handling could result in the release of hazardous materials into the environment which could pose a risk to construction workers and the public. However, the proposed project would be required to comply with existing government regulations in the use and disposal of these materials, and such materials would not be used in sufficient strength or quantity to create a substantial risk to human or environmental health. Furthermore, the proposed project would be required to implement a construction management plan that would identify applicable best management practices to avoid contamination of any hazardous materials within the project site and would be subject to review by the City staff. As stated above, operation of the project is not anticipated to use, store, or dispose large volumes of hazardous materials that could create a significant hazard to the public. Therefore, the proposed project would not create a significant hazard through the release of hazardous materials into the environment. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

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?

Less Than Significant Impact. Northwood Elementary School is the nearest school to the project site, located approximately 0.3 mile to the north. The proposed project is not anticipated to include handling of acutely hazardous materials, substances, or waste in significant quantities. Construction activities associated with the proposed project would use a limited amount of hazardous and flammable substances during heavy equipment operation for site excavation, grading, and construction. The amount of hazardous chemicals present during construction would be limited and their use would be in compliance with existing government regulations. Therefore, construction of the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

During operation of the proposed project, church events and activities in the residential development would not require the use, storage, disposal, or transport of large volumes of hazardous materials that could cause serious environmental damage in the event of an accident. Therefore, impacts related to hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school would be less than significant. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

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?

Less Than Significant Impact. Government Code Section 65962.5 states that the California Department of Toxic Substances Control (DTSC) shall compile and maintain annually a list (Cortese List) of hazardous waste facilities subject to corrective action. Cortese List data resources include the DTSC EnviroStor database, the State Water Resources Control Board (SWRCB) GeoTracker database, and other resources identified by the California Environmental Protection Agency (CalEPA).[1]

A Phase I Environmental Site Assessment & Phase II Site Investigation (Environmental Site Assessment/Investigation) for the project site was prepared by Enercon in June 2024 (see **Appendix D**). Preparation of the Environmental Site Assessment/Investigation included review of the DTSC Envirostor database and the SWRCB GeoTracker Database.

The DTSC Envirostor database identified four facilities within a one mile radius of the project site. Three of these sites, described as schools, have a facility status of no further action. The fourth case, a dry cleaner (Trabuco Cleaners) is located at 13925 Yale Avenue, approximately 1,800 feet northwest of the project site at a downgradient. This site is currently undergoing evaluation; based on the distance, location, depth to groundwater, and regulatory status, this facility was not determined to be an environmental concern.

[1] California Environmental Protection Agency (CalEPA). 2024. Cortese List Data Resources. <https://calepa.ca.gov/sitecleanup/corteselist/> (accessed November 15, 2025).

The SWRCB GeoTracker Database identified no existing cases at the project site. One open case was identified approximately 0.4-mile southeast of the project site at 14503 Trabuco Road, near the intersection of Jeffrey Road and Trabuco Road. The record is listed under Treasure Farm Windmachine 227 (T0605901751) and identifies gasoline leakage from a Leaking Underground Storage Tank (LUST). This case has been designated as "Open – Site Assessment" since 1991, indicating there have been site assessment activities to investigate potential impacts related to the gasoline leakage as a result of a previous tank closure. The case was opened as a result of the gasoline leakage contaminating an aquifer used for drinking water supply under the jurisdiction of Orange County Health Care Agency. In 2015, this case was transferred over to the Santa Ana Regional Water Quality Control Board (SARWQCB). In 2016, the SARWQCB contacted Orange County to obtain information on the responsible party for the LUST and to identify the site as a recalcitrant site. A recalcitrant site is a site where the responsible party is unwilling or able to perform the required environmental investigation and clean up actions. In 2018, the SARWQCB stated that there is no information available on file related to this case and the responsible party cannot be reached. Regardless, the SARWQCB oversight work is ongoing and given the distance between the project site and the LUST, the results pertaining to this LUST case would not present a potential hazard to the proposed project.

The project site is not identified on the Cortese List and it would not create a significant hazard to the public or the environment. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

e. Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The project site is not within an airport land use plan, nor within two miles of a public of public use airport. The closest airport to the project site is John Wayne Airport, which is approximately 5.5 miles southwest of the project site. The project site is located outside the Notification Area for John Wayne Airport as delineated in the Airport Environs Land Use Plan (AELUP). No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

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

Less Than Significant Impact. The City of Irvine works in coordination with the Office of Emergency Management for evacuation responsibilities and maintains the City's emergency evacuation plan which is updated on an on-going basis. The City's General Plan Safety Element, adopted in 2024, incorporates an Emergency Evacuation Route Analysis which addresses a range of hazards that could impact the community, including natural and human-made disasters.[1] The City has prepared an Evacuation Zones Mapping tool, which identifies that the project site is located within the

[1] City of Irvine. 2024. General Plan Safety Element, Emergency Evacuation Route Analysis. <https://cityofirvine.org/community-development/current-general-plan> (accessed October 16, 2025).

Northwood Planning Area. The nearest evacuation routes to the project site are located on Trabuco Road, Remington, and Roosevelt.[1]

Proposed project construction staging would be contained on the project site and project construction would have a minimal impact on surrounding roadways. During construction, temporary delays, road closures, or road obstructions may occur subject to a construction traffic management plan. The construction traffic management plan would implement traffic control features (signage, construction fencing, flagmen) to maintain access near and on-site to minimize potential impacts to the existing circulation system. Instances of temporary delay, road closures, or road obstructions may create potential minor delays in emergency situations. Construction debris, including material excavated for construction of the Church basement and two-story underground parking garage, would be hauled off-site, using major roads to arrive at the Orange County Waste and Recycling (OCWR) Frank R. Bowerman Landfill, which is an approved construction and demolition waste diversion facility. The project site's close proximity to Jeffrey Road would allow any debris haul trips to directly access the landfill, which is approximately two miles northeast of the project site, with minimal use of local streets. Therefore, the proposed project would therefore not create any significant impacts on any emergency plans in the local or regional area. Therefore, any impacts would be less than significant, and no mitigation is required. This topic will not be analyzed in the EIR.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. The project site is in an urbanized and developed area within the City and is not located near any wildlands or urbanized areas adjacent to wildlands. According to the California Department of Fire and Forestry Protection (CAL FIRE) Fire Hazard Severity Zone (FHSZ) mapping tool, the project site is within a Local Responsibility Area that has no FHSZ. The nearest FHSZ is approximately 1.75 miles northeast of the project site.[2] Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

1 City of Irvine. Evacuation Zones Mapping Tool. <https://cityofirvine.maps.arcgis.com/apps/webappviewer/index.html?id=c452152c1a5a46129dde513d8652e81e> (accessed October 16, 2025).

2 California Department of Forestry and Fire Protection (CAL FIRE). n.d. Fire Hazard Severity Zones. <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones> (accessed October 16, 2025).

4.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☒	☐	☐	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii. 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; or	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☒	☐	☐	☐

4.10.1 Impact Analysis

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant Impact. In California, the quality of surface and groundwater bodies are regulated by the State Water Resources Control Board (SWRCB) and managed by nine Regional Water Quality Control Boards (RWQCBs). The City of Irvine falls within the jurisdiction of the Santa Ana RWQCB. The Santa Ana RWQCB has established the Water Quality Control Plan for the Santa Ana River Basin (Basin Plan), last updated in April 2025, which contains the water quality standards applicable to surface and groundwaters within the Santa Ana Region, including the City of Irvine.

Section 303(d) of the federal Clean Water Act (CWA) requires that states identify waters that do not meet or are not expected to meet federal water quality standards. Waters identified by the states as not meeting standards are added to the Section 303(d) impaired waters list and the states are required to determine a Total Maximum Daily Load (TMDL) for each pollutant causing the impairment. TMDLs describe how much of a pollutant a water body can receive while still meeting established water quality standards. Each TMDL accounts for all sources of pollutants, including

runoff from homes and streets or highways, contaminated soils, legacy contaminants such as Dichlorodiphenyltrichloroethane (DDT), septic systems, and atmospheric deposition.

Under existing conditions, the project site is currently partially developed with the temporary church building and adjacent parking lot. Most of the project site is vacant. An existing channelized drainage, the Central Irvine Channel, runs down the middle of Trabuco Road, approximately 300 feet north of the project site. Under existing conditions, stormwater runoff on the project site drains from east to west with an average gradient of two percent. Flows are currently collected by a series of onsite inlets and conveyed to an existing catch basin located in the parking lot at the southeast corner of Remington and Roosevelt via an existing pipeline. A second catch basin is located further southeast in the parking lot, opposite Roosevelt. Stormwater is then discharged from the catch basins to an existing storm drain that runs northwest along the length of Roosevelt before connecting to a conduit that runs alongside I-5. Stormwater is then discharged into the Central Irvine Channel, approximately one mile northwest of the project site. Once in the Central Irvine Channel, stormwater flows northwest before entering Peters Canyon Channel, a tributary of San Diego Creek, which drains to Newport Bay. Newport Bay ultimately drains to the Pacific Ocean at Newport Beach through Newport Harbor.

The existing storm drain along Roosevelt is reinforced concrete pipe (RCP) ranging in size from 24- to 48-inch and the catch basin and the receiving storm drain were designed to accommodate a 25-year storm event.

The Basin Plan identifies nonpoint source problems that fall within four major categories: 1) siltation; 2) bacterial contamination; 3) eutrophication, and 4) toxic substances contamination.[1] In addition, according to the most recent United States Environmental Protection Agency (USEPA) approved 303(d) list (2024)[2], San Diego Creek (Reach 1) is listed as impaired for pathogens (indicator bacteria), pesticides (dichlorodiphenyltrichloroethane [DDT]) bifenthrin, malathion, pyrethroids, and toxaphene), nutrients (nitrogen), metals (selenium), sediment, toxicity, and benthic community effects; Upper Newport Bay is listed as impaired for pathogens (indicator bacteria), pesticides (chlordane and DDT) metals (copper), toxic organics (polychlorinated biphenyls [PCBs]), nutrients, sediment, and toxicity; and Lower Newport Bay is listed as impaired for pathogens (indicator bacteria), pesticides (chlordane, DDT, and dieldrin) metals (copper), toxic organics (PCBs), nutrients, and toxicity. TMDLs have been established for these receiving waters within the Newport Bay watershed, including for sedimentation, eutrophication (nutrients), bacterial contamination (fecal coliform), and toxic substance contamination including selenium, heavy metals (cadmium, copper, lead, and zinc), organochlorine pesticides (chlordane, dieldrin, DDT, and toxaphene), PCBs, and organophosphate pesticides (diazinon and chlorpyrifos). These TMDLs would be applicable to the proposed project.

1 Santa Ana Regional Water Quality Control Board (RWQCB). Water Quality Control Plan for the Santa Ana River Basin <https://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/> (accessed December 8, 2025).

2 State Water Resources Control Board. California 2024 Integrated Report (303(d) List/305(b) Report), https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2024-integrated-report.html).

Runoff water quality is regulated by the Nation Pollution Discharge Elimination System (NPDES) Program (established through the federal Clean Water Act). The NPDES Program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES Program is administered by the Santa Ana RWQCB.

Construction activities are subject to the SWRCB's *NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities*, *Order No. 2022-0057-DWQ, NPDES No. CAS000002* (Construction General Permit).[1] Any construction activity, including grading, that would result in the disturbance of 1 acre or more would require compliance with SWRCB's Construction General Permit, which requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of Construction Best Management Practices (BMPs) during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

The City is a co-permittee under the Santa Ana RWQCB's *Waste Discharge Requirements for The County of Orange, Orange County Flood Control District and The Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff, Orange County, Order No. R8-2009-0030, NPDES No. CAS618030, As amended by Order No. R8-2010-0062* (Orange County MS4 Permit). The Orange County MS4 Permit requires the preparation of project-specific Water Quality Management Plans (WQMPs) for priority projects. The Final WQMP would specify the site design, source control, low impact development (LID), and treatment control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in storm water runoff. Site Design BMPs are storm water management strategies that emphasize conservation and use of existing site features to reduce the amount of runoff and pollutant loading generated from a site. Source Control BMPs are preventative measures that are implemented to prevent the introduction of pollutants into storm water. LID BMPs mimic a project site's natural hydrology by using design measures that capture, filter, store, evaporate, detain, and infiltrate runoff rather than allowing runoff to flow directly to piped or impervious storm drains. Treatment Control BMPs are structural BMPs designed to treat and reduce pollutants in storm water runoff prior to releasing it to receiving waters.

