Chapter 5 Effects Found Not to Be Significant

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) contain a brief statement disclosing the reasons why various possible significant effects of a project were found not to be significant and, therefore, would not be discussed in detail in the EIR. The City of San Juan Capistrano (City), as the lead agency, reviewed the proposed French Hotel Project (Project) against the environmental issue areas in Appendix G of the CEQA Guidelines. All environmental issue areas found to have potentially significant impacts, are addressed in Chapter 4, Environmental Analysis, of this EIR. Some or all of the following issue areas result in no impacts or less than significant impacts from implementation of the Project and, therefore, are addressed separately in this chapter: aesthetics, agriculture and forestry resources, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, utilities and service systems, and wildfire.

5.1 Aesthetics

Threshold AES-a. Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact. A scenic vista generally refers to a view that possesses visual and aesthetic qualities of high value to the community, aesthetic value is not limited to natural and rural viewsheds but can also be held in historic structures and districts, architectural design, streetscapes, etc. According to the City of San Juan Capistrano Community Design Element, the City's three major community design issues involves: 1) preserving and promoting those characteristics of the community which create a sense of place; 2) preserving the historical character of San Juan Capistrano; and 3) preserving and enhancing the natural features which contribute to the visual character of the City.

The Project Site is located in a developed, urbanized portion of the San Juan Capistrano characterized by commercial, mixed-use, and institutional development. The surrounding area does not contain designated scenic vistas, scenic corridors, or officially recognized scenic view resources. The closest designated State Scenic Highway is located more than 25 miles to the north, and the nearby segments of Interstate 5 Freeway and State Route 74 are not officially designated scenic highways in the Project vicinity.

Because the Project would not obstruct or substantially degrade a recognized scenic vista and would preserve and enhance the site's primary historic visual resources, impacts related to scenic vistas would be less than significant, as such, this issue will not be further addressed in the EIR.

Threshold AES-b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than Significant Impact. The closest officially designated state scenic highways in Orange County is in the City of Anaheim, over 25 miles to the north. The nearest eligible state scenic highways are I-5 and SR-74. I-5 is located approximately 0.25 mile east of the Project Site. SR-74 is located approximately 0.25 mile northeast of the Project Site; however, neither segment in the Project vicinity is officially designated. Therefore, the Project Site is not located in a designated State Scenic Highway corridor.

Because the Project Site is not located in a designated State Scenic Highway, no scenic natural features would be removed, and the two NRHP-listed historic adobes would be preserved and restored rather than damaged, the Project would not substantially damage scenic resources in a State Scenic Highway. Impacts would therefore be less than significant; as such, this issue will not be further addressed in the EIR.

5.2 Agriculture and Forestry Resources

Threshold AG-a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project Site is designated as urban and built-up land by the Farmland Mapping and Monitoring Program of the California Natural Resources Agency (DOC 2022). The Project Site is vacant and developed with Domingo Yorba and Manuel Garcia Adobes, and the Project would not convert any special-status farmland to non-agricultural use. No impact would occur, and no mitigation measures are required.

Threshold AG-b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project Site is zoned as TC and would not conflict with any agricultural use or a Williamson Act contract. No impact would occur, and no mitigation measures are required. This issue will not be further addressed in the EIR.

Threshold AG-c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project Site is zoned as TC, and no rezoning of forest land or timberland would result from Project implementation. No impact would occur, and no mitigation measures are required. This issue will not be further addressed in the EIR.

Threshold AG-d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site is built-up urban land, and no forest land would be lost due to project implementation. No impact would occur, and no mitigation measures are required. This issue will not be further addressed in the EIR.

Threshold AG-e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The Project Site is urban, built-up land that was previously developed with industrial uses. Therefore, the Project would not result in the conversion of farmland to non-agricultural or forest land to non-forest use. No impact would occur, and no mitigation measures are required. This issue will not be further addressed in the EIR.

5.3 Biological Resources

Threshold BIO-a. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Threshold BIO-b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

No Impact. Sensitive natural communities are communities that are considered rare in the region by regulatory agencies; known to provide habitat for sensitive wildlife or plant species; or known to be important wildlife corridors. Riparian habitats are those occurring along the banks of rivers and streams. The Project Site is currently developed with the vacant Domingo Yorba and Manuel Garcia Adobes. No watercourse runs through or adjacent to the Project Site. No riparian habitat or critical habitat exist on-site. Michael Baker conducted a literature review for jurisdictional waters, sensitive habitats, and special-status species in the Biological Resources Baseline Study (Appendix C) to characterize existing biological conditions and assess the potential for the Proposed Project to affect special-status and wildlife species. As previously indicated, based off the literature review and field surveys conducted for the Project, no special-status plant or wildlife species were observed during the field surveys prepared for the Project and there is no habitat of value on the Project Site for endangered, rare, or threatened species. No impact would occur, and this issue will not be addressed further in the EIR.

