3.0 PROJECT DESCRIPTION

This Draft Environmental Impact Report (EIR) has been prepared to evaluate the environmental impacts that may result from implementation of the proposed Ganahl Lumber Project (proposed project). As Lead Agency, the City of San Juan Capistrano (City) has the authority for preparation of this Draft EIR and, after the comment/response process, certification of the Final EIR and approval of the proposed project as described in this Draft EIR. The City and Responsible Agencies have the authority to make decisions on discretionary actions related to the approval of the proposed project. This Draft EIR is intended to serve as an informational document to be considered by the City and the Responsible Agencies during deliberations on the proposed project. This Draft EIR evaluates for a reasonable worst-case scenario of potential environmental impacts associated with the proposed project and provides mitigation where necessary.

3.1 PROJECT OVERVIEW

Ganahl Lumber (the project Applicant) proposes to construct the proposed project on an approximately 17-acre site located immediately north of Stonehill Drive between the San Juan Creek Channel/Trail and the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor in the City of San Juan Capistrano. The proposed project involves the development of three separate development areas, described as Areas A, B, and C. Area A would include the potential development of two drive-through restaurants. Area B would be developed with the Ganahl Lumber hardware store and lumber yard. Area C would include a crushed-rock gravel area for short-term vehicle storage. The project proposes a total building area of 167,385 square feet (sf) within Areas A, B, and C, with a majority of the development concentrated within Area B.

3.2 EXISTING CONDITIONS

3.2.1 Regional Project Location

The proposed project is located on an approximately 17-acre site in the City of San Juan Capistrano, which itself is located in southern Orange County, California. The City encompasses approximately 14 square miles of land (approximately 8,960 acres) within the County. The City is bounded by the adjacent City of Mission Viejo to the north, the Cities of Laguna Niguel and Dana Point to the west, the City of San Clemente to the south, and unincorporated Orange County to the east.

As shown on Figure 3.1, Regional Project Location (all figures are provided at the end of the chapter), regional access to the project site is provided by Interstate 5 (I-5), Pacific Coast Highway (PCH, also known as State Route 1), State Route 73 (SR-73), and State Route 74 (SR-74, also known as Ortega Highway). The I-5 freeway bisects the central portion of the City in a north-south direction and is located less than 0.25 mile east of the project site; PCH extends in a north-south direction and is approximately 0.7 mile south of the project site; SR-73 extends in an east-west direction in the northern portion of the City and is located approximately 5.0 miles north of the project site; and Ortega Highway extends in an east-west direction approximately 3.2 miles north of the project site.

3.2.2 Project Vicinity and Surrounding Land Uses

The project site is comprised of five Assessor's Parcel Numbers (APNs), including 121-253-13 and -15, and 121-240-39, -73, and -76. Surrounding land uses include a mobile home park to the north; the San Juan Creek Channel and Trail, Creekside Park, and single-family residential uses to the west; the LOSSAN rail corridor and automobile dealerships to the east; and a hotel, a mobile home park, and commercial uses south of Stonehill Drive. A detailed project vicinity map is shown on Figure 3.2, Project Vicinity.

3.2.3 Existing Project Site

The project site is generally bounded to the south by Stonehill Drive, to the west by San Juan Creek Channel and Trail, to the east by the LOSSAN rail corridor, and to the north by the Capistrano Valley Mobile Estates (CVME) mobile home park.

In its existing condition, the project site is undeveloped and the northern portion of the site is vacant. A vehicle storage area, located on the central and southern portions of the project site, is secured by a chain-link fence. The vehicle storage area consists of a crushed-rock gravel surface and is not paved. The project site is occasionally used as an illegal dump site for trash and construction debris, which contributes to the degraded nature of the project site. Refer to Figure 3.3, Site Photographs, for current photographs of the project site.

3.2.4 Existing General Plan and Zoning

As shown on Figure 3.4, Existing General Plan Land Use Designations, the existing General Plan land use designation for the majority of the project site is Quasi-Industrial. According to the City's Land Use Element (1999, revised 2002), the Quasi-Industrial designation provides for a variety of light industrial and manufacturing uses, including limited regional commercial activities that are non-polluting and are compatible with surrounding land uses. The northernmost portion of the project site (where the northern easement is proposed) has a land use designation of Industrial Park, which allows light industrial and manufacturing uses. The existing General Plan land use designations are consistent with the proposed project. Existing land uses surrounding the project site include Industrial Park to the north, Quasi-Industrial to the south and east of the LOSSAN rail corridor, and General Open Space to the west.