Construction. Construction activities would entail ground disturbance, including a substantial amount of excavation to accommodate the two-story underground parking garage and basement level of the church building. This would result in generation of sediment. Other pollutants of concern potentially generated by project construction could include metals, oil and grease, trash/debris, pesticides/herbicides, organic compounds, pathogens and nutrients (phosphorous and nitrogen). These pollutants, either alone or in combination, can detrimentally affect water quality. Pollutants that leave the project site have the potential to be transported via storm water runoff into receiving waters (i.e., Central Irvine Channel, San Diego Creek, Newport Bay, and the Pacific Ocean).

[1] SWRCB. 2022a. National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002. September 8. Effective September 1, 2023.

Because construction of the proposed project would disturb more than one acre, the proposed project would be subject to the Construction General Permit. The proposed project would also be required to comply with Chapter 3, Stormwater/Urban Runoff, which requires compliance with applicable NPDES permits and requirements. As required by the Construction General Permit and the City's Municipal Code, the construction contractor would be required to prepare a SWPPP and implement construction BMPs detailed in the SWPPP during construction activities. Construction BMPs would include, but not be limited to, erosion and sediment control (designed to minimize erosion and retain sediment on site), and good housekeeping practices to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

The project site is located within the Coastal Plain of Orange County Groundwater Basin (CPOC Basin) (Basin No. 8-001), which the California Department of Water Resources (DWR) has designated as a medium-priority groundwater basin under the Sustainable Groundwater Management Act (SGMA). Groundwater resources within the basin are managed by the Orange County Water District (OCWD) in coordination with local agencies, including the Irvine Ranch Water District. OCWD implements the Basin 8-1 Alternative Groundwater Sustainability Plan and associated Groundwater Management Plan, which include programs for groundwater monitoring, recharge, water quality protection, and sustainable yield management. Existing groundwater quality within the basin is generally considered suitable for municipal and potable use and is subject to extensive monitoring and management to protect beneficial uses and prevent degradation. The proposed project is not anticipated to disrupt the implementation of applicable groundwater management programs or substantially degrade groundwater quality.

Borings were undertaken as part of the geotechnical subsurface investigation prepared for the project site (further discussed in Section 4.7, Geology and Soils). The geotechnical investigation documented that groundwater was not encountered to the maximum explored depth of 54 feet below existing grade. Historic high groundwater is estimated to be greater than 40 feet below existing ground surface. Excavation at the project site during construction of the proposed project is anticipated to extend to a maximum depth of 25 feet for construction of the parking garage. Therefore, due to the depth of groundwater at the project site, it is unlikely that excavation activities would have the potential to encounter groundwater and groundwater dewatering is not anticipated to be required during construction activities.

Overall, with adherence to the requirements of the Construction General Permit and Section 6-8-303 of the City's Municipal Code, including preparation of a SWPPP and implementation of Construction BMPs, impacts associated with the violation of water quality standards or waste discharge requirements during project construction would be less than significant, and no mitigation is required.

Operation. Implementation of the proposed project would result in a substantial increase in the amount of impervious surface area at the project site. The new residential uses could lead to the introduction of new pollutants of concern at the project site, and the proposed project's increase in impervious surface area on the project site could more effectively transport pollutants of concern to the stormwater system.

As previously discussed, the City is a co-permittee under the Santa Ana RWQCB's Orange County MS4 Permit, which requires the preparation of project-specific WQMPs for priority projects. The proposed project is considered a priority project because it involves the development of more than 10,000 square feet of impervious surface that would be exposed to stormwater runoff. In addition, the proposed project would also be required to comply with Chapter 3, Stormwater/Urban Runoff, which requires compliance with applicable NPDES permits and requirements, including preparation of a project-specific WQMP. Therefore, the Applicant would be required to prepare a Final WQMP. The Final WQMP would specify the Site Design, Source Control, LID, and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in storm water runoff.

Preliminary WQMPs have been prepared for the church and residential portions proposed project that detail the operational BMPs that would be implemented to reduce acts to water quality from operation of the proposed project, including site design, non-Structural and Structural Source Control, and LID BMPs. Site Design BMPs would include minimizing impervious surface areas, maximizing natural infiltration capacity, preserving existing on-site drainage patterns, and re-vegetating disturbed areas; Non-Structural Source Control BMPs would include education of property owners regarding potential impacts to downstream water quality, landscape management BMPs, catch basin inspection program, and compliance with all applicable NPDES permits; Structural Source Control BMPs would include storm drain stenciling and signage, trash and waste storage areas that are designed and constructed to reduce pollution introduction, and efficient irrigation systems and landscape design; and LID BMPs would include catch basins and inlets with filters and modular wetland systems (i.e., biotreatment) to treat stormwater before discharging to the City's storm drain infrastructure located in the surrounding area.

Preliminary WQMPs have been prepared for the church and residential portions of the proposed project (see **Appendix E**), that detail the operational BMPs that would be implemented to reduce acts to water quality from operation of the proposed project, including hydrologic source control BMPs, non-structural and structural source control BMPs, and LID BMPs. Hydrologic source control BMPs would include planting of trees within the parking lot and central plaza area, and a reduction in impervious area through landscaping and incorporation of as much pervious area as possible. In addition, the proposed project would include hydromodification control BMPs, including oversized storm drain pipes, to mitigate the peak flow differential between existing conditions and the proposed project. The additional pipe volume will serve as a detention system and an orifice/weir structure will be installed to outlet pipes at a similar rate as existing conditions. Non-structural source control BMPs would include education for property owners, tenants, and occupants on ways to prevent polluting storm water; activity restrictions, common area landscape management, BMP maintenance, Title 22 CCR compliance, common area litter control, employee training, common area catch basin inspection, and street sweeping for residential alleys and parking lots. Structural BMPs would include storm drain stenciling and signage, design and construction of trash and waste storage areas to reduce the introduction of pollution, use of efficient irrigation systems and landscape design, water conservation, smart controllers, and source control. The LID BMP would include catch basins and inlets with filters and the development of a proprietary vegetated biotreatment systems (i.e., modular wetland systems) that would treat stormwater runoff from the

entire project site before discharging to the City's storm drain infrastructure located in the surrounding area consistent with the requirements of the Orange County MS4 Permit.

Infiltration of stormwater could also have the potential to affect groundwater quality. However, as discussed above, the proposed project includes operational BMPs, including catch basins and inlets with filters and the development of a proprietary vegetated biotreatment systems (i.e., modular wetland systems) to capture trash and debris and reduce pollutants of concern in stormwater runoff from the project site. In addition, when storm water is infiltrated, soil and plants absorb and filter pollutants and reduce the potential for pollutants of concern to reach groundwater. As discussed above, groundwater was not encountered to the maximum depth explored of 51.5 feet below the existing grade. Therefore, due to the depth to groundwater, it is not expected that any stormwater that may infiltrate at the project site would affect groundwater quality because the groundwater table is deep, and pollutants would be filtered prior to reaching groundwater. Further, infiltration of stormwater at the project site would be minimal, as the geotechnical subsurface investigation for the project site determined that groundwater infiltration on the project site is extremely low, demonstrating infiltration rates of 0.01 and 0.02 inches per hour.

Overall, with adherence to the requirements of the Orange County MS4 Permit and City's Municipal Code, including preparation of a Final WQMP to address pollutants of concern in storm water runoff, potential impacts associated with the violation of water quality standards or waste discharge requirements during operation of the proposed project would be less than significant, and no mitigation is required.

As discussed above, because the proposed project would be required to adhere to the Construction General Permit, Orange County MS4 Permit, and the City's Municipal Code, including preparation of a SWPPP and Final WQMP and implementation of construction and operational BMPS, the proposed project would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality, during construction or operation. Impacts would be less than significant and this topic will not be analyzed in the EIR.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Potentially Significant Impact. According to the Department of Water Resources, the project site is located within the boundaries of the Coastal Plain of Orange County Groundwater Basin (CPOC Basin). The surface area of the CPOC Basin is approximately 224,000 acres or 350 square miles. The CPOC Basin underlies the lower Santa Ana River watershed and is bounded to the north by formations in the Puente and Chino Hills, to the east by the Santa Ana Mountains, to the south in the San Joaquin Hills, to the southwest by the Pacific Ocean, and to the northwest by a low topographic divide that roughly parallels the Orange County - Los Angeles County line. Groundwater in the CPOC Basin is recharged by way of the Santa Ana River system, precipitation, and injection into wells.

Construction. The proposed project would include a substantial amount of excavation associated with the development of the two-story underground parking garage and the church basement.

Excavation at the project site during construction of the proposed project is anticipated to extend to a maximum depth of 25 feet below ground surface. Borings taken as part of the preliminary geotechnical evaluation for the residential portion of the project site extended to a depth of approximately 51.5 feet below ground surface, and no groundwater was encountered. In addition, as provided above, historic high groundwater is estimated to be greater than 40 feet below existing ground surface. Groundwater levels may fluctuate based on several variables, including seasonal rainfall and groundwater pumping; however, due to the depth of groundwater at the project site at the anticipated maximum depth of excavation, it is unlikely that excavation activities would have the potential to encounter groundwater and groundwater dewatering is not anticipated to be required during construction activities. Therefore, construction of the proposed project would not directly decrease groundwater supplies through groundwater dewatering.

In addition, as provided in the geotechnical investigation and previously discussed, groundwater infiltration on the project site is extremely low. The project site does not provide significant groundwater recharge and construction of the proposed project at the project site would therefore not interfere substantially with groundwater recharge. Accordingly, construction impacts associated with a decrease in groundwater supplies or interference with groundwater recharge in a manner that may impede sustainable groundwater management would be less than significant, and no mitigation is required.

Operation. Currently, the project site is developed with the temporary church building and the adjacent parking lot. The majority of the project site is undeveloped and consists of pervious surfaces. The proposed project would substantially increase the area of impervious surface on the project site compared to existing conditions, which would decrease the potential for on-site infiltration. However, as discussed above, field testing completed as part of the geotechnical investigation determined that groundwater infiltration on the project site is extremely low, demonstrating an infiltration rate of 0.01 to 0.02 inches per hour. Accordingly, the project site does not provide significant groundwater recharge due to the poor permeability of onsite soils. Therefore, operation of the proposed project would not interfere substantially with groundwater recharge at the project site compared to existing conditions.

As discussed in Section 4.19, Utilities and Service Systems, water service to the project site would be provided by the Irvine Ranch Water District (IRWD). IRWD sources its water from a variety of sources. Roughly 52 percent of IRWD's water supply is drawn from 27 groundwater wells in the Irvine and Lake Forest Subbasins of the CPOC Groundwater Basin. Approximately 18 percent of IRWD's water is imported from the State Water Project and Colorado River Project and sold to IRWD by the Municipal Water District of Orange County. The remaining water supply is secured through recycling and water banking. Water demand estimates for operation of the proposed project will be prepared and discussed in the EIR to determine if sufficient water supplies exist to serve the proposed project. Accordingly, operational impacts related to a decrease in groundwater supplies in a manner that may impede sustainable groundwater management during operation would be potentially significant and will be further evaluated in the EIR.

c. 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 through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. Under existing conditions, stormwater on the project site is collected by a series of onsite inlets and conveyed to an existing catch basin located in the parking lot at the southeast corner of Remington and Roosevelt via an existing pipeline. A second catch basin is located further southeast in the parking lot, opposite Roosevelt. Stormwater is then discharged from the catch basins to an existing storm drain that runs northwest along the length of Roosevelt before connecting to a conduit that runs alongside I-5.

Implementation of the proposed project would include the installation of new stormwater drainage infrastructure. Specifically, on the church side of the project site, the proposed project would develop a series of on-site inlets throughout the parking lot that will connect to an on-site private storm drain system. The plaza, adjacent to the church building, would have small area drain inlets that would also connect to the on-site drainage system. The storm drain pipe will flow from east to the west converging at a proprietary biofiltration unit (i.e., modular wetland system) near the driveway off Remington, before extending westward across the project site just outside of the existing public utility easement along Remington and connecting to the existing catch basin at the southeast corner of Roosevelt and Remington. Stormwater would be treated by the modular wetland system prior to discharging to the City's surrounding storm drain system via the existing catch basins, similar to existing conditions.

On the residential portion of the project site, on-site drainage will be picked up at the end of each alley with small catch basins/grate inlets entering a system of storm drains that would run down the alleyways and connect to each residential building. These storm drains would connect to a proposed storm drain that would run along the southwestern edge of the project site (nearest to Roosevelt) and connect to the existing catch basin at the southeast corner of Roosevelt and Remington. From the existing catch basin, stormwater flows will enter the existing storm drain in Roosevelt, similar to existing conditions.

