Polaris Place Residential Development Project

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION NO. 2026-01002

ALISO VIEJO
Live Life Inspired

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Initial Study/Mitigated Negative Declaration No. CEQA-2026-01002

Project Title:
Polaris Place Residential Development Project

Reference Application Numbers:
General Plan Amendment GPA-2026-01001, Zone Change ZA-2026-01000, Development Agreement DA-2026-01003, Vesting Tentative Tract Map No. 19477, and Site Development Permit SDP- 2026-0100.

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Project Location:
The Project site is comprised of five separate parcels located at 1 through 5 Polaris Way in the City of Aliso Viejo. The site is located south of Aliso Viejo Parkway, between California State Route 73 (SR-73) and Aliso Creek Road.

Existing General Plan Designation:
Professional Office

Existing Zoning Classification:
Professional Office (PO) for 2 and 3 Polaris
Professional Office (PO) with Mixed Use Overlay for 1, 4, and 5 Polaris

SECTION 1.0 INTRODUCTION

The City of Aliso Viejo (City), as the lead agency under the California Environmental Quality Act (CEQA), has prepared this Initial Study (IS) for the Polaris Place Residential Development Project (Project). The information contained in the IS was used by the City of Aliso Viejo to evaluate and determine potential impacts associated with the proposed Project as required by CEQA and the State CEQA Guidelines.

This IS assesses the environmental effects of the proposed Polaris Place Residential Development Project, located on approximately 22.5 acres of land currently developed with five three and four-story office buildings. The Project site is comprised of five separate parcels located at 1 through 5 Polaris Way, which is generally south of Aliso Viejo Parkway (AVP), between California State Route 73 (SR-73) and Aliso Creek Road.

The Project proposes a General Plan Amendment, Zone Change, Development Agreement, Vesting Tentative Tract Map, Density Bonus, and Site Development Permit to develop the site as a for-sale residential community with 405 three-story attached residential units.

The preparation of an IS/Mitigated Negative Declaration (MND) is governed by two principal sets of documents: CEQA (Public Resources Code [PRC] Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR] Section 15000, et seq.). Specifically, State CEQA Guidelines Section 15063 ("Initial Study") and Sections 15070–15075 ("Negative Declaration Process") guide the process for the preparation of an IS/MND. Where appropriate and supportive to an understanding of the issues, reference is made either to the statute, the State CEQA Guidelines, or appropriate case law. As mandated by CEQA Guidelines Section 15105, affected public agencies and the interested public may submit comments on the Draft IS/MND. Comments will be responded to in writing.

This IS/MND and its appendices have been prepared in compliance with State CEQA Guidelines Section 15071. This IS/MND contains (1) a brief description of the proposed Project, (2) the proposed Project location, (3) proposed findings that the proposed Project would not have a significant effect on the environment, (4) a copy of the IS/Environmental Checklist documenting support for the findings, and (5) all mitigation measures to be implemented. When combined with the Notice of Intent to Adopt a Mitigated Negative Declaration, this serves as the environmental document for the proposed Project pursuant to the provisions of CEQA (Public Resources Code 21000 et seq.) and the CEQA Guidelines (California Code of Regulations Section 15000, et seq.).

SECTION 2.0 EXISTING SETTING

2.1 Regional Setting

The approximately 22.5-acre site (Assessor's Parcel Numbers (APN) 623-481-49, -50, -51, -52, and -53) is located in the City of Aliso Viejo on the U.S. Geological Survey (USGS) Map San Juan Capistrano Quadrangle topographic map within Section 4, Township 7 south, and Range 8 west. The Project site is comprised of five separate parcels located at 1 through 5 Polaris Way, which is generally south of AVP, between SR-73 and Aliso Creek Road in the City of Aliso Viejo (Figures 1 and 2).

2.2 Existing Site Conditions

The site is currently developed with five office buildings. Buildings 1, 3, and 5 are 3-story office buildings and Buildings 2 and 4 are 4-story office buildings. The table below identifies the approximate square footage of the existing office buildings.

Table 1. Square Footage of Existing Office Buildings

Adress	APN	Square Footage (sf)
1 Polaris	623-481-49	77,297
2 Polaris	623-481-50	93,134
3 Polaris	623-481-51	126,815
4 Polaris	623-481-53	90,162

Adress	APN	Square Footage (sf)
5 Polaris	623-481-52	78,235
	Total	465,643

The remaining areas of the Project site consist of paved parking, outdoor seating areas, and ornamental landscaping.

Existing direct access to the Project site occurs at the signalized intersection of AVP and Polaris Way/Columbia. Additional access to the Project site occurs from AVP in the northeastern corner of the Project site at an unsignalized driveway that allows right and left turns into the Project site and only right turns leaving the Project site onto AVP.

The Project site is generally flat; however, slopes occur along all edges of the Project site, which vary in height from approximately 10 to 35 feet. Slopes along the eastern and southern Project boundary slope downward to neighboring properties. Along the western half of the Project frontage along AVP, the Project site is located approximately 10 to 13 feet below the elevation of AVP. Along the eastern half of the Project frontage along AVP, the Project site gradually becomes nearly at grade with AVP at the eastern Project boundary.

In the southern portion of the Project site, SR-73 is located below the elevation of the Project site, and a large hillside is located within the SR-73 right-of-way. At approximately the middle of the Project frontage with SR-73 a grade break occurs, and SR-73 climbs above the elevation of the Project site.

The existing General Plan land use designation for the Project site is Professional Office (Figure 3). The existing Zoning classification is Professional Office with Mixed-Use/Residential Overlay for 1, 4, and 5 Polaris and Professional Office (Figure 4) for 2 and 3 Polaris. The proposed Project seeks approval of a General Plan Amendment from Professional Office to Medium Density Residential (MDR) and Zone Change from Professional Office with Mixed Use Overlay (1, 4, and 5 Polaris only) to RM Residential – Medium Density District.

2.3 Surrounding Land Uses

The Project site is bordered by attached residential uses (row townhomes) to the east and south; SR-73 to the west; and AVP and business park uses to the north. The surrounding General Plan land use designations are Medium Density Residential to the east and south, Business Park to the north, and San Joaquin Hills Transportation Corridor to the west.

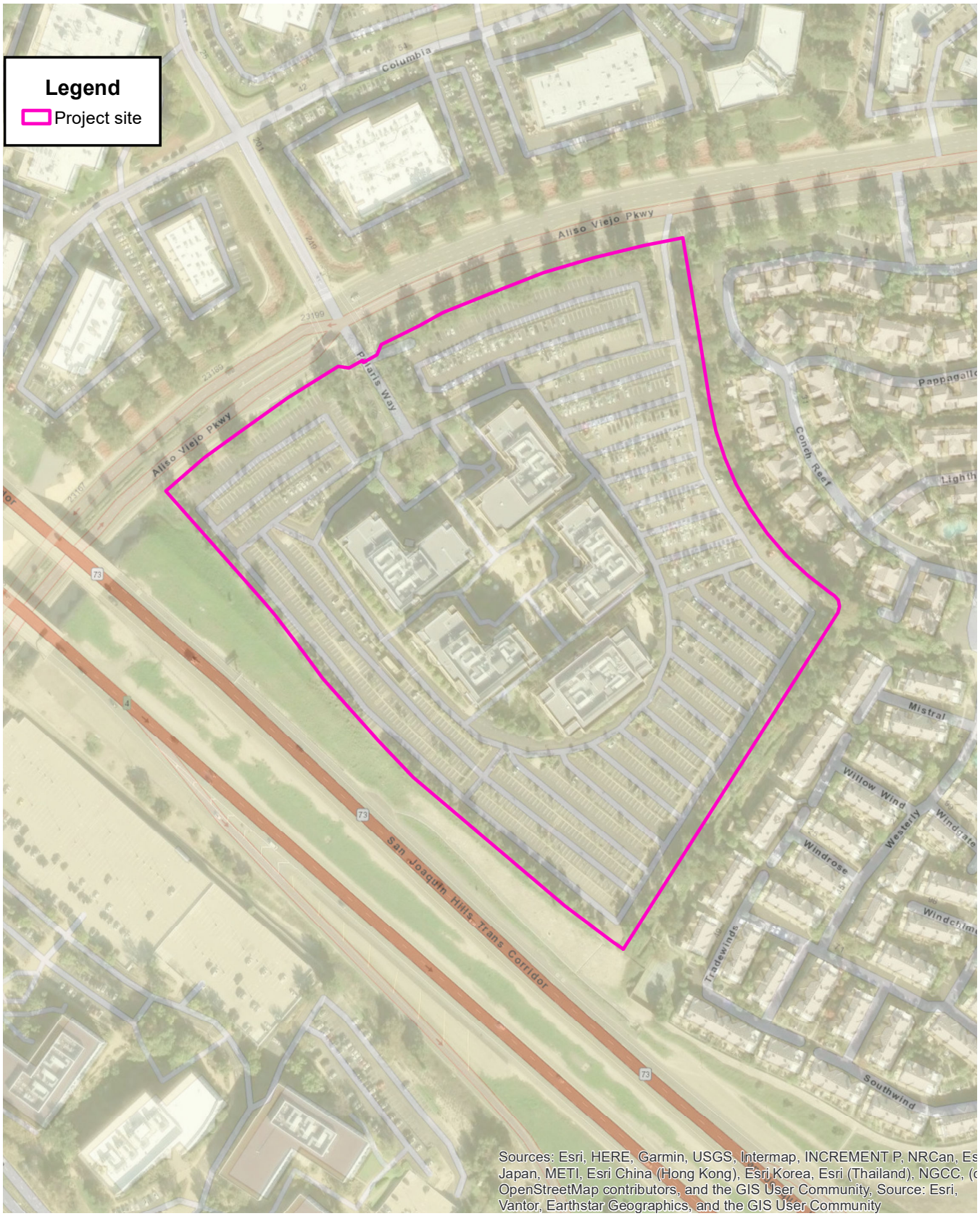


N

N.T.S.

Source: World Street Imagery.

FIGURE 1
Regional Location Map



N

N.T.S.

Source: WorldImagery.

FIGURE 2
Project Location Map



Source: City of Aliso Viejo (2004).

FIGURE 3
General Plan Land Use Designation



Zoning Designation

- RM — Residential Medium Density
- Planned Residential Development Overlay
- BP-1 — Business Park 1
- PO — Professional Office
- Mixed Use/Residential Overlay

N

N.T.S.

Source: City of Aliso Viejo (2025).

FIGURE 4
Zoning Classification

SECTION 3.0 PROJECT DESCRIPTION

The Project proposes a General Plan Amendment, Zone Change, Development Agreement, Vesting Tentative Tract Map, Site Development Permit and Density Bonus in order to construct 405 for-sale attached residential, landscape, streets and drive aisles on approximately 22.5 acres. Four residential housing types are proposed, Four-Story Duet, Three-Story Townhomes, Three-Story Back-to-Back, and Three-Story Rowtowns.

As required by CEQA for the preparation of an MND (Public Resources Code Section 21064.5), after the Project application was submitted, the City has evaluated the Project as originally proposed and recommended to the applicant that changes to the Project proposal be made to "avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur." Prior to the circulation of this MND, the applicant has accepted those recommendations. Therefore, all Project features and actions identified in this MND as either Project Design Features or Mitigation Measures have been agreed to and incorporated into the Project as required by Public Resources Code Section 21064.5.

3.1 Site Plan

The Project proposes to retain the existing circulation pattern from AVP, which includes direct access to the Project site at the signalized intersection of AVP and Polaris Way/Columbia. Additional access to the Project site would continue to occur from AVP in the northeastern corner of the Project site at an unsignalized driveway that allows right and left turns into the Project site and only right turns leaving the Project site onto AVP. A third emergency vehicle access (EVA) only would occur near the northwestern boundary of the Project site. The primary entrance to the Project site at the signalized entrance would be enhanced with accent paving, enhanced landscaping, and community signage. All Project entrances would be gated.

The internal backbone streets would measure 26 feet wide without parking and 35 feet wide with parallel parking on one side, and 42 feet wide with parallel parking on both sides. Alleys that serve garages would measure 24 feet in width with a minimum 28-foot separation between garage doors.

The site plan generally provides a variable perimeter setback from the property line to proposed residential uses, with a minimum dimension of 13 feet 3 inches. Along AVP, the Project proposes a variable height retaining wall extending up to ten feet in height. AVP would remain higher in elevation than the Project site and the retaining wall would not be visible from AVP.

The proposed Site Plan and Tentative Tract Map are provided in Figures 5 and 6.

N.T.S.
Source: EPTDesign (03.09.2026)

FIGURE 5
Conceptual Site Plan

N.T.S.

Source: C&V Consulting, Inc. (March 2026)

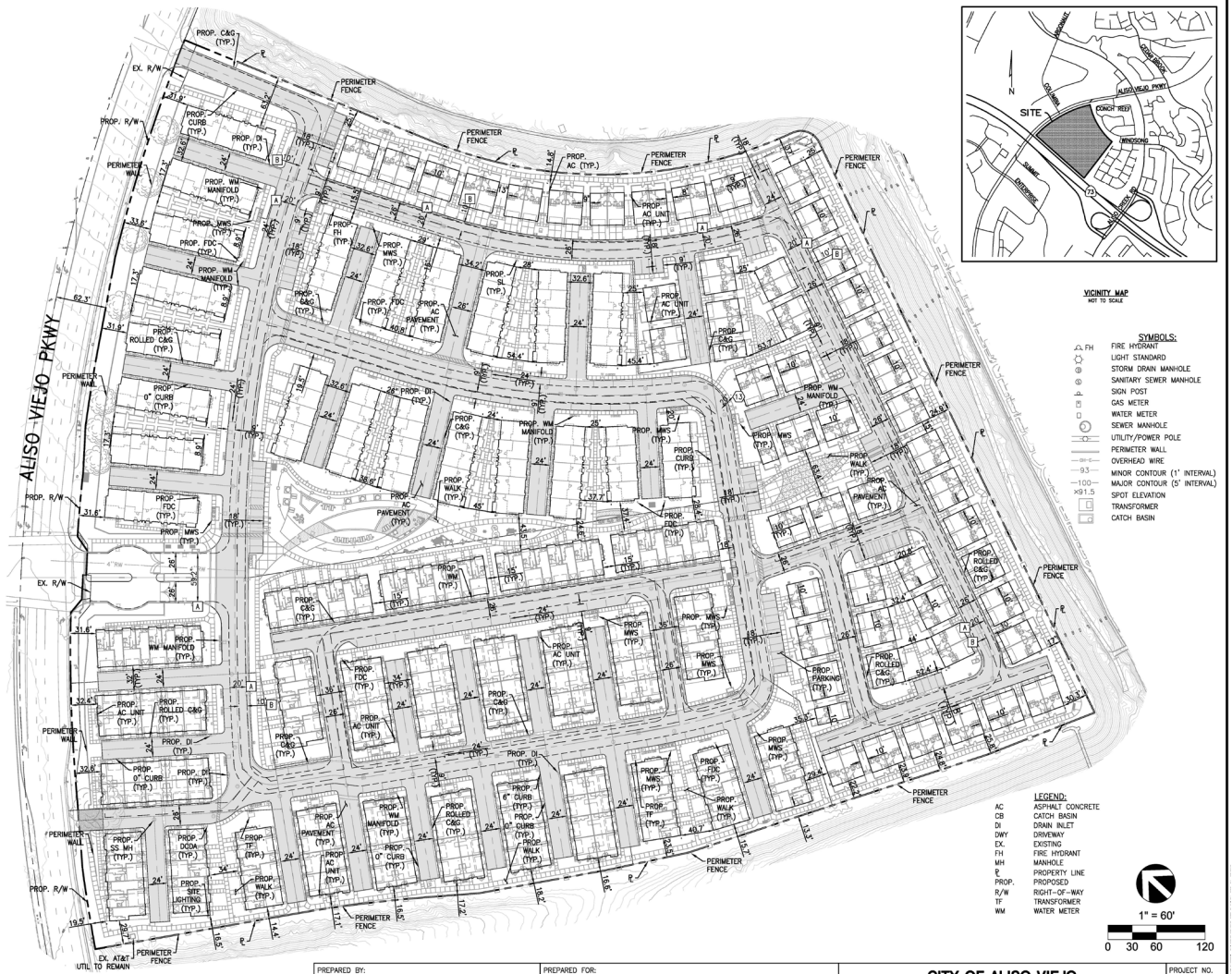
FIGURE 6
Tentative Tract Map

PROPOSED EASEMENTS:

A INDICATES AN EASEMENT FOR INGRESS AND EGRESS FOR EMERGENCY AND PUBLIC SECURITY VEHICLE PURPOSES TO BE DEDICATED TO THE CITY OF ALISO VIEJO.

B INDICATES AN EASEMENT FOR DOMESTIC WATER PURPOSES TO BE DEDICATED TO MOULTON NIGUEL WATER DISTRICT.

LAND USE APPLICATION FACT SHEET			
	EXISTING DEVELOPMENT	PROPOSED DEVELOPMENT	AVNC REQUIREMENT*
GENERAL PLAN DESIGNATION	PO	MDR	N/A
ZONING	PO	RHD	N/A
STRUCTURE(S) HEIGHT (FT.)	32'	45'	45'
RESIDENTIAL BUILDING SITE AREA (SQ./FT.) MIN.___ MAX.___	N/A	984,413	N/A
RESIDENTIAL BUILDING SITE COVERAGE (%)	N/A	32%	60%
NON-RESIDENTIAL FLOOR AREA RATIO (%)	30%	N/A	N/A
RESIDENTIAL COMMON AREA (%) in addition to Boundary Landscaping	N/A	68%	25%
RESIDENTIAL BUILDING SETBACKS/PERIMETER (FT.)	N/A	10' MIN.	20' MIN.
RESIDENTIAL BUILDING SETBACKS: FRONT (FT.)	N/A	20'	N/A
RESIDENTIAL BUILDING SETBACKS: SIDE (FT.)	N/A	10'	N/A
RESIDENTIAL BUILDING SETBACKS: SIDE (FT.)	N/A	10'	N/A
RESIDENTIAL BUILDING SETBACKS: REAR (FT.)	N/A	12'	N/A
NON-RESIDENTIAL BUILDING SETBACKS: FROM ARTERIAL HIGHWAYS (FT.)	230	N/A	N/A
NON-RESIDENTIAL BUILDING SETBACKS: FROM LOCAL NONRESIDENTIAL STREETS (FT.)	12	N/A	N/A
NON-RESIDENTIAL BUILDING SETBACKS: FROM RESIDENTIAL STREETS (FT.)	385	N/A	N/A
NON-RESIDENTIAL BUILDING SETBACKS: FROM ABUTTING PARCELS IN RESIDENTIAL, OS AND OR DISTRICTS (FT.)	230	N/A	N/A
NON-RESIDENTIAL BUILDING SETBACKS: FROM ABUTTING COMMERCIAL, OFFICE AND OTHER NONRESIDENTIAL DEVELOPMENTS (FT.)	N/A	N/A	N/A
NON-RESIDENTIAL BUILDING SETBACKS: FROM INTERIOR PROPERTY LINES WITHIN THE SAME PROJECT (FT.)	N/A	N/A	N/A
RESIDENTIAL BOUNDARY LANDSCAPING (FT.)	N/A	23,663 SF.	N/A
RESIDENTIAL PARKING LOT LANDSCAPING (%)	N/A	3,409 SF.	4%
NON-RESIDENTIAL INTERIOR LANDSCAPING (%)	N/A	N/A	N/A
NON-RESIDENTIAL BOUNDARY LANDSCAPING (FT.)	N/A	N/A	N/A
DROUGHT TOLERANT (%)	N/A	50%	50%
PARKING SPACES	1,664	1,013	1,013



VICINITY MAP
NOT TO SCALE

SYMBOLS:
- FH FIRE HYDRANT
- LIGHT STANDARD
- STORM DRAIN MANHOLE
- SANITARY SEWER MANHOLE
- SIGN POST
- GAS METER
- WATER METER
- SEWER MANHOLE
- UTILITY/POWER POLE
- PERIMETER WALL
- OVERHEAD WIRE
- 93 MINOR CONTOUR (1' INTERVAL)
- 100 MAJOR CONTOUR (5' INTERVAL)
- ×91.5 SPOT ELEVATION
- TRANSFORMER
- CATCH BASIN

LEGEND:

AC	ASPHALT CONCRETE
CB	CATCH BASIN
DI	DRAIN INLET
DWY	DRIVEWAY
EX.	EXISTING
FH	FIRE HYDRANT
MH	MANHOLE
℄	PROPERTY LINE
PROP.	PROPOSED
R/W	RIGHT-OF-WAY
TF	TRANSFORMER
WM	WATER METER

1" = 60'
0 30 60 120

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CITY OF ALISO VIEJO
PLANNING DEPARTMENT

PROJECT NO. LENN-011

DEVELOPMENT SITE PLAN TRACT NO. 19477
DEVELOPMENT SITE PLAN
POLARIS PLACE

SHEET 1 OF

3.1.1 Recreation and Open Space

The Project proposes an approximately 32,294-square-foot private recreation amenity within approximately 6.5 acres of open space near the entry to the community, including a pool, recreation building, and park areas. The recreation amenity would be open to the new residents of the community and privately maintained by the future homeowner's association. Additionally, the Project proposes to provide approximately 1.05 acres of public open space, including a perimeter trail amenity. The proposed site plan includes landscaped paseos for access to the front of the townhomes and duet residential units. These paseos measure approximately 23 feet between townhomes and 22 feet between duets. Finally, a walking trail approximately 0.5-mile in length would be provided around the perimeter of the Project with respite locations, benches, trash receptables and pet waste dispensers.

Each of the dwelling units includes private open space areas in the form of patios, balconies, and roof-top decks. The size of the private open space varies by product type. The Duets provide the largest space up to approximately 381 square feet (sf) per unit, while the smallest Townhome plans provide 47 sf. In total, the Project provides approximately 61,003 sf of deck space and approximately 33,200 sf of patio space, for a total of approximately 94,203 sf of private open space. Additionally, throughout the community are courtyards with seating and accent landscaping, providing passive green spaces as well as paved walkways with trees and specimen plantings.

3.1.2 Residential Uses

The Project proposes four different residential building types, Four-Story Duets (105 dwelling units), Three-Story Townhomes (108 dwelling units), Three-Story Back-to-Back (100 dwelling units, of which 13 units would be designed as affordable), and Three-Story Rowtowns (92 dwelling units, of which 8 units would be designed as affordable). All dwelling units have a 2-car attached garage.

The Duets provide side-by-side dwelling units (dus) with front door access from a landscape paseo. Buildings have two dwelling units with two floorplans, measure 45 feet tall, and are primarily located in the eastern and southern portions of the site. Twenty of the Duet units have full length driveways for the parking of two vehicles.

The Townhomes consist of generally five dus per building with front door access from a landscape paseo. Some configurations include buildings with four dus per building. The Townhomes measure 39 feet 3 inches tall and are primarily located in the northern and central portions of the site.

The three-story Back-to-Back residential units provide side-by-side dus and have a rear wall attached. Building configurations include eight to ten dus and measure 38 feet 10 inches tall. The Back-to-Back are primarily located in the western portion of the site. Additionally, a total of 13 units are designated Very Low Income affordable units and would be deed restricted for future sale of the units in accordance with the City's affordable housing standards.

The three-story Rowtowns provide side-by-side dus with shared side walls. Buildings have six, seven or eight dus, measure 37 feet five inches tall, and are primarily located in the central and western portions of the site. Approximately half of the Rowtowns have a two-car side-by-side garage, and the other half have two-car tandem garages. Additionally, a total of eight units are designated Very Low Income affordable units and would be deed restricted for future sale of the units in accordance with the City's affordable housing standards.

Tables 2 through 5 below provide a summary of the two residential housing types.

Table 2. Four-Story Duet

Plan	# of Units	Square Footage (sf)	Stories	Bedrooms	Bathrooms
Plan 1	51	2,499	4-story	4 bdrm	4.5 bath
Plan 2	54	2,337	4-story	4 bdrm	4.5 bath
Total	105				

Table 3. Three-Story Townhome

Plan	# of Units	Square Footage (sf)	Stories	Bedrooms	Bathrooms
Plan 1	64	1,768	3-story	3 bdrm	3.5 bath
Plan 2	22	1,967	3-story	3 bdrm	3.5 bath
Plan 3	22	2,101	3-story	4 bdrm	3.5 bath
Total	108				

Table 4. Three-Story Back-to-Back

Plan	# of Units	Square Footage (sf)	Stories	Bedrooms	Bathrooms
Plan 1[1]	52	1,464	3-story	2 bdrm	2.5 bath
Plan 2	48	1,654	3-story	3 bdrm	2.5 bath
Total	100				

1. The Project proposes 5% Very Low Income affordable dwelling units, which totals 21 dwelling units. Thirteen of the 21 affordable units would be provided in the back-to-back units, where 13 of the 52 Plan 1 units would be deed restricted for Very Low Income qualified buyers.

