
5.10 Land Use

5.10.1 ENVIRONMENTAL SETTING

Existing Land Uses

The Historic Town Center (HTC) Master Plan Project site is located in the City of San Juan Capistrano in southern Orange County (refer to previous Exhibit 3.1-1, Regional Location Map). The regional setting and on-site land uses are detailed in previous Section 4.1 “Location and Land Use.” The 150-acre Project site is currently developed with commercial and residential uses.

Existing uses outside the Project area boundaries are addressed in the following subsection that describes surrounding uses. For an aerial view of the Project site see Exhibit 3.1-3 in Section 3, Project Description.

Surrounding Uses

The surrounding land uses to the Project site include residential communities to the north and west, the I-5 Freeway to the east, and retail shopping centers, restaurants, church uses and a residential neighborhood to the south. Small markets, restaurants, the Junipero Serra High School and two churches are located to the north of the HTC Project area. San Juan Creek flows northeast-southwest south of the Project boundary. Across the I-5 Freeway to the east, there are a variety of land uses including churches, a cemetery, retail, office, hotel, self-storage, residential and golf course uses.

City of San Juan Capistrano General Plan

The City of San Juan Capistrano’s General Plan represents the long-range vision of the City. It is a comprehensive statement of San Juan Capistrano’s development and preservation policies for all geographic areas of the City and the relationships between social, financial, environmental, and physical characteristics. It reflects the community’s values and goals, and serves as the basis for all of the City’s land planning policies. The City’s first General Plan was adopted in 1974. Since that time, the General Plan has been modified by the City Council to address changes to City priorities, vision and planning goals. The last comprehensive General Plan Update was adopted in December 1999.

The City’s General Plan has twelve elements, six of which are mandated by state law.¹ The policy guidance in all of these elements will be applied to the future development of the Project area. The following is a brief description of each element followed by discussions of the HTC Project area and the relationship of the relevant elements to the Project area.

Land Use Element. The Land Use Element of the General Plan seeks to protect and enhance the quality of life in the community through land use policies that guide the future growth and

¹ *The seven elements mandated by state law are: Land Use, Circulation, Housing, Conservation and Open Space, Noise, and Safety.*

define the quality of life in the City. This element identifies the type and location of future land uses within the City and is the “blueprint” for future development. The purpose of the Land Use Element is to describe present and planned land use activity that has been designed to achieve the community’s long-range goals. The Land Use Map shows the distribution, location and extent of land uses throughout the City.

As previously indicated, the existing General Plan designations for the HTC Project site consist of General Commercial, Specific Plan/Precise Plan (Los Rios Precise Plan District), Existing Public Schools, Public & Institutional and Specialty Park. The 1995 Historic Town Center Master Plan is located central to the Project site.

Historic Town Center

The City has identified the Historic Town Center, as depicted on Figure LU-4, as an area with important historical, economic and social value worth managing through a master plan. The Master Plan establishes a “blueprint” to guide development in the downtown that implements the goals contained in the General Plan. As stated in the Land Use Element, implementation of a town center revitalization plan will encourage a diversity of commercial and service uses as well as residential uses which balance the community’s commercial needs with those of tourism-based development while maintaining fiscal and economic viability. The City’s goal is to continue to implement a town center revitalization plan to provide additional housing opportunities and population to support these commercial services and retail sales. The boundaries of the Historic Town Center as depicted in the Land Use Element occupy a portion of the Revitalization area within the HTC Project site.

Los Rios Neighborhood

The historic Los Rios neighborhood is located within the Connectivity area of the HTC Project site. The neighborhood has been identified by the City for special planning because it contains some of the oldest structures in the County and the Rios Adobe may be the oldest continually-inhabited residence in California. Los Rios Street and the homes/structures along the street was officially designated a National Register Historic District in 1978. Figure LU-5 in the General Plan depicts the location of the Los Rios Precise Plan planning area, which was originally adopted in 1978. The revised plan allows the District to evolve, while preserving the essence of the area, its historical diversity and rural character. The City will continue to implement the Los Rios Precise Plan to preserve the viability of the Los Rios area and the entire downtown area.

Housing Element. The City’s 2008 to 2014 Housing Element was adopted on October 19, 2010. The Housing Elements is a guide to “providing availability of housing for all income groups within the community. In 1995, the City adopted the “Housing Opportunities Plan of Empowerment” (HOPE), which encompasses a comprehensive approach to creating and maintaining affordable housing within the City; many of the housing programs included in the HOPE document have been incorporated into the Housing Element. The goals and policies in the adopted Housing Element address the provision of housing, including housing production levels, affordable housing, the development of assistance programs, and the promotion of housing opportunities for all socio-economic segments of the City’s population.

The Housing Element includes a Housing Needs Assessment, which discusses the major components of housing need in San Juan Capistrano. The major components of housing need are the City's population, household, land use, economic and housing stock characteristics. Each of the components are presented in a County context, and where relevant in the context of other south Orange County cities. The needs assessment is important to the identification of appropriate goals, policies and programs for the City to implement during the 2008 to 2014 Housing Element cycle.

The Housing Element addresses new production targets set by California's Department of Housing and Community Development to encourage each jurisdiction in the state to provide for the development of its fair share of very low, low, moderate-, and above-moderate (market rate)-income housing. As discussed further in Section 5.13, Population and Housing, these numerical housing production objectives, known as Regional Housing Needs Assessment (RHNA), are established for a specific multi-year period. For the period of 2006 to 2014, the Regional Housing Needs Assessment (RHNA) projects a need for 1,062 new housing units in the City of San Juan Capistrano. Of these totals, 210 units must be affordable to moderate income households, 188 units must be affordable to low income households, 123 units must be affordable to very-low income households, and 105 units must be affordable to extremely low income households. The "extremely low income" category was added to the Regional Housing Needs Assessment (RHNA) during the last housing element cycle update and was estimated based upon 2000 Census (953 extremely low income households divided by 2,076 total very low income households = 46%; 228 very low income projected households times .46 = 105 units). As shown in Table 5.10-1, *Regional Share Needs*, the housing needs for the current Housing Element cycle are 105 extremely low income, 123 very low income, 188 low income, 210 moderate income, and 313 above moderate income (436 minus 123 constructed during the interim period), totaling 939 units.²

² Only units constructed within the specified multi-year period would be attributed to contributing to that RHNA target, (i.e., only units within HTC constructed prior to 2014 would contribute to the 2006-2014 RHNA targets. Units constructed after 2014 would fall under a subsequent RHNA target.)

**Table 5.10-1
Regional Share Needs
City of San Juan Capistrano, 2008-2014**

Household Income Category	SCAG Regional Share Needs	Units Constructed 1/1/06 to 1/01/08	Balance of Regional Share 7/1/08 to 6/30/14
Extremely Low*	105		105
Very Low Income ¹	123	0	123
Low Income ²	188	0	188
Moderate Income ³	210	0	210
Above Moderate ⁴	436	123	313**
Total	1,062	123	939
<i>1 0–50 percent of Area Median Family Income (MFI)</i> <i>2 51–80 percent of MFI</i> <i>3 81–120 percent of MFI</i> <i>4 Greater than 120 percent of MFI</i> <i>* Extremely low income was estimated based upon 2000 Census (953 extremely low income households divided by 2,076 total very low income households = 46%: 228 very low income projected households times 0.46 + 105.</i> <i>** The 313 units represent the original 436 units minus the construction of 123 above moderate-income units between January 1, 2006 and July 1, 2008.</i> <i>Source: City of San Juan Capistrano Housing Element October 2010.</i>			

Circulation Element. The City of San Juan Capistrano is served by a diverse circulation system of roadways, rail lines and non-vehicular "multi-use trails (riding, biking, hiking & running)." The Circulation Element provides for the continued implementation of the City's Master Plan of Streets & Highways (MPS&H) necessary to accommodate existing and future development based on the long-range land use plan adopted by the General Plan Land Use Element. The Circulation Element establishes acceptable roadway service levels and identifies improvements needed to build-out the circulation system and required to maintain the desired service levels. The element also prescribes the performance criteria that establish the acceptable levels of service for both intersections and roadway segments (minimum "D" level of service (LOS) on all arterial streets and intersections with the exception of designated "hotspots" where minimum "E" LOS is permissible.

The HTC Project site is generally bounded by Acjachema Street to the north, the San Diego (I-5) Freeway to the east, Avenue La Paloma and existing retail to the south, and Paseo Adelanto to the west (refer to previous Exhibit 3.1-2, Vicinity Map). Local access to the Project site is provided via Ortega Highway (SR-74), Del Obispo Street, and Camino Capistrano.

The Circulation Element's Master Plan of Arterial Highways (see Figure C-2 in General Plan) identifies the arterials located adjacent to or within the Project as follows:

San Diego (I-5) Freeway	Freeway
Ortega Highway	Primary (4-Lanes Divided) east of Del Obispo and Secondary (4 Lanes Undivided) west of Del Obispo

Del Obispo
Camino Capistrano

Secondary (4 Lanes Undivided)
Primary (4-Lanes Divided) south of Del Obispo and
Secondary (4 Lanes Undivided) north of Del Obispo

As shown in Figure C-3 of the City's General Plan, the Southern California Regional Rail Authority (SCRRA) railroad traverses the City of San Juan Capistrano and the HTC Project area and is served by a station located in the Town Center.

Safety Element. The purpose of the Safety Element is to identify and address features or characteristics existing in or near the City that represent a potential hazard to those residing in San Juan Capistrano, structures, public facilities and/or infrastructure. This element of the General Plan addresses faulting and seismicity, unstable slopes, subsidence and geologic hazards, flooding, wildland and urban fires, hazardous materials, nuclear hazards associated with the San Onofre Nuclear Generation Station (SONGS), and emergency response/evacuation. The goals and policies articulated in the Safety Element are intended to reduce the risks and hazards associated with each of the natural and manmade conditions that affect the safety and welfare of the residents and businesses within the community through a variety of plans and programs. Geologic hazards identified on the site and within the general area include a high potential for liquefaction. Portions of the Project located near Trabuco Creek and Horno Creek are located within the 100-year floodplain. The Project site is not located within a high fire hazard severity zone.