As shown on Figure 3.5, Existing Zoning Designations, the majority of the project site (encompassing Areas A, B, and C) is zoned Commercial Manufacturing (CM). The Commercial Manufacturing zone allows limited industrial and a wide range of commercial uses, primarily of a non-retail nature, wholesaling, eating establishments, and indoor recreational uses. Retail uses permitted in the CM zone include sales of carpeting, furniture, and home appliances. The substantially similar retail activities proposed for the Ganahl hardware store fall within the purpose and intent of the CM zone, and can therefore be permitted under Section 9-3.203 of the San Juan Capistrano Municipal Code. The future utilities easement at the northwest corner of the project site (where the northern easement is proposed) is zoned Mobile Home Park Senior Overlay (IP), which allows mobile home uses for seniors 55 years of age and older. The existing zoning designations are consistent with the proposed project. Existing zoning designations surrounding the project site include a Mobile Home Park District to the north, Neighborhood Park District to the west, General Open Space directly to

the east, and Commercial Manufacturing to the east of the LOSSAN rail corridor and south of Stonehill Drive.

No General Plan amendment or zoning changes would be required to implement the proposed project. The project site's land use designations and zoning classifications are discussed further in Section 4.10, Land Use and Planning, of this EIR.

3.3 PROPOSED PROJECT

3.3.1 Proposed Development Areas A, B, and C

The project site encompasses approximately 17 acres and includes the development of three separate development areas, described as Areas A, B, and C. Figure 3.6, Conceptual Site Plan, shows the three development areas proposed within the project site.

Area A is approximately 2 acres and would include the potential development of two drive-through restaurants. Area B is approximately 10.6 acres and would be developed with the Ganahl Lumber hardware store and lumber yard. Area C is approximately 4.4 acres and would include a crushed-rock gravel area for short-term vehicle storage. Table 3.A includes a breakdown of building area proposed within Areas A and B. No structures are proposed within Area C.

Table 3.A: Proposed Building Area

Proposed Structures	Floor Area	Overhang Area	Total Building Area
Area A			
Potential Drive-Through Restaurant Use(s)	6,000 sf	-	6,000 sf
Total Area A	***6,000 sf***	***-***	***6,000 sf***
Area B			
Building 1 (Hardware Store)	50,898 sf	4,825 sf	55,723 sf
Building 2 (Drive-Through Shed and Marketing Room)	34,729 sf	9,641 sf	44,370 sf
Building 3 (Will-Call and Operations Office)	20,781 sf	1,732 sf	22,513 sf
Building 4 (Guard House)	74 sf	113 sf	187 sf
Building 5A (T-Shed)	2,856 sf	-	2,856 sf
Building 5B (T-Shed)	2,856 sf	-	2,856 sf
Building 5C (T-Shed)	2,856 sf	-	2,856 sf
Building 5D (T-Shed)	2,856 sf	-	2,856 sf
Building 5E (T-Shed)	2,856 sf	-	2,856 sf
Building 5F (T-Shed)	2,856 sf	-	2,856 sf
Building 6A (Pole Shed)	5,988 sf	-	5,988 sf
Building 6B (Pole Shed)	6,760 sf	-	6,760 sf
Building 6C (Pole Shed)	5,089 sf	-	5,089 sf
Building 7A (L-Shed)	1,731 sf	-	1,731 sf
Building 7B (L-Shed)	1,888 sf	-	1,888 sf
Total Area B	***145,074 sf***	***16,311 sf***	***161,385 sf***
Area C			
No structures proposed	-	-	-
Total Area C	-	-	-
Total Proposed Area	***151,074 sf***	***16,311 sf***	***167,385 sf***

Source: Site Plans (Withee Malcolm Architects, LLP, August 2019).
sf = square foot/feet

As shown in Table 3.A, the project proposes a total building area of 167,385 sf within Areas A and B. A majority of the development would be located within Area B. Out of the total building area, 16,311 sf is proposed as overhang area; an overhang area is defined as the exterior floor area covered by projections that extend past the edge of the building, such as eaves. Consequently, the project proposes 151,074 sf of total floor area, which is defined as the total area inside the buildings. Project components specific to the individual development areas are described in greater detail below.

The proposed project includes a utility easement travelling north/south from the northwestern corner of Area C to Avenida Aeropuerto; the easement would be located immediately west of the mobile home park adjacent to the project site to provide future private emergency access to and from the project site to the north.

