Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
5.1 Aesthetics			
Threshold AES-1: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historical buildings within a state scenic highway.	There are a number of historic buildings located throughout the Revitalization area. The Project has been designed to protect and preserve designated historic buildings and assure that new development is compatible and complementary to these buildings. As described above, the Project area contains numerous mature ornamental trees including Eucalyptus, California Pepper, Liquidambar, and various other species. The majority of these trees will be retained and the City's Architectural Design Guidelines provide that future design accommodate existing trees. Any future site specific project that proposes the removal of a tree must comply with the City's Tree Removal Permit Ordinance (Municipal Code, Section 9-2.349).	Refer to mitigation measures **MM-CLT-1** through **MM-CLT-4**	Less than significant
Threshold AES-2: Would the project have a substantial adverse effect on a scenic vista?	The visual character of the Revitalization and Repositioning areas would change because of new development and redevelopment of land uses over time, resulting in a thriving and diverse Historic Town Center District with a greater intensity of uses. Construction activities would result in a potentially adverse visual impact due to 1) a temporarily disturbed condition resulting from grading, demolition and potential stockpiling and 2) temporary noise barriers required during the use of construction equipment to protect sensitive receptors to significant noise impacts. Noise attenuation, including potential sound walls that would be required to reduce noise impacts for the proposed residential uses located near the Southern California Regional Rail Authority (SCRRA) Railroad and the I-5 Freeway, may result in an adverse visual impact.	**PPP-AES-1** Future site specific development projects, including design of a new bridge over Trabuco Creek to link the trails west of the creek directly to the Los Rios Street District, shall be subject to review and approval by the City's Design Review Committee and Planning Commission, who shall determine compliance with the goals, policies and standards of the San Juan Capistrano Architectural Design Guidelines and the Comprehensive Development Plan that promote "high-quality" urban design and aesthetic resource preservation through the City's design review process. **MM-AES-1** Prior to the issuance of grading permits for site specific development, the project applicant shall prepare a Construction Staging Plan that identifies the location(s) of staging areas, including equipment and vehicle storage areas, stockpile areas, etc. These areas shall be located as far away from the existing view corridors as practical. In addition, the Construction Staging Plan shall also identify the manner in which the staging and equipment storage would be screened (e.g., temporary fencing, landscaping, berms, or a combination of these and other methods) subject of the approval of the Public Works Director and Development Services Director, to ensure that the temporary visual impacts would be minimized within the viewshed. **MM-AES-2** Prior to the issuance of grading permits for site specific development that includes the construction of noise barriers (e.g. berms or sound walls), the project applicant shall prepare plans (i.e. soundwall plans, berm grading plans, landscaping plans, etc.) that demonstrate that landscaping and setbacks would provide a visual buffer between noise barriers and surrounding viewsheds to the Development Services Director or their designee for review and approval; who may refer such plans to the Design Review Committee for review.	Less than significant
Threshold AES-3: Would the project substantially degrade the existing visual character or quality of the	Construction activities would result in a potentially adverse visual impact due to 1) a temporarily disturbed condition resulting from grading, demolition and potential stockpiling	Refer to **PPP-AES-1** AND **MM-AES-1** to **MM-AES-2**	Less than significant

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
project area and its surroundings?	and 2) temporary noise barriers required during the use of construction equipment to protect sensitive receptors to significant noise impacts. Noise attenuation, including potential sound walls that would be required to reduce noise impacts for the proposed residential uses located near the Southern California Regional Rail Authority (SCRRA) Railroad and the I-5 Freeway, may result in an adverse visual impact.		
Threshold AES-4: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Lighting will be required to provide nighttime street and building illumination for the Project. Additional sources of light include security lighting, nighttime traffic, trail lighting, light associated with the night time use of residences, and the retail, office and mixed use development, including building, parking lot, and security lighting.	**PPP-AES-2** All street, signage, landscape, and parking lot lighting sources shall be shielded and oriented, or provided with shielded luminaries so as to prevent lighting overspill into adjacent or nearby properties in violation of the Title 9, Land Use Code, Section 9-3.529, Lighting standards. **PPP-AES-3** Prior to issuance of certificate of occupancy for any building/structure, the project developer shall submit, lighting and photometric plan(s) for all proposed exterior lighting, which shall be subject to City review and approval to assure that compliance with the City's lighting standards per Section 9.3-529 for permitted illumination within parking areas and walkways as well as demonstrate that illumination does not create off-site light and glare, to the satisfaction of the Development Services Director or their designee, who may refer such plans to the Design Review Committee for review and comment prior to making a determination. **PPP-AES-4** Site development shall not result in excessive illumination based on the luminance recommendations of the Illuminating Engineering Society (IES) of North America. Lighting shall be designed to effectively complement the site design and architectural design of future development projects.	Less than significant
Cumulative Aesthetic Impacts	The new development occurring in the region of Project area, would alter scenic vistas/resources, change the visual character and quality of the general area, and introduce new sources of light and glare. The Project area is located in an urbanized portion of the City and development changes to the aesthetic environment are ongoing. New development and redevelopment of the HTC Project area in accordance with the HTCMP would result in an intensification of the urban character of the HTC through demolition or renovation of existing structures and construction of new structures. Residential and mixed-use development and development of the proposed bridge would alter the visual character of the Project area. Future site specific development projects in the HTC and future development projects within the City would be of quality design in conformance with the City's Architectural Design Guidelines and site design review. As a result, the proposed Project has a less than significant cumulative impact on the visual character of the HTC.	No mitigation is required.	Less than significant

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
5.2 Agricultural Resources			
Threshold AG-1: Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	There are no designated farmlands within the Project site.	No mitigation is required.	No impact
Threshold AG-2: Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	There are no areas zoned for agricultural use and there are no Williamson Act contracts on any land on the Project area.	No mitigation is required.	No impact
Threshold AG-3: Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	There are no forest lands or timberlands within the Project site.	No mitigation is required.	No impact
Threshold AG-4: Would the project result in the loss of forest land or conversion of forest land to non-forest use?	There are no forest lands within the Project site	No mitigation is required.	No impact
Threshold AG-5: Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	There are no Farmland or forest land within the Project site.	No mitigation is required.	No impact
Cumulative Agricultural Resources Impacts	There is no agricultural resources or farmlands located on the project site.	No mitigation is required.	No impact

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
5.3 Air Quality			
Threshold AQ-1: Would the project violate any air quality standards or contribute substantially to an existing or projected air quality violation?	**Short-Term Impacts** The following pollutant emissions resulting from construction activities are less than the Significance Emission Thresholds established by the SCAQMD: CO, NOX, VOC, PM10, PM2.5 and SOX. The Project construction emissions are less than significant with existing plans, programs and polices. **Long-Term Impacts** Local Air Quality Local air pollutant concentrations would not be expected to approach the ambient air quality concentration standards due to local traffic, and therefore, the project site is not anticipated to create a significant impact. Regional Air Quality The total Project emissions are below the SCAQMD Thresholds for ROG, NOx, CO, SO2, PM10 and PM2.5 for buildout year (2035). No significant impacts are anticipated. The Project represents a very small percentage of the total criteria pollutant emissions in the South Coast Air Basin; therefore, the increased risk of adverse health effects from Project construction and operations air emissions would also be relatively small.	**PPP-AQ-1** Compliance with SCAQMD Rules 402 and 403: During construction of site specific development, the property owner/developer and its contractors shall be required to comply with regional rules, which will assist in reducing short-term air pollutant emissions. SCAQMD Rule 402 requires that air pollutant emissions not be a nuisance off-site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Two options are presented in Rule 403; monitoring of particulate concentrations or active control. Monitoring involves a sampling network around the project with no additional control measures unless specified concentrations are exceeded. The active control option does not require any monitoring, but requires that a list of measures be implemented starting with the first day of construction. **PPP-AQ-2** The project shall comply with SCAQMD Rules 431.1 and 431.2, which require the use of low sulfur fuel for stationary construction equipment. **PPP-AQ-3** The project shall comply with SCAQMD Rule 1108, which sets limitations on ROG content in asphalt. **PPP-AQ-4** The project shall comply with City of San Juan Capistrano Municipal Code Section 9-3.513, which requires implementation of dust control/suppression measures (similar to SCAQMD Rule 403). **PPP-AQ-5** ROG Control Measures: Prior to issuance of the first building permit for site specific development, the applicant shall provide evidence to the Director of Community Development that the following measures shall be incorporated into project construction to the greatest extent feasible: • Use Water-Based and low-VOC coatings with VOC contents set forth in SCAQMD Rule 1113 (http://www.aqmd/gov/prdas/brochures/Super-Compliant_AIM.pdf) ; and • Use high transfer efficiency painting methods such as HVLP (High Volume Low Pressure) sprayers and brushes/rollers were possible. **PPP-AQ-6** Compliance with Title 24, Part 6, California's Energy Efficiency Standards for Residential and Nonresidential Buildings: All buildings must comply with Title 24, Part 6. Reducing the need to heat or cool structures by improving thermal integrity will result in a reduced expenditure of energy and a reduction in pollutant emissions	Less than significant
Threshold AQ- 2: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative	Please refer to impacts discussion for Threshold AQ-1 above.	Please refer to **PPP-AQ-1 through PPP-AQ-6**.	See above.

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
thresholds for ozone precursors)?			
Threshold AQ-3: Would the project expose sensitive receptors to substantial pollutant concentrations?	Please refer to impacts discussion for Threshold AQ-1 above.	Please refer to **PPP-AQ-1 through PPP-AQ-6**.	See above.
Threshold AQ-4: Would the project conflict with or obstruct implementation of any applicable air quality plan?	Because the Project is not projected to impact the local air quality, the project is found to be consistent with the AQMP for the first criterion. Although a General Plan Amendment is being processed to expand the boundaries of the HTC Master Plan area, the Project will result in a decrease in traffic and a reduction in traffic-related emissions for all pollutants. Therefore, the growth forecasts for the proposed project are consistent with the SCAG growth forecasts. Therefore, the second criterion is met for consistency with the AQMP.	No mitigation is required.	No impact
Threshold AQ-5: Would the project create objectionable odors affecting a substantial number of people?	No land uses that handle large amounts of solid waste, chemicals associated with heavy industry, or other uses that may generate objectionable odors are proposed or anticipated to occur under the proposed Project. Thus, no significant adverse impacts associated with odors are expected.	No mitigation is required.	No impact
Cumulative Air Quality Impacts	No significant cumulative air quality impacts would occur. Buildout of the proposed Project is not expected to contribute significantly to cumulative air quality impacts.	Please refer to **PPP-AQ-1** through **PPP-AQ-6**.	Less than significant
5.4 Biological Resources			
Threshold BIO-1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	The site does not support any special-status biological resources nor does the site exhibit other important regional or local biological values. However, e hotel site does have the potential to support Loggerhead shrike (*Lanius ludovicianus*). Native and non-native trees located within the Project are potential nesting sites for migratory birds. Removal of trees during the breeding season would be a potential significant impact if nesting birds are present.	**PPP-BIO-1** In accordance with Section 9-2.349 of the City of San Juan Capistrano Zoning Ordinance, the project applicant for site specific development shall obtain a tree removal permit from the City for each tree that will be removed from the site. For any tree that has a trunk diameter at breast height of thirty-six (36) inches or greater and is a specimen of the following species: Schinus molle (California pepper), Quercus spp. (oak), Cedar spp. (cedar), Eucalyptus globulus (blue gum eucalyptus), Juglans spp. (walnut), Olea europaea (olive), Platanus spp. (sycamore), Populus spp. (cottonwood), shall obtain a heritage tree removal permit. **PPP-BIO-2** Prior to any permit issuance for grubbing, grading, tree trimming/removal or prior to engaging in such activities that would occur between the breeding season for native birds (February 15 thought July 31), the project applicant for site specific development shall retain the services of a qualified ornithologist to conduct an ornithological survey of the construction zone, The City will require the developer to submit a copy of the executed contract for such services prior to the issuance of any grading permits. The ornithological survey shall occur not more that seven days prior to the initiation of grading/construction activities. If the ornithologist detects any occupied nests of native birds within the construction zone, they	Less than significant

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
		shall be mapped on construction plans and the project applicant will fence off the area(s) supporting bird nests with temporary construction fencing, providing a minimum buffer of 200 feet between the nest and limits of construction. (This buffer zone shall be at least 500 feet for raptors until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project.) The construction crew will be instructed to avoid any activities in the zone until the bird nest(s) is/are no longer occupied, per a subsequent survey by the qualified ornithologist. Alternatively, the project applicant will consult as appropriate with the USFWS to discuss the potential loss of nests of native birds covered by the MBTA to obtain the appropriate permit from the USFWS.	
Threshold BIO-2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	The HTC Master Plan envisions a potential future pedestrian bridge over the improved Trabuco Creek which would connect the existing regional trail to the west of the Project area to the Connectivity area and eventually the Revitalization area. The exact location and design for a potential bridge is unknown at this time and would be determined at some future date. Furthermore, given current funding, the bridge would not be constructed in the foreseeable near future. Future site specific development of a bridge would require Resource Agency permitting and additional biological and wetland surveys in compliance with the California Department of Fish and Game and U.S. Wildlife Service.	No mitigation is required.	Less than significant
Threshold BIO-3: Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means?	The HTC Master Plan envisions a potential future pedestrian bridge over the improved Trabuco Creek which would connect the existing regional trail to the west of the Project area to the Connectivity area and eventually the Revitalization area. The exact location and design for a potential bridge is unknown at this time and would be determined at some future date. Furthermore, given current funding, the bridge would not be constructed in the foreseeable near future. Future site specific development of a bridge would require Resource Agency permitting and additional biological and wetland surveys in compliance with the California Department of Fish and Game and U.S. Wildlife Service.	**MM-BIO-1** Prior to the issuance of any grading or building permit for the future pedestrian bridge over Trabuco Creek, the City shall prepare a jurisdictional delineation and secure, if required, necessary permits from the State Department of Fish and Game (pursuant to Section 1601-1603 of the Fish and Game Code) and the U.S. Army Corps of Engineers (pursuant to Section 404 of the Clean Water Act). If a Section 404 Permit is required by the project, the City shall also secure a Section 401 Water Quality Certification from the California Regional Water Quality Control Board, San Diego Region.	Less than significant.
Threshold BIO-4: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?	The Project site has a lack of suitable native habitat to support wildlife and the sites are not in the vicinity of wildlife movement linkages identified in the NCCP/HCP. The proposed Project would not have a significant impact on wildlife movement corridors or native wildlife nursery sites.	Refer to **MM-BIO-1** above.	Less than significant.