Conservation and Open Space Element. The City of San Juan Capistrano encompasses valuable open space assets, including parks, creeks and streams, agricultural land hillsides, ridgelines and canyons that together comprise the City's character. The Conservation & Open Space Element was adopted to provide direction to the City for protecting and enhancing the open space and natural resources to maintain the quality and character of the area. The Conservation & Open Space Element includes the City's Open Space Master Plan, which was adopted in 1992. Policies adopted by the City of San Juan Capistrano address the following issues: the preservation and enhancement of open space; protection and preservation of important natural resources (e.g. biological resources, cultural resources, etc.); preservation of existing agriculture; prevention of incompatible development; maintenance of the community scale and identity; air quality improvements; water quality protection, and use and enrichment of the City's human resources.

The open space resources in the City of San Juan Capistrano are illustrated on Figure COS-1 in the Open Space Element. As shown, a portion of the HTC Project site (Connectivity Area) north of Spring Street is designated as General Open Space and a portion within the central portion of the Revitalization area is identified as Specialty Park (i.e. Historic Town Center Park). There are no "major ridgelines" within or near the Project site (refer to Figure COS-2 of the Open Space Element). As illustrated on Figure COS-3 in the Open Space Element, there are no bike routes or trails that traverse the Project site. A Class 2 Bike Lane is located south of the Project site along the north side of Camino Capistrano extending along San Juan Creek Road. A Class 2 Bike Lane is also located west of Trabuco Creek along Alipaz Street. Parks in the Project area include the 17.7 acre Buchheim Field (food concessions and unlighted Little League, softball fields and soccer fields, parking), the 7.1 acre Los Rios Historic Park (equestrian/bike trail,

gravel paths, buildings of distinction, historical sites and parking) and a 0.3 acre Mini Park (benches, gravel paths and container garden). As shown on Figure COS-4 in the Open Space Element, the Project site does not support natural vegetation communities and consists of developed area with the exception of an agriculture use (i.e. nursery) within the Connectivity area.

Noise Element. The Noise Element identifies future noise conditions from short- and long-term growth anticipated to occur as a result of General Plan “buildout.” The noise information presented in this element is the basis for the development guidelines for compatible land uses within the City. Based on the requirements prescribed in the Noise Element, acoustical studies must be prepared for residential structures proposed in areas where noise contours of 60 dB(A) or greater exist or are anticipated. The Noise Element acknowledges the primary noise source in the City as that associated with transportation (mobile, primarily automotive but also railroad) sources. Figure N-1 in the Noise Element illustrates the future noise contours along arterial roadways within the City, including the I-5 Freeway, Ortega Highway, and San Juan Creek Road. As illustrated, the 70 dB(A) and 75 dB(A) CNEL noise contour associated with the freeway extends into the Project site. This element of the City’s General Plan also includes noise insulation standards intended to achieve interior noise levels for the various land uses. In addition, the City’s Noise Ordinance, which is part of the Municipal Code, provides controls for excessive and annoying noise from stationary sources. The ordinance provides standards that establish maximum allowable interior and exterior noise levels for residential and commercial areas, including specific standards for daytime and nighttime hours and places prohibitions on certain other noise sources.

Cultural Resources Element. The Cultural Resources Element is very important because of the City’s rich history of human occupation prior to the establishment of Mission San Juan Capistrano in the late 1700’s. The goals, objective and policies articulated in the Cultural Resources Element serve as guides to preserve and protect identified important historic, archaeological and paleontological resources. In addition, the City has adopted a Historical & Cultural Landmark Ordinance, which requires that any proposed physical alteration(s) of an historic structure or site must be consistent with the Secretary of the Interior Standards for Rehabilitating Historic Buildings. City Council Policy 601, which was most recently revised in 1997, provides for ensuring that cultural resources reports and investigations are conducted by qualified individuals and establishes procedures for reviewing their reports. The policy also includes procedures to ensure proper mitigation of impacts or potential impacts to previously unknown cultural resources during construction and provides for recording the presence of all significant historic resources within the City and with the corresponding “research institution.”

Figure CR-1 in the Cultural Resources Element identifies the locations of historic buildings and structures within the City. As shown, historic buildings and structures are located throughout the Revitalization and Connectivity areas of the HTC Project. Figure CR-2 in the Cultural Resources Element indicates that the entire Project site is located within the area designated as “*Locations of (potential) Prehistoric and Historic Archeological Resources.*”

Community Design Element. The policies in the Community Design Element serve as guides for preserving the physical and architectural character of the City, which adopted architectural

design guidelines in 1991. The guidelines serve to assist architects, design professionals, and developers in preserving and enhancing the special qualities and fabric of the community. In addition, the City also adopted City Council Policy 606, which established the Historic Depiction program (HDP) in an effort to create architectural elements that provide historical context by emphasizing events, people and places that have been historically significant to the development of San Juan Capistrano. The policy applies to all non-residential projects, including commercial, industrial, institutional and similar uses.

Growth Management Element. The purpose of the Growth Management Element is to assure that capital facilities are planned and provided in a manner that will adequately serve current and future residents of the City. New development will require additional public services and infrastructure, which are identified in the Circulation, Conservation & Open Space, Parks & Recreation, Public Services & Utilities, and Floodplain Management Elements of the San Juan Capistrano General Plan. Based on the evaluation of these elements, the phasing of new development will be coordinated with the required expansions of services and infrastructure to assure that adequate public service and infrastructure levels are maintained with increased population levels. The basis for this element is Measure M (Transportation Planning and Growth Management Initiative), which required Orange County cities to adopt such an element in order to receive Measure M related sales tax funds for transportation improvements. The City's Growth Management Element is also consistent with the County of Orange Congestion Management Plan, the Southern California Association of Governments (SCAG) Growth Management Plan, and the South Coast Air Quality Management Plan. The Growth Management Element does not address the HTC Project specifically. However, the overall policies apply to the Project.

Parks and Recreation Element. The Parks and Recreation Element addresses the level of existing parks and recreational facilities; the provision of new parkland; recreational facilities; and hiking, biking, and equestrians as well as the economic feasibility of providing and maintaining these facilities. The Parks and Recreation Element also establishes goals to provide adequate parks and recreation facilities and contains specific goals and standards to guide the provision and maintenance of parks and recreational facilities for the current and future residents of San Juan Capistrano.

Figure PR-1 in the Parks and Recreation Element identifies the existing recreational facilities. As discussed above, there are no bike routes or trails that traverse the Project site and there are three public parks within the planning area: 17.7 acre Buchheim Field, the 7.1 acre Los Rios Historic Park, and a 0.3 acre Mini Park.

Public Services & Utilities Element. The Public Services & Utilities Element addresses community needs for public services (e.g. police services, fire protection, schools, etc.) and utilities (sewer, water and storm drainage facilities, etc.). Although about 90% of the City is developed and adequately served by existing facilities, future development of the remaining vacant land and redevelopment within the city will require expansion of public services and utilities to meet the increase in demand created by the future development. Several existing plans and programs have been developed by the City (e.g., San Juan Capistrano Open Space Master Plan, Water and Sewer Master Plans, etc.) and other public agencies, including the

Capistrano Unified School District, Orange County Integrated Waste Management Department, Orange County Sheriff Department, and Orange County Fire Authority.

Figure PSU-1 shows that Fire Station #7 and San Juan Elementary school are located within the Project boundaries. The Project area is served with potable and reclaimed water service by the City (refer to Figure PSU-2).

Floodplain Management Element. The purpose of the Floodplain Management Element is to preserve and manage the floodplains within the City as an integral part of both the physical development of the City as well as the quality of life within San Juan Capistrano. Safety issues related to flooding are addressed in the Safety Element of the General Plan. Three major creeks traverse the City of San Juan Capistrano: Oso Creek, Trabuco Creek, and San Juan Creek. This element identifies the existing creeks and floodplains with the City's corporate limits, recreational opportunities within the floodplains, and recommendations for improvements to the channels and creek beds to protect life and property from floodwaters.

San Juan Creek is located east and south of the Project site. Trabuco Creek is located west of the Project site and merges into the San Juan Creek south of the Project site. As illustrated on Figure FM-2 of the Floodplain Management Element, portions of the Project located to the west near Trabuco Creek and to the north Horno Creek are located within the 100-year floodplain. Figure FM-4 illustrates the dam inundation areas within the City based on a catastrophic failure of Trampas Canyon Dam, which approximates the limits of the hypothetical 100-year flood identified in Figure FM-2; however, no portion of the subject property is affected by the inundations areas.

The Floodplain Management Element contains specific goals and standards to guide the preservation of the floodplains and provision and management of recreational opportunities within them for the current and future residents of the City. Development is prohibited in the floodway portion of the floodplain unless it can be shown that encroachment will not obstruct flows and increase flood levels. The flood control system has been constructed in San Juan Capistrano to direct runoff away from developed areas and prevent flooding. The Orange County Flood Control District (OCFCD) is the agency responsible for the regional drainage facilities, while the City is responsible for maintaining local facilities. The City and County work cooperatively to address flood control deficiencies and improvements in the City.

Zoning Code

The City of San Juan Capistrano Zoning Code provides guidance for development based on, and consistent with, the land use policies established in the General Plan. It identifies allowable land uses for each zoning classification, establishes development standards such as setbacks, buildings height, lot coverage, and parking requirements, and identifies other regulations such as signage and park requirements. The existing zoning classifications in the Historic Town Center are shown in previous Exhibit 4.11-2 and consist of General Commercial, Tourist Commercial District, Community Park District, Specific Plan/Precise Plan and Public & Institutional.

Redevelopment Project Area

In 1983, the San Juan Capistrano City Council took action to form the San Juan Capistrano Community Redevelopment Agency (Agency) and adopted a central redevelopment project area to address blighting conditions, deteriorating infrastructure, economic stagnation, and urban decay. Today the central redevelopment project area encompasses 1,097 acres (i.e., 12.6 percent of the City) totaling 429 parcels. The central project area is generally defined as the land straddling both sides of the I-5 Freeway, nearly the entire length of the City from north to south.