Construction. During construction activities, soil would be disturbed and drainage patterns would be temporarily altered during grading, excavation, and other construction activities. Accordingly, there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. However, as discussed above, the Applicant would be required to obtain coverage under the Construction General Permit, which requires preparation of a SWPPP. The SWPPP would detail the erosion and sediment control BMPs to be implemented during construction to minimize erosion and retain sediment on site. Therefore, compliance with the requirements of the Construction General Permit and the City's Municipal Code, including preparation of a SWPPP and implementation of erosion and sediment control BMPs, construction impacts related to substantial soil erosion or the loss of topsoil would be less than significant, and no mitigation is required.

Operation. Implementation of the proposed project would result in an increase in impervious surface area at the project site due to the construction of new structures and hardscaping. An increase in impervious surface area increases the rate and volume of runoff during a storm, which can more effectively transport sediments to receiving waters. However, the impervious surface areas on the project site would not be prone to on-site erosion or siltation because there would be no exposed soil. The remaining pervious surfaces on the project site would be landscaped with vegetation that would stabilize the soil and promote infiltration, thereby minimizing on-site erosion and siltation.

Further, the proposed project would be required to comply with the requirements of the Orange County MS4 Permit and the City's Municipal Code, including the preparation of a Final WQMP and the implementation of operation BMPs that minimize stormwater runoff thereby minimizing on-site erosion and siltation. In addition, the proposed storm drain system designed for the proposed project would be designed to mitigate the peak flow differential between the proposed project and existing conditions by employing oversized drain pipelines that will include installation of an orifice/weir structure that will add additional pipe volume and serve as a detention system. Mitigation of the peak flow differential to at or below the existing condition would address potential hydromodification impacts, including erosion and sedimentation. Further, the preliminary WQMPs prepared for the church and residential portions of the proposed project identify BMPs that include regular inspection of the proprietary biotreatment system (i.e., modular wetland systems) to prevent accumulation of debris and sediment, and inspection of catch basin inlets, area drains, curb- and gutter systems, and other drainage systems at least once a year and after large storm events. If necessary, drains shall be cleaned prior to subsequent rain events.

Therefore, compliance with the Construction General Permit, Orange County MS4 Permit, and City's Municipal Code, including preparation of a SWPPP and Final WQMP and the implementation of BMPs during project construction and operation would ensure that impacts relating to substantial erosion or siltation on or offsite would be less than significant. No mitigation would be required and this topic will not be analyzed in the EIR.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

iv. Impede or redirect flood flows?

Less than Significant Impact. There are no streams or rivers on or near the project site. The nearest body of water is the Central Irvine Channel, located in Trabuco Road. Therefore, the proposed project would have no effect on the course of the channel. In addition, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06059C0284J (effective December 3, 2009), the project site is within Zone X (areas determined to be outside the 0.2 percent annual chance floodplain).[1]

[1] Federal Emergency Management Agency (FEMA). 2009. National Flood Hazard Layer FIRMette. December 3. <https://www.fema.gov/flood-maps/national-flood-hazard-layer> (accessed October 16, 2025).

As discussed above, project construction would comply with the requirements of the Construction General Permit and the City's Municipal Code, which require preparation of a SWPPP that would specify construction BMPs to control and direct on-site surface runoff to ensure that project construction does not increase the rate or amount of surface runoff or impede or redirect flood flows in manner that would result in on-site or off-site flooding. With implementation of a SWPPP and associated construction BMPs, construction impacts related to a substantial increase in the rate or amount of surface runoff or impeding or redirecting flood flows in a manner that would result in on-site or off-site flooding would be less than significant, and no mitigation is required.

As previously discussed, development of the proposed project would result in an increase in impervious surfaces on the project site, which would increase stormwater runoff and could potentially result in flooding. However, the proposed storm drain system, including the proposed LID BMPs (i.e., modular wetland systems), would capture and treat stormwater runoff consistent with the requirements of the Orange County MS4 Permit. In addition, the proposed storm drain system designed for the proposed project is designed to mitigate the peak flow differential between the proposed project and existing conditions by employing oversized drain pipelines that will include installation of an orifice/weir structure that will add additional pipe volume and serve as a detention system. The use of oversized drain pipes and an orifice/weir structure will help prevent contribution of stormwater runoff in a manner that would alter the project site's existing drainage pattern to the extent that flooding would occur. Compliance with the Orange County MS4 Permit would ensure that operational activities would not result in a substantial increase in the rate or amount of surface runoff or impede or redirect flood flows in a manner that would result in on- or off-site flooding, and impacts would be less than significant. No mitigation is required.

Overall, compliance with the Construction General Permit, Orange County MS4 Permit, and City's Municipal Code, including preparation of a SWPPP and Final WQMP and the implementation of BMPs during project construction and operation, would ensure that impacts related to substantially increasing the rate or amount of surface runoff in a manner that would result in on- or off-site flooding or impeding or redirecting flood flows would be less than significant. No mitigation would be required, and this topic will not be analyzed in the EIR.

iii. 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?

Less than Significant Impact. As discussed above, project construction would comply with the requirements of the Construction General Permit and the City's Municipal Code, which require preparation of a SWPPP that would specify Construction BMPs to control and direct on-site surface runoff to ensure that storm water runoff from the construction site does not exceed the capacity of the stormwater drainage system and does not discharge polluted runoff during construction activities. With adherence to the Construction General Permit, including preparation of a SWPPP and the implementation of construction BMPs, construction impacts related to exceeding the capacity of the storm water drainage system or additional polluted runoff would be less than significant, and no mitigation is required.

In addition, as previously discussed, although the proposed project would increase the impervious surface area compared to existing conditions, which would increase stormwater runoff collected on

the project site and discharged off-site into the existing storm drainage system and receiving waters, the proposed project would capture and treat 100 percent of the stormwater runoff from the project site, in accordance with the Orange County MS4 Permit and the City's Municipal Code. The proposed storm drain system designed for the proposed project is designed to mitigate the peak flow differential between the proposed project and existing conditions by employing oversized drain pipelines that will include installation of an orifice/weir structure that will add additional pipe volume and serve as a detention system. The use of oversized drain pipes and an orifice/weir structure will help prevent contribution of stormwater runoff in a manner that would alter the project site's existing drainage pattern to the extent that the capacity of existing or planned storm water drainage systems would be exceeded. Therefore, operational impacts related to the creation or contribution of storm water runoff that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff would be less than significant, and no mitigation is required.

Overall, compliance with the Construction General Permit, Orange County MS4 Permit, and City's Municipal Code, including preparation of a SWPPP and Final WQMP and the implementation of BMPs during project construction and operation, would ensure that impacts related exceeding the capacity of existing or planned storm water drainage systems or providing substantial additional sources of polluted runoff would be less than significant. No mitigation would be required, and this topic will not be analyzed in the EIR.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Less Than Significant Impact.

Flooding. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06059C0284J (effective December 3, 2009), the project site is within Zone X (areas determined to be outside the 0.2 percent annual chance floodplain).[1] However, IRWD analyzed the potential for inundation in the event of failure of the Syphon Canyon Dam, located approximately 2.4 miles northeast of the project site.[2] The analysis indicated that in the event of a dam breach, the project site would risk inundation. Were the project site to be flooded due to a dam breach, there would be a potential for release of pollutants. However, the inundation analysis represents a worst case scenario that assumes total instantaneous failure of the dam and does not take into account the condition of the dam. The Syphon Canyon Reservoir Dam is regulated by the California Department of Water Resources, Division of Safety of Dams, and monitored on a daily basis and inspected on a regular basis. The likelihood of dam failure is extremely low.

In addition, as previously discussed, construction BMPs would be implemented during construction of the proposed project to ensure that during a rain event, pollutants would be retained on site and would be prevented from reaching downstream receiving waters, in accordance with the

1 Federal Emergency Management Agency (FEMA). 2009. National Flood Hazard Layer FIRMette. December 3. <https://www.fema.gov/flood-maps/national-flood-hazard-layer> (accessed October 16, 2025).

2 Irvine Ranch Water District, Syphon Reservoir Inundation Mapping <https://www.irwd.com/construction/syphon-reservoir-inundation-mapping> (accessed April 2, 2026).

Construction General Permit and the City's Municipal Code. During operation, the proposed project would generally maintain the existing drainage pattern of the site, and development would include operational BMPs that would ensure that pollutants would be treated and prevented from reaching downstream receiving waters, consistent with the requirements of the Orange County MS4 Permit and the City's Municipal Code. Compliance with these existing regulations would ensure the proposed project would not result in the release of pollutants due to flooding during operation.

Tsunami. Tsunamis are ocean waves generated by tectonic displacement of the seafloor associated with shallow earthquakes, seafloor landslides, rock falls, and exploding volcanic islands. Upon reaching shallow coastal waters, the waves can reach up to 50 feet in height, causing great devastation to near-shore structures. The project site is not located within a coastal area and is located approximately 10 miles east of the Pacific Ocean coastline at an elevation of approximately 160 feet above mean sea level. Therefore, the project site is not subject to inundation from tsunamis, and there is no risk of release of pollutants due to inundation from tsunami.

Seiches. Seiching occurs when seismic ground shaking induces standing waves (seiches) inside water retention facilities (e.g., reservoirs and lakes). Such waves can cause retention structures to fail and flood downstream properties. There are no large enclosed bodies of water in the vicinity of the project site; therefore, the project site is not subject to inundation from seiche waves, and there is no risk of release of pollutants due to inundation from seiche.

Based on the information presented above, the project site is not at risk of pollutant release associated with inundation from a flood, tsunami, or seiche. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Potentially Significant Impact. The project site is within the jurisdiction of the Santa Ana RWQCB. The Santa Ana RWQCB adopted a Water Quality Control Plan (Basin Plan) in January 1995, which was last updated in April 2025, that designates beneficial uses for all surface and groundwater within its jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. As previously discussed, the proposed project would be required to comply with the Construction General Permit and the existing Orange County MS4 Permit, which require preparation of a SWPPP, preparation of a Final WQMP, and implementation of construction and operational BMPs to reduce pollutants of concern in storm water runoff. Therefore, the proposed project would not result in water quality impacts that would conflict with the Santa Ana RWQCB Basin Plan. Impacts related to a conflict with or obstruction of the implementation of a water quality control plan would be less than significant, and no mitigation is required.

The Sustainable Groundwater Management Act (SGMA), enacted in September 2014, requires agencies located in high- and medium-priority groundwater basins to cease overdraft of the basins. SGMA requires the formation of local Groundwater Sustainability Agencies, which are required to adopt Groundwater Sustainability Plans (GSPs) or alternative plans to manage the sustainability of the groundwater basins. As previously described, the project site is located in the CPOC Basin, which has been identified by the Department of Water Resources as a medium-priority basin. IRWD, in

cooperation with the Orange County Water District and the City of La Habra, submitted the Basin 8-1 Alternative Plan to the Department of Water Resources in January 2017. As previously discussed, groundwater dewatering is not anticipated to be required during construction due to the depth of groundwater and the anticipated maximum depth of excavation during project construction. However, as the IRWD sources a majority of its water supply from the CPOC Groundwater Basin and the estimated water demand associated with operation of the proposed project is currently unknown, implementation of the proposed project may result in operational impacts associated with an increase in water demand. Impacts related to the decrease in groundwater supplies in a manner that may impede sustainable groundwater management would be potentially significant. Accordingly, the proposed project may conflict with or obstruct implementation of a sustainable groundwater management plan. Water demand estimates for operation of the proposed project will be prepared and discussed in the EIR to determine if sufficient water supplies exist to serve the proposed project. This topic will be further evaluated in the EIR.

4.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

4.11.1 Impact Analysis

a. Would the project physically divide an established community?

No Impact. As previously stated, existing conditions on the project site consist of an existing building (the temporary church building) and associated parking lot occupying roughly a third of the project site. The remainder of the project site is vacant. As stated in Section 2.0, Project Description, the project site is surrounded by residential land uses, however no residential uses currently exist on the project site. The proposed project includes the construction of a residential development and new church facilities. By developing the project site with these land uses, the proposed project would create physical buildings between the existing residential land uses in Northwood. However, the proposed project would not create a physical division between the existing residential land uses in the surrounding community because the proposed project would not close or modify access to any of the public roadways in the surrounding community. Key goals of the proposed project are to build a permanent home for a well-established community institution (the Our Lady of Peace Catholic Church) and build out the remaining housing units provided for in Planning Area 8, effectively completing the buildout of the Northwood Planning Area. Therefore, the proposed project would not physically divide an established community. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact.

