

# 1. Executive Summary

---

## 1.1 INTRODUCTION

This draft environmental impact report (DEIR) addresses the environmental effects associated with the implementation of the proposed River Street Marketplace Project. The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. An environmental impact report (EIR) analyzes potential environmental consequences in order to inform the public and support informed decisions by local and state governmental agency decision makers.

This DEIR has been prepared pursuant to the requirements of CEQA and the City of San Juan Capistrano's CEQA procedures. The City of San Juan Capistrano, as the lead agency, has reviewed and revised all submitted drafts, technical studies, and reports as necessary to reflect its own independent judgment, including reliance on City technical personnel from other departments and review of all technical subconsultant reports.

Data for this DEIR derive from onsite field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (aesthetics/view simulations, air quality, biological resources, cultural resources, geological resources, hazards and hazardous materials, hydrology and water quality, noise, transportation and traffic, and utilities and service systems).

## 1.2 ENVIRONMENTAL PROCEDURES

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. CEQA established six main objectives for an EIR:

1. Disclose to decision makers and the public the significant environmental effects of proposed activities.
2. Identify ways to avoid or reduce environmental damage.
3. Prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. Disclose to the public reasons for agency approval of projects with significant environmental effects.
5. Foster interagency coordination in the review of projects.
6. Enhance public participation in the planning process.

## 1. Executive Summary

An EIR is the most comprehensive form of environmental documentation in CEQA and the CEQA Guidelines; it is intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts.

An EIR is one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Before approving a proposed project, the lead agency must consider the information in the EIR; determine whether the EIR was prepared in accordance with CEQA and the CEQA Guidelines; determine that it reflects the independent judgment of the lead agency; adopt findings concerning the project's significant environmental impacts and alternatives; and adopt a statement of overriding considerations if significant impacts cannot be avoided.

### 1.2.1 Type and Purpose of This DEIR

This DEIR has been prepared as a "Project EIR," defined by Section 15161 of the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3). This type of EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation.

## 1.3 PROJECT LOCATION

The 5.86-acre project site is at the southeast corner of Paseo Adelanto and River Street, just north of Del Obispo Street in the City of San Juan Capistrano, Orange County (see Figures 3-1, *Regional Location*, and 3-2, *Local Vicinity*). The site is generally bounded by River Street on the north, Del Obispo Street on the south, Paseo Adelanto on the west, and Los Rios Street on the east (see Figure 3-3, *Aerial Photograph*). As shown in Figure 3-3, the project site lies within the southern portion of the 40-acre area of the Los Rios Specific Plan. The project site consists of the following Assessor Parcel Numbers (APNs): 121-160-28, 121-160-22, and 121-160-49.

## 1.4 PROJECT SUMMARY

Development of the proposed project includes demolition of the existing single-story sales office, sheds, and various hardscape improvements associated with Ito Nursery, a commercial nursery operating onsite. Project development also requires removal of several trees, shrubs, and other landscape improvements throughout the project site, as well the existing chain-link fence that runs along the entire project boundary.

Upon clearing, the 5.86-acre project site would be developed with the River Street Marketplace Project, a neighborhood-scale commercial and office development that highlights the agrarian history of the area. The project site would be developed with just under 65,000 square feet of commercial and office space in five buildings: Marketplace, Mercantile, Greenhouse, Red Barn, and Farmstead. The configuration of the proposed buildings and land uses within the site is illustrated in Figure 3-4, *Conceptual Site Plan*. The overall

## 1. Executive Summary

design concept for the project depicts a pedestrian-oriented development, with outdoor seating and dining areas that incorporate a California-native landscape palette.

The Marketplace building is the largest of the proposed buildings with a 20,200-square-foot main floor and a 2,900-square-foot basement. The Marketplace would provide patrons with a variety of unique boutique retail shopping offerings. Tenants may include a juice bar, artisanal baked goods, farm fresh produce, gourmet cheeses, and specialty meats. Onsite dining options may include specialty deli and sandwich shops, specialty food stalls, and craft beer and wine. The two-story Mercantile building would provide retail, restaurant, and fitness offerings on the ground floor (10,800 square feet), and office space on the second floor (8,000 square feet). The single-story Greenhouse would house approximately 10,900 square feet of restaurant and retail uses along the eastern portion of the site. The single-story, 7,500-square-foot Red Barn would house restaurant and/or brewery/winery uses in the northeast corner of the site. Along River Street, the single-story, 4,600-square-foot Farmstead would house restaurant uses in the northern portion of the site (see Figure 3-4).