Threshold BIO-c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. The Project Site is currently developed with the vacant Domingo Yorba and Manuel Garcia Adobes, and there are no wetlands on-site. The closest wetland to the Project Site is Trabuco Creek approximately 0.2 mile west of the Project Site. This is a 5.82-acre Riverine habitat. The other closest wetland is 0.2 mile northeast of the Project Site running in a north–south direction near Ortega Highway. This is a 0.14-acre Riverine habitat. Neither of these wetlands occur on-site. There were no State or federal jurisdictional aquatic resources observed on the Project Site during the field study conducted on September 11, 2024, which included a thorough on-site review using the U.S. Army Corps of Engineers' methodology, and none would be directly impacted by the Project. This issue will not be further addressed in the EIR.

Threshold BIO-d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Significant Impact. Wildlife movement corridors facilitate movement of species between large patches of natural habitat. The entire Project Site consists of manipulated and exotic-dominated land cover types and is composed almost entirely of native and non-native weeds and ornamental vegetation, as well as the existing adobe buildings. As previously discussed, the Project Site is located in the highly disturbed downtown district of a suburban city and as a result is host to a limited variety of wildlife species. A total of ten wildlife species were detected during the field survey, including one reptile and nine species of birds. None of the species that were detected are considered to be endangered, rare, or threatened. The on-site barn was examined for signs of potential bat roosts, but none were found.

The closest significant wildlife movement corridors to the Project Site is Trabuco Canyon, approximately 0.2 mile to the west and San Juan Creek, which would not be directly or indirectly impacted as a result of the Project. Based on the existing developed condition of the Project Site, the property does not meet the definition or is expected to serve or contribute to a wildlife movement corridor for ground dwelling species, and impacts would be less than significant.

However, there are several ornamental trees and other vegetation on-site that require removal, and these may be used for nesting by migratory birds. The Project would be required to comply with the Migratory Bird Treaty Act. The Migratory Bird Treaty Act governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. If removal of the vegetation occurs during nesting season (typically between February 1 and September 1), the Project Applicant is required to conduct nesting bird surveys in accordance with the California

Department of Fish and Wildlife requirements prior to removal of the trees. Compliance with the Migratory Bird Treaty Act would ensure that no significant impacts to migratory birds occur. If removal of the vegetation, including trees, occurs during nesting season, the Project Applicant is required to conduct nesting bird surveys in accordance with the California Department of Fish and Wildlife requirements. Compliance with the Migratory Bird Treaty Act would ensure that no significant impacts to migratory birds occur. Additionally, the Project Site is located in a highly urbanized area and would not interfere with the movement of any native residents, migratory fish, or wildlife species. A less than significant impact would occur. This issue will not be addressed further in the EIR.

Threshold BIO-f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project Site is not located in any preserved areas, does not contain any coastal sage scrub habitat or other covered habitat types, does not contain any other special-status vegetation communities, and does not pose any other potential conflicts to the Project's consistency with the Orange County Central/Coastal Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) (Appendix C). In addition, none of the three NCCP/HCP target species were found on the Project Site, and there is no suitable habitat for any of them on the Project Site. Therefore, the Project is considered to be consistent with the NCCP/HCP. The Project would result in no impact associated with an adopted NCCP/HCP or local conservation plan.

Because the Project Site does not contain sensitive biological resources or designated open space areas and is not located on or adjacent to lands identified for habitat conservation, the Project would not conflict with the resource protection objectives of the City's Conservation and Open Space Element. In addition, compliance with applicable federal, state, and local regulations governing biological resources would ensure that the Project does not adversely affect biological resources or conservation areas.

Accordingly, the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plan. No impact would occur, and this issue will not be addressed further in the EIR.

5.4 Geology and Soils

Threshold GEO-a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The Project Site is not located in an official Alquist-Priolo Earthquake Fault Zone, and no known active faults are shown on the reviewed geologic maps crossing the Project Site that were assessed as part of the Geotechnical Update Report included as Appendix B to the Initial Study. The Project Site is located approximately 5.6 miles from the Newport Inglewood (N-I) fault, and is also located approximately 6.7 miles from the San Joaquin Hills Blind Thrust Fault. This issue will not be addressed further in the EIR.

ii. Strong seismic ground shaking?