City of Irvine General Plan. As required by Section 65300 of the California Government Code, the City has adopted a long-term, comprehensive plan for its future growth and land use decisions. The General Plan provides information about the City, including demographics and existing environmental setting at the time the General Plan was prepared. The General Plan contains seven elements: Circulation, Conservation and Open Space, Environmental Protection and Climate Action, Housing, Land Use, Noise, and Safety. Each element contains various goals, policies, and objectives in order for the City to achieve its vision respective to each element.

The project site is located within the City and land uses within the project site would be subject to the City's General Plan Land Use Element.[1] The project site is within an area designated for Medium High Density Residential (MHDR) land use. The MHDR land use designation provides for zero to 25 units per acre of multi-family housing with on-site recreation areas for common use. However, it should be noted that the development within this land use designation is not limited to multi-family housing, other uses such as schools, parks, and churches may be found in the residential category, as appropriate.

The proposed project's residential development would be consistent with the MHDR land use designation as it proposes to construct 68 residential units in 11 three-story multi-family residential buildings on approximately 2.94-acre portion on the southern half of the project-site. Additionally, the proposed project would include church development on approximately 3.06 acres on the northern half of the project site. Therefore, land uses within the project site under the proposed project would be consistent with the applicable City of Irvine General Plan land uses designations.

City of Irvine Zoning Code. According to the City's Zoning Code, the project site is currently zoned as Medium-High Density Residential Zoning District (2.4C). The 2.4C zoning district is intended to accommodate a wide range of housing choices, including multi-family units, townhomes, and apartments, that contribute to the development of a well-designed, diverse community while balancing growth with the preservation of neighborhood character and quality of life. The 2.4C zoning district permits residential attached uses, residential single-family detached uses, and also includes a church as a conditional use. As previously stated, the project would include both residential and church development within the project site. The project would require a major modification of the existing CUP permit, which would incorporate additional conditions and mitigation measures (to be identified in the EIR) to avoid or mitigate environmental effects in compliance with City policies, plans, and standards. Therefore, under the proposed project, land uses within the project site would remain consistent with the applicable zoning and the proposed project would not result in any zoning changes.

Summary. Development of the proposed project would be limited to the project site and does not propose changes to land uses within any surrounding parcels. Therefore, implementation of the proposed project would not conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

[1] City of Irvine. 2024. City of Irvine General Plan Land Use Element. <https://cityofirvine.org/community-development/current-general-plan> (accessed September 22, 2025).

4.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

4.12.1 Impact Analysis

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?

No Impact. Minerals are defined as naturally occurring elements or compounds, or groups of elements and compounds, formed from inorganic processes and organic substances including, but not limited to, coal, peat, and oil-bearing rock, but excluding geothermal resources, natural gas, and petroleum by the United States Geological Survey.[1]

The California DOC, California Geological Survey (CGS), and the California State Mining and Geology Board are required by the Surface Mining and Reclamation Act of 1974 to categorize lands into four Aggregate and Mineral Resource Zones (MRZs). These MRZs classify lands that contain significant regional or Statewide mineral deposits. Jurisdictions are mandated by the State to incorporate MRZs into their General Plans. According to the City's General Plan Conservation and Open Space Element, no significant mineral resources are identified to be present within the City. As there are no mineral resources in the City, no goals, objectives, policies, or implementation actions with respect to MRZ's have been included within the General Plan.[2] No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

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. As stated previously, the City's General Plan indicates that there are no significant mineral resources present in the City. As there are no mineral resources in the City, no goals, objectives, policies, or implementation actions with respect to mineral resources have been included in the General Plan. The proposed project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or

1 United States Geological Survey (USGS). n.d. What is the difference between a rock and a mineral? <https://www.usgs gov/faqs/what-difference-between-rock-and-mineral> (accessed September 23, 2025).

2 City of Irvine. 2045 Irvine General Plan Conservation and Open Space Element. Pg. 40. <https://cityof irvine.org/community-development/current-general-plan> (accessed September 23, 2025).

other land use plan because it is not located within or adjacent to City- or State-designated resource areas. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

4.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 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?	☐	☐	☐	☒

4.13.1 Impact Analysis

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Construction and operation of the proposed project could increase ambient noise levels in the vicinity of the project site in excess of the City's established standards. Project construction would result in short-term noise impacts on nearby sensitive receptors, the degree of which may vary based on the specific construction activity and the location on the project site where it is being completed. Typically, short-term noise impacts associated with construction fall into two categories. The first category involves an increased use of motor vehicles. Examples of increased use include the construction crew commuting to the project site and the transportation of construction equipment and materials. Both of these activities may lead to an incremental increase in noise levels on roads leading to the site. The second category is associated with project construction. This includes potential short-term noise impacts generated during excavation, grading, and construction on the project site. Construction is performed in phases, each generally utilizing different types of equipment that produce unique types of noise. In addition, construction of the proposed project could expose nearby sensitive receptors to groundborne vibration.

Operation of the proposed project would result in off-site traffic noise (i.e., residents and parishioners traveling to and from the project site), as well as on-site noise associated with stationary equipment including heating, ventilation, and air conditioning (HVAC) mechanical equipment, vehicles parking on surface lots surrounding the church, and from large events. In addition, the church will regularly toll bells from its belltowers.

Because implementation of the proposed project could result in significant noise and vibration impacts during construction and operation, impacts related to the increase in ambient noise levels in excess of established standards and the generation of excessive groundborne vibration or groundborne noise would be potentially significant and will be further evaluated in the EIR. The EIR will recommend appropriate mitigation measures, if necessary.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 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?

No Impact. The nearest airport to the project site is John Wayne Airport, which is located approximately 5.5 miles to the southwest. There are no private airstrips located within the vicinity of the project site. Exposure to excessive airport generated noise levels is typically associated with placement of noise sensitive uses within the airport's 65 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) noise contour. The project site is located well outside of John Wayne Airport's 65 dBA CNEL noise contour. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels generated from nearby airport operations. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

4.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned 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)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

4.14.1 Impact Analysis

a. Would the project induce substantial unplanned 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)?

Less Than Significant Impact. The proposed project includes the development of 68 residential dwelling units on the southern portion of the project site, and development of a new church, rectory, and parish hall on the northern portion of the project site. The site is currently developed with an existing building and parking lot with landscaping. The proposed project would introduce new residential uses within the project site, specifically 68 multi-family residential dwelling units. In addition, the proposed project includes the continued operation of church uses on the project site. The existing church commonly exceeds capacity and the proposed buildings will help meet current and future demands on the church.

The Housing Element of the City of Irvine's General Plan identifies that the City has a population of approximately 281,707, which represents a 33 percent increase from 2010.[1] According to the Housing Element, Irvine's population is projected to increase to approximately 327,000 by 2045.[2] The proposed project's 68 multi-family dwelling units are accounted for in the City's Housing Element because they are already included in the buildout assumptions for the Northwood Planning Area and would effectively complete the buildout of that master-planned community. As of January 2023, the City had a population of approximately 314,615 people.[3] According to the Southern California Association of Governments (SCAG), the average household size for its region was 2.99 people per household in 2020.[4] Given that the proposed project would develop 68 dwelling units, it

1 City of Irvine. General Plan. 2021-2029 Housing Element. Page 32. <https://legacy.cityofirvine.org/civica/filebank/blobdload.asp?BlobID=35719> (accessed September 24, 2025).

2 Ibid. Page 33.

3 United States Census Bureau American Community Survey. Demographic and Housing Estimates. *Irvine, California.* <https://data.census.gov/table?q=Irvine+city,+California&y=2023> (accessed September 24, 2025).

4 Southern California Association of Governments (SCAG). Key Indicators SCAG Region. Page 1. <https://rdp.scag.ca.gov/infographics/keystats/99999.html> (accessed September 24, 2025).

would be expected to add approximately 204 new residents to the City's population.[1] Therefore, the potential population increase under the proposed project is already planned for by the City.

The proposed project would include new utility connections to link the proposed buildings and features to the existing utility infrastructure in the surrounding area. These connections would be limited to the project site and would not have the potential to induce unplanned population growth in the vicinity of the project site, especially given that the land immediately surrounding the project site is already developed and served by appropriate utilities and service providers.

Ultimately, any population growth associated with the proposed project would be negligible in comparison to the City's overall population. Further, the proposed project does not contain any growth-inducing roadway or infrastructure improvements with the potential to result in population growth. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. As previously mentioned, the proposed project includes both residential development and church development within the project site. The project site currently has an existing building, parking lot, with some portion of the site being a vacant disturbed lot with ornamental vegetation. Given that the project site is not currently developed with any housing units, the proposed project would not result in the displacement of any housing and would not require the construction of replacement housing elsewhere. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

[1] 68 dwelling units x 2.99 people per household = 204 total people

4.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. 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?	☐	☐	☒	☐

4.15.1 Impact Analysis

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?

Less Than Significant Impact. In response to Impact 4.15.1 a-i, fire protection and emergency medical services for the project site are provided by Orange County Fire Authority (OCFA) through contracts with the City of Irvine. The OCFA is comprised of three divisions and provides fire protection, paramedic and ambulance services, fire prevention, public education, hazardous materials management, and fire investigation services.[1] Within the City, the OCFA operates eleven stations with paramedic teams, with an average response time of approximately eight minutes and forty-five seconds in an urban area.[2] Primary fire, paramedic, and basic medical services would be provided by OCFA Station No. 26, which is located at 4691 Walnut Avenue and approximately 0.5 mile west of the project site. OCFA Station No. 20, located at 7050 Corsair and approximately 2.1

1 City of Irvine. Public Safety. <https://cityofirvine.org/irvine-gives/public-safety> (accessed September 24, 2025).

2 City of Irvine. General Plan Environmental Impact Report, Section 4.12 (Public Services and Recreation). Page 3. <https://cityofirvine.org/community-development/current-general-plan> (accessed September 24, 2025).

miles southeast of the project site is the second-closest station, and would respond in the event that Station No. 26 could not.

The OCFA is the reviewing fire agency, as delegated by the State Fire Marshal, for the proposed project's design of fire safety and suppression implementation. The proposed project's fire suppression design includes plans to provide access to the proposed buildings through the access points along Remington and Trabuco Road. Within the church development, smoke and fire alarms would be installed in the stairwells, near the restrooms, and throughout other common areas on each floor. Fire extinguishers would be stored near the stairwells, the elevator and other common areas. An emergency evacuation plan and preliminary fire master plan have also been incorporated into the building design and would be in place during operations to ensure safety.

Construction of the proposed project would allow vehicles access to the project site via Remington and Trabuco Road. Construction equipment would be staged on the project site. Emergency fire services would not be obstructed in their access to the site. The proposed project would redevelop the project site and would include a negligible population increase. Therefore, it would be unlikely that service ratios or response times would be impacted adversely, and no new facilities would be necessary to maintain existing ratios.

The proposed project would not result in any substantial adverse physical impacts associated with the provision of or need for physically altered fire protection facilities and would require no additional expansion or staffing to maintain acceptable service ratios and response times. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

Less Than Significant Impact. In response to Impact 4.15.1 a-ii, the City of Irvine Police Department (IPD) operates out of its main headquarters located at 1 Civic Center Plaza, which is approximately 3.5 miles west of the project site. The IPD divides its service area into three geographic subareas: Portola, Crossroads, and University.[1] IPD is served by approximately 257 sworn officers and 180 non-sworn personnel that are committed to providing protection services throughout the City.[2] Based on the population size of 314,615 people in the City, the sworn officer to population ratio is approximately 0.81 sworn officers per 1,000 people.[3] The project site is within the Northwood Planning Area, which is included in IPD's Portola service area.

As mentioned previously, the proposed project would develop the project site with both a residential development and a church development. As stated in Section 4.14, Population and Housing, the proposed project would add 68 dwelling units to the project site, which in turn would result in population growth (anticipated to be up to 204 people). Additionally, the expansion of the

1 City of Irvine. General Plan Draft Environmental Impact Report, Section 4.12 (Public Services and Recreation). Page 4. <https://cityofirvine.org/community-development/current-general-plan>(accessed September 24, 2025).