Table 1-2 Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation			
Thresholds of Significance	**Project Impacts**	**Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])**	**Level of Significance After Mitigation**
Threshold BIO-5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	There are several native and non-native ornamental trees located throughout the project site. Removal of any trees would require compliance with the City's Heritage Tree Ordinance (Section 9.2-349(f)). Removal of a Heritage Tree could have potential impacts on migratory birds, such as Coopers Hawk, to nest in the trees on site.	See **PPP-BIO-1** and **PPP-BIO-2** above.	Less than significant
Threshold BIO-6: Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or State habitat conservation plan?	Development of the Project would not conflict with any approved local, regional, or state habitat conservation plan. Therefore, there is no impact.	No mitigation is required.	No impact
Cumulative Biological Resources Impacts	The proposed Project will not contribute to cumulative impacts related to biological resources.	No mitigation is required.	No impact
5.5 Cultural Resources			
Threshold CLT-1: Would the project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of the CEQA Guidelines?	The parking structure proposed near the Blas Aguilar Adobe would not have a direct physical impact on the historic resource. The location of the proposed parking structure would reduce visibility of, and visually impose on, the Blas Aguilar Adobe, resulting in indirect impacts. The HTC Master Plan shows a parking structure near the Yorba/Garcia Adobes which would replace at least one historic resource (barn) that is a contributing element of the Yorba/Garcia Adobes NRHP record. Physical impacts, including demolition or relocation, of the barn would result in a significant impact to an historic resource. New structures are proposed adjacent to historic resources listed on the NRHP and the CRHR including but not limited to the Esslinger Building, Blas Aguilar Adobe and the Yorba/Garcia Adobes.	**PPP-CLT-1** City Council Policy 601, which addresses the management of Historic, Archaeological and Paleontological Resources including known, previously unknown, and accidentally discovered, resources shall be followed during HTC Master Plan implementation of site-specific projects. Municipal Code Section 9-2.327, Historic and Cultural Landmark Site Plan Review, shall apply to site-specific projects affecting sites listed on the City's Inventory of Historic and Cultural Landmarks. In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken: a. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the Orange County Coroner is contacted to determine if the remains are prehistoric and that no investigation of the cause of death is required. If the coroner determines the remains to be Native American, then the coroner shall contact the Native American Heritage Commission within 24 hours, and the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent from the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or b. Where the following conditions occur, the landowner or his/her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendent or on the property in a location not subject to further subsurface disturbance:	Less than significant

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
		1. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; 2. The identified descendent fails to make a recommendation; or 3. The landowner or his/her authorized representative rejects the recommendation of the descendent, and mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. [CEQA Guidelines Section 15064.5(e)] **MM-CLT-1** Prior to the approval of discretionary entitlements and associated CEQA review for future site-specific development associated with the HTC Master Plan that either 1) impacts an historic structure [including but not limited to the structures (barn(s) and shed) which are contributing elements of the Yorba/Garcia Adobes NRHP record) or 2) is located adjacent to an historic structure (including structures proposed adjacent to the Blas Aguilar Adobe and the Esslinger Building), the project applicant shall complete, or cause to be completed, the following: a. Prepare a historic resource evaluation to provide an updated historic integrity evaluation of the Yorba/Garcia Adobes site pursuant to the requirements of the CEQA Guidelines, the National Register of Historic Places criteria and the Secretary of the Interior's Guidelines for Architectural and Engineering Documentation (often referred to as “HABS documentation”). In the event the evaluation concludes the site retains its historic integrity, the requirements governing the significance of impacts and mitigation of impacts to historical resources set forth in CEQA Guidelines Sections 15064.5 (b) and 15126.4(b) shall be addressed in the CEQA document prepared for the project. In the event the evaluation concludes the site does not retain its integrity, then the City shall submit the report to the California Offic of Historic Preservation for a concurrence determination pursuant to National Register of Historic Places procedures. b. For buildings or improvements proposed adjacent to an historic structure listed in the National Register of Historic Places, site-specific development plans shall be evaluated to determine if the design of the proposed structures is compatible with the adjacent historic resource in accordance with the Secretary of the Interior’s Standards and CEQA Guidelines Sections 15064.5 (b) and 15126.4(b). Stringent design guidelines shall be required for projects located adjacent to historic buildings taking into account the potential for indirect and visual impacts. Mitigation measures must be recommended and incorporated into the future site specific project to reduce indirect visual impacts as part of the discretionary entitlement and CEQA review process. Specific measures may include but are not limited to re-orienting or adjusting the location of proposed buildings or improvements; incorporating features and elements consistent with architectural design guidelines; reducing the height and/or massing of the proposed structure or building; increased setbacks and screening of the structure with native trees. **MM-CLT-2** Prior to the issuance of any grading permit, and for any subsequent permit involving excavation to increased depth, the project applicant shall provide and comply with the following: a. The applicant shall submit to the Development Services Department documentation that a qualified	

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Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
		archaeologist (defined as an archaeologist on the List of Certified Archaeologists for Orange County) has been retained to monitor site clearing, grading, and excavation activities, stating the name, qualifications, and contact information for the archaeologist. Proponents of projects within the Reviatilization Area are encouraged to engage the services of a qualified historical archaeologist with more than 20 years of experience and a specialty in Spanish Colonial archaeology for all archaeological testing, monitoring and/or data recovery. b. The qualified archaeologist shall be present at pre-construction meetings to advise construction contractors about the sensitive nature of cultural resources located on and/or in the vicinity of the project site, as well as monitoring requirements. A qualified monitor (defined as an individual with a bachelors degree in anthropology with archaeological monitoring experience), supervised by the qualified archaeologist, shall observe on- and off-site construction activities that result in grading, and/or excavating in undisturbed, native sediments (including during project-related off-site utility [natural gas, electricity, sewer, water, drainage, communications, etc.] and roadway improvements). Should nonhuman cultural resources be discovered, the monitor shall have the power to temporarily halt or divert construction activities until the qualified archaeologist can determine if the resources are significant and, if significant, until recovered by the archaeologist. In the event that human remains are discovered, construction activities shall be halted or diverted until the provisions of §7050.5 of the Health and Safety Code and §5097.98 of the Public Resources Code have been implemented. c. During construction/grading activities, a Native American monitor shall observe construction/grading activities that result in grading, excavating, and/or trenching on or below the original ground surface (including during project-related off-site utility [e.g., natural gas, electricity, sewer, water, drainage, communications, etc.] and roadway improvements). The Native American monitor shall consult with the archaeological monitor regarding objects and remains encountered during grading that may be considered sacred or important. In the event that evidence of human remains is discovered, the Native American monitor shall verify that the archaeologist has notified the Coroner. d. Prior to final inspection by the Development Services Department, the applicant shall submit evidence that final reports for any historical, cultural or archaeological resources recovered from the project site during grading or construction have been filed with the appropriate information repository. Reports shall include information on disposition of resources. **MM-CLT-3** Prior to award of construction contracts or discretionary entitlement approvals, whichever occurs first, for the Yorba, Forster and El Camino street extensions and development within HTC Park, testing, evaluation and preparation of a data recovery plan shall be prepared by the historical archaeologist in accordance with CEQA Guidelines Section 15126.4. Testing and evaluation, following scraping and clearing activities, may consist of surface collection and mapping, limited subsurface excavations, and the appropriate analyses and research necessary to characterize the artifacts and deposit from which they originated. Upon completion of the test level investigations, for sites determined to be unique archaeological sites or historical resources as set forth in CEQA Guidelines Section 15064.5, the report shall be forwarded to the City Cultural Heritage Commission in accordance with City Council Policy 601. Project plans and/or CEQA analysis shall take into account the recommended measures as approved by the City. Appropriate measures for unique archaeological resources or historical resources could include preservation in place through planning	

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Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
		construction to avoid archaeological sites; incorporation of sites within parks, greenspace, or other open space; covering the archaeological sites with a layer of chemically stable soil before building the roadway on the site or deeding the site into a permanent conservation easement. When data recovery through excavation is the only feasible mitigation, a data recovery plan, which makes provision for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared in accordance with the State of California Office of Historic Preservation's Archaeological Resource Management Reports Guidelines, Guidelines For Archaeological Research Design and Guidelines for the Curation of Archeological Collections and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archaeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code and §5097.98 of the Public Resources Code.	
Threshold CLT-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 of the CEQA Guidelines?	The Project adds three roadways to connect between El Camino Real and Del Obispo Street. The most northern proposed roadway extending Yorba Street slightly north of its existing alignment could impact known archaeological resources including the foundations of the former Casa Tejada (formerly joined to Blas Aguilar Adobe by a shared courtyard and courtyard walls). All proposed construction activities within the Revitalization Area have the potential to impact subsurface archaeological resources, both Native American and historical.	See **MM-CLT-1** through **MM-CLT-3** above.	Less than significant
Threshold CLT-3: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	There are no known surface outcrops of the Capistrano Formation bedrock or Terrace Deposits within the Project area. These are considered materials that have a high potential for paleontological resources. However, these formations may be present at below the quaternary alluvium and colluvium. Shallow excavations have a low potential to impact paleontological resources but the potential of deep excavations should be considered potentially high.	**MM-CLT-4** In the event a site-specific development project's detailed geotechnical report finds materials of the Capistrano Formation or Terrace Deposits within the construction limits, then the following shall be implemented: a. prior to issuance of a grading permit involving excavation that would impact materials from the Capistrano Formation or Terrace Deposits, then a qualified paleontologist (defined as a paleontologist on the List of Certified Paleontologists for Orange County) shall be retained by the project applicant and shall be present at pre-construction meetings to advise construction contractors about the potential occurrence of paleontological resources located on and/or in the vicinity of the project site, as well as monitoring requirements. b. A qualified monitor (defined as an individual with a bachelors degree in paleontology and monitoring experience), supervised by the qualified paleontologist, shall be on-site during construction activities that result in the grading and/or excavating of current surface material (including during project-related off-site utility [e.g., natural gas, electricity, sewer, water, drainage, communications, etc.] and roadway improvements) to monitor for paleontological resources. Should paleontological resources be discovered, the monitor shall have the authority to temporarily halt or divert construction activities until the qualified paleontologist can determine if the resources are significant. Significant paleontological resources shall be recovered by the qualified paleontologist. c. Prior to final inspection by the Development Services Department, the applicant shall submit evidence	Less than significant