Table 5. Three-Story Rowtowns

Plan	# of Units	Square Footage (sf)	Stories	Bedrooms	Bathrooms
Plan 1[1]	4	1,304	3-story	2 bdrm	2.5 bath
Plan 2[2]	4	1,286	3-story	2 bdrm	2.5 bath
Plan 3	44	1,621	3-story	3 bdrm	3 bath
Plan 4	40	1,889	3-story	3 bdrm	4 bath
Total	92				

1,2. The Project proposes 5% Very Low Income affordable dwelling units, which totals 21 dwelling units. Four of the affordable units would be provided in the Plan 1 of the Rowtown and four affordable units would be provided in Plan 2 of the Rowtowns. These units would be deed restricted for Very Low Income qualified buyers.

Each building would be constructed with rooftop solar panels and each garage would include space for battery storage and EV charging ready.

3.1.3 Architecture

The Project architectural style balances traditional forms with contemporary details. Three architectural styles are proposed:

- Modern Farmhouse
  This elevation is inspired by the modern farmhouse aesthetic, featuring clean, front-facing gables and simple, well-proportioned forms. Smooth white stucco is paired with horizontal and vertical siding to create a bright, contemporary facade. Dark window frames, minimal detailing, and recessed balconies add depth while maintaining the clean, timeless character of the architecture.

- Contemporary
  The Contemporary style combines traditional residential forms with contemporary materials and detailing. A warm, earthy color palette emphasizes horizontal siding and textured stucco, complemented by simple trim and wood-look accents. Prominent framed gable forms, recessed entries, and layered facade elements create visual depth.

- Transitional
  The Transitional style emphasizes clean geometry, minimal ornamentation, and a balanced composition of materials. Smooth stucco is combined with horizontal siding and restrained accent colors to create contrast across the facade. Strong horizontal lines, simplified gable forms, and expansive glazing contribute to a sophisticated, modern appearance while maintaining compatibility with the overall architectural character of the community.

Architectural elevations are provided in Figures 7 through 17. To enhance the street presence, buildings are oriented forward, to promote walkability and strong urban design.

The townhomes and back-to-back buildings open inward, softening building mass and maximizing landscape views, providing a more intimate neighborhood feel.

3.1.4 Parking

Each unit includes a two-car enclosed garage with side-by-side parking, except for Plan 3 of the Rowtowns, which has a two-car tandem garage. Garages are designed to accommodate parked cars plus three individual trash carts per unit. Garage parking spaces total 810 spaces. Additionally, surface parking areas are provided throughout the Project site with 163 guest parking spaces, and 20 of the Duet units have full-length driveways for additional parking. The total parking provided by the Project is 1,013 parking spaces, which results in a parking ratio of 2.5 spaces per du.

3.1.5 Grading and Construction

The existing improvements on the Project site would be demolished and hauled off-site. Recyclable construction materials would be taken to an approved recycling facility. The remaining construction materials would be hauled to an approved landfill. The estimated amount of demolition includes:

- Asphalt = 9,645 cubic yards (cy) or 17,361 tons
- Concrete = 9,276 cy or 19,480 tons

The Project site would be graded following demolition. Remedial grading would prepare the site for residential development. Grading quantity estimates in cy include:

- Cut = 140,167 cy
- Fill = 156,561 cy
- Import = 16,394 cy

Since the amount of fill exceeds the amount of cut, the Project would require import of approximately 16,394 cy.

3.1.6 Density Bonus Waivers

Under State Density Bonus Law, projects are afforded waivers of development standards as an incentive for providing affordable housing. The proposed Project includes the following three waivers to development standards.

- Building Height: The Project proposes a waiver to increase the maximum height of the residential buildings from 35 feet to 48.5 feet for the four-story duets. The height of the other housing types range from 35 feet to 37.5 feet.
- Landscape Buffer: The Project proposes a waiver to encroach up to approximately 6 feet 9 inches into the 20-foot landscape buffer. Encroachments vary across all Project boundaries.
- Retaining Wall Height: The Project proposes a waiver to permit retaining walls up to 10 feet in height, which would occur along AVP, however, the roadway is at a higher elevation than the Project site, therefore, the retaining wall would not be visible from the roadway.

3.1.7 Infrastructure and Utilities

The proposed grading plan would maintain existing drainage patterns by incorporating a series of high and low points, effectively channeling stormwater to catch basins to AVP. Construction of a new public lateral storm drain would be required to connect to the existing storm drain in AVP. No off-site utility improvements are anticipated. Stormwater treatment is proposed by underground flow-based treatment systems, such as modular wetlands. The on-site stormwater system includes an underground detention vault designed to capture and hold stormwater, released through an orifice opening sized to meet the South Orange County Hydromodification Management Plan (SOCHM) criteria.

Utility connections are planned within AVP. The Project site would be served by a looped water main with connections in AVP. Each home is expected to have an individual water meter with private service connections. The sewer mainline is planned to connect to existing facilities in AVP.

3.2 Intended Use of the IS/MND

The Project proposes the following entitlements:

- General Plan Amendment No. GPA-2026-01001
- Zone Change No. ZA-2026-01000
- Development Agreement No. DA-2026-01003
- Vesting Tentative Tract Map No. 19477
- Site Development Permit No. SDP-2026-01000
- Density Bonus

Representative Elevations: 4 Story Duet



Front Elevation



Rear Elevation



Left Elevation



Right Elevation

N.T.S.
Source: KTGY (03.12.2026)

FIGURE 7
Proposed Elevation - 4-Story Duet

Representative Elevations: 3 Story Townhome



Front Elevation



Rear Elevation



Left Elevation



Right Elevation

N.T.S.
Source: KTGY (03.12.2026)

FIGURE 8
Proposed Elevation - 3-StoryTownhome

Representative Elevations: 3 Story Back-to-Back



Front Elevation



Rear Elevation



Left Elevation



Right Elevation

N.T.S.
Source: KTGY (03.12.2026)

FIGURE 9
Proposed Elevation - 3 Story Back to Back

Representative Elevations: 3 Story Rowtown



Front Elevation



Rear Elevation



Left Elevation



Right Elevation

N.T.S.
Source: KTGY (03.12.2026)

FIGURE 10
Proposed Elevation - 3 Story Rowtown

SECTION 4.0 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" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

4.1 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 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 EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Date

SECTION 5.0 ENVIRONMENTAL CHECKLIST

5.1 Aesthetics

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS. 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 nonurbanized 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 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?	☐	☐	☒	☐

Impact Analysis

The Project site constitutes an infill site currently developed with five existing 3- and 4-story office buildings totaling 465,643 sf, associated parking lot and scattered ornamental vegetation. The Project site is not located on a ridgeline or an area of visual prominence. There are no rock outcroppings or other unique geologic features. The scattered ornamental trees on the Project site are common to the area.

The City's General Plan Conservation/Open Space Element defines scenic resources as unique hillsides, ridgelines, canyons and view corridors. While there are a number of scenic resources within the City, the Project site does not have the elements to meet the definition of scenic resource. Policy COS-4.1 of the General Plan Open Space/Conservation Element directs the City to protect scenic landform features such as hillsides, ridgelines, canyons, and view corridors through designation of key areas as open space and use of other land use planning tools. While scenic vistas are not specifically identified in the General Plan, the General Plan identifies a number of scenic resources in the City, including canyon views and scenic highways, which are cited as examples of scenic qualities benefiting the community.

Several roadways within Aliso Viejo have scenic qualities and are designated as viewscape and landscape corridors by the City. Viewscape corridors are defined as "[a] route that traverses a corridor within which unique or unusual scenic resources and aesthetic values are found. This designation is intended to minimize the impact of the

highway and land development upon the significant scenic resources along the route." Landscape corridors are defined as "[a] corridor that traverses developed or developing areas and has been designated for special treatment to provide a pleasant driving environment as well as community enhancement." The closest viewscape corridor to the Project site is Wood Canyon Drive, located approximately 1.6 miles south of the Project site. The Project site is located adjacent to SR-73, which is designated a landscape corridor. AVP is not designated either as a landscape corridor or a viewscape corridor.

Findings of Fact

a) Less than Significant. The Project site is not identified as a scenic vista and does not contain any unique or distinguishing features that would qualify the site for designation as a scenic vista. The Project site is located within an area that is generally developed and urbanized. The Project site is currently developed with office buildings, surface parking, landscaping, and improvements.

There are no public views from the Project site of scenic resources. Furthermore, there are no established public views of a scenic vista surrounding the Project site. Along the western half of the Project frontage along AVP, the Project site is located approximately 10 to 13 feet below the elevation of AVP. Along the eastern half of the Project frontage along AVP, the Project site gradually becomes nearly at grade with AVP at the eastern Project boundary. While AVP is elevated above the Project site for the majority of the Project frontage, existing vegetation and the existing 3- and 4-story office buildings block territorial views over the Project site. Furthermore, there are no established vista points on AVP in proximity to the Project site.

In the southern portion of the Project site, SR-73 is located below the elevation of the Project site and a large hillside is located within SR-73 right-of-way, which for northbound drivers on SR-73 blocks the view of the existing office buildings. At approximately the middle of the Project frontage with SR-73 a grade break occurs, and SR-73 climbs above the elevation of the Project site. At this point, northbound drivers can see the existing office buildings obscured by existing vegetation in the right quadrant of the field of view. For southbound drivers on SR-73, territorial views are visible above the existing office buildings. While territorial views from SR-73 over the Project site are possible, the majority of the viewshed is dominated by existing vegetation and the existing 3- and 4-story office buildings. Furthermore, SR-73 is not designated a Scenic Highway and there are no established vista points on SR-73 in proximity to the Project site.

The southern portion of the Project site is located adjacent to SR-73, which is identified as a Landscape Corridor. The General Plan Conservation / Open Space Element defines Landscape Corridor as "A corridor that traverses developed or developing areas and has been designated for special treatment to provide a pleasant driving environment as well as community enhancement." The area of the Project site adjacent to SR-73 would be landscaped in accordance with the objectives of the Landscape Corridor. This

area of the Project site includes a perimeter trail system open to the public. The setback along the boundary with SR-73 includes an encroachment into the 20-foot landscape setback associated with the proposed density bonus waiver. However, the trail system, landscaping, and grade differentials between the Project site and SR-73 would be consistent with the objectives of the Landscape Corridor. Therefore, impacts would be less than significant.

b) No Impact. The Project site is not located within a state scenic highway corridor. The Project site is not located near any designated scenic highways, significant ridgelines, or other identified scenic resources, and would not result in any impacts related to having an adverse impact on a scenic vista. The closest officially designated scenic highway to the Project site is the SR-91 located approximately 20 miles north and outside of the City. Highway 74, located in San Juan Capistrano approximately 7 miles southeast of the Project site is designated as an eligible scenic highway. Since the Project site does not contain any scenic resources, such as significant trees, rock outcroppings, or historic buildings, or is located within a state scenic highway, no impacts would occur.

c) Less than Significant. The Project site is located in an urbanized area as defined by Public Resources Code Section 21071(a). The definition of an urbanized area is either an incorporated city that has a population of at least 100,000 persons, or a city of less than 100,000 persons plus one or two contiguous incorporated cities with a combined population of at least 100,000 persons. The City of Aliso Viejo has an estimated population of 50,457 (Census July 2024); however, combined with Laguna Niguel (64,185 people) and Laguna Hills (30,378 people), the City of Aliso Viejo meets the definition of urbanized area.

The Project site is surrounded by AVP and office uses to the north; residential uses to the east and south; and SR-73 to the west. Therefore, the applicable threshold of significance is whether the proposed Project would conflict with applicable zoning and other regulations governing scenic quality.

The proposed Project requests approval of a General Plan Amendment to change the land use designation from Professional Office to Residential Medium Density. A Zone Change is also requested to change the zoning classification from Professional Office with Mixed Use Overlay (1, 4, and 5 Polaris only) to Residential Medium Density.

The Project requires approval of a Site Development Permit and Development Agreement. The Site Development Permit would allow for discretionary review of the Project's appropriateness, scale, architecture, site design, and compatibility with the surrounding area. The decision-making authority would be required to make findings for approval including consistency with the General Plan, consistency with the Zoning Code, compliance with CEQA, architectural design and site design that is compatible with surrounding development, and landscape design that provides a unifying

influence to enhance the visual continuity of the Project. Pursuant to California Government Code Sections 65864 et seq. and Section 15.82.010 of the City's Municipal Code, the Development Agreement assures the City of specified public benefits and provides the landowner with certainty for ten years in the ongoing application of the City's ordinances and regulations in effect at the time of the approval of the Project. The Development Agreement references, but does not expand or modify, the scope of the Project or the Project approvals which are evaluated by this MND and does not propose or authorize any additional physical improvements.

The Project would be required to undergo design review, in accordance with Municipal Code Chapter 15.62, Design Standards. The design standards would ensure high-quality physical design for the Project, including visual compatibility with existing development. Additionally, the Project would be subject to the development standards of the Site Development Permit as modified by State Density Bonus Law waivers, which would ensure the physical design of the development is consistent with the overall vision for the site. The Project requests three waivers of development standards consistent with State Density Bonus Law. One waiver would permit an increase in the maximum building height from 35 feet to 48.5 feet. However, this height increase remains less than the 65-foot heigh limit of the existing Professional Office zone. The remaining buildings would range in height from 35 feet to 37.5 feet. The tallest buildings would be the duets, which account for 105 of the 405 dus (26%) and are located primarily in the eastern portion of the Project site.

A second waiver would permit encroachments into the 20-foot landscape buffer along the property boundary. Encroachments would occur along all four property boundaries, however, the encroachments are not uniform and the majority of the perimeter of the Project meets or exceeds the 20-foot landscape buffer standard.

The third waiver would permit a 10-foot-high retaining wall along the toe of the slope below AVP, which would not be readily visible from surrounding properties or public roadways due to the proposed landscaping and AVPs elevation differential above the Project site. Therefore, the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.

d) Less than Significant. The Project site is located in an urban area with numerous nearby light sources, as well as office and residential structures with glass windows. The proposed Project would not create a new source of glare. The construction materials used for the residential structures would be common to other residential structures and include composite roofs, stucco and sided exteriors, and standard residential windows. The construction materials for typical residential construction do not create a new source of glare.

The existing development of the Project site includes wall-mounted lighting, security lighting, and parking lot lighting. Existing light sources surrounding the Project site

include streetlights, existing residential neighborhoods, and existing office uses. The Project would include light sources typical of residential developments, which are less intensive than the surrounding lighting associated with adjacent office uses. Internal roadways would have streetlights, and each residence would have typical wall lighting associated with residential uses. The Aliso Viejo Municipal Code (AVMC) regulates exterior lighting. Specifically, AVMC Section 15.62.070 states, "All properties shall be subject to the outdoor lighting standards of this section. This section provides standards which allow adequate outdoor lighting for public safety and decorative purposes while minimizing the adverse effects of excessive lighting on adjacent properties and the community." The section provides standards for light spillage, visibility of light sources, and shielding requirements. The light sources included in the proposed Project will comply with AVMC regulations and have the same character and intensity as existing surrounding light sources, therefore, impacts would be less than significant.

Sources: City of Aliso Viejo General Plan Conservation/Open Space Element and Land Use Element; California State Scenic Highway System Map; Google Earth; and site visit.

5.2 Agriculture and Forestry Resources

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AGRICULTURE AND FOREST 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 forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Analysis

The Project site is currently developed with five office buildings totaling approximately 465,643 sf and associated parking lots. The Project site is not being actively farmed or used for forest use and there is no recent history of such uses on the Project site.

Findings of Fact

a) No Impact. The Project site is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance based on mapping by the Department of Conservation. The Project site is mapped as "Urban and Built-Up Land." Therefore, no impact would occur.

b) No Impact. The proposed Project site is zoned Professional Office with a mixed-use/residential overlay over 1. 4, and 5 Polaris, and is not subject to a Williamson Act contract. Therefore, no impact would occur.

c) No Impact. The Project site is zoned Professional Office with a mixed-use/residential overlay over 1. 4, and 5 Polaris. While the proposed Project includes a request for a General Plan Amendment and Zone Change, the request does not include rezoning of agricultural or forest land. No impact would occur.

d) No Impact. The proposed Project site does not have forested land or land that was used for the harvesting of timber. Therefore, no impact would occur.

e) No Impact. The Project site is not located on a site dedicated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Thus, implementation of the Project would not result in changes in the environment that would result in the conversion of farmland to nonagricultural use. Furthermore, the proposed Project does not contain forestland, timberland, or land zoned Timberland Production as defined by California Public Resources Code Section 51104(g) and therefore, would not result in the conversion of existing forest land to non-forest land. No impact would occur.

Sources: Department of Conservation Important Farmland Finder, DLRP Important Farmland Finder (DLRP Important Farmland Finder); Title Report; City of Aliso Viejo General Plan Land Use Map; City of Aliso Viejo Zoning Map; and Google Earth.

5.3 Air Quality

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Impact Analysis

The proposed Project site is located within the South Coast Air Basin (also referred to as "Basin"), for which the South Coast Air Quality Management District (SCAQMD) is responsible for controlling emissions primarily from stationary sources and to a lesser extent, mobile sources. Additionally, SCAQMD, in coordination with the Southern California Association of Governments (SCAG) is responsible for creating, updating, and implementing the Air Quality Management Plan (AQMP), which is a regional air quality strategy program. While air quality has improved dramatically over the past years, the South Coast Air Basin continues to exceed federal public health standards for ozone and particulate matter (PM).

The City relies on the SCAQMD for establishing significance thresholds for criteria air pollutants, shown in Table 6 below. By complying with the thresholds of significance, the Project would also be in compliance with the SCAQMD AQMP and the federal and State air quality standards.

Table 6. SCAQMD Air Quality Significance Thresholds

Pollutant	Construction (Lbs /Day)	Operation (Lbs/Day)
NO_X	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550

Source:http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significancethresholds.pdf
Lbs/Day = pounds per day

Furthermore, Localized Significance Thresholds (LST) are used to determine whether a project may generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. LSTs are developed based on the ambient concentrations of four applicable air pollutants for source receptor area (SRA) 20 – Central Orange County Coastal. Table 7, below, provides the LST threshold of significance developed by AQMD.

Table 7. SCAQMD Localized Significance Thresholds (LST)

Pollutant	Construction (Lbs /Day)[1]	Operation (Lbs/Day)[1]
NO_X	197.0	197.0
CO	1,711.0	1,711.0
PM_{10}	14.0	4.0
$PM_{2.5}$	9.0	2.0

1 Source: SCAQMD Mass Rate Localized Significance Thresholds for 5 acres/day in SRA-20 at 25 meters.

The report, *Polaris Place Residential Project Air Quality, Greenhouse Gas, and Energy Impact Study* dated June 12, 2026, and prepared by RK Engineering Group, Inc. (Appendix A), analyzes potential air quality impacts from construction and operations of the proposed Project. The report analyzes grading of the Project site, including the demolition of the existing office structures and parking lot and the import of approximately 16,394 cubic yards of fill material. The report also analyzes operational impacts from construction of 405 dus.

Two sensitive receptors were identified near the Project site. Receptor-1 is the nearest residential home located directly adjacent to the northeastern boundary of the Project site. Receptor-2 is the nearest residential home located directly adjacent to the southeastern boundary of the Project site.

Findings of Fact

a) Less than Significant. The Project site is located within the South Coast Air Basin, which includes all of Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is under the jurisdiction of the SCAQMD. The SCAQMD adopted the 2022 AQMP in December 2022.

Consistency with the 2022 AQMP is determined based on evaluating a project against two criteria. These criteria are:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

The Project's consistency with the 2022 AQMP is evaluated below using Criterion 1 and 2.

Criterion 1 – Increase in the Frequency or Severity of Violations

As identified within the Polaris Place Residential Project Air Quality, Greenhouse Gas, and Energy Impact Study (Appendix A), the Project construction and operational emissions are compared to SCAQMD regional and localized significance thresholds. As shown and discussed in checklist item b) below, the Project's short-term construction emissions and long-term operational emissions would not exceed applicable SCAQMD regional emission thresholds for criteria pollutants. In addition, the Project's emissions would not exceed localized significance thresholds at nearby sensitive receptors. Because the proposed Project's emissions would remain below the applicable regional significance thresholds, project-related emissions would not be cumulatively considerable and would not contribute to an exceedance of an ambient air quality standard.

Accordingly, the proposed Project would not increase the frequency or severity of existing violations, cause or contribute to new federal or State violations, or delay timely attainment of applicable air quality standards in the 2022 AQMP. Therefore, the Project would not conflict with or obstruct implementation of the 2022 AQMP attainment strategy and is consistent with Criterion 1.

Criterion 2 – Exceed Assumptions in the AQMP

The 2022 AQMP relies on regional population, housing, and employment growth forecasts prepared by SCAG in its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Regional population, housing, and employment

projections developed by SCAG are based, in part, on cities' general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP. These demographic trends are incorporated into SCAG's RTP/SCS to determine priority transportation projects and vehicle miles traveled in the SCAG region. The AQMP strategy is based on projections from local general plans.

The Project proposes 405 residential dus and approximately 1,207 new residents[1] on a site designated and zoned for Professional Office. The Project proposes a General Plan Amendment from Professional Office to Residential Medium Density. While the proposed Project is not consistent with the land use designation assumed in the AQMP, the AQMP assumed development of the Project site as Professional Office, with associated emissions from employment. As discussed in Section 5.14 Population and Housing, the proposed Project's population growth would be within SCAG's forecast growth projections for the City. Additionally, the proposed Project would address the need for additional housing to accommodate population growth in the City.

Furthermore, the long-term emissions generated by the proposed Project would not cause criteria air pollutants to exceed the SCAQMD significance thresholds for Project operations. SCAQMD's significance thresholds identify whether or not a project has the potential to cumulatively contribute to the air basin's nonattainment designations. Because the proposed Project would not exceed the SCAQMD's regional significance thresholds and growth is consistent with regional growth projections, the proposed Project would not interfere with SCAQMD's ability to achieve the long-term air quality goals identified in the AQMP.

Therefore, the proposed Project would be consistent with the AQMP, and impacts would be less than significant.

b) Less than Significant. Criteria pollutant emissions from the proposed Project would be generated by both construction emissions and operational emissions. As shown in Table 8 below, the daily construction emissions, which account for overlapping phases, would be less than the SCAQMD air quality standards and thresholds of significance.

Table 8. Daily Construction Emissions – Overlapping Phases

Maximum Daily Emissions (lbs/day)[1]						
Activity	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Demo + Building Construction	4.77	50.03	101.80	0.24	19.99	4.90
Site Prep + Building Construction	1.90	9.48	46.35	0.06	7.15	2.60
Site Prep + Paving	1.04	6.80	29.23	0.05	3.13	1.62
Grading + Building Construction	3.20	19.27	102.80	0.18	10.62	3.36
Building Construction + Paving	2.27	13.04	41.32	0.06	4.78	1.41

[1] Based on default CalEEMod occupancy rates.

Maximum Daily Emissions (lbs/day)[1]						
Activity	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Paving + Architectural Coating	72.12	6.73	16.20	0.03	1.18	0.43
Maximum[1]	72.12	50.03	102.80	0.24	19.99	4.90
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No

[1] Maximum daily emission during summer or winter; includes both onsite and offsite Project emissions.

Table 9 below summarizes the analysis of operational emissions. As shown in Table 9, operational emissions would also be below the SCAQMD thresholds.

Table 9. Daily Operational Emissions

Maximum Daily Emissions (lbs/day)[1]						
Activity	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile Sources	5.72	3.88	49.67	0.13	13.68	3.51
Area Sources	20.23	6.93	25.93	0.04	0.55	0.55
Energy Sources	0.04	0.72	0.31	0.00	0.06	0.06
Maximum[1]	25.99	11.53	75.91	0.17	14.29	4.12
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No

[1] Maximum daily emission during summer or winter; includes both onsite and offsite Project emissions.

The proposed Project would not contribute to a cumulatively considerable net increase of any criteria pollutant for which the region is in non- attainment under an applicable federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors). Therefore, impacts from criteria pollutant emissions would be less than significant.

c) Less than Significant with Mitigation. Sensitive receptors surrounding the Project site include neighboring residential uses to the east and south of the Project site. Exposure of pollutant concentrations on sensitive receptors can occur from construction and operation of the proposed Project. While Project construction would generate less than significant criteria pollutant emissions, construction operations could cause fugitive dust impacts and impacts from diesel particulate matter. Operation of the proposed Project could also result in localized concentration of emissions.