Less than Significant Impact. The Project Site is in a seismically active region, as is all of Southern California. However, as indicated above, the Project Site is not located in an official Alquist-Priolo Earthquake Fault Zone, and no known active faults are shown on the reviewed geologic maps crossing the Project Site that were assessed as part of the Geotechnical Update Report included as Appendix B to the Initial Study. The Project Site is located approximately 5.6 miles from the Newport Inglewood (N-I) fault, and is also located approximately 6.7 miles from the San Joaquin Hills Blind Thrust Fault. Additionally, the Project is required to be constructed in compliance with the 2025 California Building Code (effective January 1, 2026), which contains standards for building design to minimize the impacts from ground shaking. All land uses must conform to all applicable state and local building codes relative to seismic safety. Therefore, impacts from strong ground shaking would be considered less than significant, and this issue will not be addressed further in the EIR.

iv. Landslides?

No Impact. According to the referenced Seismic Hazard Zone map for the San Juan Capistrano 7.5-minute quadrangle, the Project Site does not lie in an area that is susceptible to earthquake-induced landsliding (Appendix F). Additionally, the Project would be designed and constructed to protect structural integrity and infrastructure against geologic hazards per the recommendations in the Geotechnical Update Report (Appendix F) prepared in accordance with California Building Code requirements and reviewed and approved by the City of San Juan Capistrano. No impact would occur. This issue will not be addressed further in the EIR.

Threshold GEO-b. Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact.

Construction

Construction of the Project would involve site preparation, grading, excavation, and building construction activities that could temporarily expose soils and potentially result in erosion or the loss of topsoil if appropriate controls were not implemented. However, because the Project would disturb more than one acre of soil, it would be required to obtain coverage under the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Construction

Permit. Compliance with this permit requires preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that identifies best management practices (BMPs) to control erosion, sedimentation, and pollutant runoff during construction (refer to Section 2.4.10[a], Hydrology and Water Quality). Typical BMPs include silt fencing, fiber rolls, stabilized construction entrances, soil stabilization measures, and proper material storage and handling. Implementation of these measures would minimize the potential for construction-related soil erosion or loss of topsoil. Therefore, construction-related erosion impacts would be less than significant.

Operation

Once construction is completed, the Project Site would be largely developed with buildings, paved areas, and landscaped areas that would stabilize soils and reduce the potential for erosion. Landscaped areas would be maintained with ground cover, vegetation, or other soil stabilization measures that would further limit erosion potential. In addition, the Project would incorporate permanent stormwater management features designed in accordance with applicable City and regional requirements, which would control runoff and minimize erosion potential during operation. As a result, operation of the Project would not result in substantial soil erosion or the loss of topsoil.

Because erosion during construction would be minimized through implementation of SWPPP BMPs and the developed site would be stabilized during operation, impacts related to soil erosion and loss of topsoil would be less than significant, and this issue will not be addressed further in the EIR.

Threshold GEO-c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant Impact. The Project Site is located in a seismically active region and in a zone mapped as having potential for earthquake-induced liquefaction, where saturated, loose, granular soils may lose strength and stiffness during strong ground shaking. Liquefaction can lead to lateral spreading, differential settlement, and loss of soil bearing capacity, which can compromise foundations, structures, and underground utilities. In addition, the site contains disturbed fill and landscaped areas, which could be susceptible to settlement or subsidence under seismic shaking.

Although the Project would be required to comply with the California Building Code and applicable engineering standards to minimize seismic hazards, the potential for liquefaction, lateral spreading, and other soil instabilities could pose a risk of significant structural damage or hazardous conditions if not properly addressed in project design and engineering.

Because liquefaction and related geotechnical hazards could occur during a major seismic event and could result in substantial structural damage or hazardous conditions to on-site or off-site properties, this issue is considered potentially significant and will be further addressed in the EIR.

Threshold GEO-d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than Significant Impact. The Geotechnical Update Report determined that the Project Site's soils have a low to medium expansion potential with EI values ranging from 31 to 59, meaning they could swell or shrink slightly with changes in moisture. The Project's foundations and slabs are designed to account for this moderate expansion potential, using standard engineering measures to prevent soil movement from causing damage. With these design precautions, the risk to buildings, utilities, or other property is minimal. Therefore, impacts from expansive soils would be less than significant. This issue will not be addressed further in the EIR.

Threshold GEO-e. Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The project Site is in a developed area in the City of San Juan Capistrano. The Project would not use septic tanks or alternative wastewater disposal systems. It is anticipated that the Project would connect to existing sanitary sewer and wastewater facilities located in the public right-of-way that collect and convey raw sewage and wastewater generated from the Project Site. As such, no impact would occur. This issue will not be addressed further in the EIR.

Threshold GEO-f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. Unique paleontological resources may be present at the Project Site. However, the Project Site is currently developed, and redevelopment of the site will not require grading to an increased depth. No subterranean parking is proposed. Therefore, earthwork activities do not have the potential to encounter paleontological resources. Therefore, this issue will not be addressed further in the EIR.

5.5 Hazards and Hazardous Materials

Threshold HAZ-a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact.