3.3.1.1 Area A – Drive-Through Restaurants

Proposed improvements to Area A would include the future potential development of drive-through restaurant uses totaling 6,000 sf. Figure 3.7a shows an enlarged site plan of Area A.

At approximately 2 acres, Area A is of sufficient size to accommodate the proposed drive-through restaurant uses. Tenants for the proposed restaurant uses have not yet been identified. As such, proposed hours of operation, number of employees, and other tenant-specific details are not known at this time. However, operational impacts related to the future potential development of restaurant uses that include a drive-through service window on the project site would be considered through approval of the Discretionary Use Permit (DUP)/Conditional Use Permit (CUP). Approval of the DUP/CUP would require project-specific findings evaluating compliance with City standards and conditions aimed at minimizing adverse impacts. However, this EIR analyzes impacts related to 6,000 sf of drive-through restaurant uses.

3.3.1.2 Area B – Ganahl Lumber Hardware Store and Lumber Yard

Proposed improvements to Area B include the development of the Ganahl Lumber Hardware Store and Lumber Yard, which would be comprised of 15 structures, including 3 main buildings, a guard house, and 11 sheds. Figure 3.7b shows an enlarged site plan of Area B. Project components within Area B are described in detail below.

Building 1: Hardware Store. Building 1 would function as the main retail store and would be approximately 50,898 sf in size. The ground floor would include a fully-stocked hardware store, a showroom displaying doors and windows, hardwood and molding display areas, sales and customer service areas, a control room for yard operations, and restrooms. On the second floor, the mezzanine would be reserved for employee use and would include conference rooms, offices, break room, a lounge, storage areas, and restrooms. Pallets of lumber and other products for sale would be stored in the overhang area in front of the retail store.

Building 2: Drive-Through Shed. Building 2 would be one-story in height and approximately 34,729 sf in size. Building 2 would be used for product storage. Building 2 would also include a marking room and a loading dock.

Building 3: Will Call Office. Building 3 would be approximately 20,781 sf in size and would be used for will call and distribution operations. Product delivery and receiving activity would be conducted in the will call office and customers would have access to a waiting area. Building 3 would also have an expansive storage area, a break room, an office, restrooms, and a loading dock. On the second floor, a mezzanine would include office area and restrooms for employees.

Building 4: Guard House. Building 4 would be a 74 sf guard house and would be located between the main retail customer parking area and the lumber yard behind a motorized gate.

Buildings 5A through 5F: T-Sheds. Buildings 5A through 5F are comprised of six T-sheds[1] that would each be approximately 2,856 sf in size, for a total of 17,136 sf. Buildings 5A through 5F would be located together on the northeastern portion of Area B and would be used to store lumber and wood products.

Buildings 6A through 6C: Pole Sheds. Buildings 6A through 6C are comprised of three pole sheds[2] ranging in size from approximately 5,089 sf to 6,760 sf, for a total of 17,837 sf. Buildings 6A, 6B, and 6C would be located on the western, northern, and eastern boundaries of Area B, respectively, and would be used for storage of lumber, plywood, panel products, and bagged concrete products. Buildings 6A and 6B would act as sound and visual barriers between the lumber yard and the residential development to the north, as well as the San Juan Creek Channel, Creekside Park, and residential uses to the west, respectively.

Buildings 7A and 7B: L-Sheds. Buildings 7A and 7B are two L-sheds[3] ranging in size from 1,731 sf to 1,888 sf, for a total area of 3,619 sf. Buildings 7A and 7B would be located on the northern and western boundaries of Area B, respectively.

3.3.1.3 Area C: Vehicle Storage

Area C would include the development of a vehicle storage lot composed of pervious crushed- rock gravel; the lot would include 399 parking spaces that would be used by local car dealerships to store excess vehicles, similar to current uses on the project site. The northernmost portion of Area C would feature a landscaped berm to provide a buffer between the project site and the residential uses immediately north of the site. Figure 3.7c shows an enlarged site plan of Area C.

3.3.2 Ganahl Lumber Hardware Store and Lumber Yard

3.3.2.1 Hardware Store Operations

Retail products for sale at the hardware store would include lumber, hardware, doors and windows, tools, paint, and other building materials.

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1 T-sheds include multi-level cantilever racks and are open on all sides. T-sheds are typically used for storing lumber and other long-length materials.