As indicated in the Polaris Place Residential Project Air Quality, Greenhouse Gas, and Energy Impact Study, the Project would generate diesel particulate matter (DPM) during construction from off-road diesel equipment and trucks. The California Office of Environmental Health Hazard Assessment (OEHHA) adopted guidelines for preparation of Health Risk Assessments (HRAs). The guidelines provide risk factors based on exposure to toxic substances over a 30-year lifetime span. The proposed Project's

construction activity would not be a long-term (i.e., 30 years) source of toxic air contaminant emissions, and short-term risk factors have not been developed. Due to the significantly reduced risk from short-term exposure, SCAQMD does not typically require the evaluation of long-term health risks for short-term construction activities from a project such as the proposed Project.

LSTs are used to determine whether a project may generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard. LSTs are developed based on the ambient concentrations of four applicable air pollutants for SRA 20 – Central Orange County Coastal.

The analysis shown in Table 10 below includes implementation of Mitigation Measure (MM) AQ-1, which requires the use of Tier 4 off-road grading equipment to the extent feasible. MM AQ-1 has been agreed to by the Project Applicant and included in the air quality modeling, which demonstrates consistency with SCAQMD air quality standards.

With implementation of MM AQ-1, localized construction emissions are summarized in Table 10, which demonstrates that emissions have been mitigated below the SCAQMD threshold. Operational emissions are summarized in Table 11, which also demonstrates less than significant operational emissions.

Table 10. Localized Construction Emissions – Overlapping Phases

Emissions Sources	Pollutant Emissions (lbs/day)[1]			
	NOx	CO	PM_{10}	$PM_{2.5}$
Demolition + Building Construction	32.57	78.21	11.70	2.64
Site Preparation + Building Construction	7.17	30.78	2.82	1.56
Site Preparation + Paving	6.72	28.07	2.80	1.54
Grading + Building Construction	14.07	84.89	5.35	2.05
Building Construction + Paving	10.71	25.52	0.39	0.36
Paving + Architectural Coating	6.54	12.94	0.22	0.20
Maximum[1]	32.57	84.89	11.70	2.64
SCAQMD Threshold[2]	197.0	1,711.0	14.0	9.0
Exceed Threshold?	No	No	No	No

1. Maximum daily emission during summer or winter; includes on-site Project emissions only.
2. Source: SCAQMD Mass Rate Localized Significance Thresholds for 5 acres/day in SRA-20 at 25 meters.

Table 11. Localized Operational Emissions

Emissions Sources	Pollutant Emissions (lbs/day)[1]			
	NOx	CO	PM_{10}	$PM_{2.5}$
On-Site Emissions[2]	7.85	28.72	1.30	0.79
SCAQMD Threshold[3]	197.0	1,711.0	4.0	2.0
Exceed Threshold?	No	No	No	No

1. Maximum daily emission during summer or winter; includes on-site Project emissions only.
2. Source: SCAQMD Mass Rate Localized Significance Thresholds for 5 acres/day in SRA-20 at 25 meters.

As shown in the prior tables, emissions from the proposed Project would not exceed LSTs for the nearest sensitive receptors during construction, with implementation of Mitigation Measure MM AQ-1, and during Project operations. Therefore, impacts are less than significant with mitigation.

MM AQ-1 All off-road diesel construction equipment over 100 horsepower will have Tier 4 low emission "clean diesel" engines (OEM or retrofit) that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.

d) Less than Significant. Substantial odor-generating sources include land uses such as agricultural activities (farming and livestock), chemical plants, composting operations, dairies, fiberglass molding facilities, food processing plants, landfills, refineries, rail yards, and wastewater treatment facilities. The proposed Project does not include any of these uses that result in significant odor impacts. Some objectionable odors may occur during construction from diesel engines, paving, and architectural coatings/paint. However, these odors are temporary, limited only to specific construction activities, and dissipate quickly. In addition, the Project would be required to comply with standard building code requirements related to exhaust ventilation, as well as comply with SCAQMD Rule 402. Since residential uses do not typically generate objectionable odors and the Project site is surrounded by existing office and residential uses on all sides, no new objectionable odors would be created. Impacts would be less than significant.

Sources: *Polaris Place Residential Project Air Quality, Greenhouse Gas, and Energy Impact Study* dated June 12, 2026, and prepared by RK Engineering Group, Inc. (Appendix A).

5.4 Biological Resources

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
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?	☐	☐	☐	☒

Impact Analysis

Biological resources on the Project site were evaluated and presented in *Polaris Place Residential Development Project Biological Resource Assessment in the City of Aliso Viejo*, dated July 6, 2026, by Carlson Strategic Land Solutions, and included in **Appendix B**. The Project site is classified as entirely developed, which includes ornamental landscaped slopes and parking lot islands. Non-native and ornamental vegetation include glossy privet *(Ligustrum lucidum*), carrotwood tree (*Cupaniopsis anacardioides*), crimson fountain grass (*Pennisetum setaceum*), Peruvian peppertree (*Schinus molle*), pine tree (*Pinus spp*.), and Chinese elm (*Ulmus parvifolia*). No blue line drainages or

drainages that qualify as jurisdictional Waters of the U.S. or Waters of the State were identified on the Project site.

The Project site is located within the Orange County NCCP/HCP; however, the Project site is not located within the boundaries of the NCCP/HCP reserve system.

Findings of Fact

a) Less than Significant with Mitigation. No special status plant or wildlife species were identified on the Project site, nor were any observed offsite within the buffer area. The proposed Project includes the removal of all buildings, ornamental trees and shrubs, and the parking lot area. Since the Project site does not contain special status plant or wildlife species, impacts would be less than significant, and no mitigation is required.

The Project site consists of developed habitat and lacks suitable habitat for sensitive wildlife species. The Project site provides limited suitable habitat for some common avian species in the form of ornamental species and existing building eaves. While none of the common species carry a federal or State listing as threatened or endangered, they are all protected under the Migratory Bird Treaty Act (MBTA). Therefore, a pre-construction survey is required in compliance with the MBTA. Implementation of Mitigation Measure (MM) BIO-1 would reduce potential impacts to the avian species to a less than significant level, if nesting individuals are present.

With implementation of MM BIO-1 impacts to sensitive wildlife species would be mitigated to less than significant.

MM BIO-1 Prior to ground disturbances 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 typical nesting season (February 15 to August 31 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 independent from the nest). The onsite 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 may determine that construction can be permitted within the buffer areas and would develop a monitoring plan 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.

b) No Impact. The Project site is entirely developed and includes primarily ornamental, non-native vegetation. No riparian habitat is present on the Project site. Furthermore, while the Project site is located within the Orange County NCCP/HCP, the Project site does not contain any sensitive natural communities identified within the NCCP/HCP or identified by the Wildlife Agencies. Therefore, no impacts would occur, and no mitigation is required.

c) No Impact. The biological review of the Project site included an investigation to determine if drainages or wetlands are present on the Project site. The investigation determined there are no drainages, riparian habitat, or wetlands. Therefore, no impacts would occur, and no mitigation is required.

d) Less than Significant with Mitigation. The Project site is surrounded by existing residential and office development and roadways that serve the area. The Project site does not function as a wildlife corridor.

The Project site provides limited suitable habitat for some common avian species in the form of ornamental species and existing building eaves. While not considered a wildlife corridor, the potential exists for avian species to nest on the Project site. Nesting activity typically occurs from January 15 through August 31 for raptors and February 15 through August 31 for all other avian species. Disturbing or destroying active nests is a violation of the Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.). In addition, nests and eggs are protected under Fish and Wildlife Code Section 3503. As such, direct impacts to breeding birds (e.g. through nest removal) or indirect impacts (e.g. by noise causing abandonment of the nest) are considered a potentially significant impact. Compliance with the MBTA through MM BIO-1 would reduce impacts to a less than significant level.

e) No Impact. The Project is not subject to any local policies, such as a tree preservation ordinance, which protects biological resources. In addition, the Project site consists primarily of disturbed/developed habitat communities. Furthermore, the Project site does not contain unique vegetation or wildlife habitats; significant scenic, ecological, or recreational value; or contain endangered or threatened species. Therefore, no impacts would occur, and no mitigation is necessary.

f) No Impact. As indicated in the Aliso Viejo General Plan FEIR, portions of the City lie within the Coastal subregion of the Orange County NCCP/HCP; however, the Project site is not located within or adjacent to designated Non-Reserve Open Space or NCCP Habitat Reserve within the NCCP/HCP. The Project site is currently developed and located within an urbanized area, and is not located within the boundaries of the NCCP/HCP reserve system. As such, the proposed Project would not conflict with the NCCP/HCP or other approved local, regional, or State habitat conservation plan. No impact would occur in this regard.

Sources: *Polaris Place Residential Development Project Biological Resource Assessment in the City of Aliso Viejo*, dated July 6, 2026, by Carlson Strategic Land Solutions, and included in **Appendix B**.

5.5 Cultural Resources

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 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?	☐	☐	☒	☐

Impact Analysis

The potential for cultural resources to occur on the Project site was assessed in the *Cultural Resources Study for the Polaris Place Project*, prepared by BFSA Environmental Services, dated May 1, 2026, and included in Appendix C. The analysis included a review of archaeological records at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. A Sacred Lands File (SLF) search was also requested from the Native American Heritage Commission (NAHC). Additionally, a field survey was also conducted on the Project site.

The results of the records search indicate that five resources have been recorded within one-half mile of the Project site, none of which occur on the Project site. The record search also identified 27 previous studies conducted within one mile, seven of which overlap on the Project site.

BFSA also requested a SLF search from the NAHC to search for the presence of any recorded Native American sacred sites or locations of religious or ceremonial importance. The SLF search indicated the positive presence of sacred sites or locations of religious or ceremonial importance within the vicinity of the Project site. In accordance with the recommendations of the NAHC, BFSA contacted all Native American Tribes listed in the NAHC response letter.

A field survey was conducted on April 9, 2026, by BFSA and did not locate any cultural resources within the Project.

The City of Aliso Viejo as the Lead Agency notified registered Native American Tribes of the proposed Project under Assembly Bill (AB) 52 and Senate Bill (SB) 18 on April 29, 2026. Notification letters were sent to the following tribes according to the consultation list provided by the Native American Heritage Commission:

- Cahuilla Band of Indians
- Gabrieleno Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Juaneno Band of Mission Indians Acjachemen Nation-Belardes
- Juaneno Band of Mission Indians Acjachemen Nation-Belardes 84A
- La Jolla Band of Luiseno Indians
- Morongo Band of Mission Indians
- Pala Band of Mission Indians
- Pauma Band of Luiseno Indians
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

On May 12, 2026, the La Jolla Band of Luiseno Indians responded to the City's notice that they have no comments.

On May 13, 2026, the Juaneño Band of Mission Indians, Acjachemen Nation- Belardes responded to the City's notice and requested consultation. On August 5 and 18, 2026, the City provided draft mitigation measures to the tribe for review. During consultation agreement was reached on mitigation measures and consultation closed on September 8, 2026.

On May 11, 2026, the Juaneño Band of Mission Indians, Acjachemen Nation- Belardes 84A responded to the City's notice and requested consultation. On August 5 and 18, 2026, the City provided draft mitigation measures to the tribe for review. During consultation agreement was reached on mitigation measures and consultation closed on August 19, 2026.

On May 8, 2026, the Gabrieleno Band of Mission Indians – Kizh Nation responded to the City's notice and requested consultation. On May 20, 2026, the City requested dates to hold a consultation meeting. The City followed up with emails to the Kizh Nation on July 29, 2026 without response from the Kizh Nation to the emails. On August 5 and 18, 2026, the City provided draft mitigation measures to the tribe for review. On September 22, 2026, the City followed up by email and has not received a response. Thus, consultation stalled and is presumed complete.

On July 5, 2026, the Pauma Band of Luiseno Indians responded to the City's notice and requested consultation. On August 5 and 18, 2026, the City provided draft mitigation measures to the tribe for review. On September 22, 2026, the City followed up by email and has not received a response. Thus, consultation stalled and is presumed complete.

Findings of Fact

a) No Impact. Based on the historic map and aerial, the Project site was cleared, graded and developed during 1988 and 2000. Prior to 1976, the community of Aliso Viejo was part of the Moulton Ranch, which operated as a large-scale sheep and cattle ranch. Between 1938 and 1985, the Project site and surrounding area were cleared of natural vegetation and consisted of disked, vacant land that was likely used for ranching activities. To the southwest of the Project site, a dirt road leading from Aliso Creek to the San Joaquin Hills is visible traversing through the region. During the late 1980s, the rural setting of the subject property and the surrounding area transformed into large office and residential developments. By 1988, the Project site, in addition to the neighboring parcels, was cleared and graded. Between 1988 and 1992, the area was further developed, and a paved road was built within the Project. Subsequent aerial photographs demonstrate that the paved road within the Project site was replaced with the extant Polaris Place business park between 1997 and 2000. The Project site was developed with five office buildings. The existing buildings on the Project site were constructed from 1997 to 2000 and are therefore not of historic age. No impact would occur to historic resources.

b) Less than Significant. The records search from SCCIC indicated that five resources, four prehistoric in age and one multicomponent, are located within a one-mile radius of the Project site. The multicomponent site consists of the historic Moulton Ranch and a prehistoric isolate. The results of the SCCIC records search also indicate that 27 archaeological investigations have been conducted within a one-mile radius of the Project, seven of which overlap the Project site. The other investigations did not identify any potential resources within the Project site.

A field survey was conducted on the Project site. However, no records indicate pre-historic resources on the Project site and the field survey did not identify any evidence of resources on the Project site. A SLF search was also requested from NAHC to identify any sacred sites or locations of religious or ceremonial importance on or near the Project site. The search indicated the positive presence of sacred sites or locations of religious or ceremonial importance within the vicinity of the Project site. The NAHC recommends contacting local Native American groups, specifically the Juaneño Band of Mission Indians Acjachemen Nation for further information. The request for further information was included in the AB52 and SB18 notification and additional information is included within Section 5.18 Tribal Cultural Resources.

Given the developed nature of the Project site and the results of the field survey, impacts would be less than significant.

c) Less than Significant. No conditions exist that suggest human remains are likely to be found on the Project site. However, if human remains are found, those remains would be required to conduct proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Sections 7050.5 to 7055 describe

the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the NAHC and consultation with the individual identified by the NAHC to be the "most likely descendant (MLD)." The MLD would have 48 hours to make recommendations to landowners for the disposition of any Native American human remains and grave goods found. If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains until the County coroner has been called out, and the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Since the treatment of human remains is governed by State law, no mitigation measures are necessary, and impacts would be less than significant.

Sources: *Cultural Resources Study for the Polaris Place Project*, prepared by BFSA Environmental Services, dated May 1, 2026, and included in Appendix C.

5.6 Energy

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ENERGY. Would the project:				
a) Result in 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?	☐	☐	☒	☐

Impact Analysis

An analysis of energy consumption is provided in the report, *Polaris Place Residential Project Air Quality, Greenhouse Gas, and Energy Impact Study* dated June 12, 2026, and prepared by RK Engineering Group, Inc. (Appendix A).

Findings of Fact

a) Less than Significant. Construction of the Project consists of demolition, site preparation and grading, building construction, paving, and architectural coatings. Construction activities primarily consume energy in the form of motor vehicle fuel (gasoline and diesel) for off-road construction equipment and on-road vehicle trips. The Project is expected to use approximately 173,854 gallons of diesel fuel during construction for off-road equipment and 70,136 gallons of fuel during construction for on-road equipment. Energy consumption constitutes a substantial portion of construction costs and therefore, energy consumption and efficiency are closely monitored. Therefore, construction of the Project site would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

Operation of the Project is anticipated to consume energy from electricity, natural gas, and petroleum. Based on the energy consumption projections, the Project would consume a total of 42,488 million British Thermal Units per year. The majority of the energy consumption would occur from operational petroleum consumption, essentially automobiles and trucks traveling to and from the Project site.

The proposed Project has been designed and would comply with California's Building Energy Efficiency Standards (Title 24, Part 6) to reduce energy consumption. California's building standards are some of the strictest in the nation and the Project's compliance with the Building Code will ensure that wasteful, inefficient or unnecessary consumption of energy is minimized. The California Building Code is designed to reduce the amount of energy needed to heat or cool a building, reduce energy usage for lighting and appliances and promote usage of energy from renewable sources to reduce energy consumption. California's building standards are some of the strictest in the nation, and

the Project's compliance with the California Building Code will ensure that wasteful, inefficient or unnecessary consumption of energy is minimized. The California Building Code is designed to reduce the amount of energy needed to heat or cool a building, reduce energy usage for lighting and appliances and promote usage of energy from renewable sources. In addition, the Project is expected to comply with Section 110.10 of the California Building Code regarding mandatory requirements for solar readiness and/or rooftop solar zones. By virtue of compliance with these codes, the proposed Project would not cause wasteful, inefficient, or unnecessary consumption of energy resources and impacts would be less than significant.

b) Less than Significant. The Project will purchase electricity through Southern California Edison which is subject to the requirements of California SB 100. SB 100 is the most stringent and current energy legislation in California; requiring that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045. Furthermore, the Project would comply with California's Building Energy Efficiency Standards (Title 24, Part 6) and Green Building Standards (CALGreen, Title 24, Part 11) to reduce energy consumption.

Therefore, the proposed Project would not conflict with or obstruct a state or local plan, and by virtue of compliance with state and local plans, the proposed Project would not cause wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, impacts would be less than significant.

Sources: *Polaris Place Residential Project Air Quality, Greenhouse Gas, and Energy Impact Study* dated June 12, 2026, and prepared by RK Engineering Group, Inc. (Appendix A).

5.7 Geology and Soils

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS. 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?	☐	☒	☐	☐

Impact Analysis

Preliminary Geotechnical evaluation of the Project site was conducted by SA Geotechnical, Inc. in the *Geotechnical Subsurface Exploration and Preliminary Design Report, Proposed Residential Development, 1 through 5 Polaris Way, Vesting Tentative Tract Map No. 19477, City of Aliso Viejo, California,* dated March 4, 2026 (Appendix D).

In addition, this analysis relied on the report, *Paleontological Assessment for the Polaris Place Project* prepared by BSFA Environmental Services dated May 6, 2026 (Appendix E).

The Geotechnical evaluation included thirteen hollow-stem-auger borings and one hand-auger boring to a depth ranging from 11.5 feet of 66.5 feet below ground surface (bgs).

The Project site is generally flat with site elevations ranging from approximately 426 to 456 feet above mean sea level (MSL) generally descending to the east/southeast. The Project site is mostly underlain by Tertiary-age sedimentary bedrock of the Monterey Formation. Based on the subsurface exploration and site history, the Project site was mass graded in the late-1980s resulting in placement of relatively thick artificial fill materials (over bedrock) in the south/southeastern half of the site. The north/northwestern portion of the Project site is underlain by shallow Monterey Formation bedrock at or near existing grades. Based on the hollow stem borings, alluvium, colluvium, and topsoil appear to have been removed during mass grading prior to fill placement. As a result, remedial grading for the site should consist of the removal and recompaction within the proposed building pads to 3 feet below existing grades or below design grades, whichever is lower. Locally, where foundations or large trees are to be removed, remedial removals would need to extend deeper and below disturbed or unsuitable soils. Remedial grading within the proposed drive areas may be limited to removal and recompaction of the upper 1 to 2 feet.

Groundwater was encountered in one boring at a depth of 51.5 feet.

Percolation testing was not performed since the site consists of compacted fill over siltstone and sandstone bedrock and is not suitable for infiltration.

The Project site is not located within a State mapped Earthquake Fault Hazard Zone (Alquist-Priolo Earthquake Zoning Act) or a mapped liquefaction hazard area.

Findings of Fact

a.i) Less than Significant. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone, and no faults were identified on the site during the geotechnical evaluation conducted by SA Geotechnical, Inc. The closest active fault to the Project site is the San Joaquin Hills Thrust Fault, which is mapped approximately 2.2 miles to the west. The possibility of damage due to ground rupture is considered low since no active faults are known to cross the site. Therefore, impacts would be less than significant.

a.ii) Less than Significant with Mitigation. The Project site, like many areas in Southern California, is subject to strong seismic ground shaking. While the Project site does not have any faults on the property, the closest fault to the Project site is the San Joaquin

Hills Thrust Fault, which is mapped approximately 2.2 miles west, which has the potential to generate strong ground shaking.

The construction of three-story and four-story residential homes is common in earthquake prone areas like Southern California, including the Project site. The geotechnical evaluation included in Appendix D includes an evaluation of site seismic design parameters in accordance with the 2025 CBC and American National Standards Institute (ASCE) 7-22. Based on the site's seismic characteristics, the geotechnical evaluation provides seismic design parameters to minimize the effects of seismic ground shaking. With adherence to the seismic design parameters, impacts associated with seismic ground shaking would be less than significant within implementation of Mitigation Measure (MM) GEO-1. MM GEO-1 is consistent with Aliso Viejo Municipal Code Section 13.08.170, which requires preparation of geotechnical reports and inclusion of geotechnical recommendations on construction drawings.

MM GEO-1 The Project Applicant shall implement the recommendations contained in the *Geotechnical Subsurface Exploration and Preliminary Design Report, Proposed Residential Development, 1 through 5 Polaris Way, Vesting Tentative Tract Map No. 19477, City of Aliso Viejo, California,* dated March 4, 2026, by SA Geotechnical, Inc. (Appendix D) to reduce geologic hazards during implementation of the proposed Project. Included in the reports are site-specific recommendations involving such topics as grading and earthwork, slope stability, retaining walls, seismic design, construction materials, geotechnical observation, and testing and plan reviews.

a.iii) Less than Significant. The Project site does not have earthquake faults on the property; therefore, the potential for seismic rupture is very low. The closest fault to the Project site is the San Joaquin Hills Thrust Fault, which is mapped approximately 2.2 miles west of the Project site.

The Project site is not located within a liquefaction hazard zone, as mapped by the State of California Seismic Hazard Zone mapping. Static groundwater was encountered in Boring H-7, which is located in the southeast corner of the site at a depth of 51.5 bgs. Portions of the southerly and westerly perimeter slopes are located within mapped potential earthquake-induced landslide zones; however, the slopes are composed of thick fill materials and/or were stabilized during prior grading under review of County of Orange.

Additionally, slopes within the original grading limits, including any cut slopes, were buttressed or stabilized and were concluded to have an adequate factor of safety to remain stable under normal conditions. The existing slope at the site was found to be grossly stable with a factor of safety of more than 1.5 under static conditions and a factor of safety of 1.1 or greater for pseudo-static conditions. Both factors of safety are code

requirements that determine whether a slope is grossly stable and suitable for residential development. The Project site exceeds the code requirements for both static and pseudo-static conditions.

Due to the depth of the groundwater and prior mass grading, the potential for liquefaction or significant dynamic settlement is negligible. Furthermore, slope stability has been determined to meet required factors of safety; therefore, impacts associated with seismic-related ground failure, including liquefaction, would be less than significant.

a.iv) Less than Significant with Mitigation. Portions of the southerly and westerly perimeter slopes are located within mapped potential earthquake-induced landslide zones; however, the slopes are composed of thick fill materials and/or were stabilized during prior grading under review of County of Orange. Additionally, slopes within the original grading limits, including any cut slopes, were buttressed or stabilized and were concluded to have adequate factor of safety to remain stable under normal conditions. The existing slopes at the site were found to be grossly stable with a factor of safety of more than 1.5 under static conditions and a factor of safety of 1.1 or greater for pseudo-static conditions, which exceed code requirements. Therefore, the potential for landsliding is negligible and impacts would be less than significant.

Secondary types of ground failure that might occur from a large seismic event include ground subsidence, ground lurching, and lateral spreading. Based on the proposed grading and the flat topography across the site, landsliding, ground subsidence and lateral spreading are considered unlikely at the Project site. Ground lurching could occur during a major seismic event; however, the remedial grading described in Section (c) and compliance with the seismic building standards in the California Building Code and MM GEO-1, would reduce the potential impacts to less than significant levels.

b) Less than Significant. The Project site was previously graded and developed with office buildings and associated parking. Furthermore, the Project site is surrounded by existing development and arterial roadways. Given current site conditions, the potential for soil erosion or loss of topsoil is low.