Construction

Construction of the Project would likely involve the use of limited quantities of hazardous materials typical of construction activities, including vehicle fuels, oils, lubricants, solvents, paints,

and adhesives. These materials would be transported to and used at the site during construction and could present a potential hazard if improperly handled or released. However, construction contractors would be required to comply with all applicable federal, state, and local regulations governing the transport, storage, use, and disposal of hazardous materials. These regulations are administered and enforced by agencies including the California Department of Toxic Substances Control, the U.S. Environmental Protection Agency, the Occupational Safety and Health Administration, the California Department of Transportation, and applicable City codes. Compliance with these regulations would minimize the potential for accidental releases or hazards associated with hazardous materials during construction.

Operation

Operation of the Project would involve the routine use and storage of small quantities of potentially hazardous materials typical of hotel and hospitality uses. These materials could include cleaning fluids, detergents, solvents, adhesives, sealers, paints, fuels and lubricants for maintenance equipment, and fertilizers or pesticides associated with landscape maintenance. The transport, use, storage, and disposal of these materials would be required to comply with applicable federal, state, and local regulations governing hazardous materials management. Compliance with these regulatory requirements would ensure that hazardous materials associated with operation of the Project are handled in a safe manner and would minimize the potential for hazards to the public or the environment.

Because hazardous materials used during both construction and operation would be typical of urban development and would be regulated by applicable federal, state, and local requirements, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant, and this issue will not be addressed further in the EIR.

Threshold HAZ-b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. The term "hazardous material" can be defined in different ways. For purposes of this environmental document, the definition of "hazardous material" is the one outlined in the California Health and Safety Code, Section 25501:

> Hazardous materials that, because of their quantity, concentration, or physical or chemical characteristics, pose a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it

> would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

"Hazardous waste" is a subset of hazardous materials, and the definition is essentially the same as in the California Health and Safety Code, Section 25117, and in the California Code of Regulations, Title 22, Section 66261.2:

> Hazardous wastes are those that, because of their quantity, concentration, or physical, chemical, or infectious characteristics, may either cause, or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

Hazardous materials can be categorized as hazardous nonradioactive chemical materials, radioactive materials, and biohazardous materials (infectious agents such as micro-organisms, bacteria, molds, parasites, viruses, and medical waste).

> Exposure of the public or the environment to hazardous materials could occur through the following: improper handling or use of hazardous materials or hazardous wastes, particularly by untrained personnel; transportation accident; environmentally unsound disposal methods; and/or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Construction

During construction activities for the Project, there is a possibility of generating small quantities of hazardous materials. The construction phase of the Project would include the transport, storage, and short-term use of petroleum-based fuels, lubricants, pesticides, and other similar materials. The amount of hazardous chemicals present during construction is limited and would be in compliance with existing government regulations, such as the Hazardous Materials Transportation Act, the Resource Conservation and Recovery Act, and the California Code of Regulations (CCR Title 22). Any associated risk would be adequately reduced to a level that is less than significant through compliance with these standards and regulations; thus, the limited use and storage of hazardous materials during construction of the Project would not pose a significant hazard to the public or the environment. Accordingly, the potential for the release of hazardous materials during Project construction would be low and, even if a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or environment due to the small quantities of these materials associated with construction. This issue will not be addressed further in the EIR.

Operation

Hazardous substances associated with the operation of the Project would be limited in both amount and use, such that they would be contained without impacting the environment.

Long-term operational activities typical of the hotel uses, such as landscaping and building and pool maintenance, would occur on the Project Site. Maintenance activities related to landscaping include the use of fertilizers and light equipment (such as lawn mowers and edgers). These types of activities do not involve the use of a large or substantial amount of hazardous materials. The proposed hotel uses would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, pesticides, and pool sanitizers. However, such materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. As such, when used properly, hazardous materials used and stored on the Project Site would not result in a significant hazard to visitors or the environment. The Project includes vehicle parking; however, there would be no vehicle cleaning or maintenance areas on the Project Site. As such, chemicals, oils, and grease, generated from such activities would not result in significant impacts related to the release of hazardous materials. All transport, handling, use, and disposal of substances such as petroleum products, paints, and solvents related to the operation and maintenance of the Project would be required to comply with existing regulations of several agencies, including the California Department of Toxic Substances Control, U.S. Environmental Protection Agency, U.S. Occupational Safety and Health Administration, California Department of Transportation, and the Orange County Fire Authority. Therefore, the Project would result in a less than significant impact with regard to the routine transport, use, or disposal of hazardous material. This issue will not be addressed further in the EIR.

Threshold HAZ-c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. San Juan Elementary School is located approximately 0.2 mile northeast of the Project Site at 31642 El Camino Real. The next closest school is Bridges Community Day High School located approximately 0.25 mile northeast of the Project Site at 31576 El Camino Real.

