

## 4.10 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (EIR) analyzes the land use impacts associated with the implementation of the proposed Ganahl Lumber Yard Project (proposed project) as it relates to surrounding land uses and relevant policy and planning documents. The consistency analysis in this section was prepared in accordance with the California Environmental Quality Act (CEQA), specifically *State CEQA Guidelines* Section 15125(d). Information presented in this section is based on information provided in the City of San Juan Capistrano (City) General Plan and Zoning Code (Municipal Code Title 9).

### 4.10.1 Scoping Process

The City of San Juan Capistrano received 11 comment letters during the public review period of the Initial Study/Notice of Preparation (IS/NOP). For copies of the IS/NOP comment letters, refer to Appendix A of this EIR. No comment letters included comments related to Land Use and Planning.

### 4.10.2 Methodology

The impact analysis of this Land Use section considers the physical effects of the proposed project related to land use compatibility and considers whether or not there are any potential inconsistencies of the proposed development with planning documents from the City and other agencies with applicable plans or policies (e.g., City of San Juan Capistrano General Plan Land Use Element and the City of San Juan Capistrano Zoning Code, Title 9). Regulations and policies from the City's General Plan are also discussed in applicable topical sections of the EIR, where policies related to physical effects are addressed.

The consistency analysis presented in this section was prepared in compliance with *State CEQA Guidelines* Section 15125(d). The purpose of the required analysis is to identify potential inconsistencies between the proposed project and applicable general plans and regional plans. Neither CEQA nor the *State CEQA Guidelines* set forth standards for determining when a project is inconsistent with an applicable plan, but the final determination that a project is consistent or inconsistent with an applicable plan should be made by the Lead Agency when it acts on the project. Using the methodology described below, the analysis in this EIR presents the findings of policy review and is intended to provide a guide to the decision-makers for policy interpretation.

A project's inconsistency with a policy is only considered significant if such an inconsistency would cause significant physical environmental impacts (per *State CEQA Guidelines* Section 15382). This EIR section determines whether any project inconsistencies with public land use policies and documents would be significant and whether mitigation is feasible. Under this approach, a policy conflict is not in and of itself considered to be a significant environmental impact. An inconsistency between a proposed project and an applicable plan is a legal determination that may or may not indicate the likelihood of environmental impact. In some cases, an inconsistency may be evidence that an underlying physical impact is significant and adverse. For example, if the proposed project affected agricultural land, one standard for determining whether the impacts were significant would be to determine whether the project violated a plan or policy protecting agricultural land; the environmental impact, however, would be the physical conversion of agricultural land to

nonagricultural uses. Conversely, plan consistency may also indicate that a potential environmental impact is less than significant.

### 4.10.3 Existing Environmental Setting

The 17-acre project site is comprised of five Assessor's Parcel Numbers (APNs), including 121-253-13 and -15, 121-240-39, -73, and -76. Directly south of the project site, an existing two-lane easement extends under the bridge at Stonehill Drive.

The project site is bound by Stonehill Drive to the south, the San Juan Creek Channel and Trail to the west, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor to the east, and the Capistrano Valley Mobile Estates mobile home park to the north.

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 an unpaved crushed-rock gravel surface. The project site has also been used occasionally as an illegal dump site for trash and construction debris, which contributes to the degraded nature of the project site.

### 4.10.4 Regulatory Setting

#### 4.10.4.1 Federal Regulations

There are no federal land use policies or regulations that are applicable to the proposed project with respect to land use regulation.

#### 4.10.4.2 State Regulations

There are no state land use policies or regulations that are applicable to the proposed project with respect to land use regulation.

#### 4.10.4.3 Regional Regulations

**Regional Comprehensive Plan.** In 2008, the Southern California Association of Governments (SCAG) adopted the Regional Comprehensive Plan (RCP) for the purpose of providing a comprehensive strategic plan for defining and solving housing, traffic, water, air quality, and other regional challenges. The 2008 RCP has two primary objectives in implementing this strategic plan: (1) integrating transportation, land use, and air quality planning approaches, and (2) outlining key roles for public and private sector stakeholders to implement reasonable policies regarding transportation, land use, and air quality approaches. While the 2008 RCP outlines several policies to inform local decision-makers within the SCAG region with respect to policy and planning decisions, these policies are considered recommendations and are not mandated by law.

With respect to land use policy, the 2008 RCP includes a Land Use and Housing chapter that aims to link land use and transportation planning decisions to the projected population and economic growth in the SCAG region. Specifically, the Land Use and Housing chapter of the 2008 RCP promotes sustainable planning for land use and housing in the SCAG region by maximizing the efficiency of the existing circulation network, providing a greater variety in housing types, promoting

a diverse and growing economy, and protecting the existing natural environment. The 2008 RCP identifies 2% Strategy Areas as part of the Sustainability Planning Grant (formerly known as Compass Blueprint growth vision); however, these areas have since been updated and replaced by the high-quality transit areas (HQTAs) identified in the 2016–2040 RTP/SCS.

**Regional Transportation Plan/Sustainable Communities Strategy.** SCAG is a regional council consisting of the following six counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. In total, the SCAG region encompasses 191 cities and over 38,000 square miles within Southern California. SCAG is the Metropolitan Planning Organization (MPO) serving the region under federal law, and serves as the Joint Powers Authority, the Regional Transportation Planning Agency, and the Council of Governments under State law. As the Regional Transportation Planning Agency, SCAG prepares long-range transportation plans for the Southern California region, including the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the 2008 Regional Comprehensive Plan (RCP).

On April 7, 2016, SCAG adopted the 2016–2040 RTP/SCS. The 2016–2040 RTP/SCS is a long-range planning document that provides a common foundation for regional and local planning, policymaking, and infrastructure goals in the SCAG region. The overall vision for the 2016–2040 RTP/SCS is to allow for compact communities that are connected by numerous public transit options, are more walkable, and are safe for bicyclists. By promoting more compact communities and improving the regional transit system, SCAG’s 2016–2040 RTP/SCS aims to reduce vehicular miles traveled and associated air quality and greenhouse gas emissions, promote active lifestyles, and fuel economic growth.

The 2016–2040 RTP/SCS establishes a number of initiatives aimed at improving the regional transit system and reducing automobile reliance in the SCAG planning area. Examples of these initiatives include promoting alternative modes of transportation and active transportation (e.g., bicycling and focusing new growth near transit, HQTAs, and Livable Corridors). HQTAs are defined as walkable transit villages or corridors within 0.5 mile of a well-served transit stop or transit corridor with a 15-minute or less service frequency during peak commuting hours. Livable corridors are defined as arterials characterized by a mix of higher-density residential uses, employment centers, active transportation, and alternative transportation modes. In addition, the 2016–2040 RTP/SCS aims to provide sustainable transportation options for residents of the region through the creation of Neighborhood Mobility Areas (NMAs). NMAs promote active transportation and encourage biking, walking, skateboarding, neighborhood electric vehicles, and senior mobility devices in place of automobile use. Overall, the 2016–2040 RTP/SCS aims to focus new growth around transit.

#### 4.10.4.4 Local Regulations

The City has preeminent authority over deciding land uses on the site. The adopted planning documents regulating land use within and around the project site are the City of San Juan Capistrano General Plan and Zoning Code.