As part of the goals and objectives established by the Community Redevelopment Agency (CRA) Plan, the Agency encourages new development proposals within the central project area. Developing land for its highest and best use by private interests, consistent with the General Plan Land Use Element and Title 9, Land Use Code, is generally in accordance with the objectives of the Redevelopment Plan. New development that is consistent with the General Plan's Land Use Designations, will foster new economic investment, employment opportunities which can address the jobs and housing balance issue, generate new revenues sources for the City to fund public services, and create overall community wealth. The HTC Project site is located within the central redevelopment project area and is subject to the provisions of the California Redevelopment Law (Health and Safety Code Sec. 33,000 et. seq.)

Southern California Association of Governments (SCAG)

Orange County and the City of San Juan Capistrano are located at the western edge of a six-county metropolitan region composed of Orange, Los Angeles, Ventura, Riverside, San Bernardino and Imperial Counties. The Southern California Association of Governments (SCAG) serves as the federally recognized Metropolitan Planning Organization for this Southern California region. Orange County and its jurisdictions constitute the Orange County Subregion within the SCAG region. The Orange County Subregion is governed by the Orange County Council of Governments (OCCOG). SCAG has developed plans to achieve specific regional objectives. The plans most applicable to the Project are the Regional Comprehensive Plan and Guide (RCPG) and the Regional Transportation Plan (RTP).

Regional Comprehensive Plan and Guide

SCAG has developed the RCPG to help coordinate transportation and infrastructure, open space, and environmental planning with population, housing, and employment growth within the multi-county region. The RCPG presents policies addressing planning priorities for the region adopted by SCAG's governing board; the Regional Council. Some of these are "core" policies that implement state or federal mandates, while most of the policies are "ancillary" or advisory only, providing guidance for local jurisdictions and public agencies in their efforts to develop a regional transportation network that maximizes access and mobility, minimizes congestion, and protects the quality of life,

The RCPG includes policies related to growth and development that seek to coordinate infrastructure with projected population and housing growth. In general, SCAG policies encourage local jurisdictions to balance job and housing opportunities and encourage job growth

concentration near transit services and transit nodes, existing freeways, high occupancy vehicle (HOV) lanes, and toll roads. Given the scope and expansive nature of the RCPG, not all of the RCPG polices apply to every project. SCAG developed the Regional Comprehensive Plan (RCP) to present a vision of how Southern California can balance resource conservation, economic vitality, and quality of life. It serves as a guide in approaching growth and infrastructure challenges in an integrated and comprehensive way.

Regional Transportation Plan

SCAG has also adopted the RTP to help coordinate development of the region's transportation improvements. SCAG adopted the latest RTP in May 2008. The 2008 RTP includes a plan to provide highway, transit, rail, aviation, and goods movement infrastructure to meet the region's needs in 2030 with a focus on improving the balance between land use and current and future transportation systems. The RTP identifies specific projects that are included in the State Transportation Improvement Plan (STIP) and Federally- and State-funded road improvement projects must be consistent with the RTP. The RTP is updated every four years and the next updated version will be released in 2012.

Compass 2 Percent Growth Vision

In 2004, SCAG adopted a regional growth strategy known as the Compass Strategy. The Compass program is the part of the 2004 regional growth forecast policy that attempts to reduce emissions and increase mobility through strategic land use changes. SCAG's Compass program calls for intensification of housing in and around major employment centers.

The Southern California Association of Government's Compass Growth Vision is the blueprint for population, housing and employment growth for SCAG region. The Compass Growth Vision is designed to redistribute future growth into areas with available transportation capacity, transit nodes, employment centers and other necessary infrastructure and calls for changes to trends related to land use and transportation on two percent of the land area, known as 2% Strategy Opportunity Areas. The 2% Strategy Opportunity Areas include urban centers, industrial centers, transit corridors, and priority residential in-fill areas.

Goals for the Opportunity Areas include locating new housing near existing jobs and new jobs near existing housing, encouraging in-fill development, promoting development with a mix of uses, creating walkable communities, providing a mix of housing types, and focusing development in urban areas.

The HTC Project areas identified as a 2% Strategy Opportunity Area suited to future mixed use, higher residential densities and employment-generating land uses.³

³ <http://www.compassblueprint.org/files/orange-county.pdf>

Orange County Projections

Orange County jurisdictions and public agencies develop demographic estimates and projections to provide a common foundation for regional and local planning, policymaking, and infrastructure provision. Orange County agencies have executed a Memorandum of Understanding with the Orange County Council of Governments (OCCOG) to contract with the Center for Demographic Research at California State University, Fullerton, to develop and periodically update demographic projections for Orange County.

Orange County projections are updated every three to four years to incorporate general plan amendments and changes in land use policy at the jurisdiction level, as well as the effects of broader demographic and economic trends. The Project's consistency with the latest Orange County Projections (OCP-2006) is discussed in Section 5.13, Population and Housing.

5.10.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project will normally have a significant adverse environmental impact on land use and planning if it would:

Threshold LU-1 Physically divide an established community.

Threshold LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigation an environmental effect.

Threshold LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

5.10.3 ENVIRONMENTAL IMPACTS

Existing Plans, Programs, and Policies

There are no plans, programs, and policies that relate to potential impacts on land use and planning.

Project Design Features

There are no specific Project Design Features that relate to potential impacts on land use and planning.

Impacts Analysis

Threshold LU-1 Would the project physically divide an established community?

The HTC Project would not physically divide an established community. The site is currently developed with a variety of non-residential land uses and there are no residential uses located within the Project area. The HTC Master Plan would result in the redevelopment and revitalization of land uses on the Project site. No features are proposed within the Project that would physically divide an established residential neighborhood. Existing roadways and infrastructure exist at the Project site and are readily available to serve future development or redevelopment within the planning area. No significant impact is anticipated.

Threshold LU-2 Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

City of San Juan Capistrano General Plan

The proposed Project proposes to amend various Elements within the adopted General Plan to reflect the land use changes and to ensure internal consistency within the General Plan. The amended General Plan goals and policies will replace certain existing goals and policies in the City's current General Plan.

The HTC Master Plan Project proposes to amend the Land Use Element to update the definition of the "Historic Town Center Master Plan Area" to reflect the proposed HTC Master Plan boundaries. The Circulation Element would be amended to 1) Include a downtown parking district to allow shared use parking; 2) Remove Ortega Highway between Camino Capistrano and Del Obispo Street from the MPAH; 3) Extend El Camino Real, Yorba Street, and Forster Street between Del Obispo Street and Camino Capistrano; 4) Add a new figure and text showing the existing and HTC Master Plan proposed trails; 5) Modify street designations and the hot spot designation in Figure C-2 Arterial Highway System to reflect the changes proposed in the HTC Master Plan. The Parks and Recreation Element will also be amended to revise Figure PR-1: Parks and Recreation Facilities to eliminate the trails, which will be incorporated into a new figure in the Circulation Element for internal consistency. These changes will provide consistency between the proposed HTC Master Plan and the City's General Plan to reflect the proposed land uses as presented in Table 3.3-1 in Section 3, Project Description.

Land Use Compatibility

Similar land uses are generally assumed to be compatible and the placement of similar uses adjacent to one another generally will not result in a significant land use incompatibility. Different types of land uses often have different characteristics, such as noise and traffic generation, which could result in potential incompatibilities, especially in regard to sensitive receptors (i.e., residential uses).

Compatibility with Surrounding Land Uses

The HTC Project area is currently developed with a variety of non-residential uses and is surrounded by a mix of residential uses and non-residential uses. The majority of the edges of the HTC Project area are physically separated from the surrounding uses by existing physical features, such as buildings, trees, Trabuco Creek and the surrounding street system. Specifically, the I-5 Freeway borders the HTC Project site to the east. The I-5 Freeway along with the required setbacks and landscaping provides a buffer between the HTC Project and the community to the east of a minimum of 270 feet. Therefore, the Project is consistent with land uses east of the site.

The residential community to the west of the HTC Project is separated by Paseo Adelanto and Trabuco Creek. The required setbacks and existing landscaping provide an additional buffer, separating existing uses. In addition, the 64 acre Connectivity area is not proposed for additional development with the exception of providing additional trails to connect to the existing regional trail system. Improvements to the El Horno freeway underpass, a bridge at Trabuco Creek and expanded hitching posts at Los Rios Park may increase pedestrian activity in the neighboring areas as additional residents use the regional multi-use/equestrian trails west and north of the Connectivity area. This increased trail connectivity is not expected to result in adverse land use compatibility impacts with the existing surrounding land uses.

The south edge of the Repositioning area will buffer the existing residential and non-residential (retail shopping centers, restaurants and church uses) uses to the south, since no new development is proposed for this edge with the exception of the proposed multi-family housing. The proposed multi-family housing will be located adjacent to the northern boundary of an existing single-family residential neighborhood. No significant land use conflicts are anticipated between these types of residential uses. Separate access will be provided for the proposed multi-family residential use, which will be oriented away from the existing single-family residential uses to the south.

The number of overall vehicle trips at buildout of the HTC Master Plan is project to be reduced which will improve land use compatibility impacts related to traffic, noise and air quality on surrounding land uses. Therefore, no direct impacts on the surrounding uses are anticipated. Potential indirect impacts to surrounding land uses associated with aesthetics, air quality, noise, and traffic are addressed throughout this EIR.

Internal Compatibility

Residential uses within the Revitalization and Repositioning areas are proposed to be located adjacent to non-residential uses, including retail, office and mixed use development. Where this occurs, the residential and non-residential uses will be separated by separate access driveways and buffers such as walls, landscaping, and/or berms, thereby reducing any potential incompatibilities to less than significant. Potential incompatibility may exist between the proposed residential uses and non-residential on-site noise generators, which include parking structures, and parking lots, loading docks, and music associated with commercial activities. To ensure that noise levels are not exceeded these Projects will require increased setbacks,

soundwalls, enclosed parking structures, buffers and/or other noise restrictions on commercial uses (refer to MM-NOS-1 through MM-NOS-3).

The proposed Project uses are compatible with the existing urban activities. The non-residential uses being proposed are similar in use and business hours as compared to the existing uses. The Project would replace uses within the Repositioning area that have a high concentration of auto-oriented retail and commercial activities with a more traditional mixed use extension of the Town Center, which results in a significant reduction of overall trips. The project also proposes the addition of approximately 239 residential uses within the Revitalization and Repositioning areas. Placing residential development within an urban activity area also improves circulation by reducing overall traffic and vehicle miles traveled, thereby, reducing the opportunity for conflicts between commercial traffic and residential traffic.