The Project Site would be located within 0.25 mile of existing schools; however; once operational, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials. During Project construction, potentially hazardous materials would likely be handled on the Project Site. Handling of these potentially hazardous materials would be temporary and would coincide with the short-term construction phase of the Project. Any handling, transport, use, or disposal of hazardous materials would comply with all relevant federal, state, and local agencies and regulations, including the U.S. Environmental Protection Agency, the California Department of Toxic Substances Control, the California Occupational Safety and Health Administration, Caltrans, the

Resource Conservation and Recovery Act, the South Coast Air Quality Management District, and the Orange County Certified Unified Program Agency. Therefore, impacts associated with the emitting or handling of hazardous materials within 0.25 mile of a school would be less than significant. This issue will not be addressed further in the EIR.

Threshold HAZ-d. Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. California Government Code, Section 65962.5, requires the compiling of lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated. A review of known electronic database listings for possible hazardous waste generating establishments, as well as sites with known environmental concerns was conducted. Facilities were identified by county, State, or federal agencies that generate, store, or dispose of hazardous materials.

A review of Cortese List online data resources did not identify any sites within the Project boundary (SWRCB 2026). There were no sites listed within 1,000 feet of the Project Site according to the DTSC EnviroStor database (DTSC 2026).

The Project Site itself is not located on a list of hazardous materials sites compiled pursuant to California Government Code, Section 65962.5, and, as a result, would not create a significant hazard to the public or the environment. No impact would occur. This issue will not be addressed further in the EIR.

Threshold HAZ-e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. John Wayne Airport is the closest airport to the Project Site and is approximately 16 miles northwest from the Project Site. The Project Site is not within 2 miles of a public airport. The Project would not result in a safety hazard or excessive noise for people residing on the Project Site. No impact would occur. This issue will not be addressed further in the EIR.

Threshold HAZ-f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The Project Site abuts Camino Capistrano, which is identified by the San Juan Capistrano as an emergency evacuation route (City of San Juan Capistrano 2025). Access to the Project Site would be provided via a 20-foot-wide single aisle along the northeast boundary

along Camino Capistrano. The Project includes redevelopment of the site with a hotel, associated amenities, renovation of existing historic structures, and construction of a 32-foot-tall, four-story car lift parking structure.

Construction

During demolition and construction activities, temporary lane closures, construction staging, and delivery vehicle activity could occur. These activities could have the potential to affect access along Camino Capistrano if not properly managed. Construction would be required to comply with City encroachment permit conditions and the preparation of a traffic control plan, subject to review and approval by the City's Public Works Department and Fire Authority. The traffic control plan would ensure that:

- Emergency vehicle access is maintained at all times;
- No construction equipment or materials obstruct the emergency evacuation route; and
- Adequate signage and flagging are provided, as necessary.

Construction activities would be temporary and intermittent, and any short-term traffic disruptions would be managed to maintain safe and adequate roadway operations. Because of these controls, construction would not physically interfere with implementation of adopted emergency response or evacuation plans.

Operation

The Project would not modify the alignment, width, or operational capacity of Camino Capistrano, nor would it introduce any physical improvements in the public right-of-way that could obstruct emergency access or evacuation routes. Project access would continue to be provided via existing or improved driveways consistent with City engineering standards. Final access design would be reviewed and approved by the City's Public Works Department and Fire Authority to ensure adequate emergency vehicle access, turning radii, fire lanes, and compliance with applicable fire and building codes. The proposed four-story, 32-foot-tall car lift parking structure would be internal to the site and would not encroach into the public right-of-way or affect evacuation roadway capacity.

Upon completion, the Project would maintain required site access points and internal circulation designed in accordance with applicable fire code and engineering standards, including adequate fire lanes, turning radii, and emergency vehicle access, as shown on Figure 2-12, Fire Access Site Plan, of Chapter 2, Project Description. The Project would also be required to comply with applicable fire safety regulations, including installation of fire suppression systems and preparation of an emergency evacuation plan for guests and employees.

Because the Project would not permanently modify or obstruct Camino Capistrano, would maintain emergency access during construction through approved traffic control measures, and

would comply with applicable emergency planning and fire code requirements during operation, the Project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan. Impacts would therefore be less than significant, and this issue will not be addressed further in the EIR.

Threshold HAZ-g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. Based on Figure S-5 of the City's Safety Element, the Project Site is not in a Very High Fire Hazard Severity Zone, nor is it in an area designated as a wildland area that may contain substantial fire risk (City of San Juan Capistrano 1999). Therefore, no significant wildfire impact is anticipated. Additionally, the Project Site is not in or near a Very High Fire Hazard Severity Zone as identified by CAL FIRE's Very High Fire Hazard Severity Zones in LRA map (CAL FIRE 2025). The Project Site has been previously developed, and the proposed redevelopment would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. This impact would be less than significant. This issue will not be addressed further in the EIR.