During construction, the Project would be required to comply with Aliso Viejo Municipal Code Chapter 13.08, Grading and Excavation Code, which requires implementation of erosion and siltation control measures. Furthermore, during grading when the highest risk of loss of topsoil and/or erosion would occur, the Project would be subject to compliance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009DWQ, and all subsequent amendments) (Construction General Permit). The Construction General Permit requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion and sediment control BMPs that would meet or

exceed measures required by the Construction General Permit to control potential construction-related pollutants. Following compliance with the established regulatory framework, including Municipal Code Chapter 13.08 and Chapter 13.08.170 and the Construction General Permit, potential impacts concerning soil erosion and loss of topsoil would be less than significant.

c) Less than Significant with Mitigation. The Project site is not located on a geologic unit that is unstable or could become unstable. The Project site is underlain Monterey Formation bedrock at or near existing grades in the north/northwestern portion of the site and compacted fill (overlying bedrock), ranging in thickness within the south/southeastern portion of the site. Portions of the southerly and westerly perimeter slopes are located within mapped potential earthquake-induced landslide zones; however, the slopes are composed of thick fill materials and/or were stabilized during prior grading under review of County of Orange. Additionally, slopes within the original grading limits, including any cut slopes, were buttressed or stabilized and were concluded to have adequate factor of safety to remain stable under normal conditions. The existing slopes at the site were found to be grossly stable with a factor of safety of more than 1.5 under static conditions and a factor of safety of 1.1 or greater for pseudo-static conditions, which exceed code requirements.

There are no mapped earthquake faults or landslides on the Project site, and it is not located in an Alquist Priolo zone. The site is not located within a mapped potential liquefaction zone per the State's Seismic Hazard Mapping.

The Project site was evaluated for geotechnical feasibility pursuant to CEQA and determined to be feasible, without causing significant impacts, with implementation of design standards presented in the geotechnical report included in Appendix D. An example of a design standard included in the Preliminary Geotechnical Report is the remedial 3-foot-deep over excavation below existing grades or below design grades, whichever is lower, in order to provide uniform compacted fill blanket for structural support. Furthermore, prior to grading, a final geotechnical report must be prepared to accompany the construction level documents, and the final geotechnical report will ensure all design recommendations have been incorporated. While standard practice, the requirement for a final geotechnical report has been included as a mitigation measure for further disclosure and tracking. Therefore, implementation of Mitigation Measures MM GEO-1 and MM GEO-2 would reduce impacts to less than significant levels.

MM GEO-2 Prior to the issuance of a grading permit, the Applicant shall submit for approval a final geotechnical report based on the final grading plans and the final geotechnical report shall incorporate all of the recommendations included in the *Geotechnical Subsurface Exploration and Preliminary Design Report, Proposed Residential Development, 1 through 5 Polaris Way, Vesting Tentative Tract Map No. 19477, City of Aliso Viejo, California,*

dated March 4, 2026, by SA Geotechnical, Inc. (Appendix D). The geotechnical report included in Appendix D has established that the site is geotechnically suitable for development and a final geotechnical report is required to ensure all construction-level geotechnical recommendations and design parameters are included on the final grading plans.

d) Less than Significant with Mitigation. Based on test results, the on-site soils have "moderate" to "high" expansion potential and corrosive to concrete and metals. However, the Geotechnical Report outlines recommendations for handling soils with expansive qualities, such as additional mixing, stockpiling, and drying of fill materials. The Geotechnical Report also includes design parameters for foundations, slab-on-grade and flatwork improvement should be implemented during design and construction to mitigate for the soils onsite. Lastly, any required imported fill material should be very low to low expansion potential. Adherence of MM GEO-1, which is to comply with the recommendation of the Geotechnical Report, would ensure the expansion potential would be low. Impacts would be less than significant.

e) No Impact. The Project site is currently developed with office uses that rely on municipal sewer system connections. The proposed Project would also rely on municipal sewer connections, and no septic systems or alternative wastewater disposal systems are proposed. Since no new septic is proposed, no impact would occur.

f) Less than Significant with Mitigation. The Project site was evaluated for paleontological resources by BFSA Environmental Services and documented in the report *Paleontological Assessment for the Polaris Place Project*, dated May 6, 2026 (Appendix E). Based on the prepared report, there is high potential for paleontological resources to occur on the Project site due to the Monterey formations (bedrock) mapped onsite.

A paleontological literature review was conducted by the Parks Divisions of Orange County, which identified 66 fossil localities with 3,613 cataloged fossils that represent mammals, birds, reptiles, and invertebrates from the Niguel, Monterey, and other formations within one mile of the Project site. Many are associated with the construction of the State Route 73 toll road located adjacent to the Project site.

The existence of Monterey formations mapped on the Project site, the high paleontological resource sensitivity assigned to these sediments, and the presence of previously recorded fossil specimens from the similar deposits less than five miles of the Project site, result in the potential for significant impacts. To mitigate that potential impact, a Paleontological Resource Impact Mitigation Program (PRIMP) as outlined in MM PALEO-1 shall be prepared prior to the start of grading. Therefore, implementation of MM PALEO-1 would reduce impacts to a less than significant level.

MM PALEO-1 Prior to the issuance of a grading permit, the Applicant shall prepare for City review and approval a Paleontological Mitigation Monitoring Plan, as follows:

1. All mitigation programs shall be performed by a qualified professional (Project) paleontologist, defined as an individual with a master's or doctorate in paleontology or geology who has proven experience and is knowledgeable in professional paleontological procedures and techniques. Fieldwork may be conducted by a qualified paleontological monitor, defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall always work under the direction of a qualified paleontologist.
2. Starting at one foot above the artificial fill/bedrock interface, full-time monitoring shall be conducted in areas of grading or excavation within the Niguel and Monterey formations. Monitoring of artificial fill or disturbed deposits that may be present otherwise is not required.
3. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment to allow for the removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or, if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the project paleontologist, who will then notify any concerned parties of the discovery.
4. Fossils shall be collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Before the site is vacated and the fossils are moved to a safe place, notes are taken on the map location and stratigraphy of the site. On mass grading projects, discovered fossil sites are protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage begins. Fossils shall be collected in a similar manner, with notes and photographs being taken before removing the fossils. Precise location of the site is determined through use of handheld Global Positioning System units. If a large terrestrial vertebrate, such as a large bone or a mammoth tusk, is too large to be easily removed by a single monitor, a fossil recovery crew shall excavate around the find(s), encase the find(s) within a plaster and burlap jacket, and remove the find(s) after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help move the jacket to a safe location.

5. In the laboratory, individual fossils shall be cleaned of extraneous matrix, any breaks repaired, and the specimen, if needed, shall be stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72).
6. Recovered specimens shall be prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates.
7. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the Orange County Parks' Cooper Center) shall be conducted. The paleontological program should include a written repository agreement prior to initiating mitigation activities. Prior to curation, the lead agency (the City of Aliso Viejo) shall be consulted on the repository/museum to receive the fossil material.
8. A final report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to and accepted by the appropriate lead agency, shall signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

Sources: *Geotechnical Subsurface Exploration and Preliminary Design Report, Proposed Residential Development, 1 through 5 Polaris Way, Vesting Tentative Tract Map No. 19477, City of Aliso Viejo, California*, dated March 4, 2026 by SA Geotechnical, Inc. (Appendix D); and *Paleontological Assessment for the Polaris Place Project* prepared by BFSA Environmental Services, dated May 6, 2026 (Appendix E).

5.8 Greenhouse Gas Emissions

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS. 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 emission of greenhouse gases?	☐	☐	☒	☐

An analysis of greenhouse gas (GHG) emissions is provided in the report, *Polaris Place Residential Project Air Quality, Greenhouse Gas, and Energy Impact Study* dated June 12, 2026, and prepared by RK Engineering Group, Inc. (Appendix A).

Impact Analysis

Greenhouse gases comprise less than 0.1 percent of the total atmospheric composition, yet they play an essential role in influencing climate. Greenhouse gases include naturally occurring compounds such as carbon dioxide (CO_2), methane (CH_4), water vapor (H_2O), and nitrous oxide (N_2O), while others are synthetic. Man-made GHGs include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs), as well as sulfur hexafluoride (SF_6).

The State of California has adopted extensive foundational legislation to reduce GHG emissions across all sectors of the economy. Some of the foundational key climate change legislation includes AB 32 – the California Global Warming Solutions Act of 2006, SB 375 – the Sustainable Communities & Climate Protection Act of 2008, and SB 100 – the California Renewables Portfolio Standard Program. Other legislation has followed that has expanded the range of laws intended to reduce GHG emissions. Most notably are changes that have been made to the CBC Title 24 and Title 20 energy standards. These obligatory construction and appliance/lighting standards, originally adopted for other purposes such as energy and water conservation, include requirements that ensure all development in California implement mandatory energy-efficient design, enable or install solar and EV infrastructure, increase density, and reduce vehicle miles traveled resulting in GHG reductions at a project level and consistency with applicable GHG reduction plans. The key climate legislation and regulation in the State includes the following:

- Assembly Bill (AB) 32, California Global Warming Solutions Act of 2006. AB 32 set the stage for the State's transition to a sustainable, low-carbon future. AB 32

was the first program in the country to take a comprehensive, long-term approach to addressing climate change.

- Senate Bill (SB) 375, Sustainable Communities & Climate Protection Act of 2008. SB 375 requires the Air Resources Board to develop regional greenhouse gas emission reduction targets for passenger vehicles GHG reduction targets for 2020 and 2035 for each region covered by the State's 18 metropolitan planning organizations.

- Senate Bill (SB) 100, California Renewables Portfolio Standard Program. SB 100 established a landmark policy requiring renewable energy and zero-carbon resources supply 100 percent of electric retail sales to end-use customers by 2045.

- California Building Standards Code – Title 24. The California Building Standards Code Title 24 Part 6 (Energy Code) and Title 24 Part 11 (CALGreen) requires multiple building provisions to reduce energy usage and GHG emissions and is updated on a triennial basis.

SCAQMD convened a GHG CEQA Significance Threshold Working Group (Working Group). At its last meeting in September 2010, the Working Group established for non-exempt projects, such as the proposed Project, a screening level threshold of 3,000 metric tons of CO_2e ($MTCO_2e$) and land use specific thresholds, which for residential projects, was established at 3,000 $MTCO_2e$. GHG emissions occur from the following four sources for residential projects: construction; gas, electricity, and water uses; solid waste disposal; and motor vehicle use. Since construction operations are temporary, short-term emissions, the total construction emissions are amortized over 30 years per Working Group guidance.

Findings of Fact

a) Less Than Significant. The proposed Project would generate GHG emissions through the construction and operation of the proposed residences.

As documented in the report, *Polaris Place Residential Project Air Quality, Greenhouse Gas, and Energy Impact Study* dated June 12, 2026, and prepared by RK Engineering Group, Inc. (Appendix A), total GHG emissions for the proposed Project would be less than the screening level threshold of 3,000 $MTCO_2e$ and the land use specific threshold of 3,500 $MTCO_2e$, as shown in the following tables.

Table 12. Construction Greenhouse Gas Emissions

Emission Source	On-site ($MTCO_2e$)[1]	Off-site ($MTCO_2e$)[1]	Total ($MTCO_2e$)[1]
Demolition	423.39	475.02	898.41
Site Preparation	201.45	7.64	209.09
Grading	389.47	76.74	466.22
Building Construction	422.87	835.18	1,258.05
Paving	254.99	18.35	273.34
Architectural Coating	6.76	22.08	28.84
Total	1,698.93	1,435.02	3,133.95
Amortized over 30 years[2]	56.63	47.83	104.46

Source: Air Quality and Greenhouse Gas Impact Study (**Appendix A**)
[1] $MTCO_2e$ is metric tons of carbon dioxide equivalent (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbon)
[2] The emissions are amortized over 30 years and added to the operational emissions, pursuant to SCAQMD recommendations.

Table 13. Operational and Total Greenhouse Gas Emissions

Emission Source	GHG Emissions ($MTCO_2e$)[1]
Mobile Source	2,182.24
Area Source	103.81
Energy Source	310.67
Water	51.85
Waste	96.42
Refrigerant	0.91
Construction 30-yr Amortization	104.46
Total	2,850.36
SCAQMD Tier 3 Screening Threshold[2]	3,000
Exceed Tier 3 Threshold?	No

Source: Air Quality and Greenhouse Gas Impact Study (**Appendix A**)
[1] $MTCO_2e$ is metric tons of carbon dioxide equivalent (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbon)
[2] Per South Coast Air Quality Management District (SCAQMD) Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008.

Since the proposed Project would generate less than 3,000 $MTCO_2e$, which is the emissions threshold established by SCAQMD and relied upon by the City, the Project would have a less than significant impact.

b) Less than Significant. The proposed Project will be required to comply with the mandatory requirements of the latest 2022 California Building Standards Code, including Title 24, Part 11, CALGreen, and Title 24, Part 6, Energy Code. The purpose

of the building standards is to reduce negative impacts on the environment through improved planning and design, energy efficiency, water efficiency and conservation, and material and resource conservation. The California Building Standards were developed to help meet the requirements of the Global Warming Solutions Act (AB 32).

The California Air Resources Board's Climate Change Scoping Plan (2022 Scoping Plan) outlines statewide strategies to reduce GHG emissions consistent with the targets established under AB 32, SB 32, and AB 1279. The Scoping Plan is applicable to State agencies and is not directly applicable to individual development projects or local land use approvals. However, the Scoping Plan provides the primary framework used to inform performance-based and efficiency-based CEQA criteria and GHG reduction targets implemented through regional and local planning efforts.

The 2022 Scoping Plan identifies a range of statewide strategies to reduce GHG emissions, including transportation electrification, reductions in vehicle miles traveled, building decarbonization, expansion of renewable energy, low-carbon fuel standards, and implementation of energy efficiency and clean technology standards. Many of these strategies are implemented through State regulations that apply to new development, including vehicle emission standards, Building Energy Efficiency Standards, and CALGreen requirements.

Table 14, *Project Consistency with the 2022 Scoping Plan Priority Areas*, summarizes the proposed Project's consistency with the priority areas identified in the 2022 Scoping Plan that are applicable at the project level. As shown in the table, the proposed Project would be consistent with applicable priority areas related to transportation electrification, vehicle miles traveled reduction, and building energy efficiency and decarbonization through compliance with adopted State and local requirements.

Table 14. Project Consistency with 2022 Scoping Plan Priority Areas

Priority Area	Priority Area Attributes	Project Consistency
Transportation Electrification	Provide EV charging infrastructure that, at a minimum, meets the most ambitious voluntary standards in the California Green Building Standards Code at the time of project approval.	Consistent: The proposed Project would be subject to State and local transportation-related greenhouse gas reduction requirements, including vehicle fuel efficiency standards, zero-emission vehicle regulations, and electric vehicle charging infrastructure requirements. The Project includes electric vehicle charging infrastructure in accordance with applicable codes and would rely on increasingly cleaner vehicle

Priority Area	Priority Area Attributes	Project Consistency
		technologies over time. Consistent with adopted transportation electrification strategies, the Project would not interfere with implementation of GHG reduction measures related to transportation emissions.
VMT Reduction	Meets local jurisdiction adopted SB 743 threshold for VMT.	Consistent: Pursuant to CEQA Guidelines Section 15064.3(b), the proposed Project would "decrease vehicle miles traveled in the project area compared to existing conditions" and, therefore, "should be presumed to have a less than significant transportation impact." The proposed Project would reduce total daily VMT by 16,409.3 Daily VMT and reduce the VMT/Service Population for the Project site from 25.4 to 24.1 in the future Model Year 2050.
Building Decarbonization	Uses all electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking.	Consistent: The proposed Project would comply with current California Building Energy Efficiency Standards (Title 24) and California Green Building Standards Code (CALGreen), which are designed to reduce building energy consumption and associated GHG emissions. Furthermore, the residential dwelling units would have an all-electric design and would therefore comply with the building decarbonization goal.

Source: CARB 2022a.

By complying with the California Building Standards Code requirements, the Project would result in consistency with the intent of the Global Warming Solutions Act and CARB's current 2022 Scoping Plan. The Project would not conflict with an applicable

plan, policy, or regulation for the purpose of reducing the emissions of GHGs, and the impact is considered less than significant.

Therefore, the proposed Project's generation of GHG emissions would not cause a project-specific or cumulatively considerable contribution that would conflict with an applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gases. Therefore, the proposed Project's impact would be less than significant.

Sources: *Polaris Place Residential Project Air Quality, Greenhouse Gas, and Energy Impact Study* dated June 12, 2026, and prepared by RK Engineering Group, Inc. (Appendix A).

5.9 Hazards and Hazardous Materials

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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 § 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 two 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?	☐	☐	☒	☐

Impact Analysis

A Phase I Environmental Site Assessment was prepared to analyze the history of the site and the potential for encountering hazardous materials. The report, *ASTM Phase I Environmental Site Assessment Polaris Place*, dated May 1, 2026, by Haley & Aldrich, Inc. is included in Appendix F. Additionally a comprehensive asbestos and lead inspection were conducted by Vector Environmental Consulting on August 4, 2026. The results are summarized in a Lead Inspection Report and Asbestos Inspection Report, both dated August 5, 2026, and included in Appendix G.

The Project site was previously vacant, undeveloped land from 1938 to 1989, with a large access road observed in 1994 aerial. In 1998 the construction of the current office buildings began. In 2002 to present, the previous roadway was no longer observed and the Project site is observed in its current configuration, with five buildings, and the associated parking lot and landscaped areas. City directory listings for the Project addresses included various office tenants, including software and computer services, financial, insurance, gaming developer, engineering and construction, banking, and management service companies.

The Project site is not listed within the Environmental Risk Information Services (ERIS). Additionally, no regulatory records were found for the subject property parcel.

On April 17, 2026, Haley & Aldrich personnel conducted a reconnaissance to physically observe the Project site. Haley & Aldrich conducted a walk around the entire perimeter of the Project site. No indication of any potential adverse environmental impact to the Project site was observed during the reconnaissance visit.

No above or below ground storage tanks or other Recognized Environmental Condition (REC) were identified in the record search and site investigation.

Comprehensive inspections for asbestos and lead paint were conducted on August 4, 2026. The inspection and laboratory testing for asbestos determined that approximately 1,375 square feet of mastic used to mount mirrors contains a greater than one percent asbestos by weight. The lead paint report indicates that no lead paint was detected that would require specialized removal.

Findings of Fact

a) Less than Significant. Residential projects are not operators or generators of hazardous materials. Thus, operation of the proposed Project would not involve the use, transport, or disposal of hazardous materials, nor would it generate hazardous emissions, materials, or waste. Grading and construction activities may involve limited transport, use, and disposal of hazardous materials such as fuel for construction equipment. However, construction activities are short-term and hazardous materials used during construction would be transported, used, and disposed of according to federal, State, and local health and safety requirements. Impacts would be less than significant.

b) Less than Significant with Mitigation. The ASTM Phase I Environmental Site Assessment (Appendix F) includes results from database searches to determine the potential for release of hazardous materials from the Proposed Project site. No RECs, Controlled Recognized Environmental Conditions (CREC), Significant data gaps (SDG), or Historical Recognized Environmental Conditions (HREC) occur on the Project site. Furthermore, comprehensive inspections were conducted for asbestos and lead paint

(Appendix G). The inspection and laboratory testing for asbestos determined that approximately 1,375 square feet of mastic used to mount mirrors contains a greater than one percent asbestos by weight. Given the presence of asbestos containing materials (ACM), mitigation would be required to ensure that during demolition of the structures no release of ACM would occur. Therefore, with implementation of Mitigation Measure MM HAZ-1, impacts would be less than significant. Since the lead paint report indicates that no lead paint requiring remediation was identified, no further mitigation is necessary.

MM HAZ-1 Prior to the issuance of a demolition permit for any structure on the property, the project applicant shall conduct a comprehensive survey for asbestos-containing materials to identify the locations and quantities of asbestos-containing materials in above-ground structures. The project applicant shall retain a licensed or certified asbestos consultant to inspect buildings and structures on-site. If asbestos is discovered, the project applicant shall retain a licensed or certified contractor to remove and dispose of all asbestos containing materials in accordance with the appropriate South Coast AQMD asbestos-containing material removal practices and procedures.

Residential projects are not operators or generators of hazardous materials. The proposed Project would not involve the use, transport, or disposal of hazardous materials, nor would it generate hazardous emissions, materials, or waste during operations. Hazardous materials used during construction would be used in accordance with federal, State, and local regulations, such as the NPDES Construction General Permit, which requires the implementation of BMPs to control runoff from the Project site, which would control a spill of construction materials, such as oil, solvents, etc., if one were to accidentally occur.

Neither the Project site conditions, nor Project activities, would result in a reasonably foreseeable accident condition, given the minimal use of hazardous materials during the limited construction phase of the Project. Therefore, no potential for release of hazardous materials was identified and impacts would be less than significant.

c) Less than Significant. No Schools are located within one-quarter mile of the Project site. The closest school to the Project site is Don Juan Avila TK-5/Middel School Campus located approximately 0.5-mile southwest of the Project site. Furthermore, a private Kindercare facility is located approximately 0.7-mile northeast of the Project site.

Residential projects are not operators or generators of hazardous materials. Thus, operation of the proposed Project would not involve the use, transport, or disposal of hazardous materials, nor would it generate hazardous emissions, materials, or waste. Grading and construction activities may involve limited transport, use, and disposal of hazardous materials such as fuel for construction equipment. However, construction

activities are short-term and hazardous materials used during construction would be transported, used, and disposed of according to federal, State, and local health and safety requirements.

Therefore, no potential for release or emissions of hazardous materials was identified in general or within one-quarter mile of an existing or proposed school and impacts would be less than significant.

d) No Impact. The ASTM Phase I Environmental Site Assessment (Appendix F) includes results from database searches to determine if the Project site is on a list of hazardous materials sites. The Phase I searched the United States Environmental Protection Agency (USEPA), Orange County Environmental Health, Orange County Fire Authority, California Governor's Office of Emergency Service (CalOES), SCAQMD, San Diego Regional Water Quality Control Board (SDRWQCB), Environmental Working Group (EWG), Department of Toxic Substances Control (DTSC), City of Aliso Viejo building and planning departments, and California Geologic Energy Management Division (CalGEM). The Project site is not listed on any of the regulatory databases and no other sites listed on the databases pose a significant threat to the Project site. No oil wells are located on the Project site. Therefore, no RECs were identified on or near the Project site and no impact would occur.

e) No Impact. The Project site is not located within an airport land use plan, nor within two miles of a private airstrip or public airport. The closest airport is John Wayne Airport, located in Santa Ana, approximately 10 miles from the Project site. Therefore, no impact would occur.

f) Less than Significant. The Project site takes direct access off Aliso Viejo Parkway. According to the City's General Plan Public Safety Element, Figure S-1, the closest emergency evacuation route to the Project site is Aliso Creek Road, located approximately 0.30 mile east of the Project site. The emergency access route would remain unchanged by the proposed Project and the proposed Project would not interfere with an emergency response plan.

On-site circulation and emergency access would conform to applicable City regulations that require 26-foot-wide street widths without parking and 31-foot-wide street widths with parallel parking on one side, and 42 feet wide with parallel parking on both sides. Alleys that serve garages would measure 24 feet in width with a minimum of 28-foot separation between garage doors. All street widths include designated fire truck turnarounds and key staging areas throughout the Project area. The on-site circulation was presented in the Preliminary Fire Access and Hydrant Location Plan and reviewed and approved by OCFA (see below).

The proposed Project would not require the full closure of any public or private streets or roadways during construction or operations and would not impede access of

emergency vehicles to the Project or any surrounding areas. For any construction in the public right-of-way, the Project would implement a traffic control plan to ensure continued access through the area. This traffic control plan is required by City standards and imposed as a condition of approval for projects that involve improvements within a right-of-way and would be subject to approval by the City Traffic Engineer.

All emergency access routes would remain unchanged by the proposed Project and the proposed Project would not interfere with an emergency response plan. Therefore, impacts would be less than significant.

g) Less than Significant. According to Cal Fire – Fire and Resource Assessment Program, the Project site is not located within a State Responsibility or Local Responsibility Fire Hazard Severity Zone.

The Project site is surrounded by existing developed and urban conditions and is not located near wildlands. Therefore, the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

As part of the City's standard development review process, the OCFA reviews preliminary project plans in their role as the citywide fire protection and emergency service provider. The Project submittal package included a Preliminary Fire Access and Hydrant Location Plan. Following review of the Project plans by OCFA, OCFA issued a written memo dated June 8, 2026, which states, "The OCFA has reviewed the proposed project, and based on this initial assessment there do not appear to be any significant concerns related to fire department requirements." (Appendix M)

Therefore, impacts would be less than significant.