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
		that final reports for any paleontological resources recovered from the project site during grading or construction have been filed with the appropriate information repository. Reports shall include information on disposition of resources. Refer also to **MM-GEO-1** below.	
Threshold CLT-4: Would the project disturb any human remains, including those interred outside of formal cemeteries?	Based on the results of this study, there are no known human remains within the Project site boundaries. The proposed Project would not cause substantial adverse change to known human remains. It is possible, but not likely, that buried human remains are present within the Project site boundaries. Implementation of PPP-CLT-1 would provide the measures necessary to appropriately address such a situation by stopping further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the Orange County Coroner is contacted. The Orange County Coroner will in turn contact the appropriate persons or groups whom have the authority to determine treatment or disposing of the human remains as provided in Public Resources Code Section 5097.98. As such, the proposed Project's potential to impact human remains, if any, would be reduced to a level less than significant.	Refer to **PPP-CLT-1** above.	Less than significant
Cumulative Cultural Resources Impacts	Future construction projects in the area that increase local population will lead to accelerated degradation of the cultural and paleontological resources. However, each development proposal received by the City undergoes environmental review and would be subject to the same resource protection requirements as the proposed Project. If there is a potential for significant impacts on cultural or paleontological resources, an investigation will be required to determine the nature and extent of the resources and identify appropriate mitigation measures and existing requirements.	See **PPP-CLT-1**, **MM-CLT-1** through **MM-CLT-4** above.	Less than significant
5.6 Geology and Seismicity			
Threshold GEO-1: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: • Rupture of a known earthquake	No active or potentially active faults are known to cross the Project site and the potential for primary ground rupture due to faulting on-site is very low to negligible. However, the site will likely be subject to seismic shaking as a result of movement along the major active (and potentially active) fault zones that characterize this region. Compliance with PPP-GEO-1 and PPP-GEO-3, which requires structures to be	**PPP-GEO-1** Grading Operations: All grading operations and construction will be conducted in conformance with the applicable City of San Juan Capistrano Excavation and Grading Ordinance, the most recent version of the California Building Code, and consistent with the recommendations included in the most current geotechnical reports for the project area prepared by the engineer of record. **PPP-GEO-2** Structures and Seismic Design: Future proposed buildings and structures (i.e., houses, retaining walls, etc.) shall be designed in accordance with the provisions of the California Building Code	Less than significant

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Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
fault, as delineated on the most recent Alquist Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? • Strong seismic ground shaking? • Seismic-related ground failure, including liquefaction? • Landslides?	designed and constructed in compliance with the UBC, would reduce the potential impact to less than significant. The project site is located within a zone identified by the State of California of potentially high liquefaction potential. The potential for seismically-induced landsliding is regarded as low.	(IBC/CBC). **MM-GEO-1** Prior to the issuance of building permits for each site specific development, the applicant/developer shall submit detailed geotechnical investigation reports to the City's Public Works Department for review and approval. Said reports shall evaluate faults, subsidence, slope stability, settlement, foundations, grading constraints, liquefaction potential, shallow groundwater and other soil engineering design conditions and provide site specific recommendations to mitigate these issues/hazards. The geotechnical reports shall be prepared and signed/stamped by a Registered Civil Engineer specializing in geotechnical engineering and a Certified Engineering Geologist.. **MM-GEO-2** Prior to issuance of a grading permit for each site specific development, the applicant/developer shall prepare and submit a detailed grading plan prepared by a licensed geotechnical engineer. The proposed structures shall be designed based on applicable geotechnical parameters prescribed in the report for foundation design as well as those established by the California Building Code and applicable regulations. At a minimum, on-site structures shall be designed in accordance with the applicable 2010 CBC criteria identified in Section 1613.5 of that Code.	
Threshold GEO-2: Would the project result in substantial soil erosion or loss of topsoil?	During Project construction activities there would be an increased potential for soil erosion. Proper control of surface drainage will also help to avoid erosion impacts. Compliance with existing codes and policies would address erosion potential. With implementation of erosion control PPPs, potential erosion impact is less than significant.	**PPP-GEO-3** Erosion Control: Sediment and erosion control devices shall be required and constructed in accordance with Section 8-2.15 and 8-2.16 of the City of San Juan Capistrano Municipal Code pursuant to a Sediment and Erosion Control Plan submitted to and approved by the City's Public Works Department. Please also see **PPP-WQ-1** through **PPP-WQ-3** above and **PDF-WQ-3** below (i.e., Construction-related water quality measures).	Less than significant
Threshold GEO-3: Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	The site is not are located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Site specific geotechnical investigations are required to determine and address seismic settlement and compressibility, and corrosion control measures.	Please refer to **PPP-GEO-1** through **PPP-GEO-3**, **MM-GEO-1** and **MM-GEO-2** above.	Less than significant
Threshold GEO-4: Would the project be located on expansive soil, as defined by Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Expansive soils are expected to exist within the HTC Project area, particularly within the northern and eastern edges of the site. As specific projects are proposed, soil tests will be required to determine the Expansion Index and the Atterberg Limit (MM-GEO-1).	Please refer to **MM-GEO-1** above.	Less than significant
Threshold GEO-5: Would the project site have soils incapable of adequately supporting the use of septic tanks or alternative waste water	The use of septic tanks would not occur in the HTC Project site, as existing sewer pipelines already exist within the Project site.	No mitigation required.	No impact

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
disposal systems where sewers are not available for the disposal of wastewater?			
Cumulative Geology and Seismicity Impacts	The Project-specific impacts, as well as the impacts associated with other projects, would be reduced to a less than significant level through compliance with applicable State and local requirements, including but not limited to the City of San Juan Capistrano Building Code and City of San Juan Capistrano Grading and Excavation Code. Seismic impacts are a regional issue and are also addressed through compliance with applicable codes and design standards. For these reasons, the Project's contribution to cumulative geotechnical and soil impacts is less than significant.	Please refer to **PPP-GEO-1** through **PPP-GEO–3** above.	Less than significant
5.7 Greenhouse Gas Emissions			
Threshold GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	The Project will generate very few GHG emission. The plan will result in a decrease in vehicular traffic, and this almost completely offsets the modest increases in the rest of the emission categories which are a result of additional development. The total project emissions would be below the SCAQMD screening threshold of 3,000 MT CO2EQ/Year, and the increase in GHG emissions should not be considered significant.	**PPP-GHG-1** Title 24 Energy Standards: Site-specific projects shall comply with all State Energy Insulation Standards and City of San Juan Capistrano codes in effect at the time of application for building permits. (Commonly referred to as Title 24, these standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Title 24 covers the use of energy efficient building standards, including ventilation, insulation and construction and the use of energy saving appliances, conditioning systems, water heating, and lighting). Plans submitted for building permits shall include written notes demonstrating compliance with energy standards and shall be reviewed and approved by the Public Utilities Department prior to issuance of building permits. **PPP-GHG-2** New development and redevelopment will comply with the City of San Juan Capistrano's Green Building Program. **PDF-GHG-1** Green Site Design: The Project reduces potential GHG emissions because of its favorable location near major transportation and employment centers, land use mix, and density. Additionally, as recommended in the Attorney General's letter, the following features have been incorporated into the Project design: Transportation and Motor Vehicles • Incorporate bicycle lanes into street systems in regional transportation plans, new subdivisions, and large developments. • Incorporate bicycle-friendly intersections into street design. Land Use Measures • Incorporate public transit into project design. • Preserve and create open space and parks. Preserve existing trees and require the planning of replacement trees for those removed in construction. • Include pedestrian and bicycle-only streets and plazas within developments. Create travel routes that	Less than significant

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Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
		ensure that designations may be reached conveniently by public transportation, bicycling or walking **MM-GHG-1** For future site specific new development and redevelopment, the project applicant shall demonstrate compliance with the following measures to the extent feasible. Transportation and Motor Vehicles • Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where signals are installed, require the use of Light Emitting Diode (LED) traffic lights. Generally it is the responsibility of the City to implement this type of measure, however, it is common for the developer to pay into a traffic improvement fund to finance these actions when appropriate. • Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas. • Limit idling time for commercial vehicles, including delivery and construction vehicles. • Use low or zero-emission vehicles, including construction vehicles. • Institute a low-carbon fuel vehicle incentive program. • Provide shuttle service to public transit. • Provide public transit incentives such as free or low-cost monthly transit passes. • For commercial projects, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including, e.g., locked bicycle storage or covered or indoor bicycle parking. • Provide information, training, and incentives to encourage participation. Energy Efficiency and Renewable Energy • Require energy efficient design for buildings. This may include strengthening local building codes for new construction and renovation to require a higher level of energy efficiency. Many developers, in response to concerns about GHG emissions, are designing projects to exceed the energy efficiency required by California Title 24 by 10 to 20%. • Require the use of energy efficient appliances and office equipment. • Require that projects use energy efficient lighting. (Flurescent lighting uses approximately 75% less energy than incandescent lighting to deliver the same amount of light) • Install efficient lighting and lighting control systems. Site and design buildling to take advantage of daylight. • Use trees, landscaping and sun screens on west and south exterior building walls to reduce energy use. • Install light colored “cool” roofs and cool pavements. • Limit the hours of operation of outdoor lighting. Land Use Measures • Preserve and create open space and parks. Preserve existing trees and require the planning of replacement trees for those removed in construction.	
Threshold GHG-2: Conflict with an applicable plan, policy or regulation	Please refer to impacts discussion for Threshold GHG-1 above.	Please refer to **PPP-GHG-1, PPP-GHG-2, PDF-GHG-1, MM-GHG-1** above.	Less than significant

Table 1-2
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Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
adopted for the purpose of reducing the emissions of greenhouse gases.			
Cumulative Greenhouse Gas Emissions	The geographic scope of the cumulative air quality analysis is the South Coast Air Basin. The Project has incorporated design features that are consistent with the California Office of the Attorney General's recommended measures to reduce Greenhouse Gas (GHG) emissions. No mitigation measures are required because the Project would reduce GHG emissions below the 3,000 MTCO2eq/year screening threshold. Other planned and approved projects are anticipated to comply with the Attorney General's recommendations, and it is reasonable to assume that such projects would implement greenhouse gas emissions reduction measures. With the implementation of these measures, the Project and other planned or approved projects would not emit cumulatively considerable amounts of greenhouse gas emissions.	No mitigation required.	Less than significant
5.8 Hazards and Hazardous Materials			
Threshold HHM-1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Development of the proposed Project would involve the use of chemical agents, solvents, paints, fuel for equipment, and other hazardous materials that are associated with construction activities. No significant impact is expected from the routine use and disposal of these materials. Residential, retail, commercial, civic, hotel and religious land uses proposed for the Project site 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. Furthermore, if an upset should occur in the Project area, responding emergency personnel are responsible for evacuating any properties in the vicinity of the incident. Therefore, this potential impact would be less than significant. Past and present uses and activities at and near the Project site identified a number of potential or suspect listed sites that have the potential to result in conflict with proposed land uses and that are recommended for further evaluation. Site specific development plans are required to determine whether hazardous materials known to occur in soil and potentially the groundwater at the site do not pose a hazard to future	**PPP-HHM-1** During any site decommissioning and demolition activities, hazardous wastes must be managed in accordance with the requirements of Title 22, Division 4.5 of the California Code of Regulations. Title 22 sets forth the requirements with which hazardous-waste generators, transporters, and owners or operators of treatment, storage, or disposal facilities must comply. These regulations include the requirements for packaging, storage, labeling, reporting, and general management of hazardous waste prior to shipment. In addition, the regulations identify standards applicable to transporters of hazardous waste such as the requirements for transporting shipments of hazardous waste, manifesting, vehicle registration, and emergency accidental discharges during transportation. **PPP-HHM-2** If soil is encountered during site specific development that is suspected of being impacted by hazardous materials, work at the subject construction activity area will be halted and the suspect site conditions will be evaluated by a qualified environmental professional. The results of the evaluation will be submitted to the Orange County Health Care Agency (OCHCA) and/or the California Regional Water Quality Control Board (RWQCB), as appropriate, and the necessary response/remedial measures will be implemented, as directed by OCHCA, RWQCB, or other applicable oversight agency, until all specified requirements of the oversight agencies are satisfied and a no-further action status is attained. **PPP-HHM-3** If any Underground Storage Tanks (USTs) are encountered during any site grading and excavation activities, they shall be removed in accordance with the existing standards and regulations of, and oversight by, the Orange County Health Care Agency (OCHCA), based on compliance authority granted through the California Code of Regulations, Title 23, Division 3, Chapter 16, Underground Tank Regulations. The process for UST removal is detailed in the OCHCA's AST/UST Removal Report and Remediation Procedures Report. Soil samples from areas where storage tanks have been removed or where soil	Less than significant

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Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
	occupants of the site. As such, there is considered to be a potentially significant hazard impact. 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.	contamination is suspected shall be analyzed for hydrocarbons including gasoline and diesel in accordance with procedures set forth in AST/UST Removal Report and Remediation Procedures Report and as directed by OCHCA. If hydrocarbons are identified in the soil, the appropriate response/remedial measures will be implemented as directed by OCHCA or other appropriate agency until all specified requirements of the oversight agencies are satisfied and a no-further-action status is attained. Any Above Ground Storage Tank (AST) in existence at the commencement of site development shall be removed in accordance with all applicable regulations under the oversight of OCHCA. These procedures are detailed in the UST/AST Removal Report. Compliance with the requirements of the OCHCA relative to the removal/closure of storage tanks is set forth through the California Health and Safety Code Sections of 25280 through 25299. **PPP-HHM-4** During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations Section 1532.1, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead. Lead-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code. **PPP-HHM-5** During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1529, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos. Asbestos-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code. **PPP-HHM-6** Federal law requires compliance with Rule 29 of the Code of Federal Regulations (CFR) Part 1926. Prior to site demolition activities, building materials shall be carefully assessed for the presence of lead-based paint, and its removal, where necessary, must comply with state and federal regulations, including Occupational Safety and Health Administration (OSHA) 29 CFR Part 1926. The OSHA rule establishes standards for occupational health and environmental controls for lead exposure. The standard also includes requirements addressing exposure assessment, methods of compliance, respiratory protection, protective clothing and equipment, hygiene facilities and practices, medical surveillance, medical removal protection, employee information and training, signs, recordkeeping, and observation of monitoring. Furthermore, the requirements of California Code of Regulations, Title 17, Division 1, Chapter 8, identify procedures that must be followed for accreditation, certification, and work practices for lead based paint and lead hazards. Section 36100 thereof specifically sets forth requirements for lead-based paint abatement in public and residential buildings. **PPP-HHM-7** Prior to site demolition activities, building materials must be carefully assessed for the presence of asbestos-containing materials (ACM), and removal of this material, where necessary, must comply with state and federal regulations, including SCAQMD Rule 1403, which specifies work practices with the goal of minimizing asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of ACMs. The requirements for demolition and renovation activities include asbestos surveying; notification; ACM removal procedures and time schedules; ACM handling and cleanup procedures; and storage, disposal, and landfill disposal requirements for asbestos-containing waste materials.	