The Project is compatible with Mission San Juan Capistrano. The Project proposes to narrow Ortega Highway from Del Obispo to Camino Capistrano and provide wide sidewalks and additional street trees and landscaping to better accommodate the thousands of visitors who line up every year to be admitted into the Mission. Greater connectivity for pedestrians is being provided throughout the HTC Master area providing greater accessibility and compatibility between residents and the adjacent businesses.

As demonstrated in the analyses above, activities associated with implementation of the proposed project would not substantially conflict with adjacent land uses. The Project is intended to provide a variety of residential and non-residential opportunities in an area of an existing employment center and urban activity area, where adequate supporting uses and public services and facilities exist. This is consistent with the City's General Plan Land Use Element. Therefore, the proposed Project will not conflict with adjacent land uses.

Compatibility with the Santa Ana (I-5) Freeway

The I-5 Freeway extends along the eastern boundary of the proposed Repositioning area where redeveloped commercial uses and multi-family residential uses are proposed. Potential land use compatibility issues between the proposed residential uses and the I-5 Freeway include aesthetics (lighting) and noise impacts. The proposed multi-family residential is separated from the Caltrans right-of-way with an existing slope and landscaping. Additional perimeter landscaping would be required as a buffer along with future development of any proposed residential uses. This buffer serves to physically separate the potentially incompatible uses, as well as, reduce potential impacts associated with noise and light and glare associated with the high traffic volume along the I-5 Freeway. As discussed in Section 5.12, Noise, certain areas along the I-5 Freeway will experience noise levels that exceed City standards thereby requiring mitigation such as soundwalls and/or extensive acoustical upgrades. The mitigation proposed in Section 5.12 will ensure that potential noise from the I-5 Freeway will be reduced to a less than significant level. As described in Section 5.1, Aesthetics, light and glare impacts from traffic and street lighting were determined to be less than significant.

Compatibility with the Southern California Regional Rail Authority (SCRRA) Railroad and the Metrolink Station

Within the Revitalization area retail, commercial/office, a boutique hotel and residential uses are proposed west of Camino Capistrano, which are in proximity of the Southern California Regional Rail Authority (SCRRA) Railroad and the Metrolink Station. Railroad tracks have potential noise, vibration and pedestrian safety incompatibilities with these uses. As discussed in Section 5.12, Noise, future site specific development along the railroad tracks may experience interior noise levels requiring mitigation such as acoustical and architectural upgrades as a result of noise and/or vibration impacts. The mitigation recommended in Section 5.12 reduces potential noise impacts to less than significant.

As discussed in Section 5.16, Transportation and Traffic, development in accordance with the HTC Master Plan will reduce vehicle trips in the Project area. However, the Project may result in increased pedestrian traffic at existing railroad at-grade intersections which may result in compatibility impacts related to pedestrian safety. There are two crossings in the City that would be potentially affected by the HTC Master Plan Project, including (1) the Verdugo Street-Los Rios Pedestrian Plaza and (2) the Del Obispo Street at-grade. Both of these at-grade crossings are designated as Quiet Zones and have been subject to extensive safety controls with mechanical barriers, visual (light) and auditory (bell) alarms and meet all current crossing design standards required by the California Public Utilities Commission.

As part of the City of San Juan Capistrano's Quiet Zone project, which is currently underway, pedestrian gates are being installed at both crossings within the planning areas. A quiet zone is a designated section of railroad including one or more consecutive public crossings in which trains are prohibited from sounding their horns. The intent of quiet zones is to decrease the levels of noise for nearby residential communities. In order to implement this program, increased safety measures must be constructed at crossings. Improvements include upgraded and updated warning devices, additional gate arms, extended and raised medians, improved signs and coordinated traffic signals. Construction has begun to improve five crossings in San Juan Capistrano, including Avenida Aeropuerto, Del Obispo Street, La Zanja Street, Oso Road and Verdugo Street. The City of San Juan Capistrano's Quiet Zone project will be complete in 2011 and will greatly improve pedestrian safety and reduce noise levels in the area of both at-grade crossings that affect the HTC Project area.

Compatibility with General Plan Objectives

Table 5.10-2 below addresses the consistency of the proposed Project with the relevant objectives and applicable policies contained within each of the six elements of the General Plan. As described below, the proposed Project is supportive of, and will not conflict with, the relevant objectives and policies.

**Table 5.10-2
Project Consistency with Relevant Goals and Policies
in the City of San Juan Capistrano General Plan**

Relevant Policy	Compliance with Policy
Land Use Element	
Land Use Goal 1: Develop a balanced land use pattern to ensure that revenue generation matches the City's responsibility for provision and maintenance of public services and facilities.	
<p>Policy 1.1: Encourage a land use composition that provides a balance or surplus between the generation of public revenues and the cost of providing public facilities and services.</p>	<p>Based on prior economic impact studies, the City's historic town center has been found to be underperforming in terms of economic activity and sales tax revenue-generation given the HTC area's potential. Based on San Juan Capistrano's favorable demographics, disposable income and strong tourist component, the current town center has the potential for a significant increase in revenues. The HTC Master Plan planning process identified this potential and designed a plan that translates the potential into a set of complementary enhancements to the current town center. The purpose of the HTC Master Plan is to provide a mechanism for development to occur over the long-term. This plan creates the opportunity for future development and redevelopment that would result in an increase in sales tax revenues and transient occupancy taxes to support the provisions of public services. Therefore, the Project is consistent with this policy.</p>
<p>Policy 1.2: Encourage commercial, tourist-oriented, and industrial development that is compatible with existing land uses within the city to improve the generation of sales tax, property tax, and hotel occupancy tax.</p> <p>Policy 1.3: Encourage mixed commercial and residential use projects in the Mission District downtown area to conserve land and provide additional housing opportunities and population to support commercial services and retail sales.</p>	<p>Development of the site as proposed will result in redevelopment within the Revitalization and Repositioning areas of the Project resulting in additional commercial/office, civic, hotel and other mixed uses. Redevelopment of the City's historic town center is the local focus for tourist-oriented activities. Associated with such activities are the generation of sales tax, property tax and hotel occupancy tax which are all necessary for the City's fiscal health and sustainability. In addition, the proposed residential development will increase the generation of property tax and will contribute to the community's fiscal health through intensification of land uses, drawing additional visitors from the Mission to the downtown retail shops and by encouraging and coordinating public and private reinvestment in the downtown. Such direction to provide housing opportunities within the Town Center exists in the City's Draft Housing Element. The Project is consistent with these policies.</p>
Land Use Goal 2: Control and direct growth so that community character is preserved.	

**Table 5.10-2
Project Consistency with Relevant Goals and Policies
in the City of San Juan Capistrano General Plan**

Relevant Policy	Compliance with Policy
<p>Policy 2.2: Assure that new development is consistent and compatible with the existing character of the City.</p>	<p>Preserving community character is a major aspect of the Project. The Master Plan was based on the unique characteristics of the Project site including the village scale, historic characteristics of the buildings, and landscape. In addition, the City’s current design guidelines provide substantial direction and sensitivity for approaching new development or modifications to existing development. Most importantly, new development and redevelopment will be compatible with and preserve the integrity of existing historic buildings within the town center. The Project is consistent with this policy.</p>
<p>Policy 2.3: Ensure that development corresponds to the provision of public facilities and services.</p>	<p>Public services and facilities currently exist in the Project site and are adequate to serve the proposed development. Applicants for subsequent development projects which seek to implement the Master Plan will be required to pay fees where necessary to ensure that the level of service remains adequate to accommodate the increase in development within the City of San Juan Capistrano. The Project is consistent with this policy.</p>
<p>Land Use Goal 3: Distribute additional population within the City based on risk factors.</p>	
<p>Policy 3.1: Confine higher density land uses to the valley areas outside of the floodplain.</p> <p>Policy 3.2: Limit density of development in the hillsides, floodplains and other high risk areas.</p>	<p>The Project proposes approximately 239 multi-family residential units within the Revitalization and Repositioning areas of the Project. The proposed residents are planned within relatively flat areas of the City and is not located within a floodplain, hillside or other high risk areas. The Project is consistent with these policies.</p>
<p>Land Use Goal 4: Preserve major areas of open space and natural features.</p>	
<p>Policy 4.1: Preserve areas of natural hazards, such as landslides and floodplains, which would jeopardize the public health and safety.</p>	<p>As discussed in Section 5.9, Hydrology and Water Quality, no residential development is located within a 100-year floodplain. In addition, improvements associated with the Project are not located within a 100-year floodplain with the exception of one specific area within Subwatershed F. The proposed improvements for this area will be required to obtain FEMA approval first and show that improvements do not impede flood flows or redirect flood flows to other areas downstream or upstream based on the requirements of the C/LOMR (Conditional/Letter of Map Revision) process. Compliance with the FEMA requirements (PPP-H-1) will ensure that there is no safety risk related to flooding. In addition, the geotechnical analysis prepared for the proposed Project concluded that development of the site is feasible from a geotechnical point of view; the structures will be designed to minimize both structural damage and injury associated with seismic hazards that are prevalent in southern California consistent with the seismic standards of the California Building Code (CBC). The Project is consistent with this policy.</p>

**Table 5.10-2
Project Consistency with Relevant Goals and Policies
in the City of San Juan Capistrano General Plan**

Relevant Policy	Compliance with Policy
Policy 4.2: Implement land and open space rights acquisition programs to allow for the long-term preservation of open space resources	The Project would not affect the City’s long term preservation of open space resources, since Project development would not impact any open space areas. Furthermore, there are no areas within the HTC that would be suitable for land and open space acquisition for the purpose of preserving open space resources.
Policy 4.3: Preserve designated ridgelines and the immediate adjacent area to maintain the open space character of the community.	The Project is not located within an area that has General Plan-designated ridgelines.
Land Use Goal 5: Encourage commercial development which serves community needs and is located in the existing central business district.	
Policy 5.1: Encourage the location and retention of businesses within the downtown Mission District.	The Project area includes a mix of retail, office and other mixed use development which serves to revitalize the downtown Mission District and meet community needs as well as more broadly based tourist needs. A vibrant and sustainable village center has a variety of commercial development. To serve as the community’s civic and social center, the town center’s commercial mix must be wide to attract tourists as well as local residents. It is the intent of the Project to continue and strengthen this variety by proposing retail, office, civic, hotel as well as residential uses. The Project is consistent with this policy.
Land Use Goal 6: Enhance or redevelop underperforming commercial centers.	
Policy 6.1: Allow for the transition of the oversupply of commercial land use to other economically viable revenue-producing land uses.	Vibrant village centers readily adapt to changing economic forces which are often out of the community’s control. A key aspect of being able to readily adapt is having clear policy direction to inform regulations and administrative procedures over long periods of time. However, adapting to changing forces must be done within the context of the community’s expectations for the town center as compared to adapting the town center to become something it is not. It is the intent of the HTC Master Plan to enhance the village scale character through careful infill of underutilized land and to provide the regulatory structure for enabling appropriate change over time. Further, while the Plan provides for increasing the amount of overall commercial development in the town center, retail space in the planning area will be slightly reduced (i.e. reduction of approximately 27,000 gsf). The Project is consistent with this policy.
Land Use Goal 7: Enhance and maintain the character of the neighborhoods.	