5.6 Hydrology and Water Quality

Threshold HYD-a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant Impact. The overall development would occur on approximately 1.68 acres. The Project is located in the San Juan Creek Watershed.

The existing site is sloped from east to southwest to the southwest corner of the Project Site. Storm water runoff sheet flows across vacant land to a low spot at the southwest corner of the site, with flows continuing to the adjacent property to the south. From the adjacent property, runoff continues to the south across several properties before discharging into the City's public storm drain on Del Obispo near the intersection with Camino Capistrano. This storm drain system is connected to San Juan Creek, an engineered channel, and ultimately discharges into the Pacific Ocean. Runoff from the roof of the historic buildings along Camino Capistrano discharges into the public street. Once in the street, runoff is conveyed via curb and gutter south on Camino Capistrano to a public catch basin at the corner of Del Obispo and Camino Capistrano. This public storm drain system is tributary to San Juan Creek, which is tributary to the Pacific Ocean. Figure 2-13, Existing Drainage Plan, illustrates the existing drainage condition of the Project Site.

The Project Site currently consists of two historic adobe structures and disturbed pervious areas. Existing coverage includes approximately 44,345 square feet of pervious area and 28,795 square feet of impervious area. Runoff generally sheet flows southwest. The site is not located in a mapped FEMA 100-year flood hazard area.

Construction

Construction activities would involve grading, excavation for underground infiltration systems, demolition of non-historic structures, and building construction. The Project would disturb more than one acre and therefore must obtain coverage under the State Construction General Permit. Preparation and implementation of a SWPPP would be required. The SWPPP includes BMPs to reduce water quality impacts, including various measures to control on-site erosion, reduce sediment flows into stormwater, wind erosion; to reduce tracking of soil and debris into adjacent roadways and off-site areas; and to manage wastes, materials, wastewater, liquids, hazardous materials, stockpiles, equipment, and other site conditions to prevent pollutants from entering the storm drain system. Inspections, reporting, and stormwater sampling and analysis are also required to ensure that visible and non-visible pollutants are not discharged off site. Implementation of the provisions of the NPDES permit and compliance with City grading requirements would minimize construction impacts through the implementation of BMPs that reduce construction-related pollutants. This would ensure that any impacts to downstream waters resulting from construction activities would be less than significant.

Operation

Post-development conditions increase impervious coverage relative to existing conditions (refe to Table 3 of the Initial Study, Net Increase in Impervious Area). The table details existing and post-project conditions of the Project Site. As shown, the Project would increase the impervious surface area by 529,640 square feet, from 28,795 square feet to 58,435 square feet due to new building construction; however, this change is offset through engineered infiltration systems designed to capture and infiltrate stormwater runoff.

Therefore, the Project would result in increased runoff water and increased urban pollutants. However, the Project would include on-site storm drain facilities and implement BMPs listed in the Water Quality Management Plan (WQMP) in Appendix A to ensure that the Project does not increase the existing site's storm water flow rate at the discharge point.

Threshold HYD-b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact.

Construction

During construction, water would be mainly used to control dust by water trucks. The sources of water for watering trucks are unknown at this time, but the construction would be temporary, and such temporary increase in water demands is in the City's supply and demand forecast. Water used during construction could also be from the recycled water sources. Temporary water usage during

construction would not substantially decrease groundwater supplies or interfere with groundwater recharge. Construction impact would be less than significant.

Operation

The Project increases the Project Site's overall imperviousness to 89 percent from 39.4 percent. Although the Project results in a net reduction in natural pervious area (refer to Table 3 of the Initial Study), Net Increase in Impervious Area), above, the WQMP incorporates engineered infiltration systems that promote recharge. As summarized in Table 6, DMA Summary, above, infiltration facilities are sized to capture and infiltrate required storm volumes based on confirmed soil infiltration rates.

The Project's infiltration systems are designed to capture stormwater and allow it to percolate into the native soils at a rate of approximately 1.44 inches per hour, which is in the natural infiltration capacity of the site. Groundwater was not encountered to a depth of 15 feet, and there is sufficient vertical separation between the bottom of the infiltration facilities and the seasonal high groundwater table. This means that infiltration will not cause groundwater contamination and that the system will allow some stormwater to return to the groundwater basin.

Although the Project increases impervious surfaces overall, the engineered infiltration systems are designed to offset this increase by promoting on-site recharge in the landscaped and infiltration areas.

The Project does not involve groundwater extraction or diversion. With implementation of infiltration BMPs, the Project would not substantially interfere with groundwater recharge. Therefore, the Project is not expected to substantially decrease groundwater supplies or impede sustainable groundwater management, and any impacts on groundwater recharge would be considered less than significant. This issue will not be addressed further in the EIR.