2 Irvine Police Department. Department Summary. < https://irvinepd.gov/>(accessed February 20, 2026).

3 United States Census Bureau American Community Survey. Demographic and Housing Estimates. *Irvine, California.* <https://data.census.gov/table?q=Irvine+city,+California&y=2023> (accessed September 24, 2025).

existing church uses on the project site would accommodate additional people on the project site that will help meet current and future demands on the church, including church employees, volunteers, and visitors. However, the proposed project would not require expansion or additional staffing of off-site police facilities as all necessary police services are provided within a reasonable distance. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

Less Than Significant Impact. In response to Impact 4.15.1 a-iii, the project site is located in the Irvine Unified School District (IUSD), which consists of one early childhood school, 24 elementary schools, five kindergarten through 8th grade schools, six middle schools, six high schools, and two virtual academy schools for a total of approximately 44 schools.[1] The project site is served by Northwood Elementary School, located at 28 Carson, approximately 0.4 mile north of the project site. Northwood Elementary School serves Kindergarten through 6th grade students and reported 508 total students enrolled in the 2024-2025 school year.[2] The project site is also served by Sierra Vista Middle School, located at 2 Liberty, approximately 1.2 miles north of the project site. Sierra Vista Middle School serves 7th to 8th grade students and reported approximately 1,282 total students in the 2024-2025 school year.[3] The project site is also served by Northwood High School, located at 4515 Portola Parkway, approximately 2.05 miles northeast of the project site. Northwood High School serves 9th through 12th grade students with a total enrollment of 2,244 students for the 2024-2025 school year.[4] See **Table 4.A: Irvine Unified School District Data** below for more detail related to the 2024-2025 existing enrollment, total enrollment capacity, and remaining capacity of the schools that would serve the proposed project.

Table 4.A: Irvine Unified School District Data

School Name	Type	Existing Enrollment (2024-2025)[1]	Total Enrollment Capacity[2]	Remaining Capacity
Northwood Elementary	Elementary	508	676	168
Sierra Vista Middle School	Middle	1,282	1,200	-82
Northwood High School	High	2,244	2,333	89

Sources: 1: California Department of Education Data Quest. 2024-25 Enrollment by Grade – Irvine Unified Report.
2: Irvine Unified School District, Response to Notice of Preparation, Program Environmental Impact Report, Irvine 2045 Focused General Plan Update, Pages 3-4. August 18, 2023 (See Appendix A).

As shown above, with the exception of Sierra Vista Middle School, each of the schools serving the project site have additional capacity to serve potential new students. Sierra Vista Middle School is currently operating above capacity with 82 more students than the planned capacity of 1,200 students. Although the project site is served by these schools, it is anticipated that the proposed

1 Irvine Unified School District (IUSD). District Overview. <https://iusd.org/about/our-district/district-overview> (accessed September 24, 2025).
2 California Department of Education Data Quest. 2024-25 Enrollment by Grade – Irvine Unified Report. <https://dq.cde.ca.gov/dataquest/dqcensus/enrgrdlevels.aspx?agglevel=District&year=2024-25&cds=3073650 > (accessed April 10, 2026).
3 Ibid.
4 Ibid.

project would generate additional student enrollment as it includes development of additional residential units. **Table 4.B: Irvine Unified School District Student Generation** below provides the multifamily student generation rates that apply to each type of school, and applies it to calculate the estimated number of students that would be generated by the proposed project's residential units.

Table 4.B: Irvine Unified School District Student Generation

School Name	Type	Multifamily Student Generation Rates per School Type	Proposed Residential Units	Number of Students[1]
Northwood Elementary	Elementary	0.133	68	9
Sierra Vista Middle School	Middle	0.038		3
Northwood High School	High	0.056		4

Note: 1\ Numbers are rounded.
Source: Irvine Unified School District, Response to Notice of Preparation, Program Environmental Impact Report, Irvine 2045 Focused General Plan Update, Page 3, August 18, 2023 (see Appendix A).

As shown above, implementation of the proposed project is estimated to generate approximately nine new students for Northwood Elementary School, three new students for Sierra Vista Middle School, and four new students for Northwood High School. Based on this information and the information provided in Table 4.A showing remaining capacity for these schools, it is anticipated that there would be no issues in serving the future students generated by the proposed project at Northwood Elementary School and Northwood High School. However, Sierra Vista Middle School would continue to operate beyond capacity with the addition of the three new students generated by the proposed project. The City of Irvine's General Plan identifies that there is additional capacity within the Irvine Unified School District, including enough capacity to accommodate 3,352 additional elementary school students, 1,129 middle school students, and 1,374 high school students.[1] In addition, the Applicant would be required to pay school facilities fees to the IUSD to offset the cost of expansion or rehabilitation of existing schools and construction of new schools prior to the issuance of the building permits for the proposed project's residential development. Payment of these fees would reduce any potential impacts related to the provision of school facilities to the proposed project's residents. Therefore, the project would not be anticipated to have a significant impact on schools related to the provision of new or physically altered school facilities, or a need for new or physically altered school facilities, the construction of which could cause significant environmental impacts. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

Less Than Significant Impact. In response to Impact 4.15.1 a-iv, as part of the proposed residential development, the proposed project would include the creation of a neighborhood park (Park Plan 00973403-PPP). The proposed neighborhood park would be required to comply with the City's neighborhood and community park requirements. The neighborhood park would include elements such as synthetic turf area for play, hardscape concrete area, four trees, two trash receptacles, shade structure, two benches, two seats, table, grill, two cornholes, giant chess, security lights, and a dog bag dispenser. Future residents would have access to passive recreation amenities provided

[1] Ibid. Table 4.12-3B. Page 7.

onsite and local city parks. Local recreational parks near the project site include Orchard Park located approximately 0.2 mile to the west, Sycamore Park located approximately 0.2 mile to the north, and Coralwood Park located approximately 0.3 mile to the north. Although the proposed project would increase the number of individuals on the project site, the neighborhood park would only be accessible to future residents as it would be a private neighborhood park. The neighborhood park would assist in serving the induced demand for park facilities through the new residential land use. Furthermore, given the proximity of the three local parks and the negligible population increase with the proposed project, it is likely that the increased use of existing parks or recreational facilities in the area would be negligible. Construction of the proposed park would result in short-term impacts related to aesthetics, air quality, noise, energy, GHG emissions, transportation facilities, and utilities and service systems on the proposed project site. However, these impacts would only occur during the construction period and would cease once the proposed park and other elements of the proposed project are fully constructed. Therefore, the proposed project would not result in substantial adverse physical impacts that would result in the need for new or physically altered park facilities. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

Less Than Significant Impact. In response to Impact 4.15.1 a-v, the proposed project may result in a negligible increased demand for fire protection, police, schools, and parks as the proposed project would introduce a new residential land use. While these land uses may induce increased demand for public services, the population increase associated with the residential portion of the proposed project is unlikely to generate enough demand to result in substantial adverse impacts to other public facilities within the City. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

4.16 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

4.16.1 Impact Analysis

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?

Less Than Significant Impact. The proposed project involves both church development and residential development. As part of the proposed residential development, the proposed project would include the creation of a neighborhood park (Park Plan 00973403-PPP). The proposed neighborhood park would be designed to comply with the City's Park Plan requirements. Although the proposed project would increase the number of individuals on the project site (anticipated to be up to 204 people), the neighborhood park would only be accessible to future residents as it would be a private neighborhood park. The neighborhood park would assist in serving the induced demand for park facilities through the new residential land use. As mentioned earlier, the Northwood Planning Area contains several public parks including Orchard Park, Sycamore Park, Coralwood Park, Racquet Club Park, Brywood Park, Blue Gum Park, Pepperwood Park, Pinewood Park, Carrotwood Park and Northwood Park (Castle Park). Given the number of the local parks within the Northwood Planning Area, and the population increase with the proposed project, it is likely that the increased use of existing parks or recreational facilities in the area would be negligible. No substantial physical deterioration of the neighborhood or the regional parks would occur or be accelerated. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

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 proposed project includes the installation of various outdoor recreational amenities such as synthetic turf, cornhole play areas, a shade structure, seating areas (including benches and tables), BBQ grill, giant chess, funball setup, and a dog bag dispenser. These improvements would enhance the existing outdoor environment by providing additional opportunities for passive and active recreation. The park would be built around an existing water well with an existing access easement to the well site (approximately 60 by 90 feet). The proposed project would include a new well access easement located near the southwestern edge of the project site.

Construction of the proposed recreational amenities would not require substantial earthwork, vegetation removal, or other activities likely to cause significant physical environmental effects. Construction of the proposed park would result in short-term impacts related to aesthetics, air quality, noise, energy, GHG emissions, transportation facilities, and utilities and service systems on the project site. However, these impacts would only occur during the construction period and would cease once the proposed park and other elements of the proposed project are fully constructed. The proposed improvements would be designed to integrate with the surrounding development and comply with applicable local and State regulations. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

4.17 TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☒	☐	☐	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

The following analysis is based on the Traffic Study prepared by LSA Associates, Inc. in January 2026 (see Appendix G).

4.17.1 Impact Analysis

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. The project site currently contains a temporary church facility, parking lot, and courtyard. The existing 7,128 square feet of church use generates 54 daily trips, including two a.m. peak hour trips (one inbound and one outbound) and three p.m. peak-hour trips (one inbound and two outbound). The proposed 45,521 square foot church and 68 multi-family residential dwelling units would generate 804 daily trips, including 42 a.m. peak hour trips (16 inbound and 26 outbound) and 57 p.m. peak-hour trips (32 inbound and 25 outbound).

Level of Service. Although Level of Service (LOS) is no longer an accepted metric for determining a transportation impact under CEQA, the City includes policies addressing LOS in the General Plan. LOS is a qualitative, letter-grade system (A-F) used to measure motor vehicle congestion, speed, and delay at intersections and on road segments. The 2045 *Irvine General Plan Transportation Section* includes the following policy with LOS:

The *2045 Irvine General Plan Circulation Element* includes the following policy that references LOS:

- Policy (b) of Objective C-1 is to "Develop, on an incremental basis, a motor vehicular circulation system responding to local and regional access requirements. Such access requirements and associated improvements shall be determined, in part, through an evaluation of impacts in terms of traffic congestion (measured in terms of Level of Service). The following Level of Service (LOS) Standards shall be the goal applied to arterial highways,

as shown in Figure 1, which are in the City of Irvine or its sphere of influence, and which are under the City's jurisdiction."[1]

Furthermore, the City of Irvine's *Traffic Study Guidelines* (March 21, 2023) also identifies LOS as an appropriate metric.

Pursuant to Senate Bill 743, the analysis of transportation impacts under CEQA has shifted from LOS to Vehicle Miles Traveled (VMT). Accordingly, LOS is no longer used to determine the significance of transportation impacts under CEQA, though it may continue to be applied by the City for local planning and operational purposes as indicated in the City's *Traffic Study Guidelines* (March 21, 2023).

Vehicle Miles Traveled. The *2045 Irvine General Plan Circulation Element* includes policies that aim to support reducing VMT

- Policy (c) of Objective C-1 is to "Evaluate transportation impacts in terms of vehicle miles traveled (VMT) to ensure compliance with Senate Bill 743 and to minimize trip lengths to, from, and within the City."
- Policy (e) of Objective C-1 is to "Support programs and infrastructure that promote non-vehicular travel (e.g., walking/biking), increase vehicle occupancy, and/or reduce VMT."
- Policy (h) of Objective C-2 is to "Proposed developments shall include measures to minimize negative impacts of additional vehicular traffic and aim to reduce vehicle miles traveled (VMT)."

Pedestrian Circulation. The *2045 Irvine General Plan Circulation Element* includes sixteen policies that aim to support pedestrian circulation and are listed below.

- Policy (e) of Objective C-1 is to "Support programs and infrastructure that promote non-vehicular travel (e.g., walking/biking), increase vehicle occupancy, and/or reduce VMT."
- Policy (i) of Objective C-2 is to "Encourage intersections and public right of ways to be designed to provide adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities."
- Policy (m) of Objective C-2 is to "Encourage safe and accessible routes to school for children and families walking, bicycling, and taking public transportation to schools in the community. Improvements may include but are not limited to, high visibility crosswalks, island refuges, pavement markings, rapid flashing beacons, pedestrian signals, traffic delineators, enhanced bikeways, defined bus stops, and roundabouts."

[1] City of Irvine. 2024. *Irvine 2045 General Plan: Circulation Element* < https://legacy.cityofirvine. org/civica/filebank/blobdload.asp?BlobID=35716> (accessed December 16, 2025).

- Policy (a) of Objective C-3 is to "Link residences with schools, job centers, shopping centers, parks, and other public facilities/destination centers, both within a planning area and to adjacent planning areas, through an internal system consisting of pedestrian facilities (e.g., sidewalks and/or shared-use paths)."

- Policy (b) of Objective C-3 is to "Encourage proposed developments to provide safe, convenient, and direct pedestrian access to surrounding land uses, on-street parking, and transit stops, as applicable, emphasizing active transportation and supporting the Complete Streets Act."

- Policy (c) of Objective C-3 is to "Design and locate land uses that facilitate access by non-automotive means (e.g., walking and/or bicycling)."