**Table 5.10-2
Project Consistency with Relevant Goals and Policies
in the City of San Juan Capistrano General Plan**

Relevant Policy	Compliance with Policy
<p>Policy 7.1: Preserve and enhance the quality of San Juan Capistrano neighborhoods by avoiding or abating the intrusion of non-conforming buildings and uses.</p>	<p>The HTC Master Plan provides clear policy direction for the redevelopment of the area over the long term. It is the intent of the HTC Master Plan to enhance the village scale character through careful infill of underutilized land and to provide the regulatory structure for enabling appropriate change over time. The Project is consistent with this policy.</p>
<p>Policy 7.2: Ensure that new development is compatible with the physical characteristics of its site, surrounding land uses, and available public infrastructure.</p>	<p>As discussed above and in Section 5.1 Aesthetics, the proposed land use, intensity of development and architectural character of the proposed Project are compatible with the surrounding land uses. All of the infrastructure, including sewer, water and storm drainage facilities as well as utilities and public services currently exist and are in use at the Project site. No major expansions and/or improvements are required. The Project is consistent with this policy.</p>
<p>Policy 7.3: Utilize programs for rehabilitation of physical development, infrastructure and undergrounding of utilities within the City to improve community neighborhoods.</p>	<p>The Project entails redevelopment of the City’s town center. All of the infrastructure, including sewer, water and storm drainage facilities as well as utilities and public services currently exist and are in use at the Project site. No significant expansions and/or improvements are required. The Project is consistent with this policy.</p>
<p>Policy 7.4: Protect the existing population and social character of older areas subject to rehabilitation and redevelopment.</p>	<p>It is the intent of the HTC Master Plan to enhance the village scale character through careful infill of underutilized land and to provide the regulatory structure for enabling appropriate change over time. The Project is consistent with this policy.</p>
<p>Housing Element</p>	
<p>Housing Goal: The primary goal of the City of San Juan Capistrano is to ensure that decent, safe housing is available to all current and future residents of the community at a cost that is within the reach of the diverse economic segments that comprise this community.</p>	

**Table 5.10-2
Project Consistency with Relevant Goals and Policies
in the City of San Juan Capistrano General Plan**

Relevant Policy	Compliance with Policy
<p>Housing Goal 1: Encourage the provision of a wide range of housing by location, type of unit, and price level to meet the current and future housing needs in the City.</p> <p>Housing Goal 3: The City will promote the development of high quality housing, enforce the maintenance of safe and decent housing, and improve the quality of life in residential neighborhoods.</p> <p>Housing Goal 4: The City will facilitate the development of rental housing for very-low and lower income households, assist in creating ownership opportunities for moderate-income households, and attempt to preserve the affordability of existing restricted units.</p>	<p>The Project proposes the addition of 239 multi-family residential units, which is consistent with the long-range land use goals and objectives of the City articulated in the Housing Element, by addressing the provision of housing necessary in the City to create the desired balance of residential and non-residential land uses. The Project will accommodate residential development that is intended to meet the need of a variety of economic segments, including affordable housing.</p> <p>As future residential development within the Master Plan is proposed, the applicant/developer of such housing will be required to establish provisions for affordable housing consistent with the General Plan Housing Element and the City’s affordable housing code. For planned housing within the Community Redevelopment Agency area, the Project will be required to provide a minimum of 15 percent (36 units based on a total of 239 units) of such housing as affordable for qualifying households. The affordable units may be provided on-or off-site subject to the approval of the City. As an option, the City may authorize applicants/developers to pay “in lieu” fees for the affordable units, which would be used by the City to provide affordable housing within San Juan Capistrano. The Project is consistent with the goals of the Housing Element.</p>
Circulation Element	
Circulation Goal 1: Provide a system of roadways that meets the needs of the community.	

**Table 5.10-2
Project Consistency with Relevant Goals and Policies
in the City of San Juan Capistrano General Plan**

Relevant Policy	Compliance with Policy
<p>Policy 1.1: Provide and maintain a City circulation system that is in balance with the land uses in the City.</p> <p>Policy 1.3: Coordinate improvements to the City circulation system with other major transportation improvement programs.</p> <p>Policy 1.4: Improve the circulation system roadways in concert with land development to ensure sufficient levels of service.</p> <p>Policy 1.5: Improve existing arterial system that serves regional circulation patterns in order to reduce local congestion (Ortega Hwy at I-5).</p> <p>Policy 1.6: Reduce the congestion along local arterial roadways in commercial areas by driveway access consolidation, parking area interconnections and similar actions.</p>	<p>As discussed in Section 5.16 “Transportation/Traffic,” the Project will generate a significantly less number of overall trips for both weekday and weekends than existing conditions. Specifically, for the Weekday condition, there will be a reduction of 1,247 ADT, 304 AM Peak Hour and 19 PM Peak Hour trips. For the Weekend condition, there will be an increase of 211 ADT with a reduction of 1,193 Peak Hour Trips. This overall decrease results from the proposed replacement of existing land uses with high trip generation rates such as drive-through restaurants, with proposed uses that generate less trips. This results in a significant reduction of trips due to the existing high concentration of auto-oriented retail and commercial activities currently located within the Town Center area and the related travel benefits that could be derived from their repositioning to a more traditional mixed-use extension of the Town Center over time. Additionally, to correct existing deficient intersections, the Project will result in implementation of several circulation improvements as detailed in MM-TR-1 and MM-TR-2.</p> <p>Although not a part of this project, the Caltrans I-5 Freeway Interchange project will significantly reduce local congestion at the I-5 Ramps and Ortega Highway. This project has been approved and an EIR has been certified, therefore, it is reasonable to assume that the project will be implemented as scheduled for completion in 2015.</p>
Circulation Goal 2: Promote an advanced public transportation network.	
<p>Policy 2.2: Promote new employment-producing development in areas where public transit is convenient and desirable.</p>	<p>Implementation of the Project would contribute an estimated 645 new jobs and 239 new dwelling units within close proximity of both local and regional transit service consisting of fixed-route bus lines (OCTA) and both commuter and passenger rail service (Metrolink and Amtrak). The Project is consistent with this policy.</p>
Circulation Goal 3: Provide an extensive public bicycle, pedestrian, and equestrian trails network.	
<p>Policy 3.1: Provide and maintain an extensive trails network that supports bicycles, pedestrians, and horses and is coordinated with those networks of adjacent jurisdictions.</p>	<p>The Project serves to enhance the City’s existing extensive bicycle and equestrian trail network that is located in the areas surrounding the HTC Master Plan area. Specifically, the Project will serve to widen Del Obispo Street to accommodate 2 eastbound and 2 westbound through lanes, a dedicated eastbound left turn pocket a dual westbound left turn pockets along with a 7 foot wide Class II bike lane for each direction and 5 foot wide sidewalks. The new bike lanes will connect with existing Class II bicycle lanes on Del Obispo Street west of Alipaz Street with an opportunity for a connection to the Class I bicycle trail along Trabuco Creek. Additionally, the Project allows for the enhancement to existing regional trail connections west and north of the HTC Project. The Project is consistent with this policy.</p>
Circulation Goal 4: Minimize the conflict between the automobile, commercial vehicles, pedestrians, horses and bicycles.	

**Table 5.10-2
Project Consistency with Relevant Goals and Policies
in the City of San Juan Capistrano General Plan**

Relevant Policy	Compliance with Policy
<p>Policy 4.1: Provide sufficient right-of-way widths along roadways to incorporate features that buffer pedestrians, horses and bicycles from vehicular traffic;</p> <p>Policy 4.4: Apply creative traffic management approaches to address congestion in areas with unique problems such as schools, businesses with drive-through access, and other special situations;</p>	<p>The Project includes several project design features to encourage multimodal transportation. For example, the Project includes improvements to the portion of Ortega Highway west of El Camino Real to be redesigned to include widened sidewalks, on-street parking, new landscaping, enhanced paving, and related improvements that will heighten the street’s role as the primary entrance into the Town Center for all travel modes. Refer to Table 5.16-11 in Section 5.16, Transportation/Traffic. Further, Del Obispo Street will include a new landscaped median with consolidated and controlled left-turn movements which will reduce congestion and improve traffic flow. The Project is consistent with this policy.</p>
Safety Element	
Safety Goal 1: Reduce the risk to the community from hazards related to geologic conditions, seismic activity, wildfires, structural fires and flooding	
<p>Policy 1.1: Reduce the risk of impacts from geologic and seismic hazards by applying the proper development engineering, building construction and retrofitting requirements.</p>	<p>As indicated in Section 5.6 Geology and Soils, a preliminary geotechnical analysis was prepared for the proposed Project that evaluated the site soils, geologic, and seismic characteristics of the site. That analysis concluded that the site is suitable for development and can be designed to avoid or reduce the potential risks associated with liquefaction, seismic shaking and related geotechnical hazards. The Project is consistent with this policy.</p>
<p>Policy 1.2: Protect the community from flooding hazards by providing and maintaining flood control facilities and limiting development within the floodplain.</p>	<p>As discussed in Section 5.9, Hydrology and Water Quality, no residential development is located within a 100-year floodplain. Other improvements associated with the Project are not located within a 100-year floodplain with the exception of one specific area within Subwatershed F. The proposed improvements for this area will be required to obtain FEMA approval first and show that improvements do not impede flood flows or redirect flood flows to other areas downstream or upstream based on the requirements of the C/LOMR process. Compliance with the FEMA requirements (PPP-H-1) will ensure that there is no safety risk related to flooding. In addition, the geotechnical analysis prepared for the proposed Project concluded that development of the site is feasible from a geotechnical point of view; the structures will be designed to minimize both structural damage and injury associated with seismic hazards that are prevalent in southern California consistent with the seismic standards of the California Building Code (CBC). The Project is consistent with this policy.</p>