Threshold HYD-c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

Less than Significant Impact.

Construction

During construction, the Project would involve grading, excavation, and other earth-disturbing activities that could temporarily expose soils to erosion and surface water runoff. To minimize erosion and siltation, the Project would be required to comply with the NPDES Construction General Permit, which mandates the preparation and implementation of a SWPPP. The SWPPP would include BMPs such as silt fencing, fiber rolls, stabilized construction entrances, and proper

stockpile management to control erosion and prevent off-site siltation. Compliance with the NPDES permit and implementation of the SWPPP would ensure that construction activities do not result in substantial adverse erosion or siltation impacts.

Operation

As discussed under Section 2.4.10(a), the Project would increase the site's impervious surfaces from approximately 39.4 percent to 80 percent, altering the drainage pattern of the site compared to existing conditions. However, the Project Site is fully developed and surrounded by commercial land uses, with no streams or rivers located on or near the property. Post-construction, stormwater would be managed through engineered drainage and infiltration systems consistent with the Project's WQMP, which is designed to safely convey and treat stormwater while minimizing potential erosion or siltation. Because the drainage improvements would maintain the general flow direction and velocity of runoff and no nearby watercourses exist that could be affected, operational impacts related to erosion or siltation would be minimal.

The Project Site is located in a developed area, with commercial land uses surrounding the Project Site; as such, the development of the Project would not cause a significant change to surface bodies of water in a manner that could cause siltation or erosion. Therefore, impacts would be less than significant. This issue will not be addressed further in the EIR.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less than Significant Impact. As discussed under Section 2.4.10(a), the Project would increase the total impervious area on-site compared to existing conditions. Therefore, the Project would result in increased runoff water and increased urban pollutants. However, the Project would include on-site storm drain facilities and implement BMPs listed below and in the WQMP in Appendix D to the Initial Study to ensure that the Project does not increase the existing site's storm water flow rate at the discharge point. Therefore, the Project would lead to a less than significant impact to on- or off-site flooding caused by a substantial increase in the rate or amount of surface runoff. This issue will not be addressed further in the EIR.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact.

Construction

During construction, temporary increases in runoff could occur due to exposed soils, grading, and earth-disturbing activities. To minimize potential impacts, the Project would be required to implement BMPs as part of a SWPPP, prepared in compliance with the NPDES Construction General Permit. BMPs may include sediment controls, stabilized construction entrances, temporary

detention measures, and proper material storage. These measures would ensure that construction-related runoff does not exceed the capacity of existing or planned drainage systems or result in the discharge of pollutants off-site. Additionally, the Project would comply with existing local, state, and federal regulations related to drainage and runoff.

Operation

Once completed, the Project would maintain the overall drainage pattern of the site, discharging runoff to the south across downstream properties as it does historically. Stormwater would ultimately enter the City of San Juan Capistrano public storm drain system at Del Obispo and Camino Capistrano, which is tributary to San Juan Creek, an engineered channel that conveys water to the Pacific Ocean. The pre- and post-development drainage patterns would remain unchanged. In addition, post-construction stormwater would be managed through engineered drainage and infiltration systems consistent with the Project's WQMP, which are designed to control runoff rates and treat pollutants before discharge. Compliance with applicable local, state, and federal regulations ensures that the Project would not exceed the capacity of existing or planned stormwater drainage systems or substantially increase sources of polluted runoff.

As such, impacts associated with stormwater drainage system capacity would be less than significant. This issue will not be addressed further in the EIR.

iv. Impede or redirect flood flows?

Less than Significant Impact. The City's Safety Element shows that the Project Site is not located in an area of potential flooding from a 100-year flood or from a dam failure. Furthermore, the Project Site has been previously developed. Therefore, the Project would result in a less than significant impact to impeding and redirecting flood flows. This issue will not be addressed further in the EIR.

Threshold HYD-d. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant Impact. Tsunami and seiches are large waves usually caused by an earthquake. Tsunamis occur in the ocean and seiches occur in an enclosed body of water. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water.

The Project Site is approximately 4 miles from the ocean. For this reason, tsunamis are not a concern at the Project Site. Additionally, based on the City's Safety Element's 100-Year Flood Hazard Areas (Figure S-3) and Dam Inundation Areas (Figure S-4), the Project Site is not located in an area of potential flooding. Therefore, impacts related to flooding hazard are less than significant. This issue will not be addressed further in the EIR.