- Policy (d) of Objective C-3 is to "Continue to implement the existing sidewalk improvement program and enhance standards for improved active transportation and connectivity to create an interconnected system of pedestrian-friendly boulevards, avenues, and streets."

- Policy (a) of Objective C-5 is to "Implement Complete Streets design principles to ensure that all roadway projects accommodate the needs of pedestrians, cyclists, and transit users, in addition to motorized vehicles, by incorporating features such as widened sidewalks, dedicated bike lanes, pedestrian crossings, and traffic calming measures."

- Policy (b) of Objective C-5 is to "Develop a comprehensive network of active transportation facilities, including sidewalks, enhanced bikeways, and multi-use paths, to provide safe and convenient routes for walking and cycling within neighborhoods, commercial areas, employment centers, and recreational destinations."

- Policy (c) of Objective C-5 is to "Implement Safe Routes to Schools programs and infrastructure improvements to promote walking and cycling to schools, enhance pedestrian safety, and reduce traffic congestion around school zones through measures such as sidewalk enhancements, crosswalk upgrades, and traffic calming measures."

- Policy (e) of Objective C-5 is to "Integrate active transportation planning considerations into land use decisions, transportation projects, and development approvals to prioritize pedestrian and cyclist safety, accessibility, and comfort, and ensure that new developments are designed to support active transportation modes."

- Policy (f) of Objective C-5 is to "Collaborate with community organizations, schools, businesses, and advocacy groups to support and promote active transportation initiatives, leverage resources, and engage stakeholders in the planning and implementation of active transportation projects."

- Policy (b) of Objective C-9 is to "Promote active transportation modes such as walking and biking by developing pedestrian- and bicycle-friendly infrastructure, creating and enhancing bike lanes and trails, and implementing traffic calming measures to improve safety and encourage non-motorized travel."

- Policy (f) of Objective C-9 is to "Support multimodal connectivity by integrating various transportation modes, including public transit, walking, biking, and shared mobility options, to provide residents and visitors with diverse and convenient transportation choices that meet their needs and preferences."

- Policy (b) of Objective C-11 is to "Implement Complete Streets design standards and guidelines to integrate transportation and land use planning considerations into street design, ensuring that streets accommodate the needs of all users, including pedestrians, cyclists, motorists, and transit riders, while fostering vibrant and accessible communities."

- Policy (a) of Objective C-12 is to "Require the incorporation of sustainable transportation features in all new development projects, including bike lanes, pedestrian walkways, and transit-oriented designs. Prioritize the use of environmentally friendly transportation modes, such as electric vehicles, public transit, and active transportation options, in City planning and infrastructure development."

In the vicinity of the project site, sidewalks are currently provided on Roosevelt, Remington and Trabuco Road. The project would include sidewalks throughout the site to serve both the residential and church uses and provide connection to the adjacent public facilities. During construction, the project would require permanent modification of the existing sidewalk on Trabuco Road to develop the proposed secondary driveway into the project site. Construction and operation of the proposed project would not substantially alter the existing pedestrian facilities. The proposed project would maintain the existing pedestrian facilities and not preclude the implementation of any future planned facilities. Furthermore, implementation of the on-site sidewalk improvements would be consistent in supporting the sixteen policies related to pedestrian circulation as identified in the *2045 Irvine General Plan Circulation Element.*

Bicycle Circulation. The *2045 Irvine General Plan Circulation Element* includes 18 policies that aim to support bicycle planning and are listed below.

- Policy (a) of Objective C-4 is to "Encourage proposed developments to provide connectivity to the existing bicycle circulation network, both on- and off-street, and within the proposed planning area. The on-street and off-street trails shall be designed for the safety of all users per approved City plans and documents."

- Policy (b) of Objective C-4 is to "Accommodate cyclists of all levels of experience and provide for both recreation and functional transportation when designing shared-use pathways."

- Policy (c) of Objective C-4 is to "Enhance the existing bicycle network to improve connectivity between residential areas, employment areas, schools, parks, community facilities, commercial centers, and transit facilities."

- Policy (d) of Objective C-4 is to "Encourage new developments to include detailed circulation plans for pedestrian and bicycle trails providing access to the subject property, adjacent properties, and community facilities, as applicable."

- Policy (e) of Objective C-4 is to "Bicycle trip destinations, including community facilities, commercial centers, and transit facilities, shall be encouraged to be equipped with appropriate bicycle facilities/amenities including, but not limited to, the provision of universal bike racks, shade trees, drinking fountains, benches, and showers, where feasible."

- Policy (f) of Objective C-4 is to "Encourage grade-separated crossings for pedestrians and cyclists, wherever feasible, to increase safety and efficiency."

- Policy (g) of Objective C-4 is to "Encourage separated, off-street bicycle trails and shared-use paths in areas with minimal cross traffic, such as open space spine, flood control and utility easements, where feasible."

- Policy (h) of Objective C-4 is to "Support programs and engage the community to increase public awareness of bicycle safety and bicycling as an alternative mode of transportation."

- Policy (i) of Objective C-4 is to "Incorporate, where appropriate, school and park locations within the design of the bicycle network system."

- Policy (a) of Objective C-5 is to "Implement Complete Streets design principles to ensure that all roadway projects accommodate the needs of pedestrians, cyclists, and transit users, in addition to motorized vehicles, by incorporating features such as widened sidewalks, dedicated bike lanes, pedestrian crossings, and traffic calming measures."

- Policy (b) of Objective C-5 is to "Develop a comprehensive network of active transportation facilities, including sidewalks, enhanced bikeways, and multi-use paths, to provide safe and convenient routes for walking and cycling within neighborhoods, commercial areas, employment centers, and recreational destinations."

- Policy (c) of Objective C-5 is to "Implement Safe Routes to Schools programs and infrastructure improvements to promote walking and cycling to schools, enhance pedestrian safety, and reduce traffic congestion around school zones through measures such as sidewalk enhancements, crosswalk upgrades, and traffic calming measures."

- Policy (d) of Objective C-5 is to "Provide secure and convenient bicycle parking facilities, such as bike racks, bike parking and storage, and bike shelters, at key destinations, including transit stops, commercial centers, parks, and employment hubs, to encourage cycling as a viable transportation option and support active commuting."

- Policy (e) of Objective C-5 is to "Integrate active transportation planning considerations into land use decisions, transportation projects, and development approvals to prioritize pedestrian and cyclist safety, accessibility, and comfort, and ensure that new developments are designed to support active transportation modes."

- Policy (f) of Objective C-5 is to "Collaborate with community organizations, schools, businesses, and advocacy groups to support and promote active transportation initiatives,

leverage resources, and engage stakeholders in the planning and implementation of active transportation projects."

- Policy (b) of Objective C-9 is to "Promote active transportation modes such as walking and biking by developing pedestrian- and bicycle-friendly infrastructure, creating and enhancing bike lanes and trails, and implementing traffic calming measures to improve safety and encourage non-motorized travel."

- Policy (f) of Objective C-9 is to "Support multimodal connectivity by integrating various transportation modes, including public transit, walking, biking, and shared mobility options, to provide residents and visitors with diverse and convenient transportation choices that meet their needs and preferences."

- Policy (a) of Objective C-12 is to "Require the incorporation of sustainable transportation features in all new development projects, including bike lanes, pedestrian walkways, and transit-oriented designs. Prioritize the use of environmentally friendly transportation modes, such as electric vehicles, public transit, and active transportation options, in City planning and infrastructure development."

In June 2025, the City approved an amendment to an ordinance (Ordinance 25-20) that amended text related to bicycle parking requirements in the Irvine Zoning Ordinance. However, as of January 2026, the City is required to comply with the updated 2025 California Green Building Standards Code, which requires that short-term and long-term bicycle parking is mandated for new non-residential, hotel, and multifamily developments and is no longer considered voluntary.

On-street (Class II) bicycle lanes in the study area are currently provided on Yale Avenue, Jeffrey Road, Trabuco Road and Roosevelt. Construction and operation of the proposed project is not anticipated to impact these existing bicycle facilities and would not preclude the implementation of any future planned bicycle facilities. In addition, development of the proposed project would include on-site bicycle parking per the 2025 California Green Building Standards code.

Transit Facilities. The *2045 Irvine General Plan Circulation Element* includes 13 policies that aim to support transit circulation and are listed below.

- Policy (a) of Objective C-7 is to "Plan residential, commercial, and industrial areas to enable effective use of public transit."

- Policy (b) of Objective C-7 is to "Consider designating excess right-of-way areas on arterial highways for potential public transit corridors or for emergency parking lanes."

- Policy (c) of Objective C-7 is to "Continue to expand the bus service network as an alternative mode of transportation through the following:

    - Pursue additional transit service to and within the City, increase frequency and/or provide service to new developments.

  - Provide infrastructure at transit stops for convenience and safety (e.g., proper lighting, covered shelter and safe crossings) to encourage commuting to work.
  - Incorporate public art and green infrastructure to enhance existing and future transit stops.
  - Continue to expand the bus service network within the City."

- Policy (d) of Objective C-7 is to "Continue planning efforts as necessary to further develop the advanced transit network providing connection to all local and activity center systems encompassing the City and its sphere of influence."
- Policy (e) of Objective C-7 is to "Coordinate the development of intracounty and regional transit stops with Irvine's intracity transit system."
- Policy (f) of Objective C-7 is to "Encourage the short-term use of rights of way reserved for the various circulation systems for other uses, such as special events (i.e. temporary closure of portions of public roadways for non-vehicular events)."
- Policy (g) of Objective C-7 is to "Consider the use of railroad rights of way as transportation corridors."
- Policy (h) of Objective C-7 is to "Explore the use of technology to communicate transit patterns, promote safety, and attract passengers."
- Policy (i) of Objective C-7 is to "Consider implementing and supporting proposed guidelines for near- and long-term improvements to transit infrastructure within the City limits."
- Policy (f) of Objective C-9 is to "Support multimodal connectivity by integrating various transportation modes, including public transit, walking, biking, and shared mobility options, to provide residents and visitors with diverse and convenient transportation choices that meet their needs and preferences."
- Policy (a) of Objective C-11 is to "Promote transit-oriented development (TOD) by concentrating higher-density, mixed-use development around transit hubs, such as rail stations, bus stops, and transportation centers, to maximize access to public transit, reduce automobile trips, and encourage active transportation modes."
- Policy (b) of Objective C-11 is to "Implement Complete Streets design standards and guidelines to integrate transportation and land use planning considerations into street design, ensuring that streets accommodate the needs of all users, including pedestrians, cyclists, motorists, and transit riders, while fostering vibrant and accessible communities."
- Policy (a) of Objective C-12 is to "Require the incorporation of sustainable transportation features in all new development projects, including bike lanes, pedestrian walkways, and transit-oriented designs. Prioritize the use of environmentally friendly transportation

modes, such as electric vehicles, public transit, and active transportation options, in City planning and infrastructure development."

Transit facilities are accessible both to and from the project site via sidewalks along Trabuco Road, Roosevelt, and Remington. This is an important feature because Orange County Transportation Authority (OCTA) and Irvine CONNECT stops are provided at the northeast and southwest corners of Yale Avenue/Trabuco Road (approximately 2,200 walkable feet from the project site) for Irvine CONNECT, the northeast and southwest corners of Yale Avenue/Roosevelt (approximately 1,900 walkable feet from the project site) for Irvine CONNECT, and the northeast and southwest corners of Jeffrey Road/Trabuco Road (approximately 2,700 walkable feet from the project site) for OCTA Route 167. Neither project construction nor project operation would impact these existing facilities. The proposed project is not anticipated to substantially impact the existing facilities or preclude future transit facilities.

Based on the analysis presented above, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

b. Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

Potentially Significant Impact. On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law, which directed the Governor's Office of Planning and Research (OPR) to establish new CEQA guidance for jurisdictions that removes the LOS method, which focuses on automobile vehicle delay and other similar measures of vehicular capacity or traffic congestion, from CEQA transportation analysis. Rather, vehicle miles traveled (VMT), or other measures that promote "the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses," are now used as the basis for determining significant transportation impacts in the State.

As part of a January 2018 update to the *State CEQA Guidelines*, Section 15064.3 codifies that project-related transportation impacts are typically best measured by evaluating the project's VMT. Specifically, subdivision (b) focuses on specific criteria related to transportation analysis. Subdivision (b)(2) addresses VMT associated with transportation projects and states that projects that reduce VMT, such as pedestrian, bicycle, and transit projects, should be presumed to have a less than significant impact.

The project has potential to result in significant VMT impacts, which will be further evaluated in the EIR. The EIR will recommend appropriate mitigation measures, if necessary.