### 1.5 SUMMARY OF PROJECT ALTERNATIVES

The CEQA Guidelines (Section 15126.6[a]) state that an EIR must address “a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.” The alternatives were based, in part, on their potential ability to reduce or eliminate the impacts determined to be significant and unavoidable for the proposed project. The following three alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in Chapter 7, *Alternatives to the Proposed Project*, of this DEIR.

- No Project/No Build Alternative
- No Project/Existing Los Rios Specific Plan Alternative
- Reduced Intensity Alternative

An EIR must identify an “environmentally superior” alternative, and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. However, only impacts found significant and unavoidable are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Only one impact involving noise was found to be significant and unavoidable. Section 7.8 of this DEIR identifies the environmentally superior alternative.

#### 1.5.1 No-Project/No Build Alternative

CEQA requires an analysis of the No Project Alternative in accordance with CEQA Guidelines Section 15126.6(e). This alternative evaluates what would occur if the project is not approved, and is based upon

## 1. Executive Summary

existing conditions and available infrastructure. The No Project/No Build Alternative assumes that the proposed amendment to the Los Rios Specific Plan would not be adopted and no new development would occur. The current nursery uses would continue to operate and no demolition of the existing structures would occur.

### 1.5.2 No Project/Existing Los Rios Specific Plan Alternative

Pursuant to CEQA Guidelines Section 15126.6(e)(3)(A), when a project is the revision of an existing regulatory plan, the “no project” alternative assumes continuation of the existing plan, policy, or operation into the future. Therefore, under the No Project/Existing Los Rios Specific Plan Alternative, the current general plan land uses and zoning would remain in effect. The current Specific Plan designates the site as Low Density Commercial (LDC) development, which allows land uses such as nurseries, open markets, and arts and crafts workshops, display and retail, and office uses fronting Del Obispo. The No Project/Existing Los Rios Specific Plan Alternative assumes that the project site would be developed with an approximate 36,000 square foot nursery/garden center with a building height of up to 30 feet. This alternative would generate 2,452 daily, 87 AM peak hour, and 250 PM peak hour trips.<sup>1</sup>

### 1.5.3 Reduced Intensity Alternative

The Reduced Intensity Alternative was selected to lessen potentially significant impacts related to air quality, noise, and traffic. However, as described above and within the substantive chapters of this EIR, these potentially significant impacts can already be reduced through the implementation of mitigation measures. Regardless, in order to eliminate a potentially significant PM peak hour traffic impact at Paseo Adelanto and Del Obispo Street during General Plan Buildout conditions, a reduction in queue length by 2 cars would be required; the project’s eastbound left-turns would need to be reduced by 18 cars. This equates to an overall project trip generation reduction of 40 cars (from 106 to 66) for the inbound trips during the PM peak hour.

This reduction in trips results in a proportional decrease in building square footage. Using a high-turnover restaurant rate of 9.77 PM peak hour trips (62 percent inbound and 38 percent outbound) per thousand square feet (ITE Code 932: High-Turnover Restaurant), this alternative would reduce high-turnover restaurant building square footage by approximately 6,605, allowing buildout of 58,295 square feet. Implementation of the amendment to the Specific Plan provisions would still apply to this alternative.

## 1.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this DEIR adequately describes the environmental impacts of the project.

---

<sup>1</sup> Based on ITE Trip Generation Manual 10th Edition, Nursery (Garden Center), ITE Code 817.

## 1. Executive Summary

2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the Mitigation Measures identified in the DEIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

### **1.7 AREAS OF CONTROVERSY**

Prior to the preparation of the DEIR, the City of San Juan Capistrano circulated a Notice of Preparation (NOP) and held an EIR scoping meeting on January 24, 2018 at the Community Center Community Hall at 25925 Camino Del Avion to determine the concerns of interested parties regarding environmental analysis of the proposed project. A summary of correspondence received in response to the NOP and the scoping meeting, including areas of controversy identified by members of the public, is provided in Table 2-1 in Chapter 2, *Introduction*, of this DEIR.

### **1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION**

Table 1-1 summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after imposition of the mitigation measures is also presented.