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Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
		PPP-HHM-8 Groundwater wells, if any, that will no longer be used shall be properly abandoned in conjunction with site grading or redevelopment activities, in accordance with the requirements for a well deconstruction permit from the Orange County Health Care Agency (see http://ochealthinfo.com/docs/regulatory/ well/destruction.pdf). **MM-HHM-1** Prior to issuance of building permits for site specific development projects, the project applicant shall submit a Phase I Environmental Site Assessment that has been prepared by a Registered Professional Engineer and in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527.05, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. The recommendations in this Phase I ESA shall be addressed. Based on the results of the additional investigations set forth in the recommendations, any required remediation shall be completed in accordance with applicable regulatory requirements. A report documenting the completion, results, and any follow-up (remediation) on the recommendations shall be provided to the Director of Community Development prior to issuance of grading permits within the Project area.	
Threshold HHM-2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	There is a potential that asbestos-containing materials and lead based paints and/or lead-based plumbing components may be present within some or all of the onsite structures. This impact would be addressed by existing plans, programs, and policies (PPPs).	Please refer to **PPP-HHM-4** through **PPP-HHM-7** above.	Less than significant
Threshold HHM-3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	While the Project site is located within one-quarter mile of existing schools, the nature and location of uses proposed for the Project would not result in significant impacts related to hazardous/acutely hazardous materials substances, or wastes.	No mitigation is required.	Less than significant
Threshold HHM-4: Would the project be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	Since there are numerous sites undergoing investigation and/or remediation within and adjacent to the Project, the potential for impacts exists from hazardous substance contamination on or adjacent to specific project developments within the HTC. Future developments within the HTC may be impacted by hazardous substance contamination from historical operations on the project site that may pose a significant health risks. Federal, state, and local regulations referenced in PPP-HHM-3 through PPP-HHM-7, establish measures for removing or remediating hazardous materials and wastes that might be encountered during construction. As specific development applications are processed through the City, a more detailed environmental site assessment will be	Please refer to **PPP-HHM-3** through **PPP-HHM-7** and **MM-HHM-1** above.	Less than significant

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Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
	required to determine the project's potential for significant long-term impacts from historic releases of hazardous substances to soil or potentially groundwater. Until such additional investigations are completed for the Project site, as recommended in the Phase 0 ESA, there is considered to be a potential significant impact relative to hazards. Implementation of MM-HHM-1 requiring preparation of a Phase I ESA any necessary remediation will reduce this impact to less than significant.		
Threshold HHM-5: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Development of the subject property as proposed will not adversely affect either the evacuation routes or the adopted emergency preparedness planning program(s) being implemented by the City of San Juan Capistrano. Therefore, project implementation will not physically interfere with the City's emergency planning program. No significant impacts will occur as a result of project implementation and no mitigation measures are required. The adequacy of emergency evacuation routes, as well as emergency vehicle access to the Project, would be reviewed by the Public Safety Department and the OCFA in conjunction with review of each tentative tract map. Potential impacts related to emergency evacuation of the Project site would be less than significant.	**PPP-HHM-9** Prior to approval of building permits, project applicants shall prepare a Fire Master Plan for submittal to the Orange County Fire Authority (OCFA) consistent with OCFA Guideline B-09 (Fire Master Plans for Commercial and Residential Development).	Less than significant
Threshold HHM-6: For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	The Project site is not located within the vicinity of a private airport. Therefore, there is no impact.	No mitigation is required.	No impact
Threshold HHM-7: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	The Project site is not located within the John Wayne Airport land use plan or within two miles of a public or private airport. Therefore, there is no impact.	No mitigation is required.	No impact
Threshold HHM-8: Would the project expose people or structures to a significant risk of loss, injury	The Project site is not located within the vicinity of wildlands and wildland fires would not affect or be affected by	No mitigation is required.	No impact

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or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	development on the site. Therefore, there is no impact.		
Cumulative Hazards and Hazardous Waste Impacts	As described above, the Project has the potential to result in significant impacts associated with encountering hazardous materials during site preparation. Remediation options for addressing any contamination would involve site-specific activities and would occur in compliance with existing plans, programs, and policies and proposed mitigation measures. As such, no adverse cumulative impact related to encountering hazardous materials is anticipated. The contribution of hazardous materials use and hazardous waste disposal with implementation of the project is minimal, and combined hazardous materials effects from past, present, and reasonably foreseeable projects within the City of San Juan Capistrano will not be significant.	Please refer to **PPP-HHM-1** through **PPP-HHM-8** and **MM-HHM-1**above.	Less than significant
5.9 Hydrology and Water Quality			
Hydrology			
Threshold H-1: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).	The existing land use codes of the HTC Master Plan are predominantly retail and commercial. The proposed HTC Master Plan and zoning overlay plans to incorporate a greater density of mixed use, residential, hotel and commercial/retail. The proposed Project will not increase the amount of impervious surfaces in the Project area and maintain existing impervious ratios or slightly decrease the amount of imperviousness, based on the requirements for water quality BMPs, on-site retention and hydromodification controls. No groundwater wells are proposed nor will any existing wells be affected by the proposed improvements. Therefore, redevelopment of the HTC Master Plan is not anticipated to reduce groundwater recharge opportunities as compared to existing conditions, and may in fact slightly increase groundwater recharge throughout the area. Therefore, impacts to groundwater supplies and groundwater recharge are considered less than significant.	Refer to **PPP-H-3** and **PDF-WQ-1** through **PDF-WQ-4**.	Less than significant
Threshold H-2: Would the project	The existing drainage patterns of the Project will not be	**PPP-H-1** Federal Emergency Management Agency (FEMA): Prior to the issuance of precise grading	Less than significant

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substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	substantially altered. Existing surface flows within the Project site will be directed into existing street and storm drain facilities virtually eliminating the potential for any erosion or siltation within the project (on-site). Therefore, the Project will have no significant impact to the existing on-site drainage pattern.	permit for any lot or parcel wholly or partially located within Subwatershed F and in the 100-year flooplain, the applicant shall furnish to the City Engineer documentation required by FEMA for approval of the Conditional Letter Of Map Revision/Letter Of Map Revision (CLOMR/LOMR) process. The FEMA for revision to the FIRM and Flood Insurance Study (FIS). The applicant shall pay all preliminary and subsequent fees as required by FEMA. **PPP-H-2** Hydrology and Hydraulics Report: Prior to the issuance of grading permits for site specific plans within Drainage Subwatershed A and F, the project applicant shall complete, and submit to the Department of Public Works, a hydrology and hydraulics report to determine peak flows, time of concentrations and routing of storm water for each tributary area to verify that the final development can be accommodated by the storm drain facilities 25-year design capacity. If the 25-year design capacity is not sufficient, then either: 1) on-site retention and detention shall be required or 2) upsizing of existing storm drain facilities in Camino Capistrano shall be required. The final layout and street locations along with final onsite storm drain design shall be verified with more refined flow rates, to the satisfaction of the City Engineer. **PPP-H-3** Interim Hydromodification Criteria: Prior to the issuance of grading permits, "priority projects" within the HTC Project area must demonstrate compliance with the Hydromodification Control BMP Sizing Tool and use the appropriate spreadsheet sizing tool and associated sizing charts for Unit BMP Capture Volume, to the satisfaction of the City Engineer.	
Threshold H-3: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Overall, the Project is not expected to increase the amount of impervious area generated by new development therefore there will be no increase in runoff from the Project site.	Please refer to **PPP-H-1** through **PPP-H-3** above.	Less than significant
Threshold H-4*:* Create or contribute runoff water which would exceed the capacity of existing or planned stromwater drainage systems or provide substantial additional sources of polluted runoff.	Under the existing conditions, the Project area is primarily built out and storm drain facilities throughout the site collect runoff and convey the flows to Trabuco Creek, San Juan Creek and Horno Creek. Under the proposed conditions, tributary drainage areas will remain essentially unchanged, the relative imperviousness will remain essentially unchanged or slightly reduced and the majority of existing storm drain facilities will remain in place. Of these facilities, the majority are adequately sized to handle the existing 25-year peak flow design per current standards, and will be able to handle the proposed peak flows as a result of the proposed improvements. Peak flows are not anticipated to increase and in fact, peak flows and duration of flow from the Project are anticipated to decrease	Refer to **PPP-H-3** and **PDF-WQ-1** through **PDF-WQ-4.**	Less than significant

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	based on the water quality LID requirements and hydromodification control requirements.		
Threshold H-5: Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Housing will not be located within the 100-year flood hazard area (Zone A or Zone AE). The limit of the 100-year flood hazard area is restricted to areas near Trabuco Creek and Horno Creek. The proposed residential development areas are located within Zone "X", which is defined as an area outside of the 500-year flood plain.	No mitigation is required.	No impact
Threshold H-6: Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?	No improvements associated with the project are located within a 100-year floodplain with the exception of one specific area within Subwatershed F. The proposed improvements for this area will require FEMA approval and the improvements will have to demonstrate the structures do not impede flood flows or redirect flood flows to other areas downstream or upstream based on the requirements of the CLORM/LOMR process. Compliance with the FEMA requirements will result in impacts less than significant.	No mitigation is required.	No impact
Threshold H-7: Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	The HTC Master Plan is not subject to flooding as a result of a failure of a levee or dam as there are no major dams upstream or within the project vicinity.	No mitigation is required.	No impact
Threshold H-8: Would the project cause inundation by seiche, tsunami, or mudflow?	The HTC Master Plan is not subject to inundation from seiches and tsunamis. It is not located on or nearby the Pacific Ocean or any large inland bodies of water, where seiche wave action or tsunamis would impact the project site. The surrounding areas are essentially built-out. In addition, the HTC Master Plan is not immediately downstream of an area subject to landslides and seasonal mudflows. Furthermore, debris basins and flood control structures exist throughout the area, which are maintained by the local agencies (e.g., City of San Juan Capistrano, OCFCD).	No mitigation required.	No impact
Water Quality			
Threshold WQ-1: Would the project violate any water quality standards or waste discharge requirements?	The anticipated quality of effluent expected from the Project's PDFs will not contribute concentrations of pollutants of concern that would be expected to cause or contribute to a violation of the water quality standards in the Project's receiving waters. Therefore, the Project's incremental effects	**PPP-WQ-1** Notice of Intent (NOI): Prior to the issuance of a grading permit, the project applicant shall provide the City Engineer with evidence that a NOI has been filed with the State Water Resources Control Board. Such evidence shall consist of a copy of the NOI stamped by the State Water Resources Control Board or Regional Water Quality Control Board, or a letter from either agency stating that the NOI has been filed.	Less than significant