2 Pole sheds are supported by vertical poles and are open on one side.

3 L-sheds include multi-level cantilever racks and are open on three sides. L-sheds are typically used for storing lumber and other long-length materials.

The hardware store would be open to the public Monday through Saturday from 6:00 a.m. to 6:00 p.m. and would be closed on Sundays. Staff may arrive half an hour early prior to store opening to prepare the store for customers, and a night shift would be scheduled until 11:00 p.m. to restock inventory, clean, and prepare orders for the next day.

3.3.2.2 Lumber Yard Operations

The lumber yard would be equipped with an on-site fleet of 6 to 9 trucks for delivering products to customers. The vehicle fleet would consist of pick-up trucks, trailers, 10-wheel trucks, bobtails, and box trucks. An above-ground diesel tank, designed with double walls and a containment vessel, would be located on-site and provide fuel for the vehicle fleet. As shown in Figure 3.7b, the diesel fueling tank would be located along the eastern edge of the project site, just south of Building 6C. Approximately 10 to 12 material handling vehicles would be used to stack, load, and unload product at the lumber yard. The lumber yard area would be staffed by a guard in Building 4, or the Guard House, who would provide surveillance and security to the lumber yard. The lumber yard also would include a trash compactor and baler (adjacent to Building 3) and a generator (along the western project site boundary).

The lumber yard would operate Monday through Friday from 5:00 a.m. to 11:00 p.m. Receiving would typically handle incoming vendor deliveries Monday through Friday from 5:00 a.m. to 8:00 p.m., which would involve shipments of material to restock the hardware store inventory.

3.3.2.3 Employees and Shifts

The proposed Ganahl project, which includes the hardware store and lumber yard, would employ approximately 80 to 100 employees at full capacity. Initially, it is anticipated that approximately 60 to 75 people would be employed by the facility. Typically, 50 percent of the employees would work in the hardware store and employees would move around the facility as needed to fill customer orders and prepare orders for delivery. A typical daytime shift would require 75 percent of the employee count, or approximately 45 to 55 persons at project opening.

3.3.2.4 Building Design

Building 1 (Hardware Store) would be designed with steel and timber framing, wood accents, copper-colored metal roofing, and decorative concrete and CMU walls. The metal roof overhang would be supported by wooden beams and posts. The entryway would feature expansive storefront glass and a landscaped patio area. Natural lighting would emanate from skylights, clerestory windows, and storefront windows. Heating, ventilation, and air conditioning (HVAC) equipment would be located on the roof and visually screened from view. The tallest point of the building would be a parapet with a height of approximately 33 ft.

Building 2 (Drive-Through Shed) would be a prefabricated metal shed featuring vertical and reclaimed wood accents, contrasting light and dark grey paint, and a metal roll-up door. The tallest point of the building would be a parapet with a height of approximately 29.5 ft.

Building 3 (Will Call Office) would be a concrete building featuring vertical wood accents and metal awnings. The tallest point of the building would be a parapet with a height of approximately 33 ft.

Building 4 (Guard House) would feature a drive-up window and would be designed with concrete. An 8 ft high concrete wall featuring a steel picket fence and motorized metal gate would be located between the guard house and the main customer parking area.

Buildings 5A through 5F (T-sheds) would feature steel-frame construction and would be a maximum height of 25 ft.

Buildings 6A through 6C (Pole Sheds) and Buildings 7A and 7B (L-Sheds) would also feature steel-frame construction and would be a maximum height of 23.5 ft.

3.3.3 Circulation and Access

Vehicular access to the project site would be provided by a proposed signalized intersection at the southwestern corner of the site and Stonehill Drive. A deceleration lane would be constructed westbound on Stonehill Drive to provide right-turn access to the project site.

Entry to the project site would be provided by a driveway on Stonehill Drive. Access to Area A would be located adjacent to the project driveway, thereby facilitating access to the proposed restaurants and minimizing the amount of traffic through the remainder of the project site. North of Area A, two customer parking areas would be provided immediately west and south of Building 1. Area A would also be accessible from the southern customer parking area. Metal gates would control access beyond both customer parking areas. Customer access to the lumber yard area would be provided via a motorized metal gate and secured by the guard house, both of which are located on the western portion of Area B. Access to Area C would be restricted by a metal gate at the northwestern corner of Area B.