**City of San Juan Capistrano General Plan.** The City of San Juan Capistrano General Plan was approved by the City Council in December 1999, with the exception of the Housing Element, which was updated and adopted by the City Council in January 2014. In May 2002, the City Council

approved a General Plan Amendment, which included a variety of changes to several of the General Plan Elements. The current General Plan consists of the Land Use, Housing, Circulation, Safety, Conservation and Open Space, Noise, Cultural Resources, Community Design, Growth Management, Parks and Recreation, Public Services and Utilities, and Flood Plain Management Elements. Each of these General Plan Elements is briefly described below.

- **Land Use Element:** The Land Use Element presents goals and policies pertaining to how existing development is going to be maintained and enhanced and new development occur. The Land Use Element identifies the proposed distribution, location, and extent of land uses. The Land Use Element goals and policies directly affect the establishment and maintenance of existing neighborhoods, districts, corridors, and open spaces that distinguish and contribute to the City's livability, vitality, and image, while enhancing the City's existing setting through new development. A key ingredient to successful implementation of this vision is through the management of land uses and the appropriate mix of land uses. To this end, a Land Use Map was adopted and included in the Land Use Element to guide future development decisions.

As shown on Figure 4.10.1, Existing General Plan Land Use Designations, the majority of the project site is designated Quasi-Industrial with the northernmost portion of the site designated as Industrial Park. 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 Industrial Park designation allows light industrial and manufacturing uses.

- **Housing Element:** The Housing Element addresses issues, goals, and policies to ensure an adequate supply of housing opportunities for all residents. Unlike the other elements, state law sets forth very specific regulations regarding the content and breadth of the Housing Element. Typically, Housing Elements must be updated every 5 years in response to Regional Housing Needs Assessment (RHNA) cycles established by the State Department of Housing and Community Development.

There are no residential units on the project site, and no residential units are proposed as part of the project.

- **Circulation Element:** The Circulation Element addresses the movement of people and goods via automobiles, transit, bicycles, and other modes. It addresses key issues such as trip reduction; parking, bicycle, pedestrian, and equestrian access; traffic flow; transportation improvements and funding; traffic safety; and enhancement of public water transportation services.

The project site is located north of Stonehill Drive between the San Juan Creek and the LOSSAN rail corridor. Within the vicinity of the project site, Stonehill Drive is classified as a Primary Arterial (four lanes divided). Camino Capistrano, located further east of the project site, is also designated as a Primary Arterial.

**Figure 4.10.1: Existing General Plan Land Use Designations**

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- **Safety Element:** The Safety Element provides goals and policies to reduce the potential risk of death, injuries, and property damage resulting from natural and human-induced hazards. This element specifically addresses geologic, seismic, flood, and fire hazards and disaster planning.

According to the Safety Element, the project site is located in an area with a high potential for liquefaction. The project site is also located within an area at risk for inundation as a result of a 100-year flood and/or a catastrophic failure of the Trampas Canyon Dam. The site is not located within an area at risk for wildfires or landslides.

- **Conservation and Open Space Element:** The primary objective of the Conservation and Open Space Element is to provide direction regarding the conservation and enhancement of the City's parks, creeks, agricultural land, hillsides, ridgelines, and canyons. It identifies the City's natural resources and provides goals and policies for their preservation and use. This element addresses open space, agricultural resources, biological and ecological resources, hillsides and ridgelines, air quality, and water quality.

The project site is not located within an area identified for the preservation of open space nor is the site located on a protected hillside/ridgeline. Although there are no agricultural activities on the site now, the Conservation and Open Space identifies a portion of the site as an area with agricultural activity. It should be noted that the source of this designation dates back to 1998, and as such, does not accurately describe the current condition of the site, which does not currently have any agricultural activities occurring.

- **Noise Element:** The Noise Element identifies noise-sensitive land uses and noise sources, and defines areas of noise impact. Goals and policies within this Element provide a framework to ensure that City residents will be protected from excessive noise intrusion.

The main noise source for the project site is traffic on surrounding roadways, including Interstate 5 (I-5) and Camino Capistrano to the east of the site and Stonehill Drive south of the site. Additionally, trains travelling past the site on the adjacent LOSSAN rail corridor are a source of noise.

- **Cultural Resources Element:** The goals and policies of the Cultural Resources Element are intended to be a guide for preserving historic, archaeological, and paleontological resources within the City. The purpose of the goals and policies in this element intended to preserve important cultural resources to enhance the character and tradition of the community as a whole.

According to the Cultural Resources Element, there are no known historic resources on the site; however, the project site is located within an area with potential prehistoric and archaeological resources.

- **Community Design Element:** The Community Design Element addresses the conservation and enhancement of the visual quality of the City. The goals and policies in the Community Design Element aim to protect natural hillsides and features in the City (e.g., creeks and floodplains), preserve and enhance the historic character of the community, incorporate new development

into existing developed neighborhoods, and maintain the community's "small-village" and "rural atmosphere."

The project site is not located within a protected district for which specific design guidelines have been established (e.g., the Mission District). However, the Community Design Element establishes general design guidelines, such as those related to exterior lighting, with which the project must comply.

- **Growth Management Element:** The goals and policies outlined in the Growth Management Element are intended to assure that capital facilities are planned and provided in a manner that will adequately serve existing and future residents of the City. The Growth Management Element aims to phase new development in tandem with the required expansion of public services and infrastructure to assure that growth does not decrease the level of service provided by existing public services and infrastructure.

The Growth Management Element does not establish specific areas within the City that are targeted for growth. Rather, the Growth Management Element contains some goals to consider when contemplating new development, particularly on undeveloped parcels such as the project site. These include requirements to coordinate rational and orderly growth that assures the economic and efficient provision of public services and infrastructure to new development (Growth Management Goal 1) and provide for a balance of jobs and housing through land use planning (Growth Management Goal 3). The proposed project's consistency with these goals is evaluated below in Table 4.1.A.

- **Parks and Recreation Element:** The Parks and Recreation Element addresses the provision of parklands and recreation programs for the City's residents. Specific recreational issues and policies contained in the Parks and Recreation Element include parks and recreation facilities; hiking, biking, pedestrian, and equestrian trails; and open space.

The project site is not designated for open space, park, or trail uses. However, a Class 2 bike lane is identified on Stonehill Drive immediately south of the site.

- **Public Services and Utilities Element:** The Public Services and Utilities Element addresses the community's need for public services and utilities related to police, fire, school, library, water, wastewater treatment, natural gas, electricity, and solid waste disposal. The purpose of this element is to ensure that sufficient levels of public services and utilities are provided as development continues to occur within the City.

Given the current undeveloped nature of the project site, the Public Services and Utilities Element does not identify any schools, police or fire stations, or libraries on or adjacent to the project site. The project site, is however, identified as an area within the service territory of the Capistrano Valley Water District.

- **Floodplain Management Element:** The goals and policies outlined in the Floodplain Management Element are intended to protect streambeds, creeks, and ponds within the City.



The Floodplain Management Element also aims to maintain recreational facilities within floodplain areas, as well as provide effective protection of life and property from floodwaters.

The San Juan Creek borders the project site to the west. Due to the site's proximity to the creek, the property is located within an area potentially subject to inundation as a result of a 100-year flood or failure of the Trampas Canyon Dam.