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
	on surface water quality are not expected to be significant.	**PPP-WQ-2** Water Quality Management Plan (WQMP): Project-specific WQMPs/SSMPs must be submitted to the City for approval as part of project submittal packet. A conceptual WQMP shall be reviewed and approved prior to any entitlement approval and prior to any planning commission approval. A Final WQMP shall be submitted for review and approval following entitlement approval or Planning Commission approval The WQMP shall identify the Best Management Practices (BMPs) that will be used on the site to control predictable pollutant runoff. More specifically, the WQMP shall, in accordance with the DAMP and LIP, do the following: a. Describe the routine and special post-construction BMPs to be used at the proposed development site (including both structural and non-structural measures); b. Describe responsibility for the initial implementation and long-term maintenance of the BMPs; c. Provide narrative with the graphic materials as necessary to specify the locations of the structural BMPs; and d. Certify that the project applicant will seek to have the WQMP carried out by all future successors or assigns to the property. Detailed information about the process for identifying BMPs is included in the Hydrology and Water Quality Technical Report. **PPP-WQ-3** Storm Water Pollution Prevention Plan (SWPPP): Prior to the issuance of grading permits, the project applicant shall prepare a SWPPP that will: a. Require implementation of Best Management Practices (BMPs) designed with a goal of preventing a net increase in sediment load in storm water discharges relative to preconstruction levels; b. Prohibit during the construction period discharges of storm water or non-storm water at levels which would cause or contribute to an exceedance of applicable water quality standards contained in the Basin Plan; c. Discuss in detail the BMPs planned for the project related to control of sediment and erosion, non-sediment pollutants, and potential pollutants in non-storm water discharges; d. Describe post-construction BMPs for the project; e. Explain the maintenance program for the project's BMPs; f. During construction, require reporting of violations to the Regional Board; and g. List the parties responsible for SWPPP implementation and BMP maintenance during and after grading. The project proponent shall implement the SWPPP and will modify the SWPPP as directed by the Storm Water Permit. **PPP-WQ-4** Encroachment Permit: The project applicant shall obtain an encroachment permit for any construction activities that will result in runoff within Caltrans Right-of-Way. The project applicant must submit a copy of the SWPPP prior to construction. If a SWPPP is not required for the project, the project applicant shall prepare and submit a Water Pollution Control Plan pursuant to Caltrans Standard Specifications and "Caltrans Storm Water Quality Handbook, Project Planning and Design Guide." (May 2007) All activities within Caltrans Right-of-Way must fully conform to the Caltrans Statewide NPDES Permit No. CAS000003	

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
		(Order No. 99-06-DWQ). **PPP-WQ-5** City Building Code: Future site grading and construction shall comply with the drainage controls imposed by the applicable building code requirements prescribed by the City of San Juan Capistrano. **PDF-WQ-1** Consistent with regulatory requirements and design guidelines for water quality protection, the following principles are being followed for the Project and will be supported by construction level documents in the final Water Quality Management Plans (WQMPs) or Standard Storm Water Mitigation Plans (SSMPs) per each phase of development. The conceptual WQMP shall be reviewed and approved prior to any entitlement approval and prior to planning commission review and approval of the project, and a final WQMP must be reviewed and approved before construction plans submittal for permit issuance by the City of San Juan Capistrano: • Where feasible, LID features will be sized for water quality treatment credit according to local Regional Board sizing criteria as defined in the fourth-term MS4 Permit for either flow-based or volume-based BMPs. There will be a significant effort to integrate LID techniques within the internal development areas (site design objectives), thereby providing treatment of low-flow runoff directly at the source and runoff reduction of small (i.e., more frequent) storm event runoff (first-flush). In most instances, LID features will be sized by volume-based analyses to demonstrate compliance with the required design capture volume for the site specific projects associated with the HTC Master Plan. • Detailed drainage calculations, grading, and confirmation of sizing to occur during the detailed design phase and subsequent WQMP/SSMP documentation. • Where feasible, LID features will be designed to infiltrate and/or reuse treated runoff on-site in accordance with feasibility criteria as defined in the new Countywide Model WQMP (submitted May 2010, anticipated approval by RWQCB in May 2011). • For those areas of the project where infiltration is not recommended or acceptable and harvest/reuse landscaping demands are insufficient, biotreatment LID features will be designed to treat runoff and discharge controlled effluent flows to downstream habitat areas, or will be collected for on-site reuse such as irrigation. In some circumstances, treated flows may be discharged off-site in accordance with the new Model WQMP feasibility criteria for biotreatment and other approved treatment methods. **PDF-WQ-2** Site Design Best Management Practices (BMPs): The MS4 permit and implementation plans described in the DAMP/LIP and the City's model water quality management plan (WQMP) require the consideration and incorporation of site design BMPs to reduce runoff and create a hydrologically functional project. Accordingly, the project WQMP, approval of which is required prior to any entitlement approval or planning commission review and approval per PPP-WQ-2, shall include the following site design measures applicable to the redevelopment projects within the HTC Master Plan. • This can be achieved in various ways, including, but not limited to increasing building density (number of stories above or below ground) and increasing the amount of landscaping versus the existing condition. Decreasing the project's footprint can reduce the project's impacts to water quality and hydrologic conditions; • Construct walkways, trails, patios, overflow parking lots, alleys, driveways, low-traffic streets and	

Table 1-2 Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation			
Thresholds of Significance	**Project Impacts**	**Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])**	**Level of Significance After Mitigation**
		other low-traffic areas with open-jointed paving materials or permeable surfaces, such as pervious concrete, porous asphalt, unit pavers, and granular materials; • Construct streets, sidewalks and parking lot aisles to the minimum widths necessary, provided that public safety and a walkable environment for pedestrians are not compromised; • Incorporate landscaped buffer areas between sidewalks and streets; • Maximize canopy interception and water conservation by preserving existing native trees and shrubs, and planting additional native or drought tolerant trees and large shrubs; • Where soils conditions are suitable, use perforated pipe or gravel filtration pits for low flow infiltration; • Where landscaping is proposed, drain rooftops into adjacent landscaping prior to discharging to the storm drain. Drain impervious sidewalks, walkways, trails, and patios into adjacent landscaping; • Increase the use of vegetated drainage swales in lieu of underground piping or imperviously lined swales; • Design driveways with shared access, flared (single lane at street) or wheel strips (paving only under tires); or, drain into landscaping prior to discharging to the municipal storm drain system; and/or • Other design concepts that are comparable and equally effective. **PDF-WQ-3** Source Control BMPs: Effective management of wet- and dry-weather water quality begins with limiting pollutant sources. The project WQMP, approval of which is required prior to any entitlement approval or planning commission review and approval per PPP-WQ-2, shall include the following source control BMPs as set forth below. The source control BMPs shall be implemented in accordance with the MS4 Permit and DAMP/LIP. These source control BMPs were selected based on the land uses included in the Project. (N1) Education for Property Owners, Tenants, and Occupants. Educational materials related to urban runoff can be provided to tenants/homeowners (via project owner, HOA, and/or POA) and employees to reduce pollutants from reaching the storm drain system. Examples of environmental awareness materials include, but are not limited to: guidelines for landscaping and gardening, tips for pet care, vehicle cleaning, and proper disposal of household hazardous waste. (N2) Activity Restrictions. Activity restrictions can be developed to restrict activities that have the potential to create adverse impacts on water quality. Activities include but are not limited to: the handling and disposal of contaminants, trash management and litter control, irrigation and landscaping practices, vehicle and equipment cleaning, fertilizer applications and household waste management practices. (N3) Common Area Landscape Management. Common area landscape management that includes minimizing fertilizer and pesticide application, use of slow-release fertilizers, maintenance activities, providing education to homeowners and tenants (via project owner, HOA and/or POA), and providing education and training for employees on management of landscape materials and storm water management.	

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
		(N4) BMP Maintenance. In accordance with the City LIP and OC DAMP, the project owners, HOAs and/or POAs of the individual project sites will be responsible for the implementation and maintenance of each applicable non-structural BMP, as well as scheduling inspections and maintenance of all applicable structural BMP facilities through its landscape contractor and any other necessary maintenance contractors for the project site. In addition, the project owner will be required to verify LID and treatment control BMP implementation and ongoing maintenance through inspection, self-certification, survey, or other equally effective measure. The certification shall verify that, at a minimum, the inspection and maintenance of all structural BMPs including inspection and performance of any required maintenance in the early fall, prior to the start of the rainy season, and in accordance with frequencies outlined in the project-specific WQMP/SSMP prepared for the project site. (N5) Title 22 CCR Compliance. Where applicable, project sites shall comply with Title 22 of the California Code of Regulations and relevant sections of the California Health and Safety Code regarding hazardous waste management, which will be enforced by County Environmental Health on behalf of the State. (N7) Spill Contingency Plan. Any facilities that store liquid materials or wastes shall maintain procedures for spill response and cleanup activities. Emergency spill kits shall be kept on-site at all times. Activities will be coordinated between the respective departments and the Police and Fire departments in the event of a spill. (N8) Underground Storage Tank Compliance. Any underground storage tanks proposed shall meet applicable Federal, State, County, and local regulations. (N9) Haz-Mat Disclosure Compliance. Any projects that store or utilize hazardous wastes, where applicable, shall comply with the County of Orange Fire Authority hazardous material disclosure requirements. (N10) Uniform Fire Code Implementation. The owner, HOA and/or POA shall ensure all structures comply with Article 80 of the Uniform Fire Code, City codes, County of Orange Fire Authority, and local standards. (N11) Common Area Litter Control. Includes regular litter control for the entire project area including trash pickup and sweeping of littered common areas, as performed by the maintenance crew. In addition, pet waste receptacles should be provided throughout the project site where applicable. (N12) Employee Training. Employees of the owner, HOA and/or POA, as well as any contractors of the aforementioned entities will require training to ensure that employees are aware of maintenance activities that may result in pollutants reaching the storm drain. (N13) Housekeeping of Loading Docks. Loading dock housekeeping measures will be implemented where applicable to keep the areas clean and orderly condition. (N14) Common Area Catch Basin Inspection. Includes routine maintenance of all catch basins, grate inlets, etc. for debris and litter removal. All on-site catch basins inspected and cleaned prior to the rainy season, no later than October 1st each year. (N15) Street Sweeping Private Streets and Parking Lots. Street sweeping of all impervious streets and	

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Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
		parking lots performed at a frequency that reduces or prevents sediment and debris from entering receiving waters and prior to the rainy season. (N17) Retail Gasoline Outlets. Any retail gasoline outlets proposed shall implement, where feasible, the following measures: (1) maintaining clean fuel-dispensing areas, (2) appropriately designed fueling areas to minimize storm water exposure, (3) minimization of pooling of water, (4) utilization of fueling safeguards, (5) regular inspections of fueling equipment, (6) spill kits on-site (7) underground storage tanks fit with spill containment and overflow prevention systems that meet regulations of Section 2635(b) of Title 23 of the Code of California Regulations, (8) canopy to eliminate direct precipitation and grade breaks to reduce runoff and runoff, and (9) a posted notice to remind employees not to top off fuel tanks. Additionally, the fueling stations shall have an oil/water separator to treat pollutants discharged into the sewer system. Storm Drain Stenciling and Signage. Storm drain stenciling or signage on all catch basins with highly visible source control messages (e.g., "no dumping drains to ocean"). Proper Outdoor Hazardous Material Storage Design. Any areas proposed for outdoor hazardous material storage shall be paved accordingly and storage bins will include sidewalls to contain the materials. There will be a drainage grate along the front of the storage bins with an outlet screen that traps material to prevent pollutants from entering the storm drain. Any hazardous materials shall be stored in storage cabinets, sheds or enclosures that meet all applicable regulations. Trash Enclosures. All trash and waste shall be stored in containers that have lids or tarps to minimize direct precipitation into the containers. The storage areas shall be paved, and either be sloped or include a barrier to keep drainage out of the storm drain. Efficient Irrigation Systems and Landscape Design. Installing and maintaining efficient irrigation systems designed to minimize water by eliminating overspray to hardscape areas, and setting irrigation timing and cycle lengths in accordance with water demands, given time of year, weather, and day and night temperatures. Where feasible, incorporation of native tolerant species for landscaping, protection of slopes and efficient irrigation. May be used in conjunction with educational materials to homeowners/tenants as well as activity restrictions. Protect Slopes and Channels. The site drainage design shall include appropriate BMPs to decrease the potential for erosion of slopes and/or channels. The design shall be consistent with Federal, State, and local standards (e.g., RWQCB, ACOE, CDFG). Where feasible, the following principles shall be considered: 1) convey runoff safely from the tops of slopes, 2) avoid disturbing steep or unstable slopes, as well as natural channels, 3) implement a permanent stabilization BMP on disturbed slopes and channels as quickly as possible, such as native vegetation, and 4) install energy dissipaters at the outlets of new storm drains, culverts, or channels. Loading Dock Areas. Any new loading docks shall be built at-grade, generally draining away from the buildings towards the drive aisles. In addition, loading dock housekeeping measures shall be implemented where applicable to keep the areas clean and orderly condition. Maintenance Bays. Any maintenance bays proposed shall be designed in accordance with OC DAMP standards. Examples include locating facilities indoors, and draining nuisance flows to an oil/water separator	