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

Less Than Significant Impact. The project site is bordered by Remington to the west and Trabuco Road to the north. Remington is classified as a local roadway in the City's General Plan Circulation Element and runs in a north-south orientation. Trabuco Road is classified as a Primary Highway and runs in an east-west orientation. Vehicle access to the project site would continue to be provided via

a full-access driveway on Remington and also a new right-in-right out (RIRO) driveway on Trabuco Road. An Access Analysis was conducted as part of the Traffic Study per the City's Transportation Design Procedures for the existing (City of Irvine, 2007) analyzed the following Traffic Design Procedures (TDP):

- TDP-1 (Turn Lane Pocket Lengths)
- TDP-3 (Left-Turn In/Out Access)
- TDP-4 (Right-Turn Lanes at Uncontrolled Driveways)
- TDP-10 (Distances between Driveways and Intersections)
- TDP-14 (Driveway Lengths)

The Traffic Study concluded that all the listed TDP criteria per the City's Transportation Design procedures identified were satisfied for the proposed project (see Appendix G).

During construction, temporary delays, road closures, or road obstructions may occur subject to a construction traffic management plan. The construction traffic management plan would implement traffic control features (signage, construction fencing, flagmen) to maintain access near and on-site to avoid and minimize potential impacts to the existing circulation system. These traffic control features would assist in the overall management of multi-modal circulation within and near the project site to minimize and avoid any issues with safety and access. With implementation of the proposed project, vehicle access to the project site would continue to be provided via a full-access driveway on Remington (across from Danville Street) and also a new right in right out (RIRO) driveway on Trabuco Road. The proposed project would modify the existing conditions of the project site through the development of the new driveway, a surface parking lot for the church facility, an underground parking garage, and surface parking and various private roadways for the proposed residential development. The proposed project would introduce surface parking lots and modify the existing circulation system on the project site and would be subject to project plan review by City staff. In addition, internal roadway design would be largely consistent with City design standards; however, the proposed project would require variances for three portions of the roadway system. Variances would be required for the entrance to the secondary driveway off Trabuco Road, the driveway width along the eastern side of the church parking lot up to the residential area, and the eastern most drive aisle in the proposed church parking lot (see Section 2.4.3, Project Site Access Circulation and Parking, for further discussion). However, based on the analysis above, the proposed project would not include any sharp curves or turns that would result in increased hazards. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

d. Would the project result in inadequate emergency access?

Less Than Significant Impact. During project construction, emergency vehicle access to the project site would be provided via the existing main driveway along Remington. The proposed project is not expected to result in substantial traffic impacts or queuing on nearby streets during construction, as all equipment would be staged on site. During construction, temporary delays, road closures, or road obstructions may occur subject to a construction traffic management plan. Instances of temporary delay, road closures, or road obstructions may create potential minor delays in emergency situations. Construction debris would be hauled off-site, using major roads to arrive at

the Orange County Waste and Recycling (OCWR) Frank R. Bowerman Landfill, which is an approved construction and demolition waste diversion facility. Material excavated for construction of the Church basement and two-story underground parking garage would also be disposed at the Bowerman Landfill or another nearby site accepting clean soil, such as the Great Park. Based on the proposed project requiring approximately 45,000 cubic yards of export and the average dump truck being able to carry approximately 16 cubic yards per load, the number of trips anticipated to the project site is approximately 2,813 trips.[1] The project site's close proximity to Jeffrey Road would allow any debris haul trips to directly access the landfill using Jeffrey Road and Portola Parkway. Alternately, the project site's location near the I-5/Jeffrey Road interchange would allow debris haul trips to reach their destination via the regional freeway system, with minimal use of local streets. The construction traffic management plan would implement traffic control features (signage, construction fencing, flagmen) to maintain access near and on-site to avoid and minimize potential impacts to the existing circulation system. Additionally, construction of the proposed project would not result in permanent road closures or long-term blocking of road access that would physically impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Furthermore, the existing driveway provides adequate access to accommodate emergency vehicles.

Once the proposed project is constructed, emergency access would be provided via the driveways from Remington and Trabuco Road. The proposed project would be reviewed and approved by the OCFA and City staff as part of the City's Design Review process to ensure the proposed project is compliant with all applicable codes and ordinances for emergency vehicle access. Project design would adhere to City of Irvine requirements pertaining to emergency access, ensuring that emergency vehicles would be able to access all areas of the project site and egress to evacuation routes would remain unaffected. Furthermore, the proposed project would be required to comply with Chapter 5 of the California Fire Code (CFC) requirements pertaining to emergency apparatus roadways and water supply. Section 5-9-408 (Fire Code) of the City's Municipal Code incorporates the CFC. With City design review and the OCFA's review of the project plans, project impacts related to emergency access would be less than significant. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

[1] TheUpFitInsider. 2025. *Dump Truck Capacity Chart 2025 | How Many Tons Does a Dump Truck Hold?* <https://theupfitinsider.com/p/how-many-tons-can-a-dump-truck-haul> (accessed April 2, 2026).

4.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☒	☐	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐

4.18.1 Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Potentially Significant Impact. Chapter 532, Statutes of 2014 (i.e., Assembly Bill [AB] 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource." Consultation under AB 52 will be completed during preparation of the EIR and discussed in further detail in that document.

4.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☒	☐	☐	☐
c. 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?	☒	☐	☐	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☒	☐	☐	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☒	☐	☐	☐

4.19.1 Impact Analysis

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Potentially Significant Impact. As identified in Section 2.4.5, Utilities and Infrastructure Improvements, the proposed project would require the construction of additional utilities consisting of stormwater drainage, water, wastewater, and electric power within the project site.

Water. Water service for the proposed project would be provided by the Irvine Ranch Water District (IRWD) via the existing water service line located in Remington. IRWD serves about 20 percent of Orange County and operates more than 1,500 miles of drinking water lines, more than 900 miles of sewer lines, 53 reservoirs, and two large water recycling facilities.[1] IRWD's existing water supply consists of imported water, local groundwater, recycled water, and local surface water. In addition, IRWD purchases treated and untreated water from the Metropolitan Water District of Southern California (MWD).[2] The IRWD provides drinking water and recycled water to over 446,365 residents

1 City of Irvine. 2024. General Plan Update Program EIR, Utilities and Service System. <https://legacy.cityofirvine.org/civica/filebank/blobdload.asp?BlobID=> (accessed December 8, 2025).

2 Ibid.

in Orange County cities including Irvine, Tustin, Lake Forest, Newport Beach, Orange, Costa Mesa and unincorporated areas of Orange County (approximately 20 percent of Orange County).[1]

As identified in Section 2.4.5, water service to the project site would be provided via new lines and connections to the existing water service lines in Remington and Roosevelt. As discussed under Section 4.19(b) below, project-specific water demand estimates will be prepared for the proposed project and discussed in the EIR in order to determine if sufficient water supplies exist to serve the proposed project. The project-specific water demand estimates would help to inform if implementation of the proposed project would exceed the capacity of existing water treatment and conveyance facilities. Will serve letters from IRWD would be required to ensure sufficient capacity exists. Accordingly, the impact of the proposed project on water infrastructure would be potentially significant and will be further evaluated in the EIR.

Wastewater. Wastewater service for the proposed project would be provided by the IRWD. IRWD owns a sanitary sewer system with approximately 132,000 sewer connections serving approximately 446,000 customers. IRWD operates and maintains more than 900 miles of sanitary sewer mains, is structurally responsible for 361 miles of lower lateral mains and operates and maintains 29 miles of force mains spanning 181 square miles (84,000 acres) of service area in Orange County.[2]

Currently, IRWD collects and treats wastewater at two water recycling plants, the Michelson Water Recycling Plant (MWRP) and the Los Alisos Water Recycling Plant (LAWRP). The MWRP is permitted to treat approximately 28 million gallons per day (mgd) and the LAWRP is permitted to treat approximately 5.5 mgd, for a total of 33.5 mgd.[3] There are a few small portions of the IRWD service area that are not served by these two water recycling plants. For these areas, wastewater is collected by Orange County Sanitation District (OC San) and Santa Margarita Water District (SMWD). The project site is not located in these areas.

Because the proposed project would increase the number of residents and users on the project site, the impact of the proposed project on wastewater infrastructure would be potentially significant and will be further evaluated in the EIR. Project-specific wastewater generation estimates will be prepared for the proposed project and discussed in the EIR in order to determine if the LAWRP and MWRP have adequate capacity to accommodate project related wastewater flow and if the existing sewer system can accommodate the proposed project. In addition, will-serve letters from IRWD would be required to ensure sufficient capacity exists. A Water and Sewer Master Plan will be prepared by the project applicant for review by the City and IRWD to ensure sufficient capacity exists. Accordingly, the impact of the proposed project on wastewater infrastructure would be potentially significant and will be further evaluated in the EIR.

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1 Irvine Ranch Water District. n.d. About Us. <https://www.irwd.com/about-us> (accessed December 8, 2025).

2 Irvine Ranch Water District. 2025. Sewer System Management Plan – Update. <https://www.irwd. com/images/pdf/services/2025_IRWD_SSMP_Board_Approved.pdf> (accessed December 8, 2025).

3 Irvine Ranch Water District. 2021. Urban Water Management Plan. <https://www.irwd.com/images/ pdf/doing-business/environmental-documents/UWMP/2020_urban_water_management_plan_irwd_adopted_june2021.pdf> (accessed December 8, 2025).

Stormwater. As discussed in Section 2.4.5, the proposed project would install new drainage features throughout the project site to accommodate stormwater. The local storm drain system is owned by the City and maintained by Orange County Public Works (OCPW). The proposed project would introduce substantial amounts of new impervious surfaces throughout the project site. However, existing drainage patterns on the project site would generally be maintained under the proposed project.

As discussed in Section 4.10, Hydrology and Water Quality, in order to characterize the hydrologic conditions at the project site and address stormwater runoff with implementation of the proposed project, a project-specific Drainage Study and WQMP will be prepared and discussed in the EIR. The project-specific WQMP will provide project-specific design and BMPs that would be implemented to manage stormwater runoff on the project site. Accordingly, the impact of the proposed project on water infrastructure would be potentially significant and will be further evaluated in the EIR.

Electricity and Natural Gas. Electricity is provided to the City by the Orange County Power Authority and is accessed via Southern California Edison's (SCE) infrastructure. Irvine's natural gas is provided by the Southern California Gas Company (SoCalGas). Section 4.6, Energy, discusses the proposed project's energy requirements (i.e., electricity, fuel consumption, and natural gas consumption) and explains that the proposed project would increase demand for electricity and natural gas. The residential portion of the project would be fully electric, and the church development would include a natural gas line connection to the proposed church buildings. Accordingly, the impact of the proposed project on electricity or natural gas supply infrastructure would be potentially significant and will be further evaluated in the EIR.

Overall, the proposed project's impacts to water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause potentially significant impacts and will be further evaluated in the EIR.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Potentially Significant Impact. As discussed above, water service to the project site would be provided by IRWD. IRWD adopted its 2020 Urban Water Management Plan (UWMP) in June 2021, which provides a framework for long-term water planning and informs the public of IRWD's plans for long-term resource planning to ensure adequate water supplies for existing and future demands.[1] According to the 2020 UWMP, IRWD's water use in 2020 (potable and non-potable) totaled 56,374 acre-feet (af), with multi-family residential uses accounting for approximately 24,995 af and institutional accounting for 1,454 af.[2] In addition, according to the 2020 UWMP, IRWD's

1 Irvine Ranch Water District. 2021. Urban Water Management Plan. <https://www.irwd.com/images/pdf/doing-business/environmental-documents/UWMP/2020_urban_water_management_plan_irwd_adopted_june2021.pdf> (accessed December 8, 2025).