**City of San Juan Capistrano Zoning Code.** The City of San Juan Capistrano Zoning Code, Title 9 of the Municipal Code, ensures consistency between the City's General Plan and proposed development. The Zoning Code identifies land use categories, boundaries, and development standards.

As shown in Figure 4.10.2, Existing Zoning Designations, the majority of the project site 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 Lumber 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 is zoned Mobile Home Park Senior Overlay (IP), which allows mobile home uses for seniors 55 years of age and older.

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.

#### 4.10.5 Thresholds of Significance

The thresholds for land use and planning impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines* and the *City's Local Guidelines for Implementing CEQA* (2019). The proposed project may be deemed to have a significant impact with respect to land use and planning if it would:

**Threshold 4.10.1: Physically divide an established community?**

**Threshold 4.10.2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

The Initial Study, included as Appendix A, substantiates that impacts associated with Threshold 4.10.1 would be less than significant because implementation of the proposed project would not result in the division or separation of any existing land uses or neighborhoods. Instead, access for properties adjacent to the project site would be improved due to incorporation of the proposed northern easement as part of the project. This threshold will not be addressed in the following analysis.

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**Figure 4.10.2: Existing Zoning Designations**

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#### 4.10.6 Project Impacts

**Threshold 4.10.2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

**Less than Significant Impact.** Several regionally and locally adopted land use plans, policies, and regulations would be applicable to development under the proposed project, including the SCAG 2008 Regional Comprehensive Plan, the SCAG 2016–2040 RTP/SCS, the City of San Juan Capistrano General Plan, and the City of San Juan Capistrano Zoning Code.

**Southern California Association of Governments Regional Comprehensive Plan.** The 2008 Regional Comprehensive Plan (RCP) addresses regional goals related to growth and infrastructure in the Southern California region. The RCP also addresses issues such as housing, traffic, air quality, and water resources as a guide for local agencies to use in preparing plans that deal with regional issues. The RCP outlines a vision of how the Southern California region can balance growth with conservation in order to achieve a higher quality of life. In order to achieve this balance, the RCP aims to establish the following land use goals: (1) focus growth in existing centers and along major transportation corridors, (2) encourage mixed-use development, (3) provide new housing opportunities, (4) encourage development near existing and planned transportation stations to reduce traffic congestion and associated air pollutants, (5) preserve existing single-family neighborhoods, and (6) protect open space and environmentally sensitive habitat areas from development. The proposed project does not include new housing nor does the existing project site contain protected open space or environmentally sensitive habitat areas. Therefore, Goals (3) and (6) are not applicable to the proposed project and are not discussed further in the following RCP consistency analysis below.

The project site is located immediately north of Stonehill Drive, which is a Primary Arterial consisting of four lanes. The proposed project would develop the currently undeveloped and underutilized project site with a Ganahl Lumber hardware store and lumber yard, a vehicle storage lot, and the potential development of two fast-food restaurants at a future date. Together, the development of these uses comprises a mixed-use development. Uses proposed as part of the project would be easily accessed from Stonehill Drive and other major transportation corridors near the site (e.g., I-5 and Camino Capistrano). In addition, the proposed project would be located immediately north of Class 2 bike lanes on Stonehill Drive, 0.34 mile west of the nearest bus station (e.g., Orange County Transportation Authority Route 91 station off Del Obispo), and 1.74 miles south of the San Juan Capistrano Tran Station. Employees of the Ganahl Lumber hardware store and lumber yard, future restaurants and storage lot may utilize alternative transportation to access the site; however, the majority of the patrons of the project are not anticipated to use alternative transportation to access the site due to proposed use of the site as a lumber yard servicing the construction trade, along with the two drive-through restaurants which will likely serve patrons in automobiles. However, overall the project would be consistent with RCP Goal 1 to focus growth along major transportation corridors, Goal 2 to encourage mixed-use development, and Goal 4 to encourage new development near existing transportation stations.

Development of the proposed project would be consistent with existing commercial uses surrounding the project site, and would serve nearby residents west, south, and north of the site in existing single-family neighborhoods. The proposed project would improve the currently vacant and underutilized site with landscaping and development of uses that would serve surrounding residents; it would not interfere or conflict with the existing land use patterns and visual character of established residential neighborhoods near the site. Therefore, the project would be consistent with RCP Goal 5 of preserving existing single-family neighborhoods.

For the reasons stated above, the proposed project would be consistent with applicable goals and policies in SCAG's 2008 RCP.

**SCAG RTP/SCS Consistency.** The 2016–2040 RTP/SCS also provides a comprehensive outline for transportation investments throughout the SCAG region. The RTP was most recently adopted in 2016 and is updated every four years to address regional transportation needs. In order to receive State and federal funding, transportation projects must be outlined in the RTP. In addition, the 2016–2040 RTP outlines the following primary goals: (1) align the plan investments and policies with improving regional economic development and competitiveness, (2) maximize mobility and accessibility for all people and goods in the region, (3) ensure travel safety and reliability for all people and goods in the region, (4) preserve and ensure a sustainable regional transportation system, (5) maximize the productivity of our transportation system (6) protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking) (7) actively encourage and create incentives for energy efficiency, where possible, (8) encourage land use and growth patterns that facilitate transit and active transportation, and (9) maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies. Goal 9 of the 2016–2040 RTP/SCS relates to planning/policy actions to be taken by regional and local agencies; therefore, the project's consistency with Goal 9 is not discussed further in the 2016–2040 RTP/SCS consistency analysis provided below.

As previously stated, the proposed project would result in the conversion of the currently vacant and underutilized project site to a commercial property with a Ganahl Lumber lumber yard and hardware store, fast-food restaurants, and a vehicle storage lot. The project site is located directly north of Stonehill Drive, which is a Primary Arterial that runs in an east-west fashion through the Cities of Dana Point and San Juan Capistrano. The project would provide access to the site off Stonehill Drive, which would serve to connect the site with the local and regional transportation systems. As such, development of the proposed project would help maximize the productivity of the existing roadway network in the vicinity of the site and would improve accessibility to the site and areas adjacent to the site (Goals 2 and 5), including Stonehill Drive to the south and I-5 to the east. Moreover, all access improvements included as part of the proposed project would comply with City and OCFA standards to ensure the safety and reliability of transportation improvements included as part of the project (Goal 3). Development of the currently underutilized project site would also provide additional employment opportunities that would promote economic development and competitiveness in the area (Goal 1).

The proposed project would promote energy efficiency through compliance with the California Green Building Standards Code (CALGreen Code). Sustainability features proposed as part of the project would include the use of sun shading and natural day-lighting to diminish heat gain and decrease the need for artificial lighting during daylight hours and the installation of energy-efficient lighting technologies. As such, the project would be consistent with Goal 7 in the 2016-2040 RTP/SCS.

The majority of patrons of the proposed on-site uses are not anticipated to use alternative modes of transportation to access the project site due to the proposed operation of a lumber yard and drive-through restaurants on the site. However, employees traveling to and from the project site may use alternative transportation to access the site given the proximity of Class 2 bike lanes along Stonehill Drive south of the site and the OCTA Route 91 bus stop approximately 0.34 mile west of the site on Del Obispo Street. Therefore, the proposed project would be consistent with Goals 6 and 8 in the 2016-2040 RTP/SCS.