# 1. Executive Summary

*This page intentionally left blank.*

## 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| Environmental Impact  | Level of Significance Before Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|---|---|--|--|
| <b>5.1 AESTHETICS</b>   |   |  |  |
| <b>Impact 5.1-1:</b> The proposed project would alter the visual appearance of the project site, but would not substantially degrade its existing visual character or quality.  | Less Than Significant                   | No mitigation measures are necessary.  | Less Than Significant                  |
| <b>Impact 5.1-2:</b> The proposed project would not cause shade and shadow impacts on surrounding uses.   | Less Than Significant                   | No mitigation measures are necessary.  | Less Than Significant                  |
| <b>Impact 5.1-3:</b> The proposed project would replace nursery uses with an agrarian themed commercial and office use with substantial landscaping, but would not have a substantial effect on a scenic vista.             | Less Than Significant                   | No mitigation measures are necessary.  | Less Than Significant                  |
| <b>Impact 5.1-4:</b> The proposed project would generate additional light and glare.  | Less Than Significant                   | No mitigation measures are necessary.  | Less Than Significant                  |
| <b>Cumulative Impact</b>  | Less Than Significant                   | No mitigation measures are necessary.  | Less Than Significant                  |
| <b>5.2 AIR QUALITY</b>  |   |  |  |
| <b>Impact 5.2-1:</b> Operation of the proposed project would not conflict with or obstruct implementation of the applicable air quality plan.   | Less Than Significant                   | No mitigation measures are necessary.  | Less Than Significant                  |
| <b>Impact 5.2-2:</b> Construction activities associated with the proposed project could generate short-term emissions in exceedance of SCAQMD'S regional construction significance thresholds for VOC and NO <sub>x</sub> . | <b>Potentially Significant</b>          | AQ-1 The construction contractor shall implement the following measure to reduce construction exhaust emissions during soil hauling activities associated with rough grading: <ul style="list-style-type: none"> <li>Hauling of soil generated from rough grading activities shall be limited to a maximum of 125 trucks per day (250 one-way haul trips per day if 16-cubic-yard trucks are used) assuming a one-way haul distance of 20 miles. If the one-way truck haul distance for export of soil from site preparation activities is greater than 20 miles, as identified by the contractor(s), hauling shall be restricted to no more than 5,000 miles per</li> </ul> | Less Than Significant                  |

# 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| Environmental Impact  | Level of Significance Before Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|---|---|--|--|
|   |   | <p>day.</p> <p>These requirements shall be noted on all construction management plans and verified by the City of San Juan Capistrano prior to issuance of any construction permits and during the soil disturbing phases.</p> <p>AQ-2 During building construction, the construction contractor shall, at minimum, use paints with a maximum volatile organic compound (VOC) content of 50 grams per liter or less for all interior architectural coatings. This requirement shall be noted on all construction management plans verified by the City of San Juan Capistrano prior to issuance of any construction permits and during interior coating activities.</p>  |  |
| <b>Impact 5.2-3:</b> Long-term operation of the project would not generate emissions in exceedance of SCAQMD's threshold criteria.                          | Less Than Significant                   | No mitigation measures are necessary.  | Less Than Significant                  |
| <b>Impact 5.2-4:</b> Construction activities associated with the proposed project could expose sensitive receptors to substantial pollutant concentrations. | <b>Potentially Significant</b>          | <p>AQ-3 The construction contractor shall implement the following measure to reduce onsite construction-related fugitive dust emissions during asphalt demolition debris hauling activities:</p> <ul style="list-style-type: none"> <li>Hauling of asphalt demolition debris shall be limited to a maximum of 14 trucks per day (28 one-way haul trips per day) assuming 16-cubic-yard trucks are used. Overall, the amount of asphalt demolition debris material hauled off-site shall be restricted to no more than 283 tons per day.</li> </ul> <p>These requirements shall be noted on all construction management plans and verified by the City of San Juan Capistrano prior to issuance of any construction permits and during the asphalt demolition hauling activities.</p> | Less Than Significant                  |
| <b>Impact 5.2-5:</b> Implementation of the proposed project would not create objectionable odors affecting a substantial number of people.                  | Less Than Significant                   | No mitigation measures are necessary.  | Less Than Significant                  |
| <b>Cumulative Impacts</b>   | <b>Potentially Significant</b>          | Mitigation Measures AQ-1 through AQ-3 apply.   | Less Than Significant                  |
| <b>5.3 BIOLOGICAL RESOURCES</b>   |   |  |  |
| <b>Impact 5.3-1:</b> Tree removal during construction   | <b>Potentially Significant</b>          | BIO-1 Prior to issuance of permits for any construction activity, the project applicant  | Less Than Significant                  |