Sources: *ASTM Phase I Environmental Site Assessment Polaris Place*, dated May 1, 2026 by Haley & Aldrich, Inc (Appendix F); *Asbestos Inspection Report* and *Lead Inspection Report*, both dated August 4, 2026 and prepared by Vector Environmental Consulting (Appendix G); City of Aliso Viejo General Plan Public Safety Element; Cal Fire – Fire and Resource Assessment Program; Fire Hazard Severity Zones (ca.gov); and OCFA Review Memo dated June 8, 2026 (Appendix M).

5.10 Hydrology and Water Quality

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY. 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?	☐	☐	☒	☐

Impact Analysis

The hydraulic and water quality analysis is based on the technical reports, *Preliminary Hydrology Report, City of Aliso Viejo, Vesting Tentative Tract No. 19477*, dated June 2026, by C&V Consultants included as Appendix H, and the *Water Quality Management Plan (WQMP)*, dated June 2026, by C&V Consulting, Inc. (Appendix I).

Currently, the Project site primarily flows to a low spot in the southeastern portion of the Project site. Runoff is collected by curb and gutter along the eastern property line and enters an existing catch basin. The catch basin connects to an existing 30-inch storm drain that conveys runoff to Windsong. In Windsong, flow enters a 36-inch storm drain

that conveys runoff toward Aliso Creek Road, where the pipe increases to 42 inches in diameter. The system ultimately discharges to the Aliso Creek Channel in Aliso Viejo Community Park. Flows are conveyed downstream within the Aliso Creek Channel to the Pacific Ocean at the Aliso Creek outlet in the City of Laguna Beach. The site is located within the Aliso Creek Watershed.

The existing site conditions consist of approximately 90% impervious surfaces due to the office building and surface parking. With implementation of the Project, approximately 65% of the Project site would be impervious due to the increase of landscaped areas and parks throughout the Project site. Runoff in the proposed condition would follow existing drainage patterns.

Findings of Fact

a) Less than Significant. Water quality treatment is further discussed in the *Preliminary Water Quality Management Plan (WQMP)*, included in Appendix I. The Project site is located within the jurisdiction of the San Diego Regional Water Quality Control Board (RWQCB) and would be subject to compliance with the Regional Municipal Separate Storm Sewer System (MS4) permit. The Regional MS4 permit (Order No. R9-2013-0001, as amended), requires co-permittees, including the City of Aliso Viejo, to control and reduce the discharge of pollutants in stormwater from new development and significant redevelopment to the maximum extent practicable. The San Diego RWQCB requirements are further clarified by the Orange County Drainage Area Management Plan (DAMP), which requires the preparation and implementation of WQMPs for development projects. The DAMP reduces the pollution content of stormwater to the Maximum Extent Practicable (MEP). While all development projects are required to implement source control and site design practices, the Regional MS4 Permit has additional requirements for Priority Development Projects (PDPs), which are required to incorporate structural BMPs to reduce the discharge of pollutants and address potential hydromodification impacts from changes in flow and sediment supply. Per the MS4 Permit requirements for redevelopment, the proposed Project will include Low Impact Development (LID) elements into the site design as well as implementation of BMPs to the extent practicable.

Project Construction Impacts

Project construction activities are required to comply with water quality measures included in the City's Water Quality Ordinance (Municipal Code Chapter 7.35, Stormwater Management). The Water Quality Ordinance prohibits non-stormwater discharges into storm sewers, reduces discharge of pollutants, and achieves compliance with the Clean Water Act and the Porter-Cologne Water Quality Control Act. In accordance with Section 7.35.080, Control of Urban Runoff–New Development and Redevelopment Projects, issuance of a grading or building permit for the proposed Project would be subject to submittal and approval of project plans demonstrating compliance with applicable local ordinances, California Stormwater Quality Association (CASQA) standards, and the City's water quality manual, which includes the City's

jurisdictional urban runoff management plan or local implementation plan, the Orange County DAMP, and the City's NPDES permit. In addition to the requirements of Municipal Code Section 7.35.080, Project construction activities would be required to comply with Municipal Code Section 7.35.070, Control of Urban Runoff – Construction Projects, which requires the Project applicant to submit a pollution control plan, construction BMP plan, and/or an erosion and sediment control plan meeting the requirements of the water quality manual to the MEP and to submit evidence of coverage under the Construction General Permit prior to issuance of a permit involving ground-disturbing activities.

Compliance with the above regulations would ensure that impacts related to water quality during construction of the proposed Project would be less than significant. The proposed Project would comply with the NPDES requirement through implementation of the WQMP and with the Orange County DAMP. Therefore, construction of the proposed Project would not violate water quality standards or degrade surface or groundwater quality.

Project Operation Impacts

After construction, water quality treatment for the proposed Project would be provided by a Modular Wetlands System (MWS) to remove the Project's storm water pollutants. The MWS units would be sized to treat the 85th percentile, 24-hour storm event in compliance with water quality requirements.

Flows exceeding the water quality design flow rate, including treated overflow from the MWS units, would be routed to a subsurface detention system. The detention system would include a flow-control outlet orifice sized to satisfy hydromodification management criteria and peak stormwater flow reduction requirements.

Additionally, the WQMP documents the various BMPs that would be implemented as part of the Project, which include structural, source control, and site design BMPs to address water quality conditions associated with the proposed Project. Proposed non-structural source control BMPs include education for property owners, tenants, and occupants; activity restrictions; common area landscape management; common area litter control; common area catch basin inspection; and street sweeping. Proposed structural source control BMPs include the modular wetlands system; storm drain system stenciling and signage; use of efficient irrigation systems and landscape design to protect slopes and channels and provide energy dissipation; and hillside landscaping.

The Project would be subject to federal, State, and local regulations related to water quality, including the City's Water Quality Ordinance. Implementation of the proposed on-site stormwater system and WQMP requirements, including water quality operational BMPs, would reduce pollutants of concern associated with the stormwater runoff from the Project site in compliance with the Regional MS4 Permit and ensure the

proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, impacts would be less than significant.

b) Less than Significant. The geology and geotechnical analysis (see *Section 5.7*) determined the Project site is underlain by a thin layer of compacted fill placed over bedrock. Groundwater was encountered in one exploratory boring at approximately 51.5 feet below ground surface (bgs). Furthermore, soil mapping published by the Natural Resources Conservation Service (NRCS) classifies the Project site as Hydrologic Soil Group (HSG) D. Soil Group D is characterized by very low infiltration rates, high runoff potential, and slow saturated hydraulic conductivity when thoroughly wetted. Therefore, due to the presence of bedrock, Soil Group D mapping, and deep groundwater, no percolation testing was not performed. Without feasible infiltration, the Project site does not provide groundwater recharge.

The Project does not include drilling a well for drinking water and therefore does not rely directly on groundwater supplies. Water is supplied to the existing office use on the Project site by the Moulton Niguel Water District (MNWD), and water would continue to be supplied to the proposed Project by MNWD. MNWD does not utilize groundwater resources and therefore, indirect impacts from the Project's use of groundwater would not occur. Therefore, impacts would be less than significant.

C.i) Less than Significant. Approximately 90 percent of the currently developed site is covered by impervious surfaces and upon completion of the Project approximately 65 percent of the site would be covered by impervious surfaces. Development of the Project site would therefore decrease the amount of impervious surfaces compared to existing conditions. Despite the decrease in impervious surfaces, the proposed Project site is subject to hydromodification requirements (HMP) to avoid downstream erosion. HMP requires post-development runoff flow rates and durations to not exceed pre-development conditions by more than 10% for the 2-year through 10-year storm events due to the potential to cause downstream erosion or degraded instream habitat. As runoff from this site is conveyed via earthen or otherwise unstabilized channels to the ultimate point of discharge, HMP is required. Therefore, the Project plans include an underground stormwater storage vault to collect and detain storm flows. The storage vault sizing and the placement and sizing of the orifice at the discharge point has been designed to be consistent with the South Orange County Hydrology Model Software requirements.

Furthermore, peak stormwater flows would not result in substantial erosion or siltation on- or off-site because the proposed Project would be subject to the project specific NPDES permit requirements that implement BMPs and LID elements identified in the Project's hydrology and water quality reports to reduce runoff and erosion. With implementation of the BMPs contained in the WQMP ensuring compliance with the County NPDES Stormwater Program and adherence to Chapter 13.08 of the City's

Municipal Code provisions related to erosion control, impacts from erosion or siltation on- or off-site would be less than significant.

C.ii - Ciii.) Less than Significant. The decrease in impervious surfaces and subsurface storage of stormflows would result in a lower quantity of site peak runoff compared to existing conditions. The Preliminary Hydrology Study for Tract No. 19477 included in Appendix H provides calculations of pre- and post-project stormwater flows for the Project site. Table 15 below compares the existing runoff in the 10-, 25-, and 100-year storm events to the proposed Project conditions.

Table 15. Peak Discharge Rates 10, 25, and 100 Year Storms for Existing Conditions and Proposed Conditions

	Tributary Area (acres)	10 Year Peak Flow (cfs)	25 Year Peak Flow (cfs)	100 Year Peak Flow (cfs)
Existing Conditions	22.60	48.33	58.30	76.08
Proposed Conditions	22.60	47.81	58.30	75.81
Difference	0	-0.52	0	-0.27

As outlined within the Table above, the proposed Project would decrease the peak flow leaving the site during all modeled storm events.

As discussed previously, Municipal Code Chapter 13.08, Grading and Excavation Code, requires compliance with erosion and siltation control measures. During grading when the highest risk of loss of topsoil and/or erosion would occur, silt fencing, sandbags, waddles, and other BMPs would be installed as part of the SWPPP. Construction impacts would be less than significant. Furthermore, the Project is subject to and in compliance with HMP requirements, which would minimize downstream erosion during operation of the Project. Therefore, impacts would be less than significant.

C.iv.) Less than Significant. Development of the Project would substantively maintain the existing site and off-site drainage patterns by utilizing existing v-ditches and channeling a majority of stormwater to the proposed onsite catch basins. Surface runoff currently flows southeasterly overland toward the southeast corner of the site. Runoff is collected by curb and gutter along the eastern property line and enters an existing catch basin. The catch basin connects to an existing 30-inch storm drain that conveys runoff to Windsong. In Windsong, flow enters a 36-inch storm drain that conveys runoff toward Aliso Creek Road, where the pipe increases to 42 inches in diameter. The system ultimately discharges to the Aliso Creek Channel in Aliso Viejo Community Park.

The same drainage pattern would occur in the proposed condition. However, storm flows would be conveyed through an on-site storm drain system to an underground MWS for treatment. Storm flows would also be captured in the underground detention vault prior to discharge into the existing storm drain system in Windsong.

Therefore, the Project would not impede or redirect storm flows and impacts would be less than significant.

d) No Impact. The Project site is not located in a flood hazard area. Furthermore, the Project site is approximately 4.5 miles from the Pacific Ocean, and approximately 2.6 miles from the Sulphur Creek Reservoir, both of which are located at a lower elevation than the Project site. Therefore, no impacts from tsunami or seiche would occur.

e) Less than Significant. The Project has been designed with water quality and hydromodification features to comply with Regional MS4 Requirements and the City of Aliso Viejo Municipal Code. Stormwater flows would be detained in an underground vault to reduce stormwater flows to the natural condition in compliance with the South Orange County Hydromodification Management Plan. Percolation testing was not performed since the site consists of compacted fill over bedrock and is not suitable for infiltration. Furthermore, groundwater was encountered to exploratory depth of 51.5 feet.

The proposed Project would implement the BMPs contained in the WQMP to capture, treat, and infiltrate stormwater runoff consistent with LID principles that prioritize on-site retention and infiltration. To ensure water quality on the Project site, the proposed Project includes a Modular Wetland System for treatment and implementation of BMPs. The Project would be subject to federal, State, and local regulations related to water quality, including the City's Water Quality Ordinance. Implementation of the proposed on-site stormwater system and water quality operational BMPs identified in the WQMP, would reduce pollutants of concern associated with stormwater runoff from the Project site in compliance with the Regional MS4 Permit and ensure the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, impacts to water quality are less than significant and the proposed Project is consistent with water quality regulations.

Sources: *Preliminary Hydrology Report, City of Aliso Viejo, Vesting Tentative Tract No. 19477*, dated June 2026, by C&V Consulting, Inc. (Appendix H); and the *Water Quality Management Plan (WQMP)* dated June 2026, by C&V Consulting, Inc. (Appendix I).

5.11 Land Use and Planning

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE AND PLANNING. 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?	☐	☐	☒	☐

Impact Analysis

The Project proposes to change the General Plan and Zoning designations for the Project site as follows:

	General Plan	Zoning
Existing:	Professional Office (PO)	Professional Office (PO) – 2 and 3 Polaris Professional Office (PO) with Mixed Use Overlay – 1, 4, and 5 Polaris
Proposed:	Medium Density Residential (MDR)	Medium Density Residential (RM)

Findings of Fact

a) No Impact. The proposed Project plans to demolish an existing office development including five existing office structures and associated accessory uses, such as parking lots, landscaping, etc. The Project site is surrounded by existing roads and development on all four sides. The proposed Project includes a pedestrian trail around the perimeter of the Project site that would be available to existing surrounding residents.

The proposed Project would require a General Plan Amendment and Zone Change. However, these changes would not divide an existing community. The Project site is currently developed with office buildings and surface parking, and the proposal would only change the land use and not create a barrier that would divide the community. Therefore, no impact would occur.

b) Less than Significant. The proposed Project is inconsistent with the adopted land use plan and requires a General Plan Amendment. While the Mixed Use Overlay zone for 1, 4, and 5 Polaris permits residential development, no such overlay zone was adopted for 2 and 3 Polaris. Therefore, the Project proposes a Zone Change to Medium Density Residential (MDR). The Project site is bordered by attached residential uses (row townhomes) to the east and south; SR-73 to the west; and AVP and business park uses to the north. The surrounding General Plan land use designations are Medium Density Residential to the east and south, Business Park to the north, and San Joaquin Hills Transportation Corridor to the west. The proposed Project would be consistent with the existing surrounding land uses, and with the approval of the GPA, the proposed Project would not conflict with any applicable land use plan, policy, or regulation adopted for the purposes of avoiding or mitigating an environmental effect. Table 16 provides an analysis of the proposed Project's consistency with relevant policies of the Aliso Viejo General Plan adopted for the purpose of avoiding or mitigating an environmental effect. As shown in Table 16, the proposed Project is consistent with all applicable General Plan policies.

Table 16. Project Consistency with Applicable General Plan Policies

Aliso Viejo General Plan Policies and Actions	Project Consistency
Policy LU-2.1: Preserve the current pattern of development that encourages more intense and higher density development at the core of the community (near Grand Park and Aliso Viejo Town Center) and less intense uses radiating from the central core.	Consistent. The proposed Project includes redevelopment of office space with 405 for-sale attached residential units on approximately 22.5 acres. Four residential housing types are proposed, Four-Story Duet, Three-Story Townhomes, Three-Story Back-to-Back, and Three-Story Rowtowns. This medium-density development is consistent with Policy LU-2.1. Therefore, the proposed Project would provide an appropriate density, consistent with this policy.
Policy LU-2.4: Encourage land uses that complement (in type, size, scale and design) the community's topography, scenic vistas, and natural resources.	Consistent. The proposed Project includes the construction of for-sale residential units in an area that is developed and urbanized. Redevelopment of the site would be generally consistent with existing surrounding uses, including attached residential uses (row townhomes) to the east and south; SR-73 to the west; and AVP and business park uses to the north. As discussed in Section 5.1, Aesthetics, the proposed Project would not adversely affect or damage a scenic vista or natural

Aliso Viejo General Plan Policies and Actions	Project Consistency
	resources. The proposed Project is consistent with this policy.
Policy LU-4.1: Encourage environmentally sensitive development patterns, promote public education, and enforce infrastructure criteria that protect residents and property from hazards related to slope stability and flooding.	Consistent. The proposed redevelopment Project is located in an urbanized area and would not degrade environmentally sensitive areas. The proposed Project is not located near a flood zone. The proposed Project would comply with all recommendations in the Project-specific geotechnical review, per MM GEO-1. On-site drainage and water quality improvements would provide protection from localized flooding. The proposed Project is consistent with this policy.
Policy LU-4.2: In areas where residential and business park or office land uses abut each other, use buffering techniques employing water-conserving landscaping, setbacks, screening, and appearance standards to improve compatibility.	Consistent. The proposed Project would be separated from business park uses by setbacks, landscaping, and AVP. The proposed Project is consistent with this policy.
Policy LU-4.4: Reduce the discharge of pollutants and runoff flow from urban development to the maximum extent practicable.	Consistent. As discussed in Section 5.10, *Hydrology and Water Quality*, the proposed Project includes an on-site stormwater system that would reduce on-site runoff and pollutants. Stormwater flows would be routed to modular wetland systems for water quality treatment prior to entering a subsurface detention basin. BMPs identified in the WQMP would reduce operational pollutant discharges of concern in compliance with the MS4 Permit and ensure the proposed Project would not violate any water quality standards or waste discharge requirements. The proposed Project is consistent with this policy.
Policy LU-5.3: Ensure that new development is consistent with City and service provider plans to complete needed improvements	Consistent. As discussed in Section 5.15, *Public Services* and Section 5.19, *Utilities and Service Systems*, existing public and utility services are anticipated to be adequate to serve the proposed Project. Any improvements would be constructed in compliance with City and service provider standards and the applicant

Aliso Viejo General Plan Policies and Actions	Project Consistency
	would pay all applicable fees as required. The proposed Project is consistent with this policy.
Policy LU-8.2: Require recycling, composting, source reduction and education efforts throughout the community, including residential, businesses, industries, and institutions, within the construction industry, and in all City-sponsored activities.	Consistent. As discussed in Section 5.19, *Utilities and Service Systems*, the proposed Project would be required to comply with applicable federal, State, and local regulations regarding the recycling, composting, source reduction, and education efforts. The proposed Project is consistent with this policy.
Policy LU-11.1: Ensure that new development contributes its fair share to the timely construction of new school facilities, to the extent permitted by law, and compatible with other City land use objectives.	Consistent. As discussed in Section 5.15, *Public Services*, the Project applicant would be required to pay all statutory fees in place at the time in compliance with SB 50 and demonstrate proof of payment to the City for approval of a building permit. Payment of school fees under SB 50 would provide consistency with this policy.
Policy LU-12.2: As a condition upon new development, payment of park fees and/or dedication and provision of parkland, recreation facilities and/or multi-use trails that improve the public and private recreation system.	Consistent. As discussed in Section 5.15, *Public Services*, the Project applicant, would be required to pay all public benefits fees in accordance with the Municipal Code Chapter 14.16, which would satisfy the City's parkland requirement. The proposed Project would also partially offset impacts to park facilities by providing onsite amenities including an approximately 32,294 square foot private recreation amenity within approximately 6.5 acres of open space near the entry to the community, including a pool, recreation building, and park areas. The recreation amenity would be open to the new residents of the community and privately maintained by the future homeowner's association. Additionally, the Project proposes to provide approximately 1.05 acres of public open space, including a perimeter trail amenity. The proposed Project is consistent with this policy.

Aliso Viejo General Plan Policies and Actions	Project Consistency
Conservation/Open Space Element	
Policy COS-1.2: Reduce the amount of water used for landscaping and increase use of native and low water plants. Maximize use of native, low water plants for landscaping of areas adjacent to sidewalks or other impermeable surfaces.	Consistent. The proposed Project would be required to comply with the City's landscaping requirements, including Chapter 7.30, Water Efficient Landscape Regulations, which would increase water efficiency. The Project proposes landscaping that includes native and/or low water plants. The proposed Project is consistent with this policy.
Policy COS-1.4: Promote water conservation measures, reduce urban runoff, and prevent groundwater pollution within development projects, property maintenance, City operations and all activities requiring City approval.	Consistent. As discussed in Section 5.10, *Hydrology and Water Quality,* the proposed Project would implement structural, source control, and site design BMPs identified in the WQMP that address water quality associated with the proposed Project. The Project would adhere to WQMP requirements, which would reduce stormwater pollutants from the Project site in compliance with the Regional MS4 Permit and ensure the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade ground water quality. The Project is consistent with this policy.
Policy C-4.2: Provide safe and convenient pedestrian and bicycle connections to and from Aliso Viejo Town Center, other commercial districts, office complexes, neighborhoods, schools, other major activity centers, and surrounding communities.	Consistent. The Project would include construction of internal walkways and adequate internal driveway widths to accommodate internal pedestrian circulation. Additionally, the Project proposes a perimeter trail open to the public. The trail and internal walkways would connect to AVP, which would enable pedestrian and bicycle travel to Aliso Viejo Town Center. The Project is consistent with this policy.
Policy COS-5.1: Integrate air quality planning with City land use, economic development, and transportation planning efforts.	Consistent. As discussed in Section 5.3, *Air Quality*, the Project would not generate pollutant emissions in excess of applicable significance thresholds. The Project is consistent with this policy.

Aliso Viejo General Plan Policies and Actions	Project Consistency
Policy COS-5.3: Support alternative transportation modes and technologies and develop bike- and pedestrian-friendly neighborhoods to reduce emissions associated with automobile use.	Consistent. The Project would include construction of internal walkways and adequate internal driveway widths to accommodate internal pedestrian circulation. Additionally, the Project proposes a perimeter trail open to the public. The trail and internal walkways would connect to AVP, which would enable pedestrian and bicycle travel on public sidewalks and bike lanes. The Project would also provide electric vehicle (EV) charging infrastructure consistent with the latest CALGreen requirements, enabling residents to charge electric vehicles and in turn reducing air pollution emissions. The Project is consistent with this policy.
Policy COS-6.1: Encourage green building designs for new construction and renovation projects within the City.	Consistent. The Project is required to comply with 2022 Title 24 standards and CALGreen. Consistent with the 2022 Building Energy Efficiency Standards, the Project would provide electric ranges/cooktops and clothes dryers; 200-amp main electrical panel minimum with space for future solar and battery storage; EV ready; and solar photovoltaic systems required with electrical readiness for future battery storage. The Project is consistent with this policy.
Policy COS-7.5: Ensure that new development provides park land and/or improvements at a fair share ratio, pursuant to the City's Parkland Ordinance.	Consistent. Refer to response to Land Use Element Policy LU-12-2. The Project is consistent with this policy.
Policy COS-8.1: Balance the benefits of development with a project's potential impacts to cultural resources.	Consistent. As discussed in Section 5.5, *Cultural Resources*, the Project site does not contain known cultural resources. The Project was cleared and graded in 1988 and developed between 1999 and 2000. The SCCIC records search revealed five prehistoric resources within one mile of the Project site with none located on the site. The field survey did not identify evidence of onsite cultural resources. A SLF search was also requested from NAHC. The

Aliso Viejo General Plan Policies and Actions	Project Consistency
	search identified presence of sacred sites or locations of religious or ceremonial importance within the vicinity of the Project site, recommended contact with the Juaneño Band of Mission Indians Acjachemen Nation for further information. The request for further information was included in the AB52 and SB18 notification and additional information is included within Section 5.18 Tribal Cultural Resources. As concluded in Section 5.5 Cultural Resources, given the disturbed nature of the site resulting from previous agricultural use, development of the property, and the results from the field survey, impacts would be less than significant. The Project is consistent with this policy.
Safety Element	
Policy S-1.1: Avoid development in areas susceptible to erosion and sediment loss.	Consistent. As discussed in Section 5.7, *Geology and Soils*, grading and earthwork activities associated with Project construction would expose soils to potential short-term erosion by wind and water. However, Project construction activities would be required to comply with applicable City requirements to control erosion and reduce or eliminate stormwater runoff containing sediment, including Aliso Viejo Municipal Code Chapter 13.08, Article XIII, Erosion Control, which requires the implementation of erosion and sediment control measures. Project construction activities would also be required to comply with applicable water quality measures, including the City's Water Quality Ordinance (Municipal Code Chapter 7.35, Stormwater Management) and the BMPs identified in the Project-specific WQMP, which include conditions and requirements established by the City related to the reduction or elimination of stormwater runoff pollutants during

Aliso Viejo General Plan Policies and Actions	Project Consistency
	construction and operational phases of the Project. The Project is consistent with this policy.
Policy S-1.2: Investigate specific geologic conditions underlying all new development or redevelopment proposals in areas where potential fault rupture, liquefaction, slope instability or other geological hazards are suspected.	Consistent. As discussed in Section 5.7, *Geology and Soils*, the Project site is not susceptible to potential fault rupture or liquefaction. The Project would be required to comply with site-specific geotechnical recommendations associated with potential earthquake ground shaking, slope instability, or other geological hazards. The Project is consistent with this policy.
Policy S-2.3: Ensure adequate fire equipment access and fire suppression resources to all developed and open space areas within the City.	Consistent. The Project would include new fire hydrants internal to the Project site on internal driveways that would connect to existing water lines. The Project would be required to comply with all City and Orange County Fire Authority (OCFA) requirements for fire prevention and safety measures including site access as contained in the Project-specific Fire Master Plan (FMP). These requirements will be included in the Project construction plans as part of standard review by the City and OCFA. The Project is consistent with this policy.
Policy S-3.1: Require that new development and redevelopment minimize stormwater and urban runoff into drainage facilities by incorporating on-site design features such as detention basins, water features, or other suitable strategies. Where feasible, support the use of common detention facilities serving more than one development.	Consistent. The proposed Project site is subject to hydromodification requirements (HMP) to avoid downstream erosion. HMP requires post-development runoff flow rates and durations to not exceed pre-development conditions by more than 10% for the 2-year through 10-year storm events due to the potential to cause downstream erosion or degraded instream habitat. As runoff from this site is conveyed via earthen or otherwise unstabilized channels to the ultimate point of discharge, HMP is required. Therefore, the Project plans include an underground stormwater storage vault to collect and detain storm flows. The storage vault sizing

Aliso Viejo General Plan Policies and Actions	Project Consistency
	and the placement and sizing of the orifice at the discharge point has been designed to be consistent with the South Orange County Hydrology Model Software requirements.
Noise Element	
Policy N-3.1: Ensure stationary noise impacts on sensitive receptors and noise emanating from construction activities, private developments/residences, landscaping activities and special events are minimized.	Consistent. As discussed in **Section 5.13**, *Noise*, the Project would result in less than significant impacts related to noise. The Project is consistent with this policy.