For the reasons stated above, the proposed project would be consistent with applicable goals outlined in the 2016-2040 RTP/SCS.

**City of San Juan Capistrano General Plan.** 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, 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, as well as regional and sub-regional commercial activities. The northernmost portion of the project site has a land use designation of Industrial Park, which allows light industrial and manufacturing uses.

The proposed project would develop the site with a lumber yard and hardware store, a vehicle storage lot, and the future addition of two fast-food restaurants. The proposed lumber yard is considered a light industrial use, whereas the proposed fast-food restaurants, hardware retail store, and vehicle storage are considered commercial uses. All uses proposed as part of the project would be consistent with the existing General Plan land use designation of Quasi-Industrial for the site. The existing Industrial Park designation on the northernmost portion of the property falls within an area of the site that is currently identified for a utility easement to provide future private emergency access. No development is proposed on this portion of the site. Therefore, the project would be consistent with both existing General Plan land use designations for the property; and no General Plan Amendment would be required to implement the proposed project.

The City of San Juan Capistrano General Plan also contains goals and policies that are considered applicable to the proposed project. These goals are discussed in Table 4.1.A, General Plan Consistency Analysis, and a consistency analysis is provided for each applicable General Plan goal. Goals that are not applicable to the proposed project are not included in this table. This discussion is intended to provide a guide to the decision-makers for policy interpretation. As identified through this consistency analysis, the proposed project would not conflict with any applicable General Plan land use plan, policy, or regulation adopted by the City for the purpose of avoiding or mitigating an environmental impact.

**Table 4.10.A: General Plan Policy Consistency Analysis**

Policies	Consistency Analysis
Land Use Element	
<p><b>Land Use Goal 1:</b> Develop a balanced land use pattern to ensure that revenue generation matches the City's responsibility for provision and maintenance of public services and facilities.</p>	<p><b>Consistent.</b> The proposed project would allow for the development of a Ganahl lumber yard and hardware store on the site, a vehicle storage lot, and future fast-food restaurants on the site. Implementation of the proposed project would result in the generation of sales tax and revenue for the City. The project would also be required to pay all applicable Development Impact Fees established by the City and public service providers to ensure the adequate provision and maintenance of public services and utilities. Therefore, the proposed project would be consistent with Land Use Goal 1.</p>
<p><b>Land Use Goal 2:</b> Control and direct future growth within the City to preserve the rural village-like character of the community.</p>	<p><b>Consistent.</b> The proposed project is an infill development project that would allow for the operation of a lumber yard and hardware store on the site, a vehicle storage lot and future fast-food restaurants on the site. The proposed project would not introduce any land uses on the site that would increase population growth in the City in a manner that would result in changes to the village-like character of the community. In addition, the main building proposed as part of the project would be designed with timber framing, reclaimed wood and stone veneer accents, copper-colored metal roofing, and decorative concrete walls. Other buildings on the site would feature reclaimed wood accents, contrasting light and dark paint, textured concrete and metal features. A cobble swale would be installed near the main building to capture and treat storm water. The project would also include native arroyo landscapes found throughout Southern California, which would add to the village-like character of the community. Moreover, the proposed project would be required to comply with all development standards outlined in the City's Municipal Code, including those with respect to height and scale. Compliance these standards would ensure consistency between the proposed project and surrounding uses, and would serve to preserve the character of the community. Therefore, the proposed project would be consistent with Land Use Goal 2.</p>
<p><b>Land Use Goal 5:</b> Encourage commercial development which serves community needs and is located in the existing central business district.</p>	<p><b>Consistent.</b> As previously stated, the proposed project would allow for commercial development. Although the project is not located in the existing central business district, the proposed commercial uses will serve existing residents and the surrounding community. Therefore, the proposed project would be consistent with Land Use Goal 5.</p>
<p><b>Land Use Goal 7:</b> Enhance and maintain the character of neighborhoods.</p>	<p><b>Consistent.</b> Refer to the consistency discussion under Land Use Goal 2. All new buildings proposed as part of the project would be compatible the physical characteristics of surrounding land uses (e.g., height and scale). Development of the project site, which is currently unimproved and used as a vehicle storage lot, would improve the visual character of the site and surrounding neighborhoods. As previously stated, the main building proposed as part of the project would feature a design consisting of timber framing, reclaimed wood and stone veneer accents, copper-colored metal roofing, and decorative concrete walls. The project would also include a variety of native and drought-tolerant trees, shrubs, groundcover, and vines, which would visually enhance the character of the project site and surrounding area. Therefore, the proposed project would be consistent with Land Use Goal 7.</p>



**Table 4.10.A: General Plan Policy Consistency Analysis**

Policies	Consistency Analysis
<b>Housing Element</b>	
There are no goals, objectives, or policies in the City’s Housing Element that are applicable to the proposed project.	
<b>Circulation Element</b>	
<p><b>Circulation Goal 4:</b> Minimize the conflict between automobile, commercial vehicles, pedestrians, horses, and bicycles.</p>	<p><b>Consistent.</b> 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. In addition, two separate truck traffic routes would be provided along the western and eastern perimeters the site and would allow access to the lumber yard and an employee parking lot. A fire access lane would provide access throughout the project site.</p> <p>Pedestrian and bicycle access to the project site would be provided by sidewalks and a bicycle route on Stonehill Drive, respectively. Pedestrian circulation within the project site would be provided with sidewalks, which would travel from the project driveway to on-site parking areas. A sidewalk would also be provided along the western truck route leading to the rear parking lot. These facilities would help minimize any conflicts between automobile, commercial vehicles, pedestrians, and bicycles.</p> <p>Therefore, the proposed project would be consistent with Circulation Goal 4.</p>
<b>Safety Element</b>	
<p><b>Safety Goal 1:</b> Reduce the risk to the community from hazards related to geologic conditions, seismic activity, wildfires, structural fires, and flooding.</p>	<p><b>Consistent.</b> Impacts with respect to geologic conditions and seismic activity are addressed in Section 4.6, Geology and Soils, of this EIR. As discussed in this section of the EIR, project-related impacts with respect to geology and soils would be less than significant following implementation of mitigation. Mitigation Measures GEO-1 and GEO-2 require the City to comply with recommendations of the project Geotechnical Investigation and the most current CBC, which stipulate appropriate design provisions that shall be implemented with project design and construction.</p> <p>Impacts with respect to wildfires are addressed in Section 4.20, Wildfire, of the Initial Study (Appendix A of this EIR). As described in the Initial Study, the project site is not located within a fire hazard zone as determined by the City or by CAL FIRE. However, in the event of a structural fire on the site, emergency vehicles would be able to access the property via designated emergency access lanes and the gated emergency access road that would connect the project site to Avenida Aeropuerto.</p> <p>Impacts with respect to flooding are addressed in Section 4.9, Hydrology and Water Quality, of this EIR. As discussed in this section of the EIR, project-related impacts with respect to flooding would be less than significant with the implementation of Regulatory Compliance Measure WQ-5, which requires the preparation of a Final Hydrology and Hydraulic Analysis and Regulatory Compliance Measures WQ-6 and WQ-7, which require the project to obtain an Elevation Certificate, a Conditional Letter of Map Revision, and a Letter of Map Revision.</p> <p>Therefore, the proposed project would be consistent with Safety Goal 1.</p>