## 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| Environmental Impact   | Level of Significance Before Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|--|---|--|--|
| of the proposed project could cause loss of active bird nests. |   | <p>shall demonstrate compliance with the federal MBTA and submit required nesting bird surveys to the City of San Juan Capistrano. If construction is proposed between January 15th to September 1st, a qualified biologist must conduct a nesting bird survey(s) no more than three days prior to initiation of construction activities to document the presence or absence of nesting birds in or adjacent to the project site. The preconstruction survey(s) will focus on identifying any raptors and/or passerines nests that may be directly or indirectly affected by construction activities. Construction outside the nesting season (between September 1st and January 14th) does not require pre-removal nesting bird surveys. Any nest permanently vacated for the season are not protected by the Migratory Bird Treaty Act. If active nests are documented, the following measures are required:</p> <ul style="list-style-type: none"> <li>• Species-specific measures, based upon the species found during the survey, shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be postponed until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities are restricted from the area.</li> <li>• A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of San Juan Capistrano prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a biological monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests, or any birds dwelling in such nests, shall occur.</li> <li>• A final report of the findings, prepared by a qualified biologist, shall be submitted to the City of San Juan Capistrano prior to construction-related activities that have the potential to disturb any active nests during the nesting season.</li> </ul> |  |
| <b>Impact 5.3-2:</b> The proposed project would not            | Less Than Significant                   | No mitigation measures are necessary.  | Less Than Significant                  |

# 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| Environmental Impact   | Level of Significance Before Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|--|---|--|--|
| adversely affect a federally protected wetland.  |   |  |  |
| <b>Impact 5.3-3:</b> The proposed project is consistent with the City of San Juan Capistrano's tree removal ordinance.                                     | Less Than Significant                   | No mitigation measures are necessary.  | Less Than Significant                  |
| <b>Cumulative Impacts</b>  | Less Than Significant                   | No mitigation measures are necessary.  | Less Than Significant                  |
| <b>5.4 CULTURAL RESOURCES</b>  |   |  |  |
| <b>Impact 5.4-1:</b> Development of the project would not impact an identified historic resource.  | Less Than Significant                   | No mitigation measures are necessary.  | Less Than Significant                  |
| <b>Impact 5.4-2:</b> Construction activities associated with development of the proposed project could impact buried or obscured archaeological resources. | <b>Potentially Significant</b>          | <p>CUL-1 Prior to issuance of any permits allowing ground-disturbing activities for the River Street Marketplace project, the City of San Juan Capistrano shall ensure that an archeologist who meets the Secretary of the Interior's Standards for professional archaeology has been retained for the project and will monitor all grading and other significant ground-disturbing activities. The Qualified Archaeologist shall ensure that the following measures are followed for the project:</p> <ul style="list-style-type: none"> <li>• Prior to any ground disturbance, the Qualified Archaeologist, or their designee, shall provide worker environmental awareness protection training to construction personnel regarding regulatory requirements for the protection of cultural (prehistoric and historic) resources. As part of this training, construction personnel shall be briefed on proper procedures to follow should unanticipated cultural resources be made during construction. Workers will be provided contact information and protocols to follow in the event that inadvertent discoveries are made. The training can be in the form of a video or PowerPoint presentation. Printed literature (handouts) can accompany the training and can also be given to new workers and contractors to avoid the necessity of continuous training over the course of the project.</li> <li>• Prior to any ground disturbance, the applicant shall submit a written Project Monitoring Plan (PMP) to the City's Development Services Director for review and approval. The monitoring plan shall include monitor contact information, specific procedures for field observation, diverting and grading to protect finds, and procedures to be followed in</li> </ul> | Less Than Significant                  |