**Table 5.10-2
Project Consistency with Relevant Goals and Policies
in the City of San Juan Capistrano General Plan**

Relevant Policy	Compliance with Policy
<p>Policy 1.3: Reduce the risk of wildfire hazards by requiring fire retardant landscaping and project design for development located in areas of high wildfire risk.</p> <p>Policy 1.4: Reduce the risk of fire to the community by coordinating with the Orange County Fire Authority.</p>	<p>The Project area is currently developed and is not located within a high wildfire risk area. Additionally the Project will be required to comply with Orange County Fire Authority (OCFA) codes, ordinances and standard conditions regarding fire prevention and suppression measures.</p> <p>As provided in Section 5.14, Public Services and Facilities, the City coordinated with OCFA to evaluate Project related impacts, which were determined to be less than significant. Furthermore, individual projects will be subject to OCFA review and approval of Fire Master Plans. The Project is consistent with this policy.</p>
<p>Policy 1.5: All residential projects with more than 48 units should be required to provide a secondary access to the Project site. The secondary access may be designated as emergency access only.</p>	<p>In accordance with PPP-FS-1, future residential development plans shall be subject to review and approval by OCFA for compliance with all applicable standard conditions, including those for access. Areas designated for future residential development now provide or could be designed to provide two or more access points. The Project is consistent with this policy.</p>
<p>Safety Goal 2: Protect the community from hazards related to air pollution, nuclear power production, hazardous materials, and ground transportation.</p>	
<p>Policy 2.1: Work with responsible federal, state and county agencies to decrease air pollution emissions occurring within the air basin to reduce the risk posed by air pollution.</p>	<p>As discussed in Section 5.3, Air Quality, Project implementation would result in a slight increase in ROG and NOx, adding to long-term emission levels. However, these levels are well below thresholds set by the SCAQMD. As a result, the project’s added long-term emissions would not contribute to the adverse health impacts. The Project is consistent with this policy.</p>
<p>Policy 2.3: Cooperate with responsible federal, state, and county agencies to minimize the risk to the community from the use and transportation of hazardous materials through the City.</p>	<p>As discussed in Section 5.8, Hazards and Hazardous Materials, the proposed Project land uses do not typically involve the use, transport, or disposal of any notable amounts or types of hazardous materials that would create a significant hazard to the public or the environment. While the uses proposed for the Project are not expected to create a significant hazard to the public, demolition of the existing buildings has the potential to expose construction workers to asbestos containing materials and/or lead-based paint. Implementation of PPP-HHM-3 through PPP-HHM-7 ensures that these materials will be handled in accordance with state regulations and no significant impacts are anticipated. The Project is consistent with this policy.</p>
<p>Safety Goal 3: Protect citizens and businesses from criminal activity.</p>	
<p>Policy 3.1: Coordinate with the Orange County Sheriff’s Department to reduce the risk of criminal activity.</p> <p>Policy 3.2: Apply design techniques and standards aimed at reducing criminal activity to new development and redevelopment.</p>	<p>As discussed in Section 5.14.1, Law Enforcement, OCSD officials have indicated that the increase in demands on law enforcement services resulting from Project implementation would not be significant when compared to the current demand levels based on the nature and character of the proposed development. The OCSD serves on the City’s Development Advisory Board (DAB) which reviews new development projects and provides the ability for the City to require design changes to improve public safety and create “defensible space.” The Project is consistent with this policy.</p>

**Table 5.10-2
Project Consistency with Relevant Goals and Policies
in the City of San Juan Capistrano General Plan**

Relevant Policy	Compliance with Policy
Conservation and Open Space Element	
Conservation and Open Space Goal 2: Protect and preserve important ecological and biological resources.	
<p>Policy 2.1: Use proper land use planning to reduce the impact of urban development on ecological and biological resources.</p> <p>Policy 2.2: Preserve important ecological and biological resources as open space.</p>	<p>The HTC Master Plan Project will provide guidance for future redevelopment within areas that are currently developed in an urban setting. New development would not occur within any native or sensitive ecological area. As discussed in Section 5.4, Biological Resources, the Project will comply with the requirements of the Migratory Bird Treaty Act (MBTA). This Project is consistent with this policy.</p>
Conservation and Open Space Goal 4: Prevent incompatible development in areas which should be preserved for scenic, historic, conservation or public safety purposes.	
<p>Policy 4.1: Assure incompatible development is avoided in those areas which are designated to be preserved for scenic, historic, conservation or public safety purposes.</p>	<p>Development of the HTC Project is concentrated in areas that are already developed. No significant scenic resources would be adversely affected, nor would the Project affect ridgelines or views of the City's ridgelines.</p> <p>Redevelopment would occur within areas that contain significant historic resources. As discussed in Section 5.5, Cultural Resources, extensive mitigation is required for any future site specific project that would directly impact or would be developed adjacent to an historic building or structure, including but not limited to the Blas Aguilar Adobe, Yorba/Garcia Adobe and barn, and the Esslinger Building. In addition, the City's current design guidelines provide substantial direction and sensitivity for approaching new development or modifications to existing development. This Project is consistent with this policy.</p>
Conservation and Open Space Goal 5: Shape and guide development in order to achieve efficient growth and maintain community scale and identity.	
<p>Policy 5.1: Encourage high-quality design in new development and redevelopment to maintain the low-density character of the City.</p>	<p>The HTC Project consists of a mixed-use development, which includes residential, commercial/office, retail, civic, religious, and hotel uses. These higher intensity uses are intended to complement the City's downtown area and provide additional employment opportunities. In addition, the City's Architectural Design Guidelines provide substantial direction and sensitivity for approaching new development or modifications to existing development. This Project is consistent with this policy.</p>

**Table 5.10-2
Project Consistency with Relevant Goals and Policies
in the City of San Juan Capistrano General Plan**

Relevant Policy	Compliance with Policy
<p>Policy 5.2: Ensure that new development integrates and preserves areas designed for scenic, historic, conservation or public safety reasons.</p>	<p>Development of the HTC Project is concentrated in areas that are already developed. No significant scenic resources would be adversely affected, nor would the Project affect ridgelines or views of the City’s ridgelines.</p> <p>Redevelopment would occur within areas that contain significant historic resources. As discussed in Section 5.5, Cultural Resources, extensive mitigation is required for any future site specific project that would directly impact or would be developed adjacent to an historic building or structure, including but not limited to the Blas Aguilar Adobe, Yorba/Garcia Adobe and barn, and the Esslinger Building. In addition, the City’s current design guidelines provide substantial direction and sensitivity for approaching new development or modifications to existing development. The Master Plan preserves that area of the Historic Town Center Park under which lie the foundations of historic adobes that lined El Camino Real. This Project is consistent with this policy.</p>
<p>Conservation and Open Space Goal 6: Improve air quality.</p>	
<p>Policy 6.3: Implement City-wide traffic flow improvements.</p>	<p>Although Project implementation would reduce overall peak vehicle trips, the proposed Project includes future proposed intersection improvements that are intended to mitigate existing congestion and facilitate circulation in the City. These improvements would result in more efficient vehicular circulation in accordance with the City’s Circulation Element. This Project is consistent with this policy.</p>
<p>Policy 6.4: Achieve a greater balance between jobs and housing in San Juan Capistrano.</p>	<p>As discussed in Section 5.13, Population/Housing, the Project contributes a jobs-rich ratio that is more balanced than the City of San Juan Capistrano’s current or projected 2035 jobs/housing ratio of about 1.42 jobs per household. Additionally, the proposed Project would provide 239 housing units within close proximity of a major employment concentration. The close proximity between these housing units and employment opportunities has a positive affect on the City’s jobs/housing ratio. The proposed Project would help to balance job and housing opportunities locally within the City of San Juan Capistrano and its immediate subregion. This Project is consistent with this policy.</p>
<p>Policy 6.5: Integrate air quality planning with land use and transportation planning.</p>	<p>The Project will be required to implement all applicable SCAQMD conditions to reduce construction emissions as well as incorporate additional measures to reduce greenhouse gas emissions (GHG) emissions and long-term air emissions. This Project is consistent with this policy.</p>

**Table 5.10-2
Project Consistency with Relevant Goals and Policies
in the City of San Juan Capistrano General Plan**

Relevant Policy	Compliance with Policy
Policy 6.6: Promote energy conservation and recycling by the public and private sectors.	The Project will result in the enhancement of a mixed-use downtown that incorporates “Green Building Methods” such as energy efficient design, California native landscaping, and water quality measures for runoff treatment. Future site specific projects are eligible to participate in the City’s Green Building Program. This Project is consistent with this policy.
Conservation and Open Space Goal 7: Protect water quality.	
Policy 7.1: Coordinate water quality and supply programs with responsible water agencies.	The Project complies with the City’s requirement to incorporate BMPs to ensure that contaminants associated with development do not contaminate either surface water or groundwater. The City has adequate water supplies to serve the Project. This Project is consistent with this policy.
Policy 7.2: Encourage the production and use of recycled water.	A recycled water distribution system is not planned within the Project area because the planned landscaped areas are of insufficient size to justify the cost of installing and maintaining a non-potable system. Therefore, while the City is encouraging non-potable water throughout many areas of the City, the Historic Town Center is not a suitable candidate. The City will require compliance with the City’s water-conserving landscape ordinance for any future site specific development.
Policy 7.3: Conserve and protect watershed areas.	Project development will occur in areas that are already built out and thus, do not result in any significant changes to the Trabuco Creek or San Juan Creek watersheds. . This Project is consistent with this policy.
Noise Element	
Noise Goal 1: Minimize the effects of noise though proper land use planning.	
Policy 1.1: Utilize noise/land use compatibility standards as a guide for future planning and development decisions.	As discussed in Section 5.12, Noise, the City’s noise/land use compatibility standards were used as a guide to determine noise impacts. Multi-family residences are planned in a large part of the Repositioning Area. The homes would generally be located in an area with noise exposures ranging from 70 to 80 CNEL. The City’s Compatibility Matrix indicates that this use in a 75 to 80 CNEL noise environment is “clearly unacceptable.” However, the Compatibility Matrix was developed by the Department of Housing & Urban Development in 1972, almost 40 years ago and since that time, construction methods and materials have improved, especially windows, and architectural designs have been developed for high noise impact areas such as this. Residential developments in high noise environments such as this are no longer prohibitive, but are costly and constrained in their design. Mitigation measures are required to ensure that noise levels meet the City’s interior (45 CNEL), and exterior (65 CNEL) noise standards though implementation of sound attenuation (refer to MM-NOS-1).