**Table 4.10.A: General Plan Policy Consistency Analysis**

Policies	Consistency Analysis
<p><b>Safety Goal 2:</b> Protect the community from hazards related to air pollution, nuclear power production, hazardous materials, and ground transportation.</p>	<p><b>Consistent.</b> Impacts with respect to air quality are addressed in Section 4.2, Air Quality, of this EIR. As discussed in this section of the EIR, project-related impacts with respect to air quality would be less than significant with the implementation of Regulatory Compliance Measures AQ-1 through AQ-3, which require compliance with emission reduction measures during construction.</p> <p>The proposed project would develop the project site with commercial uses. The proposed project would not result in the introduction of new residents in the community that would be subject to risks related to nuclear power production. Moreover, the project would not interfere with existing evacuation routes identified in the project area in the event of a nuclear emergency (i.e., Stonehill Drive is identified as an evacuation route in the Safety Element).</p> <p>Impacts with respect to hazardous materials are addressed in Section 4.8, Hazards and Hazardous Materials, of this EIR. As discussed in this section of the EIR, project-related impacts with respect to hazardous materials would be less than significant following implementation of mitigation. Mitigation Measure HAZ-1 requires adherence to a construction contingency plan, which would minimize the risk of a potentially adverse impact to construction personnel on site and to the environment in the event hazardous materials are encountered during construction.</p> <p>Access to the project site would be provided via Stonehill Drive. Vehicular access to the project site would be provided via a proposed signalized intersection at Stonehill Drive at the southwestern corner of the project site. The project would also include internal circulation routes, including truck traffic routes and a fire access lane. Pedestrian and bicycle access to the project site would be provided by sidewalks and a bicycle route on Stonehill Drive, respectively. Vehicular traffic to and from the project site would utilize the existing network of regional and local roadways that currently serve the project site area. As such, the project would result in the provision of an on-site circulation network that would promote connectivity with the surrounding network. No impacts with respect to increased risks related to ground transportation would occur as a result of project construction or implementation.</p> <p>Therefore, the proposed project would be consistent with Safety Goal 2.</p>
<p><b>Safety Goal 3:</b> Protect citizens and business from criminal activity.</p>	<p><b>Consistent.</b> As described further in Section 4.15, Public Services, of the Initial Study (Appendix A of this EIR), the proposed project would have a negligible impact on the Orange County Sheriff's Department goal of providing one police officer for every 1,3000 residents. As such, the proposed project would not interfere with the ability of OCSD to protect citizens and business from criminal activity. Further, development of the project site would prevent illegal dumping activities that currently occur occasionally on the site and would reduce access to the site by unauthorized individuals. New lighting proposed as part of the project would also provide additional security on the site. Therefore, the proposed project would be consistent with Safety Goal 3.</p>

**Table 4.10.A: General Plan Policy Consistency Analysis**

Policies	Consistency Analysis
<b>Conservation and Open Space Element</b>	
<b>Conservation &amp; Open Space Goal 1:</b> Preserve and enhance open space resources	<b>Consistent.</b> The project site is not located within an area identified for the preservation of open space. As such, the project would not result in the conversion of open space resources to a developed use. Therefore, the proposed project would be consistent with Conservation & Open Space Goal 1.
<b>Conservation &amp; Open Space Goal 2:</b> Protect and preserve important ecological and biological resources.	<b>Consistent.</b> Impacts with respect to biological resources are addressed in Section 4.3, Biological Resources, of this EIR. As discussed in this section of the EIR, project-related impacts with respect to biological resources would be less than significant following implementation of mitigation. Mitigation Measures BIO-1, BIO-2, BIO-3, and BIO-4 require preconstruction surveys for nesting birds, Western Red Bats, and sensitive wildlife and also require biological monitoring to ensure that potential impacts to biological resources are less than significant. Therefore, the proposed project would be consistent with Conservation & Open Space Goal 2.
<b>Conservation &amp; Open Space Goal 5:</b> Shape and guide development in order to achieve efficient growth and maintain community scale and identity.	<b>Consistent.</b> Refer to the consistency discussion under Land Use Goals 1 and 2. All new buildings proposed as part of the project would be compatible the scale and nature of surrounding land uses and would be served by existing public infrastructure. Therefore, the proposed project would be consistent with Conservation & Open Space Goal 5.
<b>Conservation &amp; Open Space Goal 6:</b> Improve air quality.	<b>Consistent.</b> Impacts with respect to air quality are addressed in Section 4.2, Air Quality, of this EIR. As discussed in this section of the EIR, project-related impacts with respect to air quality would be less than significant with the implementation of Regulatory Compliance Measures AQ-1 through AQ-3, which require compliance with emission reduction measures during construction. Therefore, the proposed project would be consistent with Conservation & Open Space Goal 6.
<b>Conservation &amp; Open Space Goal 7:</b> Protect water quality.	<b>Consistent.</b> Impacts with respect to water quality are addressed in Section 4.9, Hydrology and Water Quality, of this EIR. As discussed in this section of the EIR, project-related impacts with respect to water quality would be less than significant with the implementation of Regulatory Compliance Measures WQ-1 through WQ-7 which require project compliance with all NPDES regulations, including the Construction General Permit, South Orange County MS4 Permit, and Groundwater Discharge Permit and the preparation and implementation of a Final WQMP and Hydrology and Hydraulics Analysis. Therefore, the proposed project would be consistent with Conservation & Open Space Goal 7.
<b>Noise Element</b>	
<b>Noise Goal 1:</b> Minimize the effects of noise through proper land use planning.	<b>Consistent.</b> Impacts with respect to noise are addressed in Section 4.11, Noise, of this EIR. As discussed in this section of the EIR, project-related impacts with respect to noise would be less than significant following implementation of mitigation. Mitigation Measures NOI-1 and NOI-2 would restrict construction hours and require the implementation of noise attenuation measures. In addition, the proposed commercial uses would be better suited on the project site than noise-sensitive uses (e.g., housing), due to transportation-related noise generated by the LOSSAN rail corridor and Stonehill Drive and other nearby high-volume roadways. Therefore, the proposed project would be consistent with Noise Goal 1.