## 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| Environmental Impact  | Level of Significance Before Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|---|---|--|--|
|   |   | <p>the event of significant finds.</p> <ul style="list-style-type: none"> <li>• During grading or trenching activities, a Native American monitor provided by the Juaneño Band of Mission Indians–Acjachemen Nation shall observe all grading and trenching activities below the original ground surface. The Native American monitor shall consult with the archaeological monitor regarding objects and remains encountered during grading or trenching activities that may be considered sacred or important.</li> <li>• In the event that unanticipated cultural material is encountered during any phase of project construction, all construction work within 50 feet (15 meters) of the find shall cease and the Qualified Archaeologist shall assess the find for importance. Construction activities may continue in other areas. If the discovery is determined to not be important by the Qualified Archaeologist and the Native American monitor, work will be permitted to continue in the area. <ul style="list-style-type: none"> <li>• If a find is determined to be important, additional investigation may be warranted, or the find can be preserved in place and construction may be allowed to proceed.</li> <li>• Additional investigation work can include scientific recording and excavation of the important portion of the find.</li> <li>• If excavation of a find occurs, the Qualified Archaeologist shall draft a report within 60 days of conclusion of excavation that identifies the find and summarizes the analysis conducted. The completed report shall be approved by the City’s Development Services Director and filed with the County and with the South Central Coastal Information Center at California State University, Fullerton.</li> <li>• Excavated finds shall be curated at a repository determined by the Qualified Archaeologist in consultation with the Native American monitor and approved by the City.</li> </ul> </li> </ul> |  |
| <p><b>Impact 5.4-3:</b> Construction activities associated with development of the proposed project could impact buried paleontological</p> | <p><b>Potentially Significant</b></p>   | <p>CUL-2 Prior to the issuance of any permits allowing ground-disturbing activities for the River Street Marketplace project, the City of San Juan Capistrano shall ensure that a paleontological monitor has been retained for the project. The</p>   | <p>Less Than Significant</p>           |

# 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| Environmental Impact                          | Level of Significance Before Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|---|---|--|--|
| resources or a unique geologic feature.       |   | <p>paleontologist shall prepare a paleontological monitoring program. All grading and other significant ground-disturbing activities more than 3 feet below the ground surface will be monitored by a paleontological monitor. If any evidence of paleontological resources is discovered, the following measures shall be taken:</p> <ul style="list-style-type: none"> <li>• All below-grade work shall stop within a 50-foot radius of the discovery. Work shall not continue until the discovery has been evaluated by a qualified paleontologist.</li> <li>• A qualified paleontologist in coordination with the City shall assess the find(s) and determine if they are scientifically important. If the find(s) are of value then:                             <ul style="list-style-type: none"> <li>• Scientifically important fossils shall be prepared by the paleontologist and/or his/her designee(s) to the point of identification, identified to the lowest taxonomic level possible, and curated in a museum repository with permanent, retrievable storage.</li> <li>• Significant paleontological resources found shall be preserved as determined necessary by the paleontological monitor.</li> <li>• Excavated finds shall be offered to the Los Angeles County Museum of Natural History or its designee for curation on a first-refusal basis. After which, finds shall be offered to an accredited and permanent scientific institution for the benefit of current and future generations.</li> <li>• Within 60 days of completion of the end of earth-moving activities, the paleontologist shall draft a report summarizing the finds and shall include the inspection period, an analysis of any resources found, and the present repository of the items.</li> <li>• The paleontologist's report shall be approved by the City. Any resulting reports shall also be filed with the permanent scientific institution where the resources are curated.</li> </ul> </li> </ul> |  |
| <b>Impact 5.4-4:</b> Grading activities could | Less Than Significant                   | No mitigation measures are necessary.  | Less Than Significant                  |

## 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| Environmental Impact  | Level of Significance Before Mitigation | Mitigation Measures                   | Level of Significance After Mitigation |
|---|---|---------------------------------------|--|
| potentially disturb human remains.  |   |                                       |  |
| <b>Cumulative Impacts</b>   | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>5.5 GEOLOGY AND SOILS</b>  |   |                                       |  |
| <b>Impact 5.5-1:</b> Project employees and visitors would not be exposed to adverse seismic-related hazards from ground shaking or liquefaction.  | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>Impact 5.5-2:</b> Project construction would not cause substantial soil erosion.   | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>Impact 5.5-3:</b> The proposed project would not expose people or structures to substantial hazards from unstable geologic units or soil.  | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>Cumulative Impacts</b>   | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>5.6 GREENHOUSE GAS EMISSIONS</b>   |   |                                       |  |
| <b>Impact 5.6-1:</b> Implementation of the proposed project would not generate a net increase in GHG emissions, either directly or indirectly, that would have a significant impact on the environment. | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>Impact 5.6-2:</b> Implementation of the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.                | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>Cumulative Impacts</b>   | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>5.7 HAZARDS AND HAZARDOUS MATERIALS</b>  |   |                                       |  |
| <b>Impact 5.7-1:</b> Project construction and operations would involve limited transport, use, and/or disposal of hazardous materials.  | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |

# 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| Environmental Impact  | Level of Significance Before Mitigation | Mitigation Measures                   | Level of Significance After Mitigation |
|---|---|---------------------------------------|--|
| <b>5.8 HYDROLOGY AND WATER QUALITY</b>  |   |                                       |  |
| <b>Impact 5.8-1:</b> The proposed project would not violate water quality standards or waste discharge requirements, otherwise degrade water quality, or have a significant impact on water quality due to site discharges.   | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>Impact 5.8-2:</b> The proposed project would not 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.  | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>Impact 5.8-3:</b> The proposed project would not 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 a substantial erosion or siltation on- or off-site.   | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>Impact 5.8-4:</b> Development of the proposed project would not substantially alter the existing drainage pattern to result in adverse flooding impacts, and create or contribute runoff water that would exceed the capacity of existing or planned stormwater systems, or provide substantial additional sources of polluted runoff. | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>Impact 5.8-5:</b> Development of the proposed project would not place housing or structures within a 100-year flood hazard area.   | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>Cumulative Impacts</b>   | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |

## 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| Environmental Impact  | Level of Significance Before Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|---|---|--|--|
| <b>5.9 LAND USE</b>   |   |  |  |
| <b>Impact 5.9-1:</b> Implementation of the proposed project would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. | Less Than Significant                   | No mitigation measures are necessary.  | Less Than Significant                  |
| <b>Cumulative Impacts</b>   | Less Than Significant                   | No mitigation measures are necessary.  | Less Than Significant                  |
| <b>5.10 NOISE</b>   |   |  |  |
| <b>Impact 5.10-1:</b> Construction activities would result in temporary noise increases in the vicinity of the proposed project.  | <b>Potentially Significant</b>          | <p>N-1</p> <p>Prior to the issuance of demolition, grading, and/or building permits, a construction noise mitigation plan shall be prepared, reviewed, and approved by the City of San Juan Capistrano Director of Development Services and shall be noted on plans. The project applicant shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:</p> <ul style="list-style-type: none"> <li>• Construction activity is limited to the daytime hours between 7 AM and 6 PM (Monday through Friday) or between 8:30 AM and 4:30 PM (Saturdays) or at no time on Sundays or national holidays, as prescribed in the Municipal Code.</li> <li>• At least 30 days prior to commencement of demolition, notification of planned construction activities and scheduling shall be given to all residents or commercial entities adjacent to the project site. The notification shall include a brief description of the project, the activities that would occur, and the durations/hours of construction. The notification shall also include the phone number of the construction superintendent. If the superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action to the reporting party and the City of San Juan Capistrano Director of Development Services.</li> <li>• A sign shall be posted on construction-zone fencing that is clearly visible to site passers-by and that includes a contact name and telephone number of the construction superintendent. If the superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action to the reporting party</li> </ul> | <b>Significant and Unavoidable</b>     |

# 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| Environmental Impact | Level of Significance Before Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|----------------------|---|--|--|
|                      |   | <p>and the City of San Juan Capistrano Director of Development Services.</p> <ul style="list-style-type: none"> <li>• Erect a temporary noise barrier/curtain between residential receptors that (a) share a boundary with the project site and any project construction zones within 100 feet of the shared boundary and (b) when such a nearby construction zone will use any equipment items rated at 60 dBA or above per FTA Manual Table 12-1. The sound barrier shall be free of gaps and holes and must achieve a Sound Transmission Class (STC) of 35 or greater. The barrier can be (a) a ¾-inch-thick plywood wall or (b) a hanging blanket/curtain with a surface density of at least 2 pounds per square foot. For either configuration, the construction side of the barrier shall have an exterior lining of sound absorption material with a Noise Reduction Coefficient (NRC) rating of at least 0.7.</li> <li>• All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers, air intake silencers, and engine shrouds that are no less effective than as originally equipped by the manufacturer.</li> <li>• Stationary construction equipment and material delivery (loading/unloading) areas shall be located as far as practicable from the residences.</li> <li>• Material stockpiling, staging of equipment and construction trailers/offices shall be located as far as feasible from the residences.</li> <li>• Unnecessary engine idling shall be curtailed to no more than 10 minutes, to the extent feasible.</li> <li>• “Smart” back-up alarms, which automatically adjust the alarm level based on the background noise level, shall be employed on all trucks and construction vehicles or back-up alarms shall be disabled and replaced with human spotters.</li> <li>• The use of public address systems shall be limited to the extent feasible.</li> <li>• Grade-surface irregularities on the construction sites shall be minimized to the extent feasible.</li> <li>• Construction traffic shall be limited to the haul routes established by the</li> </ul> |  |