Therefore, the Project would not cause a significant environmental impact by conflicting with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect resulting in a less than significant impact.

Sources: City of Aliso Viejo General Plan Land Use Map; and City of Aliso Viejo General Plan Land Use Element.

5.12 Mineral Resources

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Analysis

a and b) No Impact. The California Department of Conservation has classified the State into Mineral Resources Zones (MRZs) which designate lands that contain mineral deposits. The Project site and surrounding area are designated as MRZ-3, defined as areas likely containing mineral deposits, the significance of which cannot be evaluated from available data. The Aliso Viejo General Plan does not designate any lands within the City as mineral resources deposit areas. There are no existing mineral resource recovery operations on the Project site or surrounding area. Therefore, the Project would not result in the loss of availability of known mineral resources of value to the region or result in the loss of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impact would occur.

In addition, within the City's General Plan Land Use Element the Project site is currently designated Professional Office (PO) and not Resource Areas or Open Space, the proposed Project would not impact a site that has been historically used for the extraction of mineral resources, nor would the proposed Project conflict with areas designated by the General Plan for mineral resource extraction. Therefore, no impact associated with the loss of availability of a known or locally-important mineral resource or mineral resource recovery site would occur.

Sources: City of Aliso Viejo General Plan Land Use Element; California Department of Conservation Website.

5.13 Noise

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
NOISE. 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 two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Impact Analysis

Noise impacts can occur from construction operations and long-term operations of a project, which for residential consists of vehicle traffic noise, and stationary sources, such as air conditioning noise. Potential construction and operational noise impacts from these sources were analyzed in the report, *Polaris Place Residential Project Noise Impact Study (Noise Impact Study),* prepared by RK Engineering Group, Inc., dated August 4, 2026, and included in Appendix J.

Noise is regulated by the City of Aliso Viejo General Plan and Chapter 8.12 of the Aliso Viejo Municipal Code. For construction noise, Chapter 8.12.070 of the Aliso Viejo Municipal Code states that construction activity is exempt from exterior noise standards provided construction activities take place between the hours of 7 a.m. and 8 p.m. on any day except for Sunday or a Federal holiday, or between the hours of 9 a.m. and 8 p.m. on Sunday or a Federal holiday. Noise generated outside of those hours is subject to the standards in *Table 4.13-2*.

The standards for stationary noise sources are defined in Table N-1 of the Aliso Viejo General Plan Noise Element. During the daytime (7am – 10 pm), hourly noise levels shall not exceed 55 dBA with a maximum of 75 dBA. During the nighttime (10 pm – 7 am), hourly noise levels shall not exceed 50 dBA, with a maximum of 70 dBA.

The Aliso Viejo General Plan Noise Element also provides land use compatibility standards in Table N-2. For residential neighborhoods, the land use compatibility noise

standard is 60 dBA Community Noise Equivalent Level (CNEL) and below. The CNEL noise metric is a 24-hour weighted average noise measurement.

The analysis of noise impacts included in the Noise Impact Study assumes compliance with standard noise regulations, including the City's noise ordinance, which restricts construction during nighttime, Sundays and holidays, and the California Building Code standards, which regulate interior noise levels.

Two sensitive receptors were identified near the Project site. Receptor-1 is an existing residence located adjacent to northeastern Project boundary and Receptor-2 is an existing residence located adjacent to the southeastern Project boundary.

Findings of Fact

a) Less than Significant. Noise impacts can occur from construction operations and long-term operations of a project, which for residential projects consists of vehicle traffic noise and stationary sources, such as heating, ventilation, and air conditioning (HVAC) noise. As noted previously, potential noise impacts from these sources were analyzed in the Noise Impact Study and included in Appendix J.

While construction noise levels are exempt from the City's noise standards, construction noise levels were calculated for the different phases of construction, including demolition, site preparation, grading, building construction, paving, and architectural coating. The City of Aliso Viejo does not have established thresholds for construction-related noise. Consequently, construction levels were measured against the Federal Transportation Administration General Assessment Construction Noise Criteria for the purposes of construction noise impact significance.

Noise levels at the nearest sensitive receptor property line for each stage of construction are shown in Table 17 below.

Table 17. Project Construction Noise Levels

Stage	Equipment	Combined Noise Level (dBA)
Demolition	Concrete/Industrials saws, rubber tired dozers	73.6
Site Preparation	Tractors/Loaders/Backhoes	69.4
Grading	Graders, Tractors/Loaders/Backhoes	71.4
Building Construction	Tractors/Loaders/Backhoes	70.4
Paving	Rollers	66.4
Arch Coating	Air compressors	65.9
Worst Case Construction Phase Noise Level – Leq (dBA)		73.6
FTA Daytime General Assessment Construction Noise Criteria – Leq (dBA)		90.0
Noise Level exceeds criteria?		No

Source: Federal Transit Administration (FTA). Transit Noise and Vibration Impact Assessment Manual, Section 7: Noise and Vibration During Construction.

Several construction phases are expected to overlap and FTA General Assessment Methodology used for this analysis evaluates the two loudest pieces of construction equipment expected to operate during a given construction scenario. Of the anticipated overlapping construction phases, the Demolition and Building Construction overlap represents the worst-case construction noise scenario. Under this scenario, the two loudest pieces of equipment would consist of the concrete/industrial saw (72.9 dBA Leq at 340 feet) and the tractor/loader/backhoe (67.3 dBA Leq at 340 feet), resulting in a combined construction noise level of approximately 74.0 dBA Leq. This noise level remains below the construction noise criterion of 90 dBA Leq for residential land uses.

As shown in Table 17, construction operations remain below the 90 dBA threshold of significance. Consequently, construction noise impacts would be less than significant.

Operational noise impacts were analyzed by combining equipment noise from HVAC equipment, road noise from additional vehicle trips and ambient conditions to determine noise impacts from the operation of the proposed Project. To help ensure onsite noise levels do not exceed the City of Aliso Viejo General Plan and Municipal Code noise standards, the following stationary noise impact analysis has been prepared. The analysis assumes that onsite HVAC units will operate continuously during daytime hours (7:00 a.m. to 10:00 p.m.) and nighttime hours (10:00 p.m. to 7:00 a.m.). Pool activity is only assumed to operate during daytime hours.

The Noise Impact Study addresses potential operational noise impacts at two sensitive receptor locations (see Noise Impact Study, Exhibit A Location Map) located adjacent to the Project site. The closest potential daytime HVAC location to the adjacent sensitive receptors would be approximately 50 feet.

Potential noise level impacts during nighttime hours are assessed at the property line of both Receptor-1 and -2, which are located approximately 50 feet from the nearest potential onsite HVAC location.

Tables 18 and 19 below summarize the results for Project noise levels during daytime and nighttime hours at the two adjacent receptors.

Table 18. Daytime Hours Stationary Noise Impacts

Noise Source	Receptor Distance from Noise Source (feet)	Noise Level at Receptor (dBA Leq) Daytime (Leq / Lmax 7 a.m. – 10 p.m.)
HVAC[1]	50.0	48.3 / 48.3
Pool	480.0	19.3 / 19.3
Combined Noise Level		48.3 / 48.3
Noise Level Threshold		55.0 / 75.0
Noise Level Exceeds Threshold?		No /No

1. Noise level is indicative of five (5) units.
Source: Noise Study Report, RK Engineering, Table 6-1.

Table 19. Nighttime Hours Stationary Noise Impacts

Noise Source	Receptor Distance from Noise Source (feet)	Noise Level at Receptor (dBA Leq) Nighttime (Leq / Lmax 10 p.m. – 7 a.m.)
HVAC[1]	50.0	48.3 / 48.3
Noise Level Threshold		50.0 / 70.0
Noise Level Exceeds Threshold?		No /No

1. Noise level is indicative of five (5) units.
Source: Noise Study Report, RK Engineering, Table 6-2.

As shown in the tables above, noise levels generated by the Project are not expected to exceed the City's daytime or nighttime noise standards at any of the adjacent sensitive receptor locations; therefore, impacts would be less than significant.

The Project is not expected to cause a substantial increase in ambient noise levels in the vicinity of the site as a result of increased traffic volumes along adjacent roadways. A change of 3 dBA is considered barely perceptible by the human ear. Therefore, for roadway noise, a 3 dBA or greater increase in roadway noise would be considered significant.

Traffic data from the Polaris Place Residential Project Traffic Impact Study Scoping Agreement, prepared by RK in April 2026, were used to model changes to roadway noise along Aliso Viejo Parkway and Aliso Creek Road in the vicinity of the Project site.

Increases in roadway noise range from 0.4 to 0.8 dBA. Since the increase in roadway noise is less than 3 dBA and would not be perceptible by the human ear, impacts would be less than significant.

b) Less than Significant. The construction of the Project is not expected to require the use of substantial vibration-inducing equipment or activities, such as pile drivers or blasting. The main source of vibration impacts during the construction of the Project would be the operation of equipment such as bulldozer activity during site preparation and loading trucks during grading and excavation. The evaluation of an impact's significance can be determined by reviewing both the likelihood of annoyance to individuals as well as the potential for damage to existing structures. The construction vibration assessment utilizes the referenced vibration levels and methodology set forth within the Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, September 2018.

According to the Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, September 2018, the appropriate threshold for damage to modern residential structures is a PPV of 0.5 inches/second. Annoyance is assessed based on levels of perception, with a PPV of 0.01 being considered "barely perceptible," 0.04 inches/second as "distinctly perceptible," 0.1 inches/second as "strongly perceptible," and 0.4 inches/second as "severe."

The nearest location of grading equipment to occupied residences is approximately 45 feet. At this distance, the PPV from a large bulldozer would be approximately 0.047 inches/second; from loaded trucks would be approximately 0.040 inches/second; and from a vibratory roller would be approximately 0.110 inches/second. This level of vibration falls below the building damage PPV criteria of 0.5 inches/second; therefore, impacts would be less than significant.

c) No Impact. The Project site is not located within an airport land use plan, nor within two miles of a private airstrip or public airport. The closest airport is John Wayne Airport, located in Santa Ana, approximately 10 miles from the Project site. No impact would occur.

Sources: *Polaris Place Residential Project Noise Impact Study*, prepared by RK Engineering Group, Inc., dated August 4, 2026, and included in Appendix J; City of Aliso Viejo General Plan; and City of Aliso Viejo Municipal Code.

5.14 Population and Housing

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
POPULATION AND HOUSING. 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?	☐	☐	☐	☒

Impact Analysis

The California Department of Finance (DOF) provides demographic data for cities, such as Aliso Viejo. The DOF defines a "household" as all persons who occupy a housing unit, which may include single persons living alone, families related through marriage or blood, or unrelated persons sharing living quarters. Persons living in retirement or convalescent homes, dormitories, or other group living situations are not considered households.

As of January 1, 2025, DOF estimates the total population of the City of Aliso Viejo as 50,213 persons with 20,189 households and an average size of 2.54 people per household[2]. Based on the proposed 405 units, the Project would result in an increase of approximately 1,029 new residents.

Findings of Fact

a) Less than Significant. The proposed Project residential land use would directly generate population growth beyond that planned for the Project site in the City's General Plan due to the conversion of office use to residential use. However, the proposed Project would not indirectly encourage population growth in other areas of the City or exceed the City's overall projected population growth.

The proposed Project does not include any infrastructure that could indirectly cause growth in other portions of the City. The proposed Project is located on an already developed site and bordered by existing roadways, existing office and residential land uses. The proposed Project would connect to existing water and sewer service within surrounding streets, including the domestic water main along AVP, with no required

[2] California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021- 2025, November 2025.

upsizing. Therefore, the proposed Project does not include any infrastructure, such as roadways, water, sewer or other facilities, sized beyond what is necessary to serve only the proposed Project; therefore, no growth-inducing impacts would occur.

At 2.54 persons per household, the additional 405 residential units would generate approximately 1,029 additional residents for the City that would exceed General Plan projections for the Project site. The current population of Aliso Viejo is approximately 50,213 residents. The addition of 1,029 residents above the General Plan projections represents approximately 2% of the current population, which is not considered a substantial unplanned population increase and the small population increase would not cause impacts to public services. Furthermore, the addition of 405 dwelling units would contribute toward meeting the City's Regional Needs Assessment (RHNA) obligation of 1,195 dwelling units[3]. Based on the RHNA obligation, population growth from the proposed Project would not exceed SCAG's overall projected population growth for the City.

Furthermore, this IS/MND has analyzed the additional 405 dwelling units in its analysis of the operational topics that are sensitive to density and the number of dwelling units, such as air quality, greenhouse gas, noise, energy, public services, traffic, and utilities. This IS/MND has found Project impacts related to each of those environmental topics would be either less than significant or can be mitigated to less than significant levels. Therefore, potential impacts associated with growth beyond General Plan projections would be less than significant.

b) No Impact. The Project site currently contains an underutilized office development. No existing residences or residents would be displaced. Redevelopment of the Project site would not displace people or housing and would not necessitate the construction or replacement of housing elsewhere. Therefore, no impact would occur with the loss of existing residential units and displacement of people.

Sources: California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021- 2025 https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2025/.

[3] City of Aliso Viejo General Plan Housing Element, Page CP-24

5.15 Public Service

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
PUBLIC SERVICES.				
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:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Impact Analysis

a) Less than Significant.

Fire Protection. The proposed Project site is served by the Orange County Fire Authority (OCFA), which provides fire protection and emergency service throughout the City. The closest fire station to the proposed Project site is Station #57 located directly northwest of the Project site at 57 Journey, approximately 1 mile from the Project site.

OCFA currently serves the approximately 465,643 sf of existing office uses on the Project site. Redevelopment of the property would not change OCFA's ability to provide service. The additional 405 residential units and approximately 1,029 residents would incrementally change the demand for Fire Department services from office to residential.

As part of the City's standard development review process, the OCFA reviews preliminary project plans in their role as the citywide fire protection and emergency service provider. The Project submittal package included a Preliminary Fire Access and Hydrant Location Plan. Following review of the Project plans by OCFA, OCFA issued a written memo dated June 8, 2026, which states, "The OCFA has reviewed the proposed

project, and based on this initial assessment there do not appear to be any significant concerns related to fire department requirements." (Appendix M)

Compliance with existing regulations and OCFA conditions of approval would ensure the availability of adequate fire protection without construction of new or expanded fire facilities. Therefore, environmental impacts associated with construction of new or expanded fire facilities would not occur and impacts would be less than significant.

Police Protection. The Orange County Sheriff Department (OCSD) currently provides police protection throughout the City and serves the Project site. The closest OCSD substation is located at 11 Journey, approximately 1.75 miles west of the Project site. However, police officers are routinely on patrol throughout the City; therefore, response times can vary.

The Project site is currently being served by the OCSD and the redevelopment of the property would not change the OCSD's ability to provide service. An additional 405 residential units and 1,029 residents would exceed the General Plan projections for the Project site. However, the Project site is currently being served by OCSD as an office use. As part of the City's standard development review process, the OCSD reviews preliminary project plans in their role as the citywide police protection and first responder. Through review of the Project plans, OCSD determined that the change from office to residential service of 405 residential units could be served by OCSD without any significant reduction in level of service, response times, or the need for additional equipment, personnel, or facilities.

Furthermore, using design strategies and added security measures from various stakeholders may help reduce the number of times OCSD responds to the proposed Project. To ensure adequate services are provided and to minimize the demands on police services, security and design strategies which employ defensible space concepts have been utilized throughout the development and construction plans. These measures incorporate the concepts of Crime Prevention through Environmental Design (CPTED) in accordance with Aliso Viejo Municipal Section 15.50.020, which involves the placement, and orientation of structures, access and visibility of common areas, placement of doors, windows, addressing, lighting and landscaping. CPTED promotes public safety, physical security and allows citizens the ability to monitor activity. Final plans depicting CPTED strategies which are included as part of the Project would be reviewed by OCSD.

Therefore, the proposed Project would not cause any significant reduction in level of service, response times, or the need for additional equipment, personnel, or facilities. Environmental impacts associated with construction of new or expanded police facilities would not occur and impacts would be less than significant.

Schools. The Project site falls within the boundaries of the Capistrano Unified School District (CUSD). CUSD provides 5 TK – 8 schools, 30 elementary schools, 8 middle schools, 6 high schools, 8 charter schools, and 8 alternative schools/programs. Students from the proposed Project would likely attend Oak Grove Elementary School, Aliso Viejo Middle School for grades 6-8, and Aliso Niguel High School for grades 9-12.

Student generation from the additional 405 residential units is anticipated to be 88 elementary students, 30 middle school students, and 40 high school students for a total of 158 additional students[4]. The addition of 158 students would place additional demands on the public school system not previously planned. However, the additional number of students generated by the proposed Project would be a small fraction of the overall student population of CUSD and would not cause an impactful growth.

Based on the student generation rates, the Project Applicant would be required to pay Level 1 development impact fees to CUSD per SB 50. The fees would be collected by the school districts at the time building permits are issued. As stated in Government Code Section 65995(h):

> The payment or satisfaction of a fee, charge, or other requirement levied or imposed … are hereby deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization …on the provision of adequate school facilities.

Payment of these fees would offset impacts from the increased demand for school services associated with the proposed Project by providing an adequate financial base to construct and equip new and existing schools as needed. Therefore, CUSD would be able to provide adequate school facilities for the additional 158 students as a result of the proposed Project, and payment of development impact fees would ensure that impacts would be less than significant.

Parks. The City owns and manages Vista Park and Iglesia Park, which are a total of 7.4 acres. Additionally, Aliso Viejo Community Association (AVCA) is responsible for an estimated 179 acres of parkland[5]. The closest park to the Project site is Creekside Park, approximately 0.5 mile north of the Project site adjacent to AVP and Argonaut Park, also approximately 0.5 mile north of the Project site. Crosswalks and traffic lights are available to cross Aliso Creek Road, allowing for pedestrian access to Creekside and Argonaut Parks. Aliso Viejo Community Park, which has multiple ballfields, is located approximately 1 mile southeast of the Project site.

[4] Correspondence with Clark Hampton of the Capistrano Unified School District on November 21, 2025, provided student generation rates, determined the Project would require Level 1 Developer Fees, and concluded that CUSD does not have concerns related to the proposed development.
[5] 95 Argonaut Residential Project Initial Study/Mitigated Negative Declaration, October 2, 2025.

The Project proposes an approximately 32,294-square-foot private recreation amenity within approximately 6.5 acres of open space near the entry to the community, including a pool, recreation building, and park areas. The recreation amenity would be open to the new residents of the community and privately maintained by the future homeowner's association. Additionally, the Project proposes to provide approximately 1.05 acres of public open space, including a perimeter trail amenity. The proposed site plan includes landscaped paseos for access the front of the townhomes and duplex residential units. These paseos measure approximately 23 feet between townhomes and 22 feet between duplexes. Finally, a walking trail approximately 0.5-mile in length would be provided around the perimeter of the Project with respite locations, benches, trash receptables and pet waste dispensers.

However, the proposed Project would add new residents to the City who would increase the demand for park facilities. The new proposed residential units would incrementally exceed the City's General Plan projections for the Project site, resulting in an additional 405 dwelling units and approximately 1,029 new residents on a site currently designated and developed as Professional Office. However, the growth proposed for the Project site would not exceed the City's overall planned growth. Therefore, while the proposed Project would add population growth to a property currently developed with office uses, the population growth represents approximately 2% of the City's overall population. The corresponding additional demand for park facilities represents a very small fraction of the overall City population and therefore, demand on park facilities.

According to the City of Aliso Viejo General Plan Natural Resources Element the City's park objective is to reach 5 acres per 1,000 residents. As stated on Page COS-20,

> The City will adopt by ordinance a development standard of 5.0 acres of community or neighborhood parkland per 1,000 residents. As of 2003, Aliso Viejo residents enjoyed a ratio of 5.37 acres of parkland per 1,000 residents. New residential development will be required to provide land and/or fees necessary to maintain the City's adopted parkland standard, consistent with the California Subdivision Map Act.

Based on the City's requirement of 5.0 acres of park area per 1,000 persons, the Project would result in the need for approximately 5.15-acres of usable park area. The Project proposes the creation of 1.05 acres of public trails and 6.5 acres of private open space, including a 32,294-square-foot private recreation facility.

In addition to the provision of on-site residential amenities, the Project Applicant would be required to pay all development impact fees and park fees to the extent required by the City's Municipal Code. With the provision of on-site amenities and the payment of these fees, the Project would not result in the construction of new or expanded park facilities which could have adverse effects on the physical environment. Impacts would be less than significant.

Other Public Facilities. The proposed Project would place additional demands on other public facilities. These facilities range from the County's library to City streets, storm drains, and other public facilities such as City Hall, etc. When a residential development project is newly constructed in an established city, often that project would rely on, and impact, established infrastructure. In those situations, the impacts would be often offset by payment of development impact fees.

Payment of the fees, which are a condition of approval, enable the City to collect funds to construct new public facilities and enhance existing facilities. The Project's additional growth represents a small fraction of the overall City population. Consequently, the Project would not directly place additional demand on other public facilities that would cause the construction or expansion of those facilities, which could have adverse effects on the physical environment. Impacts would be less than significant.

Sources: City of Aliso Viejo General Plan Community Facilities Element; City of Aliso Viejo General Plan Public Safety Element; City of Aliso Viejo Municipal Code Section 15.50.020; and OCFA Memorandum dated June 8, 2026 (Appendix M).

5.16 Recreation

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
RECREATION. Would the project:				
b) 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?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐

Impact Analysis

The City owns and manages Vista Park and Iglesia Park, which are a total of 7.4 acres. Additionally, Aliso Viejo Community Association (AVCA) is responsible for an estimated 179 acres of parkland[6]. The closest park to the Project site is Creekside Park, approximately 0.5 mile north of the Project site adjacent to AVP and Argonaut Park, also approximately 0.5 mile north of the Project site. Crosswalks and traffic lights are available to cross Aliso Creek Road, allowing for pedestrian access to Creekside and Argonaut Parks. Aliso Viejo Community Park, which has multiple ballfields, is located approximately 1 mile southeast of the Project site.

The Project proposes an approximately 32,294-square-foot private recreation amenity within approximately 6.5 acres of open space near the entry to the community, including a pool, recreation building, and park areas. The recreation amenity would be open to the new residents of the community and privately maintained by the future homeowner's association. Additionally, the Project proposes to provide approximately 1.05 acres of public open space, including a perimeter trail amenity. The proposed site plan includes landscaped paseos for access the front of the townhomes and duplex residential units. These paseos measure approximately 23 feet between townhomes and 22 feet between duplexes. Finally, a walking trail approximately 0.5-mile in length would be provided around the perimeter of the Project with respite locations, benches, trash receptables and pet waste dispensers.