**Table 4.10.A: General Plan Policy Consistency Analysis**

Policies	Consistency Analysis
<p><b>Noise Goal 2:</b> Minimize transportation-related noise impacts.</p>	<p><b>Consistent.</b> Transportation-related noise is addressed in Section 4.11, Noise, of this EIR. As discussed in this section of the EIR, the project would not result in any significant transportation related noise impacts. As previously stated, the proposed commercial uses would be better suited on the project site as compared to noise-sensitive uses (e.g., housing), due to transportation-related noise generated by the LOSSAN rail corridor and Stonehill Drive and other nearby high-volume roadways. Therefore, the proposed project would be consistent with Noise Goal 2.</p>
<p><b>Noise Goal 3:</b> Minimize non-transportation-related noise impacts.</p>	<p><b>Consistent.</b> Refer to the consistency analysis for Noise Goal 1. In addition to transportation-related noise in the project vicinity, the project site is subject to ambient noise associated with the operation of uses surrounding the site given its location in a highly developed area (e.g., operation of nearby commercial uses east and south of the site). Therefore, the proposed project would be consistent with Noise Goal 3.</p>
<p><b>Cultural Resources Element</b></p>	
<p><b>Cultural Resources Goal 1:</b> Preserve and protect historical, archaeological, and paleontological resources.</p>	<p><b>Consistent.</b> As described further in Section 4.5, Cultural Resources, of the Initial Study (Appendix A of this EIR), there are no known historic resources on the sites. As such, the proposed project would not interfere the preservation of historical resources.</p> <p>Impacts with respect to archaeological and paleontological resources are addressed in Sections 4.4, Cultural Resources, and 4.6, Geology and Soils, of this EIR. As discussed in these sections of the EIR, project-related impacts with respect to archaeological and paleontological resources would be less than significant following implementation of mitigation. Mitigation Measures CUL-1 and CUL-2 include measures to reduce potential impacts to archaeological resources and previously undiscovered buried human remains. Therefore, the proposed project would be consistent with Cultural Resources Goal 1.</p>
<p><b>Community Design Element</b></p>	
<p><b>Community Design Goal 1:</b> Encourage and preserve a sense of place.</p>	<p><b>Consistent.</b> The proposed project would develop the existing project site with commercial uses. The building design of the proposed hardware store would feature timber framing, reclaimed wood and stone veneer accents, copper-colored metal roofing, and decorative concrete walls. The metal roof overhang would be supported by wooden trusses and posts. The entryway would feature expansive storefront glass and a landscaped patio area. The 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. Other buildings on the site would be designed with concrete and wood accents. All buildings developed as part of the project would be a cohesive design and would be required to comply with development standards and regulations outlined in the City’s Municipal Code. Therefore, the proposed project would be consistent with Community Design Goal 1.</p>

**Table 4.10.A: General Plan Policy Consistency Analysis**

Policies	Consistency Analysis
<b>Community Design Goal 2:</b> Preserve the historic character of the community.	<b>Consistent.</b> The project site is not located within close proximity to buildings exhibiting the historic or traditional character of the community. Building design features as part of the project would be representative of a community store that would be indicative of the products Ganahl Lumber sells, with lumber as the primary feature. The design of the project would not be designed as a traditional “big box” retail store. Overall, the project would be consistent with the visual character and setting of surrounding development (e.g., residences to the west). Therefore, the proposed project would be consistent with Community Design Goal 2.
<b>Community Design Goal 3:</b> Preserve and enhance natural features.	<b>Consistent.</b> Although the project site is not considered to be a natural feature, the proposed project would enhance the existing visual setting of the project site by converting the existing underutilized property to a developed commercial use featuring high-quality building materials and new landscaping. Following development of the site, views of the property from the LOSSAN rail corridor and adjacent roadways would be improved. Therefore, the proposed project would be consistent with Community Design Goal 3.
<b>Growth Management Element</b>	
<b>Growth Management Goal 1:</b> Coordinate rational and orderly growth that assures the economic and efficient provision of public services and infrastructure to new development.	<b>Consistent.</b> As described further in Section 4.15, Public Services, of the Initial Study (Appendix A of this EIR), the proposed project would be served by existing public services and infrastructure. The project would also be required to pay Development Impact Fees established by the City, which would serve to ensure the provision of public services and infrastructure to the project. In addition, the proposed commercial uses are consistent with the allowable General Plan Land uses for the site, and would implement the orderly growth envisioned in the General Plan. Therefore, the proposed project would be consistent with Growth Management Goal 1.
<b>Growth Management Goal 3:</b> Provide for a balance of jobs and housing through land use planning.	<p><b>Consistent.</b> The proposed project would not cause or result in direct population growth because the proposed project would not provide or remove housing on the project site. As described further in Section 4.14, Population and Housing, of the Initial Study (Appendix A of this EIR), the Ganahl Lumber’s proposed operations on the project site would employ approximately 60 to 80 people at full capacity. The proposed drive-through restaurants and automobile storage would also result in increased employment at the project site; however, these uses are not anticipated to result in substantial indirect population growth in the area. Further, since the proposed Ganahl Lumber hardware store and lumber yard would replace an existing Ganahl Lumber store approximately 0.5 mile south of the project site, it is anticipated that some of the employees of the current store would resume employment at the proposed location in San Juan Capistrano.</p> <p>The City has been developed primarily with residential uses and some commercial and service sector uses. San Juan Capistrano and the surrounding subregions are considered “housing rich,” and many residents drive to other parts of Orange County or neighboring counties for employment.</p>

**Table 4.10.A: General Plan Policy Consistency Analysis**

Policies	Consistency Analysis
	<p>SCAG applies the jobs-to-housing ratio at the regional and subregional level as a tool for analyzing the fit between jobs, housing, and infrastructure. The American Planning Association (APA) is an authoritative resource for community-planning best practices, including recommendations for assessing jobs-to-housing ratios. The APA recognizes that an ideal jobs-to-housing ratio will vary from jurisdiction to jurisdiction. In general, the recommended target for an appropriate jobs-to-housing ratio is 1.5, with a recommended range of 1.3 to 1.7 (Weitz 2003).</p> <p>San Juan Capistrano is currently within the jobs-to-housing ratio range recommended by the American Planning Association. According to the 2016–2040 RTP/SCS Final Growth Forecast by Jurisdiction (SCAG 2016), San Juan Capistrano had a jobs-to-housing ratio of 1.28 in 2012 and is projected to have a jobs-to-housing ratio of 1.29 in 2020 and 1.35 in 2035 through 2040. Therefore, San Juan Capistrano is currently just below the jobs-to-housing ratio range recommended by the APA. The increase in the jobs-to-housing ratio suggests that the job growth expected in the region will be larger than the expected growth in housing.</p> <p>The proposed project would incrementally improve the City’s jobs-housing balance by providing more employment opportunities within the City. Therefore, the proposed project would be consistent with Growth Management Goal 3.</p>
<b>Parks and Recreation Element</b>	
There are no goals, objectives, or policies in the City’s Parks and Recreation Element that are applicable to the proposed project.	
<b>Public Services Element</b>	
<b>Public Services &amp; Utilities Goal 1:</b> Work with the Orange County Sheriff’s Department to provide a sufficient level of law enforcement.	<b>Consistent.</b> As described further in Section 4.15, Public Services, of the Initial Study (Appendix A of this EIR), the proposed project would have a negligible impact on the Orange County Sheriff’s Department goal of providing one police officer for every 1,3000 residents. As such, the proposed project would not interfere with the ability of OCSD to provide sufficient levels of law enforcement. Therefore, the proposed project would be consistent with Public Services & Utilities Goal 1.
<b>Public Services &amp; Utilities Goal 2:</b> Work with the Orange County Fire Authority to provide a sufficient level of fire protection.	<b>Consistent.</b> As described further in Section 4.15, Public Services, of the Initial Study (Appendix A of this EIR), the proposed project would result in a small increase in demand for fire protection services, but would not trigger the need for new or altered facilities. As such, the proposed project would not interfere with the ability of OCFA to provide sufficient levels of fire protection. Therefore, the proposed project would be consistent with Public Services & Utilities Goal 2.
<b>Public Services &amp; Utilities Goal 3:</b> Work effectively with the Capistrano Unified School District to provide a sufficient level of public education.	<b>Consistent.</b> As described further in Section 4.15, Public Services, of the Initial Study (Appendix A of this EIR), the proposed project would not result in a demand for school facilities because the project does not include any residential uses that would increase the student population for the Capistrano Unified School District. Therefore, the proposed project would be consistent with Public Services & Utilities Goal 3.