## 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| Environmental Impact  | Level of Significance Before Mitigation | Mitigation Measures                   | Level of Significance After Mitigation |
|---|---|---------------------------------------|--|
|   |   | City.                                 |  |
| <b>Impact 5.10-2:</b> Project implementation would result in long-term operation-related noise that would not exceed local standards.   | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>Impact 5.10-3:</b> The project would not create groundborne vibration and groundborne noise.   | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>Cumulative Impacts</b>   | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>5.11 PUBLIC SERVICES</b>   |   |                                       |  |
| <b>Impact 5.11-1:</b> The proposed project would introduce new structures, workers, and visitors into the OCFA's service boundaries, resulting in a slight increase in demands for fire protection and emergency medical services.                    | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>Impact 5.11-2:</b> The proposed project would introduce new structures, workers, and visitors into the Orange County Sheriff's Department's service boundaries resulting in an increase in demands for police protection facilities and personnel. | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>Cumulative Impacts</b>   | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>5.12 TRANSPORTATION/TRAFFIC</b>  |   |                                       |  |
| <b>Impact 5.12-1:</b> Project-related trip generation would not impact levels of service for the existing area roadway system.  | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |
| <b>Impact 5.12-2:</b> Project-related trip generation in combination with existing and proposed cumulative development would not result in freeway or highways exceeding acceptable stacking/storage lengths on all off-ramps.                        | Less Than Significant                   | No mitigation measures are necessary. | Less Than Significant                  |

# 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| Environmental Impact  | Level of Significance Before Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|---|---|--|--|
| <p><b>Impact 5.12-3:</b> Project-related construction traffic would not exceed traffic threshold volumes; however, construction could result in temporary and short-term traffic detours and disruptions.</p> | <p><b>Potentially Significant</b></p>   | <p>TR-1</p> <p>Prior to the issuance of grading permits, the project applicant shall prepare a Construction Traffic Management Plan in coordination with the City of San Juan Capistrano City Traffic Engineer. The Plan, at a minimum, shall include the following:</p> <ul style="list-style-type: none"> <li>• Ingress and egress for the construction traffic would be via Driveway 1 located along Paseo Adelanto with a flagman to provide ingress/egress from the project site to Del Obispo Street.</li> <li>• Restrict construction traffic on all local collector streets.</li> <li>• Traffic control for any street closure, detour or other disruption to traffic circulation.</li> <li>• Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e. lumber, tiles piping, windows, etc.), to access the site, traffic controls and detours and proposed construction phasing plan for the project.</li> <li>• Identify parking needs and parking areas for construction related equipment and workman support.</li> <li>• Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.</li> <li>• Require the Applicant to keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer) of any material which may have been spilled, tracked or blown onto adjacent streets or areas.</li> <li>• Hauling or transport of oversize loads will be allowed between the hours of 8:30 AM and 2:30 PM only, Monday through Friday, unless approved otherwise by the City Engineer. Hauling or transport may be permitted/required during nighttime hours, weekends or Federal holidays, at the discretion of the City Engineer. An approved Haul Route Permit will be required from the City.</li> <li>• Haul trucks entering or exiting public streets shall at all times yield to public traffic.</li> </ul> | <p>Less Than Significant</p>           |

## 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| Environmental Impact  | Level of Significance Before Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|---|---|--|--|
|   |   | <ul style="list-style-type: none"> <li>If hauling operations cause any damage to existing pavement, street, curb and/or gutter along the haul route, the applicant will be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer.</li> <li>All constructed-related parking and staging of vehicles will be kept out of the adjacent public roadways and parking lots and will occur on-site.</li> <li>This Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as City of San Juan Capistrano requirements.</li> </ul>   |  |
| <p><b>Impact 5.12-4:</b> Project-related trip generation in combination with existing and proposed cumulative development would not result in designated road and/or highways exceeding county congestion management agency service standards.</p>  | <p>Less Than Significant</p>            | <p>No mitigation measures are necessary.</p>   | <p>Less Than Significant</p>           |
| <p><b>Impact 5.12-5:</b> Project on-site circulation improvements have been designed to adequately address potentially hazardous geometric conditions (sharp curves, etc.), potential conflicting uses, evacuation routes, and emergency access. Left-turn storage at Paseo Adelanto and Del Obispo is inadequate under General Plan Buildout conditions.</p> | <p>Potentially Significant</p>          | <p>TR-2 Prior to the issuance of occupancy permits, the project applicant shall implement the following improvement to the Paseo Adelanto and Del Obispo Street intersection:</p> <ul style="list-style-type: none"> <li>Restripe the southbound approach on Paseo Adelanto to provide a southbound (outbound) 18-foot shared left/through/right-turn lane and two (2) departure (inbound) lanes (one 12-foot lane and one 10-foot lane); and</li> <li>Restripe the eastbound approach on Del Obispo Street to provide dual eastbound left-turn lanes with a minimum storage of 70-feet each lane and a 50-foot transition.</li> </ul> <p>In order to accommodate the recommended dual eastbound left-turn lanes on Del Obispo Street via the provision of two (departure) northbound receiving lanes on Paseo Adelanto, the one of two options shall be implemented:</p> <ul style="list-style-type: none"> <li>Option 1: Eliminate the proposed on-street angled parking south of the proposed project driveway along Paseo Adelanto, and sign and stripe the curb lane as a right-turn lane into the project driveway.</li> </ul> | <p>Less Than Significant</p>           |