Two separate truck traffic routes would be provided along the western and eastern perimeters of Area B and would allow access to the lumber yard and an employee parking lot. Delivery trucks would typically circulate in a counter-clockwise direction around Building 1 to the lumber yard at the rear. From there, trucks would exit the lumber yard at the northwestern corner of Area B, travelling southbound to the project driveway. A fire access lane would provide access throughout the project site. Additionally, a KnoxBox[1] would be installed at all gates on the project site to ensure immediate access for emergency personnel in the event of an emergency.

Pedestrian and bicycle access to the project site would be provided by sidewalks and a bicycle route on Stonehill Drive. Pedestrian circulation within the project site would be provided with sidewalks, which would travel from the project driveway to the parking areas adjacent to Building 1. A sidewalk would also be provided along the western truck route leading to the rear parking lot.

As part of the project, a utility easement travelling north/south from the northwestern corner of Area C to Avenida Aeropuerto is proposed; the easement would be located immediately west of the mobile home park adjacent to the project site and would be approximately 1,270 ft in length. The purpose of the northern easement is to provide future private emergency ingress/egress to and

[1] A KnoxBox is a small, wall-mounted safe that holds keys for fire departments, emergency medical services, and/or police to retrieve in emergency situations.

from the project site to the north. Access to the easement would be provided for emergency use only and would be controlled with an 8 ft high gate at both the Area C boundary and at Avenida Aeropuerto. It would also serve as a utility easement for gas, storm drain, and sewer improvements to serve the project site.

Directly south of the project site, an existing access easement would remain in place; this easement extends under the Stonehill Drive Bridge and connects the project site to neighboring parcels to the south.

3.3.4 Parking

Parking would be required within Development Areas A and B. Area C would provide 399 vehicle storage spaces to be used by local car dealerships; as such, these spaces would not function as parking for visitors to the project site. The project would be consistent with Section 9-3.535, Parking, of the City's Municipal Code.

Development on Area A would include the potential development of two drive-through restaurants. For drive-through restaurant uses, the City's Municipal Code requires a minimum of 1 parking space per patron based on the restaurant's total capacity, plus 1 additional parking space per employee per shift. As stated previously, tenants for the proposed restaurant uses have not yet been identified, and therefore, proposed hours of operation, number of employees, and other tenant-specific details are not known at this time. The required number of parking spaces would be determined at the time a tenant is identified. Although the required and proposed number of parking spaces to be provided on Area A has not yet been determined, the project site has sufficient space and would comply with the City's parking requirements. Additionally, operational impacts related to the future potential development of restaurant uses with a drive-through service window on the project site would be considered through approval of the DUP/CUP. Approval of the DUP/CUP would require project-specific findings evaluating compliance with City parking standards. Therefore, any future development within Area A would require compliance with the City's parking standards.

Development on Area B would include several buildings proposing a mix of uses within each building. The City's Municipal Code requires a minimum of 160 parking spaces for the development as proposed on Area B.[1] As part of the project, two main customer parking lots would be located west and south of Building 1. Within the lumber yard, parking would be provided on the north side of Building 1, on the south side of Building 2, and at the northern boundary of Area B. Area B proposes a total of 165 parking spaces. As such, development within Area B would satisfy the City's parking requirements and would provide a surplus of 5 parking spaces on the project site.

3.3.5 Landscaping

In total, the proposed project includes approximately 2 acres of landscaping on the site. The proposed landscaping would include a variety of native and drought-tolerant trees, shrubs,

[1] *Project Description for the Ganahl Lumber Hardware Store and Lumber Yard Project, San Juan Capistrano, California* (ECORP, April 2019).

groundcover, and vines. Landscaping features would be designed to support stormwater management and infiltration on the project site.

The proposed landscaping would include the use of several varieties of California native trees, including Big Leaf Maple (*acer macrophyllum*), Big Berry Manzanita (*arctostaphylo glauca*), Western Sycamore (*platanus racemose*), and Coast Live Oak (*quercus agrifolia*). Additionally, a variety of low and very-low water use shrubs, groundcover, and vines would be planted throughout the project site. Decorative, permeable concrete pavers and cobble swale would be installed adjacent to Building 1 on Area B. The landscaped berm proposed at the rear of Area C would be seeded with a California coastal native wildflower mix, which also requires low water use.

During the scoping process, two individuals requested the inclusion of Pepper trees at the northern boundary of the project site to abate for the loss of ocean breeze following project implementation (refer to Chapter 2.0, Introduction, for further discussion on the scoping process).