2 Irvine Ranch Water District. 2021. Urban Water Management Plan, DWR Table 4-1 Retail: Demands for Potable and Non-Potable Water- Actual <https://www.irwd.com/images/pdf/doing-business/environmental-documents/UWMP/2020_urban_water_management_plan_irwd_adopted_june2021.pdf> (accessed December 8, 2025).

water use (potable, raw, and recycled) is projected to be 32,048 af in 2030, 31,638 af in 2035, and 30,846 af. In addition, the 2020 UWMP indicates that IRWD's water supplies are projected to meet full-service demands now and into the future. Further, IRWD's 2020 UWMP confirms that IRWD can meet the projected full-service demands of its member agencies during normal years, single dry year, and multiple dry years.[1]

Implementation of the proposed project would increase water use at the project site as compared to existing conditions. Accordingly, this impact would be potentially significant and will be further evaluated in the EIR. Project-specific water demand estimates will be prepared for the proposed project and discussed in the EIR in order to determine if sufficient water supplies exist to serve the proposed project. The EIR will also recommend appropriate mitigation measures, if necessary.

c. 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. Please see the discussion in Section 4.19(a), above. Implementation of the proposed project would increase wastewater generation at the project site as compared to existing conditions. Accordingly, this impact would be potentially significant and will be further evaluated in the EIR. Project-specific wastewater generation estimates will be prepared for the proposed project and discussed in the EIR in order to determine if the MWRP and LAWRP would have adequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Potentially Significant Impact. Solid waste disposal services in the city are provided by CR&R. Solid waste in the city, including the project site, would most likely be disposed of at the Bowerman Landfill, which is operated by Orange County Waste and Recycling (OC Waste and Recycling). The Bowerman Landfill, located at 11002 Bee Canyon Access Road in Irvine, is approximately 3.6 miles northeast of the project site. The landfill opened in 1990 and is 725 acres in size, with approximately 534 acres dedicated to waste disposal. The landfill accepts a maximum of 11,500 tons of solid waste per day and has a projected capacity to serve residents and businesses until approximately 2053.[2]

The project site is currently developed with a temporary church building and adjacent parking lot, which generate some solid waste under existing conditions. Construction and operation of the proposed project would increase the amount of solid waste generated at the project site from existing conditions. The solid waste would be transported and disposed of at the Bowerman Landfill.

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1 Irvine Ranch Water District. 2021. Urban Water Management Plan. <https://www.irwd.com/images/ pdf/doing-business/environmental-documents/UWMP/2020_urban_water_management_plan_irwd_adopted_june2021.pdf> (accessed December 8, 2025).

2 Orange County Waste & Recycling, Frank R. Bowerman Landfill. <https://oclandfills.com/landfills/frank-r-bowerman-landfill> (accessed December 16, 2025).

Accordingly, this impact would be potentially significant and will be further evaluated in the EIR. Project-specific solid waste generation estimates will be prepared for the proposed project and discussed in the EIR in order to determine if the Frank R. Bowerman Landfill would have adequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments. The EIR will also recommend appropriate mitigation measures, if necessary.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Potentially Significant Impact. All land uses within the city are required to coordinate with a waste hauler to collect solid waste on a common schedule as established in applicable local, regional, and State programs. Additionally, all development within the city, including the proposed project, is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939 (California Department of Resources Recycling and Recovery [CalRecycle]), AB 341, and other local, State, and federal solid waste disposal standards. Both AB 1327, Chapter 18, and AB 939 require the diversion of 50 percent of solid waste, including solid waste generated from residential, commercial, industrial, and public facility uses. AB 341 requires mandatory commercial recycling and focuses on increasing commercial waste diversion as a method of reducing GHG emissions. AB 341 is designed to achieve a reduction of 5 million metric tons of carbon dioxide equivalent ($MTCO_2e$), which would require an additional 2 to 3 million tons of solid waste materials to be recycled from the commercial section by 2020 and beyond. Consistent with these requirements, at least 50 percent of solid waste from the proposed project would be diverted and the proposed project would recycle solid waste in accordance with AB 341.

With compliance with AB 1327, AB 939, AB 341, and all other applicable local, State, and federal solid waste disposal standards, implementation of the proposed project would not otherwise impair the attainment of California solid waste reduction goals. Project-specific solid waste generation estimates will be prepared for the proposed project and discussed in the EIR in order to determine if the Bowerman Landfill would have adequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments. The EIR will also recommend appropriate mitigation measures, if necessary.

4.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

4.20.1 Impact Analysis

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The California Department of Forestry and Fire Protection (CAL FIRE) maps areas of significant fire hazards in the State through its Fire and Resources Assessment Program (FRAP). These maps place areas of California into different fire hazard severity zones (FHSZ), based on a complex hazard scoring system. The project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) or a State Responsibility Area (SRA). The nearest FHSZ is a moderate FHSZ located in the Stonegate village, approximately 1.65 miles northeast of the project site.

As mentioned in Section 4.9, Hazards and Hazardous Materials, the City's Emergency Evacuation Route Analysis identifies the nearest evacuation routes to the project site as Trabuco Road, Remington, and Roosevelt. During construction, temporary delays, road closures, or road obstructions may occur subject to a construction traffic management plan. Instances of temporary delay, road closures, or road obstructions may create potential minor delays in emergency situations. Construction debris would be hauled off-site, using major roads to arrive at the Orange County Waste and Recycling (OCWR) Bowerman Landfill, which is an approved construction and demolition waste diversion facility. Material excavated for construction of the Church basement and two-story underground parking garage would also be disposed at the Bowerman Landfill or another nearby site accepting clean soil, such as the Great Park. Based on the proposed project requiring approximately 45,000 cubic yards of export during construction, the proposed project is anticipated to generate approximately 2,813 haul trips. The project site's close proximity to Jeffrey Road would allow any debris haul trips to directly access the landfill using Jeffrey Road and Portola Parkway. In addition, the project site's location near the I-5/Jeffrey Road interchange would allow debris haul

trips to reach their destination via the regional freeway system, with minimal use of local streets. The construction traffic management plan would implement traffic control features (signage, construction fencing, flagmen) to maintain access near and on-site to avoid and minimize potential impacts to the existing circulation system. Additionally, construction of the proposed project would not result in permanent road closures or long-term blocking of road access that would physically impair or otherwise conflict with an emergency response plan or emergency evacuation plan. The proposed project is not anticipated to substantially impair an adopted emergency response plan or emergency evacuation plan. No impact would occur, no mitigation would be required, and this topic will not be analyzed in the EIR.

b. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less than Significant Impact. The project site is not within a VHFHSZ or SRA as designated by CAL FIRE. The project site is located in an urbanized portion of the City of Irvine and is surrounded by existing development. The nearest FHSZ is a moderate FHSZ located in the Stonegate village, approximately 1.65 miles northeast of the project site. The dominant meteorological feature affecting the City is the Pacific High-Pressure Zone, which produces the prevailing westerly to northwesterly winds which tend to blow pollutants away from the coast toward the inland areas.[1] As discussed in Section 4.7, Geology and Soils, the site is relatively flat and is surrounding by urban development and lacks topographical conditions that would contribute to wildfire spread.

Therefore, the project site faces little to no wildfire risk and the proposed project would not exacerbate wildfire risks or expose occupants to pollutant concentrations from a wildfire due to slope, prevailing winds and other factors. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact. As previously discussed, the project site is located within an urbanized area of Irvine and is not located in a VHFHSZ or SRA as designated by CAL FIRE. The nearest FHSZ is a moderate FHSZ located in the Stonegate village, approximately 1.65 miles northeast of the project site. The project site is currently developed with one temporary church building and parking lot, with the remaining portion of the project site being vacant; however, there are utility connections within the site for the temporary church building. As described in Section 2.4.5, Utilities and Infrastructure Improvements, the project site is currently served by existing underground utilities, including water, sanitary sewer, stormwater, and electricity. The proposed project would establish new underground utility connections that would be limited to the project site to serve the proposed structures; however, the proposed project would not result in any large-scale infrastructure installation or maintenance that would place the project site at greater risk of wildfire. The

[1] City of Irvine. 2024. City of Irvine General Plan Land Use Element. <https://cityofirvine.org/community-development/current-general-plan> (accessed September 22, 2025).

proposed project would have less than significant impacts associated with exacerbated wildfire risks. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. As previously discussed, the project site is located within an urbanized area of Irvine and is not located in a VHFHSZ or an SRA as designated by CAL FIRE. The nearest FHSZ is a moderate FHSZ located in the Stonegate village, approximately 1.65 miles northeast of the project site. As discussed in Section 4.7, Geology and Soils, the site is relatively flat and lacks topographical conditions that would contribute to wildfire spread. The project site currently drains from east to west with an average gradient of 2 percent. Flows are received through a series of on-site inlets and piped to an existing basin located at the southeast corner of the Remington and Roosevelt intersection. The catch basin and the receiving storm drain were designed for multi-family residential development of the project site and a 25-year storm event. The proposed project would generally maintain the existing drainage patterns and is not anticipated to expose people or structures to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. Therefore, the project site faces little to no wildfire risk, and post-fire conditions are not concern for the project site. The proposed project does not propose any land use changes within the project site that would include any features that would increase the exposure of people or structures to post-fire risks. Impacts would be less than significant, no mitigation would be required, and this topic will not be analyzed further in the EIR.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially 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, substantially 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?	☒	☐	☐	☐
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.)	☒	☐	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

4.21.1 Impact Analysis

a. Does the project have the potential to substantially 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, substantially 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 proposed project would construct 68 new multi-family residential units and replace a temporary church building occupied by the Our Lady of Peace Korean Catholic Church with a new permanent church building, including a columbarium and chapel within the basement. In addition, the proposed project would construct a new parish hall building, a new rectory building, and a two-story underground parking garage.

As discussed in Section 4.4, Biological Resources, the proposed project is anticipated to result in less than significant impacts to habitat, wildlife species, and/or plant and animal communities. However, implementation of the proposed project would require the removal of buildings, ornamental trees, and shrubs, all of which are potential nesting habitat for birds, and compliance with federal and state avian protections would be required. Implementation of RCM BIO-1 would implement pre-construction bird surveys during nesting periods to identify and avoid adverse effects to nesting birds. Therefore, the proposed project would not 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, nor substantially reduce the number or restrict the range of a rare or endangered plant or animal.

As discussed in Section 4.9, Cultural Resources, the project site does not contain any buildings or structures that meet any of the California Register of Historical Resources (California Register) criteria or qualify as "historical resources" as defined by CEQA and is not designated as a historical/archaeological landmark by the City. Therefore, the proposed project would not eliminate important examples of historical resources associated with the major periods of California history. However, the project site has low potential to yield buried and undiscovered archaeological remains, including human remains. Implementation of RCM CUL-1 would require work to stop and appropriate authorities to be notified if human remains are discovered. Compliance with RCM CUL-1, would ensure that any potential impacts to unknown buried human remains would be less than significant by ensuring appropriate examination, treatment, and protection of human remains as required by State law. However, as discussed in Section 4.18, Tribal Cultural Resources, consultation under AB 52 is currently in process and the results of this consultation will be discussed in further detail in the EIR.

The proposed project would include ground disturbance in the form of excavation and grading. Subsequently, there is potential for inadvertent discovery of previously unrecorded archaeological resources. In the event of an inadvertent archaeological discovery, the project has potential to result in potentially significant impacts to archaeological resources. This topic will be evaluated further in the EIR and appropriate mitigation measures will be identified.

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. Section 15355 of the *State CEQA Guidelines* defines cumulative impacts as "two or more individual effects which, when considered together, are considerable, or which can compound to increase other environmental impacts." Section 15130 of the *State CEQA Guidelines* requires evaluation of potential environmental impacts when the project's incremental effect is cumulatively considerable. Per *State CEQA Guidelines* Section 15355, "cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of "reasonably foreseeable probable future" projects. Cumulative impacts can result from a combination of the proposed project together with other closely related projects that cause an adverse change in the environment. Cumulative impacts can result from individually minor but collectively significant projects taking place over time. When future development proposals are considered by the City, these proposals would undergo environmental review pursuant to CEQA and, when necessary, mitigation measures would be adopted as appropriate. In most cases, this environmental review and compliance with project conditions of approval, relevant policies and mitigation measures, and the City's General Plan , as well as compliance with applicable regulations, would ensure that significant impacts would be avoided or otherwise mitigated to less than significant levels. As discussed in the previous sections, the proposed project has the potential to result in significant impacts to Air Quality, Cultural Resources, Energy, Geology/Soils, Greenhouse Gas Emissions, Hydrology/Water Quality, Noise, Transportation, Tribal Cultural Resources, and Utilities/Service Systems. Accordingly, these topics will need to be further evaluated in the EIR,

including the proposed project's contribution to any significant cumulative impacts, as well as identification of mitigation measures where feasible.

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

Potentially Significant Impact. Previous sections of this IS reviewed the proposed project's potential impacts and identified potential to result in significant impacts to environmental factors including Air Quality, Cultural Resources, Energy, Greenhouse Gas Emissions, Hydrology and Water Quality, Noise, Transportation, Tribal Cultural Resources, and Utilities/Service Systems. Therefore, the proposed project has potential to result in substantial direct or indirect adverse effects to human beings, and these environmental factors would need to be further analyzed in the EIR.

5.0 LIST OF PREPARERS

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The following individuals from the City of Irvine were involved in the preparation of this Initial Study/Notice of Preparation:

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