Table 1-2
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Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
		that is connected to the sanitary sewer system. Equipment Wash Areas. Any equipment wash areas proposed shall be designed in accordance with OC DAMP standards. Examples include designing the area to be self-contained and covered, preventing the runoff from entering the storm drain system with berms or containment structures, and collecting runoff in a sump for disposal. Discharge from an equipment wash area to the storm drain system is prohibited. Vehicle Wash Areas. Any vehicle wash areas proposed shall be designed in accordance with OC DAMP standards. Vehicle wash areas shall be self-contained or covered, equipped with a wash rack and clarifier or other pretreatment facility. Discharge from a vehicle wash area to the storm drain system is prohibited. Outdoor Processing Areas. Any outdoor processing areas proposed shall be designed in accordance with OC DAMP standards. Areas shall be enclosed and covered to preclude storm water, and not be allowed to discharge into the storm drain system. Fueling Areas. Any fueling areas proposed shall be designed in accordance with City and OC DAMP standards. Any fueling areas proposed for the project site shall implement, where feasible the following measures: (1) maintaining clean fuel-dispensing areas, (2) appropriately designed fueling areas to minimize storm water exposure, (3) minimization of pooling of water, (4) utilization of fueling safeguards, (5) regular inspections of fueling equipment, (6) spill kits on-site (7) underground storage tanks fit with spill containment and overflow prevention systems that meet regulations of Section 2635(b) of Title 23 of the Code of California Regulations, (8) canopy to eliminate direct precipitation and grade breaks to reduce runoff and runoff, and (9) a posted notice to remind employees not to top off fuel tanks. Additionally, the fueling stations shall have an oil/water separator to treat pollutants discharged into the sewer system. Hillside Landscaping. The owner shall be responsible for the vegetative establishment on all manufactured or disturbed slopes with a mixture of native species and approved ornamentals by the City of San Juan Capistrano. Wash Water Controls for Food Preparations Areas. Any food preparation facilities proposed shall meet all health and safety, building and safety and any other applicable regulations and code requirements, such as the installation of grease interceptors. Discharge of wash water from food preparation areas to the storm drain system is prohibited. Community Car Wash Racks. Any community car wash racks proposed shall be designed in accordance with City and OC DAMP standards. Wash waters from area may be directed to the sanitary sewer (with approval), to an engineered infiltration system, or an equally effective alternative. Discharge from a wash area to the storm drain system is prohibited. **PDF-WQ-4** Low Impact Development (LID) BMPs: The goal of using LID features is to mimic the site's existing hydrology by using design measures that capture, filter, store, evaporate, detain and infiltrate runoff, rather than runoff flowing directly to piped or impervious systems. This includes directing runoff to vegetated areas and reducing the amount of impervious surfaces. Under the fourth-term MS4 Permit and new Model WQMP, an on-site feasibility analysis shall be conducted to determine the amount of runoff that 1) can feasibly be retained (via infiltration, harvest and reuse, or evapotranspired), and 2), if not completely retained	

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

<table>
<tr><th>Thresholds of Significance</th><th>Project Impacts</th><th>Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])</th><th>Level of Significance After Mitigation</th></tr>
<tr><td></td><td></td><td>then bio-treated on-site. The Table below provides examples of the various LID features that may be used for on-site retention of runoff when properly sized and designed in accordance with the Model WQMP and fourth-term MS4 Permit requirements.

<table>
<tr><th colspan="4">Low Impact Development (LID) BMP Options</th></tr>
<tr><th>Infiltration</th><th>Harvest and Reuse</th><th>Evapotranspiration</th><th>Biotreatment</th></tr>
<tr><td>▪ Bioretention without underdrains
▪ Infiltration trenches
▪ Infiltration basins
▪ Drywells
▪ Underground infiltration
▪ Permeable pavement</td><td>Storage Options:
▪ Above-ground cisterns
▪ Underground detention

Potential Reuse Options:
▪ Irrigation
▪ Toilet flushing
▪ Vehicle/equipment washing
▪ Evaporative cooling
▪ Industrial processes
▪ Other non-potable uses</td><td>▪ Green roofs
▪ Brown roofs
▪ Blue roofs</td><td>▪ Bioretention with underdrains
▪ Constructed wetlands
▪ Wet detention basins
▪ Dry extended detention basins
▪ Vegetated swales
▪ Vegetated filter strips
▪ Proprietary biotreatment</td></tr>
<tr><td colspan="4">Source: County of Orange. (2010, May 24). Exhibit 7.III, Technical Guidance Document for the Preparation of Conceptual/Preliminary and/or Project Water Quality Management Plans (WQMPs). Submittal to the Santa Ana Regional Water Quality Control Board.</td></tr>
</table></td><td></td></tr>
<tr><td>Threshold WQ-2: Would the project otherwise substantially degrade water quality?</td><td>Please refer to the impacts analysis for Threshold WQ-1 above.</td><td>Please refer to PPP-WQ-1 through PPP-WQ- 5 and PDF-WQ-1 through PDF-WQ–3 above.</td><td>Less than significant</td></tr>
<tr><td>Cumulative Surface Water Quality Impacts</td><td>The water quality treatment system is expected to provide sufficient water quality treatment for runoff from the Project site and therefore the Project would not result in a significant cumulative impact.

Compliance of the Project with the MS4 Permit, the DAMP/LIP, and the Construction General Permit and General Waste Discharge Requirements constitutes compliance with a regional mitigation program intended to address cumulative water quality impacts and to assure mitigation of those impacts to a level of insignificance.</td><td>Please refer to PPP-WQ-1 through PPP-WQ- 5 and PDF-WQ-1 through PDF-WQ–3 above.</td><td>Less than significant</td></tr>
</table>

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
5.10 Land Use			
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.	No mitigation is required.	No impact
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, LCP, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect	With approval of the proposed Project, the Project would be consistent with the City's General Plan and zoning code, and it would be consistent with the relevant plans, policies, and regulations of agencies with jurisdiction over the proposed Project and no impacts would result from Project implementation.	Refer to **PPP-H-1**, **PPP-H-2**, **PPP-FS-1, MM-NOS-1, MM-TR-1** and **MM-TR-2**	Less than significant
Threshold LU-3: Would the project conflict with any applicable habitat conservation plan or natural community conservation plan	As discussed in Section 5.4, Biological Resources, the Project site is within the designated development areas of the Central/Coastal NCCP/HCP. The Project is consistent with the NCCP/HCP and therefore, the impact is not significant.	No mitigation is required.	No impact
Cumulative Land Use Impacts	The intensification of land uses within an area that is currently developed with urban uses is specifically anticipated in the City's General Plan. The growth anticipated in the General Plan will occur in areas of the City determined to be suitable for development, including the Project area. Cumulative land use impacts are not considered cumulatively considerable.	No mitigation is required.	Less than significant
5.11 Mineral Resources			
Threshold MIN-1: Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Implementation of the proposed Project overall would not result in a significant impact related to the loss of a mineral resource.	No mitigation is required.	No Impact
Threshold MIN-2: Would the	Implementation of the proposed Project overall would not	No mitigation is required.	No impact

Table 1-2
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Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	result in a significant impact related to the loss of a locally important mineral resource.		
Cumulative Mineral Resources Impact	No significant mineral deposits are on site, and the Project is not delineated as being a locally important mineral resource recovery site. For these reasons, the Project's contribution to cumulative impacts related to mineral resources is less than significant, and no mitigation is required.	No mitigation is required.	No impact
5.12 Noise			
Threshold NOS-1: Would the project expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? **Threshold NOS-3:** Would the project result in substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? **Threshold NOS-4:** Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Development of the proposed Project would involve on-site construction activities that would generate various levels of noise: grading, foundations, structure erection, finishing, and construction traffic. Compliance with PPP-NOS-1 would ensure that redevelopment would not have a significant noise impact on the residences in the vicinity. Unless properly mitigated, parking facilities located close (e.g., 100 feet) to noise sensitive areas could result in an impact. Soundwalls, enclosed parking structures, and the use of rough paving surfaces to reduce tire squeal are commonly used to reduce noise from parking areas. MM-NOS-2 will reduce impacts to less than significant Loading docks and truck deliveries will be associated with the development of the proposed retail, commercial, and mixed use developments. Activities associated with commercial activities can be annoying to nearby residents. In accordance with MM-NOS-3 music should be limited to indoor areas only throughout the study area. Impacts would be mitigated through compliance with MM-NOS-1. 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." A noise barrier would be required to mitigate significant noise	**PPP-NOS-1** Control of Construction Hours: Construction activities occurring as part of the Project shall be subject to the limitations and requirements of the City of San Juan Capistrano Municipal Code, Title 8, Chapter 2, Section 8-2.04, Permitted Hours of Construction Operation which states that construction activities may occur between 7:00 a.m. and 6:00 p.m. Monday through Friday, and 8:30 a.m. and 4:30 p.m. on Saturdays. Construction activities are not permitted for these circumstances on Sunday or on national holidays. Hauling soil to or from the site, or from one part of the project site to another, shall comply with San Juan Capistrano Municipal Code Section 8-3.13, Import or Export. The loading and transportation of earth from or to the site shall be accomplished between 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:30 a.m. and 12:30 p.m. on Saturdays. Saturday afternoon work hours may be extended up to 4:30 p.m. only with the prior approval of the Building Official. Such approval shall be based upon the consideration of the haul routes, noise and dust factors, proximity to residences, and similar criteria. No earth loading or transportation shall be permitted on Sundays or on Federal holidays. If truck deliveries should occur during evening or nighttime hours, mitigation in terms of a soundwall to shielding truck activities at the loading dock is necessary. A detailed noise study is required for any loading dock area within 100 feet of an existing or planned residential area that is planned to operate during evening or nighttime hours. The study must show the anticipated noise levels and measures that will ensure compliance with the City's Noise Ordinance **MM-NOS-1** Acoustical Report. Prior to issuance of building permits for site specific development, a detailed acoustical study using architectural plans shall be prepared by a qualified acoustical consultant and submitted to the City for each structures structure or tenant improvement other than a parking structure, the applicant shall submit a final acoustical report prepared to the satisfaction of the Director of Community Development. The report shall describe and quantify the noise sources impacting the building, the amount of outdoor-to-indoor noise reduction provided by the design in the architectural plans, and any mitigation required to meet the City's interior (45 CNEL), and exterior (65 CNEL) noise standards. The measures described in the future report shall be incorporated into the architectural plans for the buildings and implemented with building construction.	Less than significant

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Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
	impacts. If residential development does proceed, then a "detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design." Thus, significant noise impacts would result from placing residential and mixed uses within the Repositioning Area. Impacts would be mitigated through compliance with MM-NOS-1. All construction-related activities would be conducted in compliance with the City's Noise Ordinance, which identifies the hours/days that construction activities are exempt from noise standards. Therefore, short-term construction-related impacts would be less than significant.	**MM-NOS-2** If new parking areas or parking structures are to be located within 100 feet of any residential or similar noise-sensitive land use, then a detailed acoustical report analysis is required to address the noise impact from parking activities. The analysis must identify the potential noise levels, must show compliance with the City Noise Ordinance, and specify any measures necessary to achieve the ordinance limits. The measures described in the future report shall be incorporated into the architectural plans for the buildings and implemented with building construction. **MM-NOS-3** Outdoor amplified music should be prohibited for all commercial establishments located in the Project area with the exception of special events operating under a conditional use permit (CUP) or special activities permit (SAP) issued by the City that would exempt outdoor music during these events.	
Threshold NOS-2: Would the project expose persons to or generate excessive ground-borne vibration or ground-borne noise levels?	Retail, commercial, multi-family residential, and mixed use buildings are proposed in the Project area, which are adjacent to the railroad track.	**MM-NOS-4** Prior to issuance of building permits for site specific development within the Revitalization Area, a detailed vibration report using architectural plans shall be prepared by a qualified Registered Engineer and submitted to, and approved by, the City for all FTA Category 1 Buildings within 600 feet of the rail line, for all FTA Category 2 Buildings within 200 feet of the rail line, and for all FTA Category 3 Buildings within 120 feet of the rail line. This report shall describe and quantify the vibration levels impacting the building(s) and any building upgrades required to meet the FTA criteria. The criteria and methodology to be employed is detailed in the FTA's "Transit Noise and Vibration Impact Assessment," (FTA-VA-90-1003-06, May 2006). The measures described in the report shall be incorporated into the architectural plans for the buildings and implemented with building construction.	Less than significant
Threshold NOS-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.	The HTC Project area is not located within an airport land use plan or within two miles of a public or private airport. Therefore, there is no impact related to exposure to excessive noise associated with airports or airstrips.	No mitigation required.	No Impact
Threshold NOS-6: For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.	The HTC Project area is not located within an airport land use plan or within two miles of a public or private airport. Therefore, there is no impact related to exposure to excessive noise associated with airports or airstrips.	No mitigation required.	No Impact
Cumulative Noise Impacts	The noise level increases are all less than the 3 dBA threshold of significance, and therefore, are not considered to be significant. The future cumulative noise increase will not be perceptible to the local residents. It should be noted that due to changes in the roadway network, that the project actually	No mitigation required.	Less than significant