Findings of Fact

a) Less than Significant. The proposed Project would construct homes with private balconies/patio, provide a central recreation area featuring a pool, recreation building, and park area. The Project also proposes a half-mile hiking trail around the perimeter of

[6] 95 Argonaut Residential Project Initial Study/Mitigated Negative Declaration, October 2, 2025.

the site and a network of paseos and courtyards throughout the community with accent landscaping, offering passive green spaces as well as paved walkways with trees and specimen plantings, and enhancing the community's visual appeal and walkability.

However, the proposed Project would add new residents to the City who could increase the demand for park facilities. The new proposed residential units would exceed the City's General Plan projections for the Project site, resulting in an additional 405 dwelling units and approximately 1,029 new residents. This unplanned growth in population represents approximately 2% of the City's overall population. The unplanned growth that would exceed General Plan projections for the Project site would not exceed overall growth projections for the City and represents a very small fraction of the overall City population, and therefore, demand on park facilities.

According to the City of Aliso Viejo General Plan Natural Resources Element the City's park objective is to reach 5 acres per 1,000 residents. As stated on Page COS-20,

> The City will adopt by ordinance a development standard of 5.0 acres of community or neighborhood parkland per 1,000 residents. As of 2003, Aliso Viejo residents enjoyed a ratio of 5.37 acres of parkland per 1,000 residents. New residential development will be required to provide land and/or fees necessary to maintain the City's adopted parkland standard, consistent with the California Subdivision Map Act.

Based on the City's requirement of 5.0 acres of park area per 1,000 persons, the Project would result in the need for approximately 5.15-acres of usable park area. The Project proposes the creation of 1.05 acres of public trails and 6.5 acres of private open space, including a 32,294-square-foot private recreation facility.

In addition to the provision of on-site residential amenities, the Project Applicant would be required to pay all development impact fees and park fees to the extent required by the City's Municipal Code. With the provision of on-site amenities and the payment of these fees, the Project would not result in the construction of new or expanded park facilities which could have adverse effects on the physical environment. Impacts would be less than significant.

b) Less than Significant. The proposed Project is not of sufficient size to require, and does not propose to construct new park facilities, or expand existing park facilities, located outside of the Project site. As described in Response a) above, public parks are provided within the City and the region and available to new residents of the Project. Furthermore, the proposed Project provides an on-site park for use by residents of the proposed Project, and the Project would pay park fees in accordance with the City of Aliso Viejo Municipal Code. Consequently, the Project would not result in the construction of new or expanded park facilities which could have adverse effects on the physical environment. Impacts would be less than significant.

Sources: City of Aliso Viejo General Plan Community Facilities Element; City of Aliso Viejo General Plan Public Safety Element; and City of Aliso Viejo Municipal Code Section 15.50.020.

5.17 Transportation/Traffic

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
TRANSPORTATION/TRAFFIC. 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?	☐	☐	☒	☐

Impact Analysis

On September 27, 2013, Senate Bill (SB) 743 was signed into law. The legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled and thereby contribute to the reduction of greenhouse gas emissions, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill 32).

SB 743 started a process that fundamentally changes transportation impact analysis as part of CEQA compliance. Changes include the elimination of auto delay, Level of Service (LOS), and similar measures of vehicular capacity or traffic congestion as the basis for determining significant impacts. As part of the CEQA Guidelines, the new criteria were designed to promote the reduction of greenhouse GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. The Governor's Office of Land Use and Climate Innovation (LCI), previously known as the Office of Planning and Research (OPR), developed alternative metrics and thresholds based on Vehicle Miles Traveled (VMT). The guidelines were certified by the Secretary of the Natural Resources Agency in December 2018, and automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion, could not be considered a significant impact on the environment.

The City of Aliso Viejo adopted Transportation Impact Guidelines for CEQA and General Plan Consistency, dated May 2020, to specify the methodology to assess Project-related VMT impacts.

The report, *Polaris Place Project Vehicle Miles Traveled (VMT) Analysis, City of Aliso Viejo*, prepared by RK Engineering Group, Inc., dated June 12, 2026, and included in Appendix K, has been prepared in accordance with the City's VMT Guidelines.

Findings of Fact

a) Less than Significant. The following provides an analysis of the proposed Project's consistency with programs, plans, ordinances and policies addressing the City's circulation system including transit, roadway, bicycle and pedestrian facilities.

The City's General Plan Circulation and Mobility Element includes "Goal C-1", and numerous related policies, to "Provide for convenient and safe local travel throughout Aliso Viejo." The proposed Project is consistent with that goal by providing a residential neighborhood in a location adjacent to existing roadways that facilitate both automobile and pedestrian movement. The proposed Project would replace existing office use and provide residential housing within close proximity to office and commercial uses, facilitating pedestrian mobility between commercial and residential uses.

Transit Facilities

Public transportation services within the Project site and surrounding area are provided by Orange County Transportation Authority (OCTA). The primary OCTA bus routes serving the Project area are Routes 177 and 90. Route 177 provides service between Mission Viejo and Laguna Hills, traveling via Alicia Parkway. Route 90 connects Tustin to Dana Point, passing through Aliso Viejo along Moulton Parkway. There are no existing or planned transit facilities adjacent to the Project site. Project implementation would not conflict with a program plan, ordinance, or policy addressing transit facilities.

Roadway Facilities

The City's General Plan Circulation and Mobility Element includes "Goal C-1", and numerous related policies, to "Provide for convenient and safe local travel throughout Aliso Viejo." The proposed Project is consistent with that goal by providing a residential neighborhood in a location adjacent to existing roadways that facilitate both automobile and pedestrian movement. The proposed Project would replace an existing office use and provide residential housing within close proximity to commercial uses, such as Aliso Town Center, located approximately 0.75 mile south of the Project site.

Primary vehicular access to the Project would be provided at a signalized driveway on AVP, as well as secondary unsignalized drive access from AVP . Internal private driveways would provide two-way access to each unit's parking garage as well as to guest parking spaces that would be distributed throughout the site. Roadway facilities would continue to serve the Project site and surrounding development. The proposed Project would not involve modifications to any roadways and, thus, would not conflict with a program, plan, ordinance, or policy addressing roadway facilities.

Bicycle Facilities

The Aliso Viejo General Plan Circulation Element (Figure C-2) identifies existing bicycle facilities within the City. According to the General Plan Circulation Element, AVP and Aliso Creek Road have Class II on-road bicycle lanes. There are no planned bicycle facilities near the Project site. The proposed Project would not involve modifications to any of these roadways or bicycle lanes and, thus, would not conflict with a program, plan, ordinance, or policy addressing bicycle facilities.

Pedestrian Facilities

Pedestrian facilities, including crosswalks, sidewalks, and traffic lights are currently available along both sides of AVP. Pedestrians would circulate within the site via proposed internal pedestrian walkways and concrete sidewalks, including a trail along the perimeter of the Project site, as described above.

The proposed Project would not conflict with any program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, or pedestrian facilities. Therefore, impacts would be less than significant.

b) Less than Significant. The proposed Project has been evaluated to determine if, pursuant to either CEQA Guidelines Section 15064.3(b)(1) and/or the VMT screening provisions of the City's Transportation Impact Guidelines for CEQA and General Plan Consistency (City Guidelines), the Project is presumed to have less than a significant impact on transportation.

VMT Analysis Pursuant to CEQA Guidelines Section 15064.3(b)(1). Section 15064.3(b)(1) states that "Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact." In accordance with the City Guidelines, VMT analysis is based on the Orange County Traffic Analysis Model (OCTAM) and the City relies on VMT per Service Population, which accounts for residents and employees. The City is divided into Traffic Analysis Zones (TAZ), and the Project site falls within TAZ 1547. Land use data are used to create Socio-Economic Data (SED) for each TAZ. As shown in the following excerpt from the OCTAM model, the 2019 data represent the baseline condition for the TAZ. Below within Table 20 is data from the OCTAM model for TAZ 1547, which includes the Project site.

Table 20. SED Data for TAZ 1547

Scenario Year	2019	2050	Total Model Growth (2050-2019)
Zone	1547	1547	-
Total Population	1,199	1,092	-107
Household Population	1,199	1,092	-107
Employment Population	765	709	-56
Total Households	433	433	0

Scenario Year	2019	2050	Total Model Growth (2050-2019)
Retail Employment	15	15	0
Service Employment	904	951	47
Basic Employment	516	624	108

Source: OCTAM model. Data extracted and reformatted into a new table format for legibility.

The data indicates that within TAZ 1547 in 2019, the model included 433 households, 1,199 total population, 765 basic employees, 15 retail employees, and 904 service employees (such as office). OCTAM includes conversion rates from SED to land use and vice versa. For residential townhomes, the conversion rate is 2.599 residents per du, which is sourced from SCAG dated April 2021. The conversion rate for office use is 3.5 employees per thousand square feet (TSF), which is sourced from the Orange County Transportation Authority (OCTA) dated October 2020.

It is important to note that the Project would replace all existing employment-based land uses with the proposed residential land use. Therefore, all existing employment categories within the TAZ (retail, service, and basic employment) were fully removed from the OCTAM SED inputs as part of the Project.

To determine Project-generated VMT per service population, the difference in total VMT between the With Project and No Project scenarios was calculated in each model year and was divided by the total service population generated by the Project.

Table 21 below summarizes the OCTAM VMT Analysis for TAZ 1547.

Table 21. OCTAM VMT Analysis Summary

TAZ ID	Metric	Base Model Year 2019			Base Model Year 2050		
		No Project	With Project	Delta	No Project	With Project	Delta
1547	Total VMT	67,359.1	52,063.7	-15,295.4	68,083.5	51,674.2	-16,409.3
1547	Total Service Population	2,634	2,252	-382	2,682	2,145	-537
Total VMT Per Service Population		25.6	23.1	-2.5	25.4	24.1	-1.3

As shown in Table 20, the Project would result in an overall decrease of approximately 15,295.4 daily VMT under base model year 2019 and a decrease of approximately 16,409.3 daily VMT under future model year 2050. Additionally, the Project would result in a decrease of 2.5 VMT per service population under base model year 2019 and a decrease of 1.3 VMT per service population under future model year 2050.

Therefore, pursuant to CEQA Guidelines Section 15064.3(b), the proposed Project would "decrease vehicle miles traveled in the project area compared to existing conditions" and, therefore, "should be presumed to have a less than significant transportation impact."

Since the proposed Project reduces both Daily VMT and VMT/Service Population, a full VMT analysis is not required and in accordance with CEQA Guidelines Section 15064.3(b)(1), a project that reduces VMT would have a less than significant impact.

VMT Screening under the City Guidelines. Separate from the above analysis under CEQA Guidelines Section 15064.3(b)(1), the City Guidelines state that the first step in preparing a VMT assessment is to determine if the Project meets any of the three (3) types of screening criteria outlined in the City's VMT Guidelines[7]. The screening criteria are identified below:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Project Type Screening

The proposed Project is not located within a Transit Priority Area (TPA) or a Low VMT Area, therefore, neither Step 1 nor Step 2 screening criteria apply to the Project.

Step 3 of the screening criteria screens out "Projects generating less than 110 daily vehicle trips." For clarification, the City Guidelines includes the following footnote providing an example of the application of these criteria, with the portions highlighted to emphasize the intent of the City Guidelines:

> "This threshold ties directly to the OPR technical advisory and notes that CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact." [8]

[7] The *City of Aliso Viejo Traffic Impact Analysis Guidelines for CEQA and General Plan Consistency, May 2020, pages 17 – 20.*

[8] *City of Aliso Viejo Traffic Impact Analysis Guidelines for CEQA and General Plan Consistency,* May 2020, pages 19-20.

As clarified by the example contained in this footnote, the calculation of "Projects generating less than 110 daily vehicle trips" refers to "trip generation increases," projects which "generate or attract an additional" number of trips, and "the addition of 110 or fewer trips," each refers to a net calculation of trips, consistent with CEQA's standard evaluation of impacts.

The proposed transition from office to residential associated with the Project must first include the removal of daily trips in OCTAM for the existing office buildings, otherwise the addition of the proposed residential trips without first removing the office trips would result in double counting daily trips within TAZ 1547. According to the ITE Trip Generation Manual, 12th Edition the 405 proposed dwelling units would generate 2,661 daily trips. According to the ITE Trip Generation Manual, 12th Edition the existing office uses generate 3,508 daily trips.

The VMT study provides detailed information showing that the proposed Project would have a trip generation that would reduce daily peak hour trips, with a forecast of 366 fewer AM Peak Hour trips, 322 fewer PM Peak Hour trips, and 847 fewer average daily trips compared to the existing office use.

Since the proposed Project would generate 847 fewer weekday trips, pursuant to "Step 3: Project Type Screening," the Project is screened from further VMT analysis and impacts would be less than significant.

c) Less than Significant. The Project proposes to redevelop an existing office site. More specifically, the Project proposes to demolish the existing office buildings, surface parking, landscaping, and improvements and construct 405 residential units, and associated parking and improvements. The Project would not introduce an incompatible use to the site. Further, the Project would not provide any off-site roadway improvements that could substantially increase hazards due to a design feature.

The Project site would continue to be accessed by existing driveways that currently provide access to the Project site from AVP, and a new emergency vehicle access drive located in the western portion of the site. Therefore, redevelopment of the Project site would not create new turning movements or geometric roadway design features resulting in new hazardous roadway conditions. As part of the City's Site Development Permit process required under Aliso Viejo Municipal Code Section 15.74.020, Site Development Permits, the Project would be reviewed and only approved after finding the proposed development conforms with applicable roadway and driveway requirements and standards set forth in the Aliso Viejo Municipal Code and General Plan, including the Circulation Element, thereby verifying that the Project would comply with applicable driveway, sight-distance, and internal circulation standards.

Therefore, the proposed Project would not conflict with any transportation program, plan, ordinance, or policy; create an increase in hazards due to a geometric design

feature (e.g., sharp curves or dangerous intersections); or create incompatible uses. Impacts would be less than significant.

d) Less than Significant. The Project site is bordered by AVP. According to the City's General Plan Public Safety Element, Figure S-1, the closest emergency evacuation routes to the Project site is Aliso Creek Road, east of the Project site. The emergency access route would remain unchanged by the proposed Project and the proposed Project would not interfere with an emergency response plan.

On-site circulation and emergency access would conform to applicable City regulations that require 26- to 28-foot-wide street widths without parking and 31-foot-wide street widths with parallel parking. Alleys that serve garages would measure 24 feet in width. All street widths include designated fire truck turnarounds, key staging areas throughout the Project area, and a new emergency vehicle access drive located in the western portion of the site. The on-site circulation was reviewed and approved by OCFA.

The proposed Project would not require the full closure of any public or private streets or roadways during construction or operations and would not impede access of emergency vehicles to the Project or any surrounding areas. For any construction in the public right-of-way, the Project would implement a traffic control plan to ensure continued access through the area. This traffic control plan is required by City standards and imposed as a condition of approval for projects that involve improvements within a right-of-way and would be subject to approval by the City.

All emergency access routes would remain unchanged by the proposed Project and the proposed Project would not interfere with any existing emergency response plans. Therefore, the emergency response plan has already accounted for a similar intensity of development as the proposed Project and impacts would be less than significant.

Sources: *Polaris Place Residential Project Vehicle Miles Traveled (VMT) Analysis, City of Aliso Viejo,* dated June 12, 2026, prepared by RK Engineering Group, Inc. (Appendix K).

5.18 Tribal Cultural Resources

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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:				
a) 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), or	☐	☐	☒	☐
b) 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Impact Analysis

The potential for tribal cultural resources to occur on the Project site was assessed in *Cultural Resources Study for the Polaris Place Project*, prepared by BFSA Environmental Services, dated May 1, 2026, and included in Appendix C.

The City of Aliso Viejo as the Lead Agency notified registered Native American Tribes of the proposed Project under Assembly Bill (AB) 52 and Senate Bill (SB) 18 on April 29, 2026. Notification letters were sent to the following tribes according to the consultation list provided by the Native American Heritage Commission:

- Cahuilla Band of Indians
- Gabrieleno Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Juaneno Band of Mission Indians Acjachemen Nation-Belardes
- Juaneno Band of Mission Indians Acjachemen Nation-Belardes 84A
- La Jolla Band of Luiseno Indians
- Morongo Band of Mission Indians
- Pala Band of Mission Indians

- Pauma Band of Luiseno Indians
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

On May 12, 2026, the La Jolla Band of Luiseno Indians responded to the City's notice that they have no comments.

On May 13, 2026, the Juaneño Band of Mission Indians, Acjachemen Nation- Belardes responded to the City's notice and requested consultation. On August 5 and 18, 2026, the City provided draft mitigation measures to the tribe for review. During consultation agreement was reached on mitigation measures and consultation closed on September 8, 2026.

On May 11, 2026, the Juaneño Band of Mission Indians, Acjachemen Nation- Belardes 84A responded to the City's notice and requested consultation. On August 5 and 18, 2026, the City provided draft mitigation measures to the tribe for review. During consultation agreement was reached on mitigation measures and consultation closed on August 19, 2026.

On May 8, 2026, the Gabrieleno Band of Mission Indians – Kizh Nation responded to the City's notice and requested consultation. On May 20, 2026, the City requested dates to hold a consultation meeting. The City followed up with emails to the Kizh Nation on July 29, 2026 without response from the Kizh Nation to the emails. On August 5 and 18, 2026, the City provided draft mitigation measures to the tribe for review. On September 22, 2026, the City followed up by email and has not received a response. Thus, consultation stalled and is presumed complete.

On July 5, 2026, the Pauma Band of Luiseno Indians responded to the City's notice and requested consultation. On August 5 and 18, 2026, the City provided draft mitigation measures to the tribe for review. On September 22, 2026, the City followed up by email and has not received a response. Thus, consultation stalled and is presumed complete.

Findings of Fact

a) Less than Significant. Archaeological investigations in southern California have documented a diverse and rich record of human occupation spanning the past 10,000 years. In northern San Diego, Orange, and Riverside Counties, most researchers organize prehistory into the Paleo Indian, Archaic, and Late Prehistoric Periods and history into the Mission, Rancho, and American Settlement Periods. The Paleo Indian Period occurred from 11,500 to 9,000 years before present (YBP) and were initially believed to be wide-ranging hunter-gathers. The Archaic Period occurred from 9,000 to 1,300 YBP and was characterized by a population that used a wide range of both marine and terrestrial resources. The Late Prehistoric Periods occurred from 1,300 YBP to the year 1790. Economic systems diversified and intensified during this period with

the continued elaboration of trade networks, the cremation of the dead, the use of shell-bead currency, and the appearance of more labor-intensive, but effective, milling technologies such as the bedrock mortar for use in acorn processing. The Protohistoric Period occurred from 1790 to present and begins with the Hispanic intrusion into southern California and the founding of the Mission San Juan Capistrano, south of Aliso Viejo, in 1776.

Based on archival research and aerial photographs, the Project site is disturbed and developed. Historic aerial photographs illustrate that between 1988 and 2000, the entire Project site was cleared, graded, and developed.

Based on the historic map and aerial, the Project site was cleared, graded and developed during 1988 and 2000. Prior to 1976, the community of Aliso Viejo was part of the Moulton Ranch, which operated as a large-scale sheep and cattle ranch. Between 1938 and 1985, the Project site and surrounding area were cleared of natural vegetation and consisted of disked, vacant land that was likely used for ranching activities. To the southwest of the Project, a dirt road leading from Aliso Creek to the San Joaquin Hills is visible traversing through the region. During the late 1980's, the rural setting of the subject property and the surrounding area transformed into large commercial and residential developments. By 1988, the Project site, in addition to the neighboring parcels, was cleared and graded. Between 1988 and 1992, the area was further developed, and a paved road was built within the Project. Subsequent aerial photographs demonstrate that the paved road within the Project site was replaced with the extant Polaris Place business park between 1997 and 2000. The Project site was developed with five office buildings. The existing buildings on the Project site were constructed from 1997 to 2000 and are therefore not of historic age. The buildings are not associated with any significant events or individuals and are not likely to provide any information important to the history of the region.

The threshold of significance is whether any buildings or structures on the Project site are listed on the California Register of Historical Resources or on a local register of historic resources, which pursuant to Public Resources Code section 5020.1(k) includes, "A list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution." None of the buildings located on the Project site are listed on the California Register of Historical Resources and the City has not adopted a local list of historic buildings. A records search conducted at the SCCIC, and a pedestrian survey failed to identify any structures that would meet the definitions presented in the threshold of significance.

Therefore, impacts would be less than significant.

b) Less than Significant with Mitigation. The City of Aliso Viejo as the Lead Agency notified registered Native American Tribes of the proposed Project under Assembly Bill (AB) 52 and Senate Bill (SB) 18 on April 29, 2026. Notification letters were sent to the

following tribes according to the consultation list provided by the Native American Heritage Commission:

- Cahuilla Band of Indians
- Gabrieleno Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Juaneno Band of Mission Indians Acjachemen Nation-Belardes
- Juaneno Band of Mission Indians Acjachemen Nation-Belardes 84A
- La Jolla Band of Luiseno Indians
- Morongo Band of Mission Indians
- Pala Band of Mission Indians
- Pauma Band of Luiseno Indians
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

On May 12, 2026, the La Jolla Band of Luiseno Indians responded to the City's notice that they have no comments.

On May 13, 2026, the Juaneño Band of Mission Indians, Acjachemen Nation- Belardes responded to the City's notice and requested consultation. On August 5 and 18, 2026, the City provided draft mitigation measures to the tribe for review. During consultation agreement was reached on mitigation measures and consultation closed on September 8, 2026.

On May 11, 2026, the Juaneño Band of Mission Indians, Acjachemen Nation- Belardes 84A responded to the City's notice and requested consultation. On August 5 and 18, 2026, the City provided draft mitigation measures to the tribe for review. During consultation agreement was reached on mitigation measures and consultation closed on August 19, 2026.

On May 8, 2026, the Gabrieleno Band of Mission Indians – Kizh Nation responded to the City's notice and requested consultation. On May 20, 2026, the City requested dates to hold a consultation meeting. The City followed up with emails to the Kizh Nation on July 29, 2026 without response from the Kizh Nation to the emails. On August 5 and 18, 2026, the City provided draft mitigation measures to the tribe for review. On September 22, 2026, the City followed up by email and has not received a response. Thus, consultation stalled and is presumed complete.

On July 5, 2026, the Pauma Band of Luiseno Indians responded to the City's notice and requested consultation. On August 5 and 18, 2026, the City provided draft mitigation measures to the tribe for review. On September 22, 2026, the City followed up by email and has not received a response. Thus, consultation stalled and is presumed complete.

As a result of tribal consultation, Mitigation Measures (MM) TCR-1 through MM TCR-3 shall be implemented.

MM TCR-1 **Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.** The project applicant shall retain a Native American Monitor from or approved by the consulting tribe(s). The Monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both onsite and any off-site locations included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching in areas of previously disturbed soil.

A copy of the executed monitoring agreement shall be submitted to the Director of Community Development prior to the earlier date of either: (1) the commencement of any ground-disturbing activity, or (2) the issuance of any permit required to commence any ground-disturbing activity.

The Monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribes. Monitor logs shall identify and describe any discovered Tribal Cultural Resources (TCRs), including, but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, Tribal Cultural Resources, or TCRs), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of Monitor logs shall be provided to the project applicant and the Director of Community Development upon written request to the Tribe.

On-site Tribal monitoring shall conclude upon the latter of the following: (1) written confirmation to the Monitor and the Lead Agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Monitor to the Director of Community Development that no future planned construction activity and/or development/construction phase at the project site possesses the potential to impact to TCRs.

MM TCR-2 **Unanticipated Discovery of Tribal Cultural Resource Objects (Nonfunerary/Non-ceremonial).** Upon discovery of any Tribal Cultural Resources (TCRs), all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The City shall consult with the project Archaeologist and initiate Native American

consultation procedures with the project's consulting Tribes (Gabrieleño Band of Mission Indians-Kizh Nation and the Juaneño Band of Mission Indians, Acjachemen Nation). The consultation effort is intended to be a meaningful and timely process of seeking, discussing, and considering carefully the views of others in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement on the appropriate treatment and disposition of TCRs discovered. A Cultural Resources and Monitoring and Treatment Plan shall be created by the Archaeologist in coordination with the consulting Tribes (Gabrieleño Band of Mission Indians-Kizh Nation and the Juaneño Band of Mission Indians, Acjachemen Nation) and all subsequent finds shall be subject to this plan. Project construction shall not resume within the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) until a Cultural Resources and Monitoring Treatment Plan is prepared and implemented. The plan may include, but would not be limited to, reburying, relocating, recording, and/or another culturally appropriate treatment. If it is determined that mutual agreement cannot be reached within 30 days of the initial consultation meeting, the TCR(s) under review shall be reinterred on-site in a location free from future ground-disturbing construction activities. This measure does not apply to the finding of human remains, which must comply with California Health and Safety Code Section 7050.5.