3.3.6 Signage and Other Site Improvements

The project would include a monument sign adjacent to the project driveway along Stonehill Drive. Additionally, wayfinding signage would be located at the main customer parking lot near Building 1.

As part of the project, two flag poles, a decorative boulder, and benches would be located at the store frontage of Building 1. As a decorative installation, a historic headsaw[1] would be located at the entry to the main customer parking lot. The proposed historic headsaw would be for decoration only and non-functional.

3.3.7 Outdoor Lighting

Outdoor lighting included as part of future development on the project site would be typical of commercial uses. The proposed project would include lighting with similar intensity and glare produced by street light fixtures within adjacent development. Lighting would be limited to on-site sources and be directed onto the site to minimize overspill and glare to adjacent properties. The proposed project would comply with the City's Lighting Standards (Section 9-3.529).

3.3.8 Utilities and Drainage

The following infrastructure improvements are anticipated as part of future development occurring as a result of project approval:

- **Natural Gas:** The Southern California Gas Company would provide natural gas service to the project site. A natural gas line would be installed within the proposed northern easement, beginning at Avenida Aeropuerto, traversing the project site, and terminating at Area A.

- **Electricity/Telecommunications:** Electrical and telecommunication utility lines would be connected to existing boxes located at the perimeter of the project site along Stonehill Drive. As

[1] Headsaws are tools used for cutting lumber.

proposed by the project, installation of the deceleration lane on Stonehill Drive would require relocation of the existing utility lines.

- **Water:** The project site receives domestic water service from the City of San Juan Capistrano Utilities Department. The proposed project would connect to an existing 12-inch water main within Stonehill Drive.

- **Sewer Service:** The City's Utility Department provides sewer service to the project site. A sewer line would be installed within the proposed northern easement, beginning on the adjacent mobile home park property, traversing the project site, and terminating at Area A. In addition, sewer improvements may require a pump system due to the length and lack of fall.

- **Stormwater:** Stormwater runoff from the project site currently outflows to San Juan Creek, which is immediately west of the site. Stormwater improvements proposed as part of the project would include installation of a storm drain line to allow for the continued conveyance of stormwater from the railroad property to the east of the project site to the existing on-site storm drain outfall, and ultimately conveyed into the San Juan Creek Channel. Because the City has indicated that this storm drain line should not be a public line, a private line easement would be required. The proposed project also includes a swale to support stormwater management on the project site. Installation of the deceleration lane on Stonehill Drive would require relocation of the existing catch basin along Stonehill Drive near the existing project driveway.

3.3.9 Conservation and Sustainability Features

The proposed project would be consistent with the California Green Building Standards Code (CalGreen Code) and would include the following sustainability features:

- Use of sun shading and natural day-lighting to diminish heat gain and decrease the need for artificial lighting during daylight hours

- Installation of a stormwater runoff system, permeable paving, and a swale to support stormwater management on the project site

- Installation of "purple pipes" to allow for the future use of recycled water for irrigation of common landscaped areas on the project site

- Installation of energy-efficient lighting technologies

- Installation of "smart" weather-based irrigation controllers

- Exclusion of landscape materials that are listed on the Invasive Plant Inventory of the California Invasive Plant Council

- Inclusion of California or Mediterranean Species requiring minimal watering

- Utilization of drip irrigation for all non-turf areas

3.3.10 Construction Duration, Phasing, and Grading

Construction activities of the proposed project would include the grading and excavation of the site; utility improvements; construction of the building area and paving; and installation of landscaping on the project site. Construction of the proposed project is anticipated to commence in May 2020 and would be completed within approximately 24 months. Construction activities would include remedial grading and site preparation (9 months) and construction (15 months).

Construction of the proposed project would require a net import of approximately 18,000 cubic yards (cy) of material. The import would be required to raise the site elevation (and proposed structures) as required to comply with the currently published Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (Map Number 06059C0506J dated December 3, 2009). The proposed project includes a revision to the FEMA Map through the Conditional Letter of Map Revisions Based on Fill (CLOMR-F) and Letter of Map Revision Based on Fill (LOMR-F) process. Grading and building activities would involve the use of standard earthmoving equipment such as loaders, bulldozers, cranes, and other related equipment. All heavy-duty equipment and other construction equipment would be staged on the project site. Remedial geotechnical work includes: over excavation, stockpiling, measures to address settling, use of geotextile fabric, and soil characterization for possible soil contamination.