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
	shows a decrease in the amount of traffic and corresponding noise along some streets.		
5.13 Population and Housing			
Threshold PH-1: Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.	The Project will not result in the displacement of housing. Conversely, the proposed Project will provide additional housing to accommodate demand for housing in the City and the impact will be beneficial. Therefore, there is no significant impact.	No mitigation is required.	No Impact
Threshold PH-2: Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	The Project will not result in the displacement of people necessitating the construction of replacement housing elsewhere. Therefore, there is no significant impact.	No mitigation is required.	No Impact
Threshold PH-3: Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Implementation of the proposed Project would result in new residences and business and thereby would introduce new population growth to the area. The proposed Project is consistent with City and regional goals to provide additional housing opportunities to balance jobs within a major regional employment concentration. Further, the Project provides a beneficial contribution towards an improved jobs/housing balance, fair-share housing requirements, workforce housing goals, and concentrating housing within an area of abundant employment opportunities. Therefore, no significant impact related to population and housing is expected to result from the proposed Project.	No mitigation is required.	Less than significant
Cumulative Housing and Population Impacts	The proposed Project increases the cumulative total of housing units and associated population approved in the City and in doing so provides benefits for the jobs/housing ratio, regional housing goals that promote housing production in jobs-rich areas, regional growth policies that encourage housing production near employment centers, City Housing Element goals regarding workforce housing, and state-mandated fair share housing programs. Therefore, the cumulative housing impact is less than significant.	No mitigation is required.	Less than significant

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
5.14 Public Services and Facilities			
Law Enforcement			
Threshold LE-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable levels of service ratios, response times or other performance objectives for police protection?	Implementation of the proposed Project would increase the demands for police protection services. This demand for additional personnel and associated equipment would be provided through the continued implementation of the City's Budgeting process. Through this process, police department needs are assessed and budget allocations are revised accordingly to ensure that adequate levels of services are maintained throughout the City. Therefore, the impact is not significant.	**PPP-LE-1** Prior to the issuance of a building permits for future site specific development projects, the project applicant shall submit the site plan for review and approval by the Orange County Sheriff's Department/Police Services Department to ensure that it is designed in accordance with all applicable requirements of the Police Service Department, including but not limited to parking, security, lighting and access.	Less than significant
Cumulative Law Enforcement Impacts	The proposed Project will result in increased demand for police services and would contribute to the need to expand facilities and operate such services. As described above, existing and planned provisions for adequate levels of police services and corresponding budget allocations will serve to avoid significant impacts due to Project demands. Cumulative impacts would be less than significant.	No mitigation is required.	Less than significant
Fire and Emergency Medical Services			
Threshold FS-1: Would the project result in substantial adverse physical impacts associated with the provision of new physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable levels of service ratios, response times or other performance objectives for fire protection?	Project implementation will contribute to the incremental demands for fire protection and paramedic services provided by the OCFA.	**PPP-FS-1** Prior to the issuance of any grading permit, the project plans shall be subject to review and approval by OCFA for compliance with all applicable standard conditions, including those for access, water supply and pressure, built-in fire protection systems, road grades and width, building materials, etc. **PPP-FS-2** The project applicant shall comply with all applicable Orange County Fire Authority (OCFA) codes, ordinances, and standard conditions regarding fire prevention and suppression measures, relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, fire sprinkler system, etc. **MM-FS-1** Prior to approval of any final parcel map for the future site specific projects, the applicant shall enter into a Secured Fire Protection Agreement (SFPA) with the OCFA, which shall specify the developer's pro rata fair share funding of capital improvements necessary to establish adequate fire protection facilities and equipment, and/or personnel.	Less than significant
Cumulative Fire Impacts	The SFPA addresses fire service needs for new development throughout the City of San Juan Capistrano. Compliance with	No mitigation is required.	Less than significant

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
	SFPA, will ensure that performance objectives for fire protection are met and provide funding for any capital improvements necessary to maintain adequate fire protection facilities, equipment, and/or personnel. Therefore, the Project's increased demand for fire protection services would not result in significant cumulative impacts.		
Schools			
Threshold SCH-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable levels of service ratios or other performance objectives for public school facilities.	Implementation of the proposed Project would generate additional students in the Capistrano Unified School District. With the payment of school facility fees required by SB 50, the proposed Project will have a less than significant impact on School facilities, and no mitigation is required	**PPP-SCH-1** Pursuant to Government Code Section 65995, prior to issuance of building permits for site specific projects, the applicant shall pay the applicable statutory developer fees in effect at the time of the building permit; payment of the adopted fees would provide full and complete mitigation of school impacts.	Less than significant
Cumulative Schools Impacts	Since all non-exempt projects must pay their appropriate impact fees, each project will mitigate the impacts associated with those activities. As a result, no cumulative impact upon local school districts is anticipated as a result of the implementation of the proposed Project and other area-wide development activities.	No mitigation is required.	Less than Significant
Libraries			
Threshold LIB-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable levels of service ratios or other performance objectives for library facilities?	The Project would slightly increase the demand for library services. However, new residents associated with the Project would not exceed OCPL level or service nor would it trigger the construction of new or expanded library facilities, and the impact is less than significant.	No mitigation is required.	Less than significant
Cumulative Libraries Impacts		No mitigation is required.	Less than significant

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
5.15 Recreation			
Threshold REC-1: Result in substantial adverse physical impacts associated with the inclusion of recreation facilities, or the construction or expansion of recreational facilities within the project which might have an adverse physical effect on the environment.	The existing parks and recreation facilities in the HTC Project area are adequate to serve the existing and proposed population.	**PPP-REC-1** Prior to approval of any final map for future residential development, the applicant shall dedicate land or pay a park in-lieu fee in accordance with the provisions of Section 9-4.519, Parkland and Section 9-5.107, Parkland in-lieu fee of the Municipal Code for the lots in the final map. **PDF-REC-1** The proposed Yorba Street extension right-of-way shall consist of geometric street section of not more than 36 feet curb-to-curb with a maximum 50 foot right-of-way width. **PDF-REC-2** The design of the proposed Yorba Street extension along the northern edge of the Historic Town Center Park, shall include a parkway buffer including trees, shrubbery, bollards, and similar design elements along both sides of the street to provide a sufficient visual and safety buffer for park users.	Less than significant
Threshold REC-2: Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur to be accelerated?	The existing parks and recreation facilities in the HTC Project area are adequate to serve the existing and proposed population.	Please refer to **PPP-REC 1** above.	Less than significant
Cumulative Recreation Impacts	The Project will create increased demand for recreational uses due to the increase in population resulting from the proposed Project, and will likely result in increased use of local and regional recreation facilities. However, the Project will also provide on-site recreational amenities that serve the Project area and the region as a whole by providing parks as required and expanding the City's trail network. The Project will be required to meet parkland dedication requirements and or in-lieu fees established by the City. Therefore, the Project's cumulative contribution to the physical impact on local and regional recreation facilities will not be significant.	Please refer to **PPP-REC 1** above.	Less than significant
5.16 Traffic			
Threshold TR-1: Would the project Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and	The Project's proposed improvements to Del Obispo Street, Camino Capistrano in combination with Caltran's Ortega Highway project will not adversely impact the operation of the HTC's roadway network. The resulting estimate shows that the completed Master Plan will generate a significantly less number of overall trips for both weekday and weekends than existing conditions. This	**PDF-TR-1** Project Related Roadway Improvements: New on-site roadways and roadway improvements adjacent to the Project site are proposed to facilitate access to and from the development uses proposed in the HTC Master Plan. Table 5.16-11, Project-Related Roadway Improvements, provides a brief description of each improvement.	Less than significant However, if implementation of certain roadway and intersection improvements, proposed as mitigation measures,

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? **Threshold TR-2:** Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? **Threshold TR-6:**Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities	overall decrease results from the proposed replacement of existing land uses with high trip generation rates such as drivethrough restaurants, with proposed uses that generate less trips. This is significant 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. Local connectivity will be further enhanced through extensions of El Camino Real, Yorba Street, and Forster Street. These appropriately designed and scaled streets will provide vehicular connectivity between Camino Capistrano and Del Obispo Avenue and help improve the overall operation of the Town Center's street network by providing multiple travel routes where only two currently exist. As indicated in Table 5.14-15 in Section 5.14, all of the CMP intersections would operate at acceptable levels (i.e., LOS E or better); hence, there would be no significant impact related to CMP facilities. As such, the proposed Project would not result in a significant impact related to CMP intersections.	**Table 5.16-11** **Project-Related Roadway Improvements** **Roadway** — **Improvement** Ortega Highway: The Caltrans freeway interchange reconstruction project and related reconstruction of the Ortega Highway/Del Obispo Street intersection will allow for 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 historic Town Center for all travel modes. It is proposed that this portion of Ortega Highway be narrowed to one lane in each direction with parking on both sides of the street. Del Obispo Street: Elimination of several existing curb cuts, consolidation of turning movements at intersections, and additional street connections to Camino Capistrano. Improvements to Del Obispo Street include removing the two-way left turn lane and constructing a raised landscaped median island from Ortega Highway to Camino Capistrano. No on-street parking will be allowed. Camino Capistrano: Construction of traffic calming measures that would slow traffic while maintaining the roadway's carrying capacity. These improvements may include widened sidewalks, roadway narrowing, sidewalk bulb-outs, high-visibility crosswalks, landscaping, lighting and diagonal parking. Camino Capistrano is also contained in the Orange County Master Plan of Arterial Highways (MPAH). El Camino Real, Yorba Street, and Forster Street: Extensions of local roadways including El Camino Real, Yorba Street, and Forster Street each between Camino Capistrano and Del Obispo Street. Interior roadways would consist of one travel lane in each direction with parallel parking on both sides of the street where applicable. Intersections along Camino Capistrano and El Camino Real: Safety improvements at Intersections along Camino Capistrano and El Camino Real should include pedestrian bulb outs or refuge islands, roadway narrowing at intersections and high visibility crosswalk paint. These measures will improve the safety at intersections carrying a large amount of pedestrians. The traffic signal recommended at Forster Street would also provide for protected pedestrian travel crossing Camino Capistrano. These measures would improve the safety at intersections along Camino Capistrano as well as help decrease the rate of accidents occurring at midblock locations. **PDF-TR-2** Master Plan Parking Program: The Project includes a Master Plan Parking Program which allows the supply of parking within the Town Center to be based on the overall ratio of the number of parking spaced per 1,000 square feet of commercial development and that project-specific parking demands be met though the use of shared facilities rather than individual lots. **MM-TR-1** In conjunction with the submittal of any site specific development application for a future Project within the HTC Master Plan, the project applicant shall prepare, subject to review and approval of the City, the required traffic study. This traffic study will verify whether the future site specific project will impact intersection locations, identified below, beyond the performance criteria established in Table 5.16-1. For those intersections, which are projected to exceed the performance criteria, the project will be conditioned to	that are the responsibility of other agencies are not implemented by the agencies with the responsibility to do so, the traffic impacts of the Project would remain significant and unavoidable (See Section 5.14-7 for a complete list of impacted facilities that fall within this category).