**Table 4.10.A: General Plan Policy Consistency Analysis**

Policies	Consistency Analysis
<p><b>Public Services &amp; Utilities Goal 5:</b> Work with the Orange County Public Library to provide a sufficient level of library facilities and services.</p>	<p><b>Consistent.</b> As described further in Section 4.15, Public Services, of the Initial Study (Appendix A of this EIR), the proposed project would not result in a significant demand for library facilities because the project does not include any residential uses that would increase demand for the Orange County Public Library system. Therefore, the proposed project would be consistent with Public Services &amp; Utilities Goal 5.</p>
<p><b>Public Services &amp; Utilities Goal 6:</b> Provide sufficient levels of water and sewer service.</p>	<p><b>Consistent.</b> Impacts with respect to water and wastewater facilities are addressed in Section 4.14, Utilities and Service Systems, of this EIR. As discussed in this section of the EIR, project-related impacts with respect to a water and wastewater facilities would be less than significant following implementation of mitigation. Mitigation Measures UTL-1 and UTL-2 and Regulatory Compliance Measures UTL-1 through UTL-3 require the preparation of water capacity and sewer studies and compliance with applicable efficiency standards and utility fees to ensure that the project generated increase in water and wastewater during project operation and associated infrastructure expansions would not cause significant environmental effects. Therefore, the proposed project would be consistent with Public Services &amp; Utilities Goal 6.</p>
<p><b>Public Services &amp; Utilities Goal 7:</b> Work effectively with providers of natural gas, electricity, telephone, cable television, and solid waste disposal to provide sufficient levels of these services.</p>	<p><b>Consistent.</b> Impacts with respect to energy and telecommunications facilities are addressed in Sections 4.5, Energy, and 4.14, Utilities and Service Systems, of this EIR. As discussed in these sections of the EIR, project-related impacts with respect to energy and telecommunication facilities would be less than significant with the implementation of Regulatory Compliance Measure E-1, which requires project design to comply with the 2019 Building Energy Efficiency Standards (CCR Title 24) energy conservation and green building standards.</p> <p>As described further in Section 4.19, Utilities and Service Systems, of the Initial Study (Appendix A of this EIR), solid waste generated by the proposed project would be disposed of at the Prima Deshecha Landfill, which is operating at 35 percent of its daily design capacity and can adequately serve the proposed project. In addition, the proposed project would be required to comply with all regulations pertaining to solid waste disposal to minimize solid waste generated by the project, including diversion of at least 65 percent of construction waste. As such, the project would not interfere with the ability of solid waste facilities to serve the project.</p> <p>Therefore, the proposed project would be consistent with Public Services &amp; Utilities Goal 7.</p>

Source: City of San Juan Capistrano General Plan, as amended.

**City of San Juan Capistrano Municipal Code.** As previously stated, the majority of the project site is zoned Commercial Manufacturing (CM). The Commercial Manufacturing zone allows industrial and commercial uses, including wholesaling, limited manufacturing, eating establishments, limited retail, and indoor recreational uses. The northernmost portion of the project site where the utility easement is located is zoned Mobile Home Park Senior Overlay, which allows mobile home uses for seniors 55 years of age and older. No development is proposed on this portion of the site. Therefore, the project would be consistent with both existing land use classifications for the property; and no Zoning Amendment would be required to implement the proposed project.

**Development Standards.** Section 9-3.305, Industrial Districts, of the City's Zoning Code includes applicable development standards for the CM zoning classification (i.e., the zoning classification on the portion of the project site proposed for development).

As outlined in this section of the City's Municipal Code, the minimum lot area for the CM zoning classification is 7,200 sf (0.17 acre). Proposed lot sizes included as part of the project would be 2.06 acres (Area A), 10.61 acres (Area B), and 4.39 acres (Area C). The maximum allowable floor area ratio (FAR) is 0.40 (established in the General Plan). As proposed, Area A would be developed at a FAR of 0.11, Area B would be developed at a FAR of 0.28, and Area C would be developed at a FAR of 0.01. The minimum allowable street frontage setback is 60 feet (ft). Area A (the portion of the project site abutting Stonehill Drive) would locate the closest proposed fast-food restaurant 78 ft from the roadway. In addition, proposed ancillary buildings on the site (e.g., sheds) would be setback 5 ft from the eastern and western boundaries of the property line, consistent with the required 5 ft side yard setback. Due to the presence of a proposed landscaped berm and surface parking lot on the northernmost portion of the property, the project would also comply with the City's required 25 ft rear yard setback. Therefore, the proposed project would be consistent with applicable development standards outlined in the City's Municipal Code.

**Parking Standards.** The proposed project would provide parking spaces throughout Areas A, B, and C on the project site.

As previously stated, Area A would allow for the future development of two fast-food restaurants. The City's Municipal Code requires a minimum of 1 parking space per patron for fast-food restaurant uses with a drive-through 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 have not yet been determined, the proposed project would comply with the City's parking requirements.

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 proposed on Area B. Area B would include 165 parking spaces provided within



surface parking lots in Area B. 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.

The proposed project does not proposed to develop Area C, but rather intends on using this area for long-term vehicle storage. In total, Area C would provide 399 vehicle storage spaces to be used by local car dealerships. These spaces would not function as parking for visitors to the project site, and would not be required to meet the project's parking demands.

#### **4.10.7 Level of Significance Prior to Mitigation**

There would be no potentially significant impacts related to land use and planning.

#### **4.10.8 Regulatory Compliance Measures and Mitigation Measures**

##### **4.10.8.1 Regulatory Compliance Measures (RCMs)**

No regulatory compliance measures are required for the proposed project.

##### **4.10.8.2 Mitigation Measures (MMs)**

No mitigation is required for the proposed project.

#### **4.10.9 Level of Significance after Mitigation**

There would be no significant unavoidable adverse impacts of the proposed project related to land use and planning. No mitigation would be required.

#### **4.10.10 Cumulative Impacts**

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for land use. The cumulative impact area for land use for the proposed project is the City of San Juan Capistrano. Several residential and commercial development projects are approved and/or pending within the City. Each of these projects, as well as all proposed development in the City, would be subject to its own General Plan consistency analysis and would be reviewed for consistency with adopted land use plans and policies.

As previously stated, the majority of the project site is designated Quasi- Industrial on the City's General Plan Land Use Map, with the northernmost portion of the property (where the utility easement is proposed) designated as Industrial Park. In addition, the majority of the project site is classified as Commercial Manufacturing zone with the northernmost portion of the project site is zoned Mobile Home Park Senior Overlay. The northernmost portion of the property is not proposed for development, and therefore, uses included as part of the project would not conflict with the land use designation and zoning classification for this portion of the site. Uses proposed as part of the project would be consistent with both the existing General Plan land use designation of Quasi-Industrial and zoning classification of Commercial Manufacturing for the site. No General Plan Amendment or Zoning Amendment would be required. Therefore, cumulative land use impacts with respect to consistency with local land use plans would be considered less than significant.