**Table 5.10-2
Project Consistency with Relevant Goals and Policies
in the City of San Juan Capistrano General Plan**

Relevant Policy	Compliance with Policy
Policy 1.2: Provide noise control measures and sound attenuating construction in areas of new construction or rehabilitation.	Noise control measures are required as detailed in mitigation measures MM-NOS-1 through MM-NOS-4.
Noise Goal 2: Minimize transportation-related noise impacts.	
Policy 2.1: Reduce transportation-related noise impacts to sensitive land uses through the use of noise control measures.	Multi-family residences are planned in a large part of the Repositioning Area near the I-5 Freeway. The homes would generally be located in an area with noise exposures ranging from 70 to 80 CNEL. Residential developments in high noise environments such as this require mitigation measures to ensure that noise levels meet the City's interior (45 CNEL), and exterior (65 CNEL) noise standards (refer to MM-NOS-1). As part of the development review process for site-specific projects, the City would require an acoustic study and site-specific noise mitigation.
Policy 2.2: Control truck traffic routing to reduce transportation-related noise impacts to sensitive land uses.	Residential uses proposed in the Project area would not be subject to significant truck traffic. Loading docks and truck deliveries will be associated with the development of the proposed retail, commercial, and mixed use developments. Deliveries are transitory activities that normally would not be expected to last for more than 15 minutes. During that time a truck may have its engine idling. The typical noise coming from an idling truck is about 75 dBA at 50 feet, and peak noise levels from a truck passing by could be as high as 80 dBA at 50 feet. Projects employing a loading dock and truck deliveries would need to show that it complies with the City Noise Ordinance. Impacts would be mitigated through compliance with MM-NOS-1.
Policy 2.3: Incorporate sound-reduction design in development projects impacted by transportation-related noise.	Noise control measures are required as detailed in mitigation measures MM-NOS-1 through MM-NOS-4.
Noise Goal 3: Minimize non-transportation-related noise impacts.	
Policy 3.1: Reduce the impacts of noise-producing land uses and activities on noise sensitive land uses.	The Project site is an active urban site and implementation would increase overall land uses. Operation could expose people to noise sources such as commercial activities and parking lot noise. However, noise control measures are required as detailed in mitigation measures MM-NOS-1 through MM-NOS-4.
Policy 3.2: Incorporate sound-reduction design in new construction or rehabilitation projects impacted by non-transportation-related noise.	Noise control measures are required as detailed in mitigation measures MM-NOS-1 through MM-NOS-4.
Cultural Resources Element	
Goal 1: Preserve and protect historical, archaeological, and paleontological resources.	

**Table 5.10-2
Project Consistency with Relevant Goals and Policies
in the City of San Juan Capistrano General Plan**

Relevant Policy	Compliance with Policy
<p>Policy 1.1: Balance the benefits of development with the project’s potential impacts to existing cultural resources.</p>	<p>Many historic town centers have preserved and protected their cultural resources to help distinguish their downtowns from other centers or attractions. Enhancing San Juan Capistrano’s inherent distinctions is an important goal for the City. For example, the City has implemented a wayfinding program that identifies such resources and destinations while orienting the visitor to the town center as an overall place. The Project has been designed to avoid significant cultural resources. However, the Project site is located in an area with several significant historic and archaeological resources. Impacts to these resources have been addressed in Section 5.5, Cultural Resources, and require mitigation measures MM-CLT-1 through MM-CLT-4 to ensure that future site specific development does not significantly impact these resources.</p>
<p>Policy 1.2: Identify, designate, and protect buildings and sites of historic importance.</p>	<p>Five buildings are listed on the California and National Registers and thus have already been determined eligible. These are the Blas Aguilar Adobe, Domingo Yorba and Manuel Garcia Adobes, Esslinger Building and the Santa Fe Depot. Additionally, potential historic buildings were identified and evaluated in detail in Section 5.5, Cultural Resources, including: El Adobe Restaurant (Miguel Yorba Adobe and Juzgado Adobe), Avila Adobe, Egan House, Provincial Building, Old Barn Antique Mall (Proctor-Stafford Buildings), Alberto Pryor Family House, Ferris-Kelly Complex (El Peon), Swallow’s Inn Building, Nick’s Café, Trading Post, Camino Real Playhouse, Union Bank, El Adobe Plaza, Camino Plaza, Pedro’s Tacos, and Birtcher-Pacific Building.</p> <p>Future site specific development has the potential to directly or indirectly impact historic resources, including but not limited to the barn element of the Yorba/Garcia Adobe, the Blas Aguilar Adobe, Esslinger Building. Development near these areas will require detailed evaluation and strict design criteria to ensure protection of these resources in accordance with mitigation measure MM-CLT-1.</p>
<p>Community Design Element</p>	
<p>Goal 1: Encourage and preserve a sense of place.</p>	
<p>Policy 1.2: Encourage high-quality and human scale design in development to maintain the character of the City.</p>	<p>The Project includes the adoption of a Form-Based Code that incorporates development and design standards that will achieve high-quality, human-scale design consistent with the City’s Architectural Design Guidelines. Further, individual site-specific projects will be subject to review for compliance with those Guidelines including design policies and provisions specific to “Downtown Commercial” development .</p>
<p>Goal 2: Preserve the historic character of the community.</p>	

**Table 5.10-2
Project Consistency with Relevant Goals and Policies
in the City of San Juan Capistrano General Plan**

Relevant Policy	Compliance with Policy
Policy 2.1: Encourage development which complements the city’s traditional, historic character through site design, architecture, and landscaping.	The Project includes the adoption of a Form-Based Code that incorporates development and design standards that will achieve high-quality, human-scale design consistent with the City’s Architectural Design Guidelines. Further, individual site-specific projects will be subject to review for compliance with those Guidelines including design policies and provisions specific to “Downtown Commercial” development.
Goal 3: Preserve and enhance natural features.	
Policy 3.3: Preserve and enhance scenic transportation corridors, including Interstate 5 and the railroad.	As discussed in Section 5.1, Aesthetics, the Project will not adversely impact scenic transportation corridors or important viewsheds. Development will occur in areas that are currently developed with relatively flat topography. The Project is consistent with this policy.
Policy 3.4: Preserve important viewsheds.	
Growth Management Element	
Growth Management Goal 1: Coordinate rational and orderly growth that assures the economic and efficient provision of public services and infrastructure to new development.	
Policy 1.2: Approve only those development proposals for which there is sufficient funding through the developer, City or other agency to provide a level of public service and infrastructure which meet the established goals.	As discussed above, adequate public services and infrastructure currently exist at the Project site. As discussed in Section 5.16, Transportation and Traffic, the proposed Project will be required to implement several intersection improvements that are intended to mitigate congestion and facilitate circulation in the City. These improvements would result in more efficient vehicular circulation in accordance with the City’s Circulation Element. Further, the City has several mechanisms available to fund public streets/infrastructure improvements in the town center including the Capital Improvement Program (CIP), creating a "business improvement district" (BID), the Capistrano Circulation Fee Program (CCFP). This Project is consistent with this policy.
Growth Management Goal 2: Provide sufficient regional transportation facilities.	
Policy 2.2: Encourage the expansion of alternative means of regional public transportation.	The Project will enhance the City’s downtown area and creates additional job growth in an area that can be directly accessed by the existing train station. Additionally, the Project proposes 239 residential units within an employment center, thereby encouraging people to live and work in close proximity. So while the Project does not expressly expand alternative means of regional transportation, it establishes a land use plan that takes advantage of the close proximity of regional public transportation facilities, specifically the railroad depot, and thus is consistent with this policy.
Growth Management Goal 3: Provide for a balance of jobs and housing through land use planning.	

**Table 5.10-2
Project Consistency with Relevant Goals and Policies
in the City of San Juan Capistrano General Plan**

Relevant Policy	Compliance with Policy
<p>Policy 3.1: Consider jobs/housing balance in the City and region as a factor in land use decision-making.</p>	<p>As discussed in Section 5.13, Population/Housing, the Project contributes a jobs-rich ratio that is more balanced than the City of San Juan Capistrano’s current or projected 2035 jobs/housing ratio. Additionally, the proposed Project would provide 239 housing units within close proximity of a major employment concentration. The close proximity between these housing units and employment opportunities has a positive affect on the City’s jobs/housing ratio. The proposed Project would help to balance job and housing opportunities locally within the City of San Juan Capistrano and its immediate subregion. This Project is consistent with this policy.</p>
Parks and Recreation Element	
Goal 1: Provide, develop and maintain ample park and recreational facilities that provide a diversity of recreational activities.	
<p>Policy 1.6: Increase the accessibility of existing open space areas for recreational activities;</p>	<p>The Revitalization area contains four open spaces of varying size and function. By their location and purpose, these spaces are more urban types of recreational or leisure spaces in comparison to the sports or natural type of open spaces elsewhere in the City. These spaces range from one large space of 2.25 acres to two landscaped plazas of 8,000 square feet along Camino Capistrano at Forster and Yorba Streets to a 2,500 square foot plaza at the railroad depot. These spaces total 2.3 acres of open space.</p> <p>The largest of the non-Mission spaces is the 2.25-acre Historic Town Center Park on which the Blas Aguilar adobe is situated. This open space is the site of archaeological remains of adobe structures and foundations. The space is improved with a stage/bandstand and provides visual open space.</p> <p>Most recently, Phase 1 of the Los Rios Park was completed in the Los Rios neighborhood west of the railroad depot. This new 7.1-acre park provide park amenities for residents of both Los Rios and the Villas to the north, and connects the Town Center with the historic Los Rios area and recreational facilities to the west.</p> <p>Overall, the Project will enhance connectivity to the City’s existing parks within the Project area. The Project is supportive of this policy.</p>
Goal 2: Develop and expand the existing bicycle, hiking, and equestrian trail system and facilities	