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
		construct the necessary improvements that have been identified in the traffic study or provide fair share funding toward those improvements. These Interim Condition improvements are identified below. • Rancho Viejo Road at Ortega Highway: Widen the southbound approach to include two southbound left turn lanes, one through lane, and an exclusive southbound right turn lane. • I-5 NB Ramps at Ortega Highway: Modify the intersection per Caltrans interchange improvement project. • I-5 SB Ramps at Ortega Highway: modify the intersection per Caltrans interchange improvement project. • Camino Capistrano at Forster Road: Signalize the intersection with no roadway lane improvements. • Traffic Signal Warrant Analysis (Camino Capistrano at Forster Street): This intersection met minimum volumes thresholds for the installation of a traffic signal under the 2015 cumulative conditions during the PM peak and Saturday Peak. Improvement includes installation of a traffic signal. **MM-TR-2** In conjunction with the submittal of any site specific development application for a future Project within the HTC Master Plan, the project applicant shall prepare, subject to review and approval of the City, the required traffic study. This traffic study will verify whether the future site specific project will impact intersection locations, identified below, beyond the performance criteria established in Table 5.16-1 and described in detail below. For those intersections, which are projected to exceed the performance criteria, the project will be conditioned to provide fair share funding toward those improvements. These 2035 Condition improvements are identified below. • Rancho Viejo Road at Ortega Highway: This intersection is projected to operate at LOS D and F for AM and PM peak hours, respectively, for 2035 No Build and 2035 with the Master Plan. Mitigation measures should be provided to return level of service to an acceptable level of LOS D or better. With improvements the intersection will operate at an acceptable LOS C and D for AM and PM peak hours, respectively. Improvements include widening the intersection to include an additional NB through lane and additional SB exclusive right turn lane with right turn overlap phasing as well as restriping the SB direction to include two exclusive left turn lanes, one through lane. Remove the north/south Split phasing to provide for left turn protected phasing in all directions. • Camino Capistrano at Del Obispo Street: This intersection is projected to operate at LOS C, F and C for AM, PM Weekday and Saturday peak hours, respectively for 2035 No Build and 2035 with the Master Plan. Mitigation measures should be provided to return the level of service to an acceptable LOS E or better. With the following improvements the intersection will operate at an acceptable LOS C, D and C for AM, PM and Saturday peak hours, respectively. Improvements include restriping the SB direction to carry one exclusive left turn lane, one exclusive through lane and a shared through and right turn lane. Volumes dictate that an existing exclusive right turn lane is not needed and that the critical movement at the intersection is the SB through movement. This will also necessitate the removal of the right turn overlap phasing. • Camino Capistrano at Forster Street: This intersection is projected to operate at LOS E, F and F for	

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
		AM, PM Weekday and Saturday peak hours, respectively for 2035 No Build and 2035 with the Master Plan. Mitigation measures should be provided to return the level of service to an acceptable LOS D or better. With the following improvements the intersection is projected to operate at LOS A, B and A during AM, PM and Sat peak hours, respectively. Improvements include signalizing the intersection with no changes to lane configurations. This intersection met peak hour volume warrants for signalization under 2015 and 2035 traffic conditions. • Traffic Signal Warrant Analysis (Camino Capistrano at Forster Street): This intersection met the minimum volumes thresholds for the installation of a traffic signal under the 2035 No Build conditions during the PM peak and Saturday Peak. Improvement includes installation of a traffic signal	
Threshold TR-3: Would the project result in a change in air traffic patterns, including either an increase in traffic level or a change in location that results in substantial safety risks?	The proposed Project is not of a nature, or in a location, that would have any affect on air traffic patterns. As such, no significant impacts to air traffic patterns are expected to occur.	No mitigation is required.	No impact
Threshold TR-4: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	The proposed Project is intended and designed to reduce incompatible uses and improve the street system in the area in accordance with local, regional, and State agency engineering requirements. No significant impact associated with increased hazards due to design features are expected to occur.	No mitigation is required.	Less than significant
Threshold TR-5: Would the project result in inadequate emergency access?	The existing and proposed roadway system will provide adequate emergency access to all uses on-site during all phases of the Project, and will not affect off-site emergency access. No significant impacts related to emergency access are expected to occur.	No mitigation is required.	Less than significant
Cumulative Traffic Impacts	The 2015 and 2035 Cumulative analyses contained in Section 5.16, Traffic, assess the traffic impacts of all cumulative development anticipated by the Year 2015 and Year 2035. As shown in these analyses, most intersections and roadway segments will operate at acceptable levels of service with the existing or planned improvements, although some may require additional improvements, as described in Section 5.16.6, Mitigation Measures. It should be noted, however, that it has been anticipated in the traffic analysis that the cumulative impact of Project traffic along with other regional growth at the identified ramp and freeway locations will be largely mitigated through the I-5 Freeway Interchange project that is the responsibility of Caltrans. This project has been approved and an EIR has been certified, therefore, it is reasonable to	No mitigation is required.	Less than significant

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
	assume that the project will be implemented as scheduled for completion in 2013. As a result, with implementation of the mitigation measures below, cumulatively significant traffic impacts will be less than significant.		
5.17 Utilities and Service Systems			
Potable Water			
Threshold PW-1: Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **Threshold PW-2:** Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Project development will result in both short-term and long-term increases in water demand. Short-term demand for water may occur during demolition, excavation, grading, and construction activities on site. Water demand for soil watering (fugitive dust control), cleanup, masonry, painting, and other activities would be temporary and would cease at project build-out. Overall, construction activities require minimal water as compared to water consumption associated with long term operations of the proposed Project analyzed herein and are not expected to have any adverse impacts on the existing water system or available water supplies. Therefore, sufficient water supplies are available for short-term construction activities and impacts are considered less than significant. New development on-site will result in an increase in long-term water demand. Although all new development is required to comply with State law regarding water conservation measures, including pertinent provisions of Title 20 and Title 24 of the California Government Code regarding the use of water-efficient appliances, the proposed Project would result in an increase in water demand. Based on the domestic water demand factors provided by the City, the estimated net new daily water demand for future uses within the Project area would be approximately 72,894 gpd or 51 gallons per minute (gpm)	**PPP-PW-1** Prior to issuance of a grading permit for future site specific development, the project applicant shall prepare a water supply plan for the project in accordance with City standards and submit the plan to the City's Public Works Department for review and approval. The water supply plan shall extend the 350C system pipelines, or connect to existing facilities in the 250S water pressure zone and meet all other requirements prescribed by the City related to main size, pressure, etc. **PPP-PW-2** All new development and redevelopment shall comply with City of San Juan Capistrano Ordinance 966 "Water Efficient Landscape Ordinance Guidelines," AB 1881 and SB 7 by incorporating water conservation features. **PPP-PW-3** The proposed Project shall comply with Title 24 and shall incorporate all applicable water conservation measures (e.g., low-flow toilets and urinals, etc.) into the proposed project to reduce the project's demand for domestic water to the maximum extent practicable. **MM-PW-1** Prior to the approval of the final map for future site specific development, the project applicant shall submit a public improvement plan that includes provisions for extending recycled water service to the project site to meet all landscape irrigation needs. The design and construction of on-site recycled water service shall meet all applicable State Recycled water rules and regulations, California Plumbing Code 2009 and the City of San Juan Capistrano requirements/standards. The applicant shall connect to the public recycled water service system as such time as it is available at the project boundaries.	Less than significant
Cumulative Potable Water Impacts	The long range water master plan includes the provision of adequate facilities to accommodate "buildout" of the General Plan land uses. Adequate capacities are available in the utility service systems to accommodate both the proposed Project as well as other related projects that have been approved and are identified for future development. Because the Project is consistent with the programs adopted by the City, demands for domestic water have been anticipated by the City. The City continues to implement programs and water system capital	No mitigation measures are required.	Less than significant

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
	improvements that reduce the City's demand for imported water including construction of the GRF, installation of groundwater wells in the San Juan Basin, and potential participation with South Coast Water District (SCWD) in the development of a seawater desalination plant. Therefore, no significant cumulative impacts are anticipated.		
Wastewater Treatment and Collection			
Threshold SWR-1: Would the project require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Project implementation will result in the generation of additional wastewater, specifically, 51,354 gpd over existing conditions or a 39 percent increase. The City has indicated that it has previously acquired adequate wastewater treatment and disposal capacity to serve the proposed project. In addition, implementation of the water conservation program, reducing domestic water demand by 20 percent by 2020, will result in a proportionate reduction in the amount of wastewater generated by the proposed Project. As a result, no significant impacts related to wastewater transport and treatment are anticipated.	**PPP-SWR-1** Prior to issuance of a grading permit for future site specific development, the project applicant shall prepare a sewer plan and identify the sizing and location of backbone facilities necessary to service the proposed project, in accordance with City standards and submit the plan to the City's Utilities Department for review and approval. Design of the facilities that serve the project shall be sufficient to meet the projected service demands of the proposed project.	Less than significant
Threshold SWR-2: Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	With regard to wastewater treatment capacity, the City's ongoing monitoring of treatment capacity needs will provide adequate treatment capacity to accommodate the total Project and, therefore, impacts associated with wastewater treatment capacity is anticipated to be less than significant.	No mitigation is required.	Less than significant
Threshold SWR-3: Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	The future site specific development in accordance with the HTC Master Plan would tie into the existing wastewater collection system that would convey flows to the existing Camino Capistrano, Del Obispo Street and El Camino Real sewer mains and ultimately to the Jay B. Latham Regional Treatment Plant. PPP-SWR-1 will ensure that adequate capacity exists or will be provided in the trunk sewers. In addition, the on going monitoring of treatment capacity needs will further reduce impacts related to wastewater treatment requirements. Therefore, the proposed Project would not result in the exceedance of SOCWA's capacity to treat wastewater from the HTC Master Plan area. The City is regulated by law to treat wastewater consistent with the requirements and	No mitigation is required.	Less than significant

Table 1-2
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Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
	standards of the Regional Water Quality Control Board and the proposed Project will not result in the exceedance of SOCWA's treatment capacity. Therefore, no significant impact related to exceeding wastewater treatment standards is anticipated for the proposed Project.		
Cumulative Wastewater Treatment and Capacity Impacts	The long range water master plan includes the provision of adequate facilities to accommodate "buildout" of the General Plan land uses. Adequate capacities are available in the utility service systems to accommodate both the proposed Project as well as other related projects that have been approved and are identified for future development. Because the Project is consistent with the programs adopted by the City, wastewater generation has been anticipated by the City. The City continues to implement programs and wastewater system capital improvements that reduce the City's wastewater generation. Therefore, no significant cumulative impacts are anticipated.	No mitigation is required.	Less than significant
Solid Waste			
Threshold SWM-1: Would the Project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	The Orange County Waste and Recycling indicated that the Prima Deshecha Landfill, which is permitted to receive 8,500 tons per day and has an average daily tonnage of approximately 4,000 tons, will be able to adequately serve the Project. The proposed Project would not result in any significant impacts to solid waste landfill capacity in Orange County. Therefore, impacts to solid waste would be less than significant, and no mitigation is necessary.	**PPP-SWM-1** Future site specific development shall comply with the provisions of the Tri-Cities (San Juan Capistrano, Dana Point and San Clemente) Source Reduction and Recycling Element (SRRE) adopted by the City of San Juan Capistrano to reduce solid waste by 50 percent. **PPP-SWM-2** Future site specific development shall comply with the City of San Juan Capistrano Construction and Demolition (C&D) Waste Recycling Program per Ordinance No. 887.	Less than significant
Threshold SWM-2: Would the project comply with federal, state, and local statutes and regulations related to solid waste?	The City of San Juan Capistrano complies with all federal, State, and local statutes and regulations related to solid waste. The proposed project would not inhibit OCWR's or the City's ability to comply with federal, State, and local statutes and regulations related to solid waste, and no mitigation is required.	Please refer to **PPP-SWM-1** above.	Less than significant
Cumulative Solid Waste Impacts	The proposed Project, in combination with other projects within the county would create an increased demand on landfills and solid waste services for the County of Orange. However, the Orange County Landfill system is required to have available and will provide sufficient disposal capacity for a projected period of 15 years. The CIWMP has demonstrated this capacity will be provided. Therefore, the Project-related impacts would not be cumulatively significant.	Please refer to **PPP-SWM-1** above.	Less than significant

Table 1-2
Summary of Thresholds of Significance, Project Impacts, Mitigation, and Level of Significance after Mitigation

Thresholds of Significance	Project Impacts	Mitigation (Including Plans, Programs, and Polices [PPPs], Project Design Features [PDFs], and Mitigation Measures [MMs])	Level of Significance After Mitigation
Energy and Communications			
Threshold EC-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered energy and communication transmission facilities, need for new or physically altered energy and communications transmission facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable levels of service?	The primary demand for electricity, gas, and communications within the Project area will be generated by the development of proposed land uses. Implementation of the proposed Project will require the expansion of electrical, gas, and communications services. All existing gas, electrical, and communication distribution systems are adequate to service the HTC Project area.	**PPP-EC-1** The proposed project shall comply with all State Energy Insulation Standards and City of San Juan Capistrano codes in effect at the time of application for building permits. (Commonly referred to as Title 24, these standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Title 24 covers the use of energy efficient building standards, including ventilation, insulation and construction and the use of energy saving appliances, conditioning systems, water heating, and lighting.) Plans submitted for building permits shall include written notes demonstrating compliance with energy standards.	Less than significant
Cumulative Energy Impacts	Cumulative development within the Project area as projected from buildout of the General Plan would increase electricity and natural gas consumption, as well as the need for communication facilities and services. Based upon present conditions of electricity and gas supply and regulatory policies, there are no significant impacts to electricity or gas services anticipated at this time; therefore the Project-related demand for natural gas would not be cumulatively considerable. AT&T Communications and Cox Communications would be able to accommodate the needs for telephone, data, and video services generated by this and other projects in the area. No adverse impacts on the ability to service the area would result.	No mitigation is required.	Less than significant