3.3.11 Project Objectives

The City and the project Applicant have established the following intended specific objectives, which would aid decision-makers in their review of the project and its associated environmental impacts:

1. Develop a lumber store that provides building supplies and hardware to professional contractors and the public, while also providing casual restaurant uses and automobile storage facilities.

2. Develop a project that balances the development potential of the project site with environmental considerations.

3. Revitalize the vacant site with a well-designed and landscaped mixed-use project that is compatible with the surrounding community.

4. Allow the continuation of parking/automobile storage for nearby car dealerships.

5. Increase the City's tax base generating revenue for the City through increased retail sales.

6. Invigorate the local economy by providing new employment and business opportunities in the City.

7. Provide an easement for future private emergency access from the project site to Avenida Aeropuerto along the westernmost boundary of the Capistrano Valley Mobile Estates (CVME).

8. Develop a project that will promote sustainability and energy efficiency, incorporating design features that would exceed the California's Title 24 Energy Code requirements.

3.4 REQUIRED PERMITS, DISCRETIONARY ACTIONS, AND APPROVALS

3.4.1 Discretionary Actions

The discretionary approvals by the City of San Juan Capistrano, as the Lead Agency, would include the following:

- **Property Sale and Development Agreement(s):** Agreement(s) between the City and project Applicant conveying the property from the City to the project Applicant and outlining the terms and conditions of the sale and future development of the property.
- **CEQA and Project Approval:** Certification of the EIR and approval of the proposed project.
- **Amendment of Deed Restrictions/Easements Affecting the Property:** Existing use restrictions imposed on title to the property by Home Depot prior to conveyance to the City and easements granted to adjacent properties may be modified or vacated as part of the project approvals.
- **Grading Plan Modification (GPM):** The review of on-site grading and elevations to create building pads, parking areas, and pedestrian access.
- **Architectural Control:** The review of the site plan, architectural design of the structures, lighting, site amenities, and landscape.
- **Flood Plain Land Use Permit (FP):** The review and evaluation of any project impacts to San Juan Creek.
- **Sign Permit Program (SP):** The review of the sign program.
- **Tentative Tract Map:** The review of the Tentative Tract Map which would delineate Parcels 1 through 5 as discussed above.
- **Planning Director's Determination:** Review by the City's Planning Director of the retail activities proposed for the Ganahl Lumber hardware store as an unlisted use in the CM zone to determine whether they fall within the purpose and intent of the CM zone, and can therefore be permitted under Section 9-3.203 of the San Juan Capistrano Municipal Code.

3.4.2 Ministerial Approvals

The following ministerial approvals would be required by the City of San Juan Capistrano:

- **Tree Removal Permit:** The review and evaluation of any project impacts to the removal of mature trees within the City.
- **Final Grading Plan/Grading Permit:** A Final Grading Plan would be prepared to address the mass grading activities that are anticipated throughout the 17-acre site.

- **Sewer Connection Permit:** A sewer capacity and connection permit would be required for the project's connection to the trunk lines currently located on private property owned by CVME to the north of the project site.

- **Encroachment and Haul Route Permit:** A Encroachment and Haul Route Permit would be required to work in the public right-of-way.

3.4.3 Future Discretionary and Ministerial Approvals

Future discretionary and ministerial approvals would be required from both the Lead Agency and from Responsible agencies. Responsible agencies for the project include the South Coast Air Quality Management District (SCAQMD) and the San Diego Regional Water Quality Control Board (RWQCB). These include, but are not limited to, the following:

- **Discretionary Use Permit (DUP)/Conditional Use Permit (CUP):** The review and evaluation of any project impacts related to the potential future development of drive-through restaurants.

- **State Water Resources Control Board:** General Construction Activities NPDES Permit Order 2009-0009-DWQ as amended, Stormwater Pollution Prevention Plan, and Best Management Practices.

- **FEMA:** Conditional Letter of Map Revisions Based on Fill (CLOMR-F) and Letter of Map Revision Based on Fill (LOMR-F).

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Figure 3.1: Regional Project Location

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Figure 3.2: Project Vicinity

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Figure 3.3: Site Photographs

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Figure 3.4: Existing General Plan Land Use Designations

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Figure 3.5: Existing Zoning Designations

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Figure 3.6: Conceptual Site Plan

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Figure 3.7a: Enlarged Area A Plan

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Figure 3.7b: Enlarged Area B Plan

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Figure 3.7c: Enlarged Area C Plan

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