**Table 5.10-2
Project Consistency with Relevant Goals and Policies
in the City of San Juan Capistrano General Plan**

Relevant Policy	Compliance with Policy
<p>Policy 2.1: Develop and expand the existing trails network that supports bicycles, pedestrians and horses, and coordinate linkages with those networks of adjacent jurisdictions.</p>	<p>According to Figure PR-1, there are no planned bicycle routes, paths or trails for the Project area. The nearest planned route bypasses the plan area along a route that is roughly parallel to Trabuco Creek. In order to create a vibrant Town Center the Project considered the use of a combination of travel modes.</p> <p>The Master Plan proposes several new and enhanced regional connections in order to increase accessibility for pedestrians, cyclists, and equestrian riders into and within the Town Center (see Exhibit 3.3-6). The Project is supportive of this policy.</p>
<p>Public Services and Utilities Element</p>	
<p>There are several goals and policies within the Public Services and Utilities Element that address the need for the City as a whole to coordinate with the appropriate provider to ensure that the level of service and infrastructure needs are being met.</p>	<p>Future development in accordance with the proposed Project will use existing utilities at the Project site to serve the community. As discussed in Section 5.14, Public Services and Facilities and Section 5.17 Utilities and Service Systems there is adequate public services and utilities for the proposed development. The Project is consistent with the Public Services and Utilities Element.</p>
<p>Floodplain Management Element</p>	
<p>Floodplain Management Goal 1: Protect life and property from floodwaters.</p>	
<p>Policy 1.1: Limit development within the floodplain to minimize risks to life and property and satisfy the flood insurance and other requirements of the Federal Emergency Management Agency (FEMA).</p>	<p>As discussed in Section 5.9, Hydrology and Water Quality, no residential development is located within a 100-year floodplain. Other improvements associated with the Project are not located within a 100-year floodplain with the exception of one specific area within Subwatershed F. The proposed improvements for this area, including additional retail use adjacent to the already approved Plaza Banderas Hotel project, will be required to obtain FEMA approval first and show that improvements are at elevated grade so as not to impede flood flows or redirect flood flows to other areas downstream or upstream based on the requirements of the C/LOMR process. Compliance with the FEMA requirements (PPP-H-1 and PPP-H-2) will ensure that there is no safety risk related to flooding. The Project is consistent with this policy.</p>
<p>Floodplain Management Goal 3: Preserve and enhance recreational opportunities and amenities provided by the creeks and their floodplains.</p>	
<p>Policy 3.2: Construct bicycle and equestrian trails along all of the creeks, and include underpasses for the trails beneath bridges, as well as safe trails on bridges.</p>	<p>The Master Plan allows for the enhancement of the El Horno Street freeway underpass north of the Town Center, which is accessible to pedestrians, cyclists, and horses. Improvements may include hardscape, landscape, signage, lighting, and potentially public art to improve the safety in the area. The Underpass would serve as a significant trail link to the neighborhoods east of the I-5 Freeway to the Town Center. The Project is consistent with this policy.</p>

Zoning Code

The Project area is presently zoned General Commercial, Tourist Commercial District, General Open Space, Community Park District, Specific Plan/Precise Plan (Los Rios 78-01) and Public & Institutional. The proposed Project involves changing the zoning designation to be consistent with the proposed General Plan Land Use Element and HTC Master Plan. Specifically, the Project will rezone a portion of the existing Tourist Commercial and General Commercial designations within the Project area to Town Center (TC) and Town Center Edge (TCE).

The rezone will include text and graphic amendments to adopt a Form-Based Code that will implement the HTC Master Plan. The Code proposes new zoning districts, as well as, land use, parking and development standards. This new Code will become Chapter 9-3.319 of the San Juan Capistrano Municipal Code. With approval of the proposed zone change, no conflict with the Zoning Code is anticipated.

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Table 5.10-3 below presents the proposed Project's consistency with the relevant SCAG policies contained in RTP 2008 and Growth Vision Principles. As described below, the proposed Project is supportive of, and will not conflict with, the relevant objectives and policies.

Table 5.10-3 Project Consistency with Relevant SCAG Goals and Policies	
Relevant Policy	Compliance with Policy
SCAG 2008 Regional Transportation Plan	
<p>Regional Transportation Plan Goals:</p> <ul style="list-style-type: none"> • G1: Maximize mobility and accessibility for all people and goods in the region. • G2: Ensure travel safety and reliability for all people and goods in the region. • G3: Preserve and ensure a sustainable regional transportation system. • G4: Maximize the productivity of our transportation system. • G5: Protect the environment, improve air quality and promote energy efficiency. • G6: Encourage land use and growth patterns that complement our transportation investments. • G7: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies. 	<p>Consistent: The proposed Project expands the local circulation network to serve the proposed residential and non-residential uses. In doing so, the proposed Project is consistent with these RTP goals. The Project contributes to land use and growth patterns within the City of San Juan Capistrano that maximize the productivity of the existing transportation system in the Project vicinity, by concentrating development within an established urban area.</p> <p>By establishing additional housing and employment in close proximity to both urban activity centers and transit and transportation facilities, the proposed Project will also serve to reduce VMT thereby contributing to overall improved air quality and decrease overall vehicle related trips. A nonvehicular circulation system consisting of bicycle and pedestrian facilities provides links to existing activity areas. The significant reduction in overall trips and encouragement of multimodal context sensitive approach will improve air quality and energy efficiency.</p> <p>Not Applicable: RTP Goal G7.</p>

**Table 5.10-3
Project Consistency with Relevant SCAG Goals and Policies**

Relevant Policy	Compliance with Policy
<p>Regional Transportation Plan Policies:</p> <ul style="list-style-type: none"> • Transportation investments shall be based on SCAG’s adopted Regional Performance Indicators. • Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments. • RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions. 	<p>Consistent: These policies address transportation investments, operations on multi-modal transportation systems, and HOV lanes and are not applicable to the proposed Project. The proposed Project is consistent with RTP land use and growth strategies by resulting in a new residential and mixed uses in an urban area in close proximity to existing and proposed employment centers.</p>
Compass Blueprint - Growth Vision Principles	
<p>Principle 1: Improve mobility for all residents.</p> <ul style="list-style-type: none"> • Encourage transportation investments and land use decisions that are mutually supportive. • Locate new housing near existing jobs and new jobs near existing housing, • Encourage transit-oriented development. • Promote a variety of travel choices. 	<p>Consistent: The Project involves the redevelopment of a town center area, which would contribute additional housing and employment in an existing urban activity area, employment center and major tourist destination. Major transit and transportation facilities are located near proposed development within the Project area.</p> <p>As discussed in Section 5.16, Transportation/Traffic, the Project will generate a significantly less number of overall trips for both weekday and weekends than existing conditions. Additionally, the Project area is well served by both local and regional transit service consisting of fixed-route bus lines (OCTA) and both commuter and passenger rail service (Metrolink and Amtrak). The provision of a network of regional and local roadway that will meet the community’s future travel needs through a multimodal, context-sensitive approach is the HTC Master Plan’s primary mobility goal. The development of related roadway and transportation improvements will balance the roadway system’s operation to accommodate multiple travel modes, reduce automobile dependence and travel within the Town Center, and accommodate parking needs through a shared use approach. These improvements will be supported by related projects that will facilitate pedestrian, bicycle, and transit connections within the Town Center and between the Town Center and neighboring communities.</p>

5.9.4 CUMULATIVE IMPACTS

The proposed Project is consistent with the goals and objectives adopted by the City of San Juan Capistrano General Plan (refer to Table 5.10-1, above) subject to amendments proposed by the Master Plan, General Plan Amendment and Rezone. Cumulative redevelopment that results in revitalization of the town center area over time is specifically anticipated in the San Juan Capistrano General Plan. In addition, these land use changes reduce traffic and corresponding air quality impacts, increase pedestrian activity and employment generation, encourage walkability and multimodal transit, while placing development in areas that avoid environmentally sensitive areas. In so doing, the growth anticipated in the General Plan will occur in areas of the City determined to be more suitable for development. The cumulative redevelopment resulting from implementation of the proposed Project is consistent with the long-range goals, policies, and objectives adopted in the City in the General Plan, SCAG, and the NCCP/HCP. These land use changes will not require or result in the disruption or division of the physical arrangement of an existing community. Future development of cumulative projects will be required to comply with the adopted land use standards, policies and ordinances, and will be compatible with land uses in the areas surrounding the Project site. Development of related projects and areas surrounding the site will be governed by policies, implementation measures, and programs to ensure orderly urban development. Based on the above, cumulative land use impacts are not considered cumulatively considerable.

5.9.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts of the proposed Project will be less than significant.

5.9.6 MITIGATION MEASURES

In the absence of significant impacts, no mitigation measures are required.

5.9.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Less than significant.

5.9.8 REFERENCES

All notes and references listed below are available for public review at the City of San Juan Capistrano, Community Development Department, 32400 Paseo Adelanto, San Juan Capistrano, California.

1. City of San Juan Capistrano. *General Plan*. December 1999.
2. City of San Juan Capistrano. *Zoning Ordinance*. July 2008.
3. City of San Juan Capistrano, Distrito La Novia/San Juan Meadows Draft EIR, January 2010, prepared by Keeton Kreitzer Consulting.

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4. County of Orange, Environment Management Agency. *Central and Coastal Subregion Natural Community Conservation Plan/Habitat Conservation Plan*. 1995.
 5. Southern California Association of Governments. *Regional Comprehensive Plan and Guide*. 2008.
 6. Southern California Association of Governments. *Regional Transportation Plan*. 2008.
 7. Southern California Association of Governments. Website: <http://www.scag.ca.gov>. Accessed on August 2011.
 8. Southern California Association of Governments. *Compass Blueprint*. Website: <http://www.compassblueprint.org>. Accessed on August 2011.