MM TCR-3 Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects.

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code Section 5097.98(d)(1) and (2).
D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Implementation of MM TCR -1, MM TCR-2, and MM TCR -3 would reduce impacts to tribal cultural resources to less than significant levels.

Sources: *Cultural Resources Study for the Polaris Place Project,* prepared by BFSA Environmental Services, dated May 1, 2026 (Appendix C); and *Paleontological Assessment for the Polaris Place Project* prepared by BFSA Environmental Services, dated May 6, 2026 (Appendix E).

5.19 Utilities and Service Systems

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water 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?	☐	☐	☒	☐

Impact Analysis

The proposed Project is currently being served, and would continue to be served, by MNWD for water and sewer water service. MNWD has completed a preliminary review of the proposed Project and indicates the proposed Project could be adequately served (Appendix L). Wastewater within the Project site is treated by MNWD's wastewater collection system and sent to the Regional Treatment Plant operated by the South Orange County Wastewater Authority (SOCWA).

Utility connections are planned within AVP and the Project site would be served by a looped water main. Each home is expected to have an individual water meter with private service connections. The sewer mainline is planned to connect in AVP.

Findings of Fact

a) Less than Significant with Mitigation. The proposed Project would connect to existing water and sewer facilities located within the adjacent streets.

Utility connections are planned within AVP. The Project site would be served by a looped water main. Each home is expected to have an individual water meter with private service connections. The sewer mainline is planned to connect in AVP. No new or expanded water or sewer facilities would be required to serve the Project site.

Based on the preliminary letter from MNWD, both the water and wastewater treatment systems have sufficient capacity to accommodate the proposed Project. MNWD issued a Will Serve letter on October 1, 2025, committing to serve the proposed Project.

As discussed in detail previously in Section 5.10 Hydrology and Water Quality, the proposed Project would decrease the peak storm flow discharge from the Project site in the 10-, 25-, and 100-year storm conditions. To address hydromodification conditions, underground storage has been included within the Project design to detain peak flows. Storm flows would be captured in an underground storage vault and the outlet of the storm drain pipe would be restricted in order to regulate the rate of discharge to equal or less than the existing peak flow.

Development of the Project would substantively maintain the existing site and off-site drainage patterns by utilizing existing v-ditches and channeling a majority of stormwater to the proposed onsite catch basins. Surface runoff currently flows southeasterly overland toward the southeast corner of the site. Runoff is collected by curb and gutter along the eastern property line and enters an existing catch basin. The catch basin connects to an existing 30-inch storm drain that conveys runoff to Windsong. In Windsong, flow enters a 36-inch storm drain that conveys runoff toward Aliso Creek Road, where the pipe increases to 42 inches in diameter. The system ultimately discharges to the Aliso Creek Channel in Aliso Viejo Community Park. No new or expanded storm drain facilities are required beyond the Project boundaries.

Electric service is currently provided by Southern California Edison to the Project site to serve the existing office buildings. Unlike the existing office buildings, the proposed residential uses would include solar panels on the new buildings. Installation of solar panels would offset the proposed Project's demand for electricity. Furthermore, the Project must comply with the CBC and Title 24, which requires energy efficient appliances. Therefore, the proposed Project would not warrant expansion of existing electrical facilities offsite to serve the Project site.

Natural gas is currently provided by Southern California Gas to the Project site from surrounding adjacent streets. The Project must comply with the CBC and Title 24, which requires energy efficient appliances and substantially restricts the use of natural gas. Therefore, expansion of natural gas facilities offsite would not be required.

Telecommunications services provided by Cox Communications, AT&T, T-Mobile, and Verizon are available within adjacent streets and wirelessly and available to serve the

proposed Project. No expansion of telecommunications facilities is anticipated to serve the Project. Therefore, impacts would be less than significant.

b) Less than Significant. MNWD provides potable water to residents and would serve the proposed Project. In order to determine MNWD's full buildout demands, MNWD coordinates with the cities within its service area on the respective cities' general planning, which takes into consideration future growth of undeveloped areas. In compliance with the Urban Water Management Planning Act, MNWD's 2020 Urban Water Management Plan (UWMP) demonstrates water supply reliability in a normal, single-dry, and multiple-dry years over a 25-year planning period. According to MNWD's 2020 UWMP (Tables 7-1, 7-2, 7-3 and 7-4), water supplies would meet the service area's water demands for normal, single-dry, and multiple dry-year conditions through 2045.

Per the MNWD's 2020 UWMP generation rates, offices use planning demand factor is 65 gallons per day (gpd)/thousand square feet (ksf) and multifamily residential has a planning demand factor of 180 gpd/du. The generation rates were confirmed with MNWD staff[9] to ensure the most current rates were being utilized. The current office square footage is 465,643 sf; therefore, the water demand is 30,267 gpd. The proposed Project, which consists of 405 units, would have a water demand of 72,900 gpd. This amount does not take into account MNWD's water conservation programs and incentives that are projected to occur and would likely reduce the Project's water consumption. While the water demand of the proposed residential use exceeds that of the current use, the will serve letter from MNWD indicates that adequate water supply would be available to serve future water demands during normal, dry and multiple dry years. Impacts would be less than significant.

c) Less than Significant. Wastewater treatment services for the majority of the City, including the Project site, are provided by MNWD. Wastewater within the Project site would be conveyed to the Regional Treatment Plant operated by SOCWA. According to SOCWA, the Regional Treatment Plant typically experiences liquid waste flows of 7.3 million gallons per day (mgd) and has the current capacity to treat 12 mgd of liquid waste, with an ultimate capacity (both liquid and solid waste) of 32 mgd.

Per the MNWD's generation rates, the wastewater demand factor for office use is 60 gpd/ksf. Multifamily residential has a planning demand factor of 170 gpd/du. The current office square footage is 465,643 sf; therefore, the wastewater demand is 27,939 gpd. The proposed Project, which consists of 405 units, would have a wastewater demand of 68,850 gpd. While the residential uses exceed that of the current use, MNWD indicated during their preliminary review of the proposed Project that available

[9] Correspondence with Sheldon Yu, Senior Engineer, on October 20, 2025, and phone conversation on October 23, 2025.

sewer capacity exists to support the Project. Therefore, impacts would be less than significant.

d) Less than Significant. The City contracts with CR&R for waste and recycling services. CR&R and the City have an extensive program designed to recycle trash consistent with state regulations. The California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. The City achieves waste reduction through resident curbside recycling, which includes separate carts for refuse, recyclables, and green waste.

Each residential dwelling would be supplied with three trash carts (refuse, recyclables, and green waste). The Project's Conditions, Covenants, and Restrictions (CC&Rs) would require that each resident store trash carts in the garage or in a fenced yard area, out of sight of other residences and Association Property, until scheduled collection times. Residents are therefore responsible for separating waste into the three bins, including yard waste from the private outdoor space of each dwelling. Waste generated from the common area, which is maintained by the Association, would generally include trash and green waste. The Association's contractors, generally landscape contractors, would collect the green waste and refuse from common area (Association) property and dispose of the green waste at a green waste recycling facility and the refuse at a landfill.

Waste that cannot be disposed of would likely be taken to the Prima Deshecha Sanitary Landfill in San Juan Capistrano. The Orange County Integrated Waste Management Department (IWMD) owns and operates the landfills. According to the CalRecycle Solid Waste Information System (SWIS), the Prima Deshecha Landfill has a maximum daily capacity of 4,000 tons per day and a remaining capacity of 128,800,000 cubic yards. The facility's maximum permitted capacity is 172,100,000 cubic yards. The Prima Deshecha landfill has capacity until approximately 2102.

CalRecycle provides a solid waste generation factor to estimate the amount of solid waste generated by residential projects. Using the generation rate of 12.23 pounds (lbs) per household per day for residential development, the proposed Project would generate approximately 4,953 lbs per day of solid waste, or approximately 2.48 tons per day (based on 405 townhomes), which represents less than 0.01 percent of the maximum daily capacity of the Prima Deshecha Sanitary Landfill. This estimate does not include the existing uses on the Project site and therefore is a slightly inflated estimate.

Construction activities, including demolition of existing structures, would generate waste. The proposed Project would be required to comply with AVMC Section 7.15, which requires recycling applicable construction waste.

Therefore, the Prima Deshecha Landfill would have sufficient capacity to serve the proposed Project and solid waste generated during construction and operations would represent a negligible increase compared to the daily permitted tonnage. The

proposed Project would also include recycling, reuse, and/or salvage programs to reduce solid waste and comply with all applicable regulations for solid waste. Impacts would be less than significant.

e) Less than Significant. The California Integrated Waste Management Act of 1989, also known as AB 939, mandates jurisdictions to meet a diversion goal of 50 percent by the year 2000, and thereafter. SB 1383 sets goals to reduce disposal of organic waste in landfills, including edible food. The bill's purpose is to reduce GHG emissions, such as methane, and address food insecurity in California.

The City implements programs applicable to the proposed Project that comply with these statutes. In the City of Aliso Viejo Municipal Code Chapter 7.05, Solid Wase Disposal, this includes strategies for solid waste disposal, including recycling and organic waste. One strategy required of residents of residential communities, such as the proposed Project, is curbside separation of trash into recyclable, green waste, and solid waste. The City also implements Christmas tree collection, household hazardous waste centers, and used oil collection centers. Furthermore, the City's Green Building Program's requires recycling and diversion from landfills, which would apply during construction of the proposed Project.

Therefore, the proposed Project would not conflict with federal, State, and local ordinances in place designed to reduce solid waste generation. Impacts would be less than significant.

Sources: City of Aliso Viejo General Plan; City of Aliso Viejo Municipal Code; CalRecycle, New Statewide Mandatory Organic Waste Collection - CalRecycle Home Page; Moulton Niguel Water District 2020 Urban Water Management Plan; and Moulton Niguel Water District Preliminary Letter dated October 1, 2025 (Appendix L).

5.20 Wildfire

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
WILDFIRE. 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?	☐	☐	☐	☒

Impact Analysis

The Project site is developed and located within an urbanized area. The Project site is not located in or near a State Responsibility Areas (SRA) or lands classified as a Very High Fire Hazard Severity Zone (VHFHSZ).

Findings of Fact

a) No Impact. According to Cal Fire – Fire and Resource Assessment Program, the Project site is not located within or near an SLA or within a VHFHSZ. Neither the City of Aliso Viejo General Plan Public Safety Element nor the Cal Fire – Fire and Resource Assessment Program list the Project site as being located within a VHFHSZ. Furthermore, as detailed in Section 5.9, *Hazards and Hazardous Materials*, the proposed Project would not conflict with or interfere with an emergency evacuation plan. Therefore, no impact would occur.

b) No Impact. According to Cal Fire – Fire and Resource Assessment Program, the Project site is not located within or near an SLA or VHFHSZ. The proposed Project is located within an urban area surrounded by residential and office development, and arterial roadways. All new structures would comply with current building standards, including fire sprinklers. Therefore, the proposed Project would not exacerbate a fire

risk to surrounding properties or to the new residents of the Project site. Fires in the general Aliso Viejo and County of Orange areas could expose occupants to smoke during a wildfire. This risk is temporary and would not be exacerbated by the proposed Project. Therefore, no impact would occur.

c) No Impact. According to Cal Fire – Fire and Resource Assessment Program, the Project site is not located within or near an SLA or VHFHSZ. Furthermore, the proposed Project does not include infrastructure, including construction and maintenance, that could exacerbate fire risk. The proposed Project is located within an urban area surrounded by residential and office development, and arterial roadways. All new infrastructure would comply with current City standards, including the undergrounding of all electrical lines. Therefore, no impact would occur.

d) No Impact. According to Cal Fire – Fire and Resource Assessment Program, the Project site is not located within or near an SLA or VHFHSZ. Furthermore, the Project site is not located to adjacent wildland areas that could be subject to wildfire risk. The Project site currently consists of a nearly flat area in an urbanized area. The Project site is surrounded by existing streets and residential and office development is approximately the same elevation as the Project site. The Project site is not located adjacent to any large hillsides that could cause flooding, mudflows, landslides, or significant erosion after a fire. Therefore, no impact would occur.

Sources: City of Aliso Viejo General Plan Public Safety Element; and Cal Fire – Fire and Resource Assessment Program, Fire Hazard Severity Zones (ca.gov).

5.21 Mandatory Findings of Significance

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE				
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?	☐	☒	☐	☐

Impact Analysis

a) Less than Significant with Mitigation. As discussed in the Biological Resources Section, the proposed Project has no potential to impact special status species or habitat supporting special status species. The Project would, however, potentially result in significant impacts to biological resources from impacts to nesting birds and jurisdictional features. As such, the proposed Project would incorporate MM BIO-1, to reduce the potential impact to nesting birds to a less than significant level. Additionally, as discussed in the Cultural Resources Section, no newly recorded historic sites were identified within the Project site as a result of the records search, archival research, or the intensive-level pedestrian survey. In addition, due to the high sensitivity of a paleontological resource occurring onsite within the Niguel and Monterey formations, the proposed Project would incorporate MM PALEO-1. Through consultation with the Native American tribes, a potential for tribal cultural resources exists on the Project site. Implementation of MM TCR-1, TCR-2, and TCR-3 would reduce all tribal cultural resource impacts to a less than significant level. Therefore, with implementation of mitigation, the proposed Project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or

wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or 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. Impacts would be less than significant with mitigation incorporated.

b) Less than Significant with Mitigation. As concluded throughout this IS/MND, the proposed Project would result in either no impact, less-than-significant impact, or a less-than-significant impact with mitigation incorporated with respect to all environmental impact areas outlined in the CEQA Guidelines Appendix G Environmental Checklist. Reasonably foreseeable projects have been incorporated into traffic, air quality, noise, and greenhouse gas studies, all of which have shown that impacts can be reduced to less than significant. Furthermore, no significant resources, such as cultural, geotechnical, or biotic, exist on the Project site and therefore no cumulative impact would occur. The proposed Project would detain and treat storm runoff from the proposed Project onsite; therefore, no cumulative impacts would occur.

Therefore, the proposed Project would not create individually limited but cumulatively considerable impacts. Impacts would be less than significant with mitigation incorporated.

c) Less than Significant with Mitigation. As evaluated throughout this document, the proposed Project would have no impact, less-than-significant impact, or a less-than-significant with mitigation incorporated with respect to all environmental impact areas. Therefore, the proposed Project would not directly or indirectly cause substantial adverse effects on human beings. Impacts would be less than significant with mitigation incorporated.

SECTION 6.0 MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

PROJECT NAME: Polaris Place Residential Development Project

PROJECT LOCATION: The Project site is comprised of five separate parcels located at 1 through 5 Polaris Way, which is generally south of Aliso Viejo Parkway, between SR-73 and Aliso Creek Road in the City of Aliso Viejo.

PROJECT DESCRIPTION: The Project proposes to construct 405 for-sale attached residential, landscape, streets and drive aisles on approximately 22.5 acres. Four residential housing types are proposed, Four-Story Duet, Three-Story Townhomes, Three-Story Back-to-Back, and Three-Story Rowtowns.

LEAD AGENCY: City of Aliso Viejo
CONTACT PERSON/ TELEPHONE NO.: So Kim | 949.425.2527

APPLICANT: Lennar

CONTACT PERSON/ TELEPHONE NO.: Derek Kegley | 949.507.1292

No.	Mitigation Measure	Time Frame for Implementation	Responsible Agency/Party	Verification of Compliance		
				Initials	Date	Remarks
Air Quality						
MM AQ-1	All off-road diesel construction equipment over 100 horsepower will have Tier 4 low emission "clean diesel" engines (OEM or retrofit) that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.	During Grading	Project Applicant/Project Contractor			
Biological Resources						
MM BIO-1	Prior to ground disturbances that would impact potentially suitable nesting habitat for avian species, the Project Applicant shall adhere to the following:	Prior to Ground disturbance	Project Applicant/Project Biologist			

No.	Mitigation Measure	Time Frame for Implementation	Responsible Agency/Party	Verification of Compliance		
				Initials	Date	Remarks
	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 typical nesting season (February 15 to August 31 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 independent from the nest). The onsite 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.					

No.	Mitigation Measure	Time Frame for Implementation	Responsible Agency/Party	Verification of Compliance		
				Initials	Date	Remarks
	Alternatively, a qualified biologist may determine that construction can be permitted within the buffer areas and would develop a monitoring plan 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. .					
Geology and Soils						
MM GEO-1	The Project Applicant shall implement the recommendations contained in the *Geotechnical Subsurface Exploration and Preliminary Design Report, Proposed Residential Development, 1 through 5 Polaris Way, Vesting Tentative Tract Map No. 19477, City of Aliso Viejo, California,* dated March 4, 2026, by SA Geotechnical, Inc. **(Appendix D)** to reduce geologic hazards during implementation of the proposed Project. Included in the reports are site-specific recommendations involving such topics as grading and earthwork, slope stability, retaining walls, seismic design, construction materials, geotechnical observation, and testing and plan reviews.	During Grading	Project Geologist/ Public Works Department			
MM GEO-2	Prior to the issuance of a grading permit, the Applicant shall submit for approval a final geotechnical report based on the final grading plans	Prior to Grading Permit	Project Geologist/ Public Works Department			

No.	Mitigation Measure	Time Frame for Implementation	Responsible Agency/Party	Verification of Compliance		
				Initials	Date	Remarks
	and the final geotechnical report shall incorporate all of the recommendations included in the *Geotechnical Subsurface Exploration and Preliminary Design Report, Proposed Residential Development, 1 through 5 Polaris Way, Vesting Tentative Tract Map No. 19477, City of Aliso Viejo, California,* dated March 4, 2026, by SA Geotechnical, Inc. **(Appendix D).** The geotechnical report included in **Appendix D** has established that the site is geotechnically suitable for development and a final geotechnical report is required to ensure all construction-level geotechnical recommendations and design parameters are included on the final grading plans.					
MM PALEO-1	Prior to the issuance of a grading permit, the Applicant shall prepare for City review and approval a Paleontological Mitigation Monitoring Plan, as follows: 1. All mitigation programs shall be performed by a qualified professional (Project) paleontologist, defined as an individual with a master's or doctorate in paleontology or geology who has proven experience and is knowledgeable in professional paleontological procedures and techniques. Fieldwork may be conducted by a qualified paleontological monitor, defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall always work	Prior to Grading	Project Applicant/Cultural Consultant			

No.	Mitigation Measure	Time Frame for Implementation	Responsible Agency/Party	Verification of Compliance		
				Initials	Date	Remarks
	under the direction of a qualified paleontologist. 2. Starting at one foot above the artificial fill/bedrock interface, full-time monitoring shall be conducted in areas of grading or excavation within the Niguel and Monterey formations. Monitoring of artificial fill or disturbed deposits that may be present otherwise is not required. 3. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment to allow for the removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or, if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the project paleontologist, who will then notify any concerned parties of the discovery. 4. Paleontological salvage during trenching and boring activities is typically from the generated spoils and will not delay trenching or drilling activities. Fossils will be collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date					

No.	Mitigation Measure	Time Frame for Implementation	Responsible Agency/Party	Verification of Compliance		
				Initials	Date	Remarks
	collected. Before the site is vacated and the fossils are moved to a safe place, notes are taken on the map location and stratigraphy of the site. On mass grading projects, discovered fossil sites are protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage begins. Fossils will be collected in a similar manner, with notes and photographs being taken before removing the fossils. Precise location of the site is determined through use of handheld Global Positioning System units. If a large terrestrial vertebrate, such as a large bone or a mammoth tusk, is too large to be easily removed by a single monitor, a fossil recovery crew shall excavate around the find(s), encase the find(s) within a plaster and burlap jacket, and remove the find(s) after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help move the jacket to a safe location. 5. In the laboratory, individual fossils will be cleaned of extraneous matrix, any breaks will be repaired, and the specimen, if needed, will be stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72). 6. Recovered specimens will be prepared to a point of identification and permanent					

No.	Mitigation Measure	Time Frame for Implementation	Responsible Agency/Party	Verification of Compliance		
				Initials	Date	Remarks
	preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils. 7. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the Orange County Parks' Cooper Center) shall be conducted. The paleontological program should include a written repository agreement prior to initiating mitigation activities. Prior to curation, the lead agency (the City of Aliso Viejo) will be consulted on the repository/museum to receive the fossil material. 8. A final report of findings and significance will be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to and accepted by the appropriate lead agency, will signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.					

No.	Mitigation Measure	Time Frame for Implementation	Responsible Agency/Party	Verification of Compliance		
				Initials	Date	Remarks
Hazards and Hazardous Materials						
MM HAZ-1	Prior to the issuance of a demolition permit for any structure on the property, the project applicant shall conduct a comprehensive survey for asbestos-containing materials to identify the locations and quantities of asbestos-containing materials in above-ground structures. The project applicant shall retain a licensed or certified asbestos consultant to inspect buildings and structures on-site. If asbestos is discovered, the project applicant shall retain a licensed or certified contractor to remove and dispose of all asbestos containing materials in accordance with the appropriate South Coast AQMD asbestos-containing material removal practices and procedures.	Prior to Demolition permit	Project Applicant/Contractor			
Tribal Cultural Resources						
MM TCR-1	**Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.** The project applicant shall retain a Native American Monitor from or approved by the consulting tribe(s). The Monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both onsite and any off-site locations included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree	Prior to Grading Permit	Project Applicant/ Project Archaeologist/ Native American Monitor			

No.	Mitigation Measure	Time Frame for Implementation	Responsible Agency/Party	Verification of Compliance		
				Initials	Date	Remarks
	removal, boring, grading, excavation, drilling, and trenching in areas of previously disturbed soil. A copy of the executed monitoring agreement shall be submitted to the Director of Community Development prior to the earlier date of either: (1) the commencement of any ground-disturbing activity, or (2) the issuance of any permit required to commence any ground-disturbing activity. The Monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribes. Monitor logs shall identify and describe any discovered Tribal Cultural Resources (TCRs), including, but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, Tribal Cultural Resources, or TCRs), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of Monitor logs shall be provided to the project applicant and the Director of Community Development upon written request to the Tribe. On-site Tribal monitoring shall conclude upon the latter of the following: (1) written confirmation to the					

No.	Mitigation Measure	Time Frame for Implementation	Responsible Agency/Party	Verification of Compliance		
				Initials	Date	Remarks
	Monitor and the Lead Agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Monitor to the Director of Community Development that no future planned construction activity and/or development/construction phase at the project site possesses the potential to impact to TCRs.					
MM TCR-2	**Unanticipated Discovery of Tribal Cultural Resource Objects (Nonfunerary/Non-ceremonial).** Upon discovery of any Tribal Cultural Resources (TCRs), all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The City shall consult with the project Archaeologist and initiate Native American consultation procedures with the project's consulting Tribes (Gabrieleño Band of Mission Indians-Kizh Nation and the Juaneño Band of Mission Indians, Acjachemen Nation). The consultation effort is intended to be a meaningful and timely process of seeking, discussing, and considering carefully the views of others in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement on the appropriate treatment and disposition of TCRs discovered. A Cultural Resources and Monitoring and Treatment Plan shall be created by the Archaeologist in coordination with the consulting Tribes (Gabrieleño Band of Mission Indians-Kizh Nation and the Juaneño Band of Mission	Prior to Grading Permit	Project Applicant/ City/ Native American Monitor			

No.	Mitigation Measure	Time Frame for Implementation	Responsible Agency/Party	Verification of Compliance		
				Initials	Date	Remarks
	Indians, Acjachemen Nation) and all subsequent finds shall be subject to this plan. Project construction shall not resume within the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) until a Cultural Resources and Monitoring Treatment Plan is prepared and implemented. The plan may include, but would not be limited to, reburying, relocating, recording, and/or another culturally appropriate treatment. If it is determined that mutual agreement cannot be reached within 30 days of the initial consultation meeting, the TCR(s) under review shall be reinterred on-site in a location free from future ground-disturbing construction activities. This measure does not apply to the finding of human remains, which must comply with California Health and Safety Code Section 7050.5.					
MM TCR-3	Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects. A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code	During Grading	Project Applicant/ Project Archaeologist/ Native American Monitor			

No.	Mitigation Measure	Time Frame for Implementation	Responsible Agency/Party	Verification of Compliance		
				Initials	Date	Remarks
	5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code Section 5097.98(d)(1) and (2). D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.					