The proposed project would include land uses that are consistent with the surrounding neighborhoods, and therefore would not contribute to a pattern of development that adversely impacts adjacent land uses or conflicts with existing or planned development. As discussed further above, proposed on-site improvements would be consistent with the long-range planning goals of local and regional governing plans and policies for the surrounding area.

There are no incompatibilities between the proposed project and planned future projects in the City, which primarily include residential and commercial developments. All identified City-related projects would be reviewed for consistency with adopted land use plans and policies by the City. For this reason, the related projects are anticipated to be consistent with applicable General Plan and zoning requirements, or would be subject to allowable exceptions; further, they would be subject to CEQA, mitigation requirements, and design review as applicable. Therefore, the proposed project would not contribute a significant cumulative land use compatibility impact in the study area, and no mitigation is required.

#### **4.10.11 Project Alternatives**

##### **4.10.11.1 Alternative 1**

Alternative 1 would allow for the future construction of a 161,385-square-foot (sf) of Ganahl Lumber hardware store and lumber yard and a 399-space vehicle storage facility, but no drive-through restaurant uses would be developed. This alternative represents a reduction of 6,000 sf of drive-through restaurant use as compared to the proposed project. Under Alternative 1, Area A would provide 150 parking spaces, compared to 62 parking spaces provided in Area A as part of the proposed project.

Most components of the proposed project, such as outdoor lighting, circulation and access, signage, utilities and drainage, sustainability features, landscaping, and construction phasing, and grading, would not significantly change with the implementation of Alternative 1. Components specific to Area A, such as the location of walkways, retaining walls fences, and gates, would also not change under Alternative 1. The modification and installation of existing and new utilities and infrastructure associated with the proposed project would still occur under Alternative 1. Although Alternative 1 would not involve the development of structures on Area A as the proposed project would, the entirety of Area A would still be cleared, excavated, graded, and paved to accommodate surface parking.

Similar to the proposed project, Alternative 1 would have less than significant impacts related to land use and planning. Under this Alternative, as well as the proposed project, there would be no impacts related to the division of an existing community. Though Alternative 1 would not include any drive-through restaurant use on Area A as compared to 6,000 sf under the proposed project, the uses of Areas B and C would be the same under the proposed project and Alternative 1. Therefore, Alternative 1 would still be consistent with both the existing General Plan land use designation of Quasi-Industrial and zoning classification of Commercial Manufacturing. As under the proposed project, the implementation of Alternative 1 would not require a General Plan Amendment or Zoning Amendment. Alternative 1 would be consistent with the policies contained in the City's General Plan, the City's zoning code, the Southern California Association of Government's (SCAG) 2008 Regional Comprehensive Plan, and the SCAG 2016-2040 RTP/SCS. Therefore, impacts related

to land use for Alternative 1 are considered to be less than significant and similar to those associated with the proposed project.

Because impacts related to land use and planning for Alternative 1 would be less than those associated with the proposed project, cumulative impacts would also be less than cumulatively significant, and no mitigation would be required.

#### 4.10.11.2 Alternative 2

Alternative 2 would allow for the future construction of a 161,385 sf of Ganahl Lumber hardware store and lumber yard, a 399-space vehicle storage facility, and 2,000 sf of drive-through restaurant uses, which represents a reduction of 4,000 sf of drive-through restaurant uses as compared to the proposed project. Specifically, Alternative 2 would provide 80 parking spaces, compared to 62 parking spaces provided in Area A as part of the proposed project.

Most components of the proposed project, such as outdoor lighting, circulation and access, signage, utilities and drainage, sustainability features, landscaping, and construction phasing and grading, would not significantly change with the implementation of Alternative 2. Components specific to Area A, such as the location of walkways, retaining walls, fences, and gates, would also not change under Alternative 2. The modification and installation of existing and new utilities and infrastructure associated with the proposed project would still occur under Alternative 2. Under Alternative 2, similar to the proposed project, the entirety of Area A would be cleared, excavated, graded, and paved to accommodate surface parking and a building pad.

Similar to the proposed project, Alternative 2 would have less than significant impacts related to land use and planning. Under this Alternative, as well as the proposed project, there would be no impacts related to the division of an existing community. Although Alternative 2 would not include any drive-through restaurant use on Area A as compared to 6,000 sf under the proposed project, the uses of Sites B and C would be the same under the proposed project and Alternative 2. Therefore, Alternative 1 would still be consistent with both the existing General Plan land use designation of Quasi-Industrial and zoning classification of Commercial Manufacturing. As under the proposed project, the implementation of Alternative 2 would not require a General Plan Amendment or Zoning Amendment. Alternative 2 would be consistent with the policies contained in the City's General Plan, the City's zoning code, the Southern California Association of Government's (SCAG) 2008 Regional Comprehensive Plan, and the SCAG 2016-2040 RTP/SCS. Therefore, impacts related to land use for Alternative 2 are considered to be less than significant and similar to those associated with the proposed project.

Because impacts related to land use and planning for Alternative 2 would be less than those associated with the proposed project, cumulative impacts would also be less than cumulatively significant, and no mitigation would be required.

#### 4.10.11.3 Alternative 3

Alternative 3 would allow for the future construction of a 161,385 sf of Ganahl Lumber hardware store and lumber yard, a 399-space vehicle storage facility, and 4,000 sf of drive-through restaurant uses, which represents a reduction of 2,000 sf of drive-through restaurant use as compared to the

proposed project. Specifically, Area A would provide 101 parking spaces, compared to 62 parking spaces provided as part of the project. Under Alternative 3, these additional parking spaces would be used by the drive-through restaurant use.

Most components of the proposed project, such as outdoor lighting, circulation and access, signage, utilities and drainage, sustainability features, landscaping, construction phasing, and grading, would not significantly change under the implementation of Alternative 3. Components specific to Area A, such as the location of walkways, retaining walls, fences, and gates, would also not change under Alternative 3. The modification and installation of existing and new utilities and infrastructure associated with the proposed project would still occur under Alternative 3. Under Alternative 3, similar to the proposed project, the entirety of Area A would be cleared, excavated, graded, and paved to accommodate surface parking and a building pad.

Similar to the proposed project, Alternative 3 would have less than significant impacts related to land use and planning. Under this Alternative, as well as the proposed project, there would be no impacts related to the division of an existing community. Although Alternative 3 would not include any drive-through restaurant use on Area A as compared to 6,000 sf under the proposed project, the uses of Sites B and C would be the same under the proposed project and Alternative 3. Therefore, Alternative 3 would still be consistent with both the existing General Plan land use designation of Quasi-Industrial and zoning classification of Commercial Manufacturing. As under the proposed project, the implementation of Alternative 3 would not require a General Plan Amendment or Zoning Amendment. Alternative 3 would be consistent with the policies contained in the City's General Plan, the City's zoning code, the Southern California Association of Government's (SCAG) 2008 Regional Comprehensive Plan, and the SCAG 2016-2040 RTP/SCS. Therefore, impacts related to land use for Alternative 3 are considered to be less than significant and similar to those associated with the proposed project.

Because impacts related to land use and planning for Alternative 3 would be less than those associated with the proposed project, cumulative impacts would also be less than cumulatively significant, and no mitigation would be required.