# 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| Environmental Impact  | Level of Significance Before Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|---|---|--|--|
|   |   | <ul style="list-style-type: none"> <li>Option 2: Widen the street along the west side of Paseo Adelanto, as necessary, and sign and stripe the curb lane as a right-turn lane into the project driveway to maintain the proposed on-street angled parking south of the proposed project driveway along Paseo Adelanto and/or existing lane configuration on the southbound approach of Paseo Adelanto at Del Obispo Street. Any additional right-of-way within the Orange County Flood Control parcel required to implement this improvement option, beyond that already proposed to construct a traffic circle at Paseo Adelanto and River Street, will require the project applicant to obtain approval from the Orange County Flood Control District.</li> </ul> <p>Re-striping of the Del Obispo Street at Paseo Adelanto intersection and improvements to Paseo Adelanto are subject to review and approval of the City of San Juan Capistrano Public Works/Engineering Department.</p> |  |
| <b>Impact 5.12-6:</b> The proposed project complies with adopted policies, plans, and programs related to transit, bicycles, and pedestrians. | Less Than Significant                   | No mitigation measures are necessary.  | Less Than Significant                  |
| <b>Cumulative Impacts</b>   | <b>Potentially Significant</b>          | Mitigation Measure TR-2 applies.   | Less Than Significant                  |
| <b>5.13 TRIBAL CULTURAL RESOURCES</b>   |   |  |  |
| <b>Impact 5.13-1:</b> Grading activities associated with the proposed project have the potential to encounter tribal cultural resources.      | <b>Potentially Significant</b>          | Mitigation Measure CUL-1 applies.  | Less Than Significant                  |
| <b>Cumulative Impacts</b>   | Less Than Significant                   | No mitigation measures are necessary.  | Less Than Significant                  |
| <b>5.14 UTILITIES, SERVICE SYSTEMS, AND ENERGY</b>  |   |  |  |
| <b>Impact 5.14-1:</b> Project-generated wastewater would require an upgrade to the existing sewer system.                                     | <b>Potentially Significant</b>          | USS-1 Prior to issuance of building permits, the project applicant shall upsize pipe segment D15704 between manhole D10135 on Los Rios Street and manhole D11155 on Del Obispo, from 8 inch to 12 inch diameter pipe. Prior to upsizing the line, the project applicant and the City shall enter into a development reimbursement agreement for said improvements such that the applicant will be reimbursed for costs incurred in exceedance of its fair share contribution.  | Less Than Significant                  |
| <b>Impact 5.14-2:</b> Project-generated wastewater  | Less Than Significant                   | No mitigation measures are necessary.  | Less Than Significant                  |

## 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

| <b>Environmental Impact</b>   | <b>Level of Significance Before Mitigation</b> | <b>Mitigation Measures</b>            | <b>Level of Significance After Mitigation</b> |
|---|--|---------------------------------------|---|
| could be adequately treated by the wastewater service provider for the project.   |  |                                       |   |
| <b>Impact 5.14-3:</b> Water supply and delivery systems are adequate to meet project requirements.  | Less Than Significant                          | No mitigation measures are necessary. | Less Than Significant                         |
| <b>Impact 5.14-4:</b> Existing and proposed facilities would be able to accommodate project-generated solid waste and comply with solid waste regulations.                            | Less Than Significant                          | No mitigation measures are necessary. | Less Than Significant                         |
| <b>Impact 5.14-5:</b> The proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, nor conflict with an energy efficiency plan | Less Than Significant                          | No mitigation measures are necessary. | Less Than Significant                         |
| <b>Cumulative Impacts</b>   | <b>Potentially Significant</b>                 | Mitigation Measure USS-1 applies.     | Less Than Significant                         |

## 1. Executive Summary

*This page intentionally left blank.*