Threshold HYD-e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. The Project would further include nonstructural and structural source control BMPs as detailed above. The Project Site is located in the jurisdiction of the San Diego Regional Water Quality Control Board Basin Plan. Construction activities would comply with applicable requirements of the San Diego Regional Water Quality Control Board, including compliance with Stormwater Pollution Prevent Plan-mandated BMPs. Compliance with regional and local regulations related to water quality control plans would reduce potential water quality impairment of surface waters. Therefore, the Project would not conflict with a water quality control plan or sustainable groundwater management plan. A less than significant impact will occur. With the incorporation of the on-site stormwater system, including proposed stormwater treatment systems and BMPs, the Project would not adversely affect water quality or groundwater quality. Implementation of the Project would not conflict with or obstruct implementation of any water quality control plan. Impacts would be less than significant. This issue will not be addressed further in the EIR.

5.7 Land Use and Planning

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

No Impact. The Project Site is developed with a former industrial building that is currently vacant and is generally surrounded by existing commercial/retail property to the north, El Adobe Restaurant to the south, Camino Capistrano to the east, and train tracks and Los Rios Street to the west. Farther east is the Historic Town Center Park. The Interstate-5 Freeway is located approximately 0.25 east. The Project would be redeveloped with a new hotel development which would rehabilitate and adaptively reuse the Yorba Adobe, removing the non-historic 2,900 square-foot rear additions constructed between 1900 and 1936. A new, smaller rear addition will be built to house restrooms and service spaces in compliance with current building codes, resulting in approximately 1,493 square feet of conditioned space. The Project would also bring the Manuel Garcia Adobe back to its previous 1880's use as a hotel. West of the adobe, a one-story building would be constructed with a basement for kitchen and event usage. A three-wing three-story hotel would be situated on the west end around the hotel pool and spa. An existing one-story building on the eastern property line would be renovated for future use. Lastly, a 32-foot-tall car lift would be installed for guest parking at the hotel.

As such, redevelopment of the Project Site would not physically divide any community and no impact would occur.

Threshold LU-b. 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. The Project Site is designated GC under the General Plan of the San Juan Capistrano and is zoned TC pursuant to Title 9 (Land Use Code). The proposed hotel redevelopment, including restoration of the historic Manuel Garcia adobe to its prior 1880s hotel use, construction of new hotel buildings, renovation of an existing structure, and installation of a 32-foot-tall car lift parking, is consistent with the General Plan land use designation and the permitted uses in the TC zoning district.

The GC land use designation is intended to accommodate a range of retail, service, lodging, and visitor-serving commercial uses. Hotel uses are allowed in the TC zoning district subject to approval of a Conditional Use Permit (CUP) and compliance with applicable development standards. The Project would require and obtain a Tree Removal Permit, Sign Program, Grading Plan Modification, an Architectural Control Permit pursuant to Title 9, Section 9-2.313 of the Land Use Code, a Site Plan Review pursuant to Title 9, Section 9-2.327 of the Land Use Code, as well as approval of a CUP. Through these discretionary review processes, the City would ensure compliance with adopted development standards and design guidelines intended to avoid or minimize environmental impacts related to land use compatibility, aesthetics, traffic circulation, parking, and historical resource protection.

The Project does not require a General Plan Amendment or zone change, and it has been designed to comply with all applicable development standards, including setbacks, floor area ratio, height limits, and parking requirements. Because the Project is consistent with the site's existing land use designation and zoning and would be subject to established review procedures and performance standards adopted to reduce potential environmental effects, it would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts related to conflicts with applicable land use plans, policies, or regulations would be less than significant.

5.8 Mineral Resources

Threshold MIN-a. Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the State?

Less than Significant Impact. The California Geological Survey Mineral Resources Project provides information about California's nonfuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources, as mandated by the Surface Mining and Reclamation Act of 1975. The state classifies land into one of four mineral resource zones (MRZs). MRZ1 is an area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. MRZ-

2 is an area where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood exists for their presence. MRZ-3 is an area containing mineral deposits whose significance cannot be evaluated from available data. MRZ4 is an area where available information is inadequate for assignment to any other MRZ. The Project Site is identified by the Generalized Mineral Land Classification of Orange County, California map as MRZ-3, indicating that the Project Site is in an area containing mineral deposits whose significance cannot be evaluated from available data (Miller 1994). However, the San Juan Capistrano General Plan Conservation and Open Space Element do not indicate any mineral resources in the plan boundaries (City of San Juan Capistrano 2002). The Project would not result in the loss of a known commercially valuable mineral resource that would be of value to the region and the residents of the State of California because no known mineral resources are present on the Project Site.

Implementation of the Project would not preclude future identification and mining of aggregate deposits. The Project would not deplete or modify the availability of a known mineral resources that would be of value to the region and the residents of the state. Impacts would be considered less than significant.

Threshold MIN-b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The City of San Juan Capistrano does not designate a locally important mineral resource recovery site in its General Plan or other land use plan. The Project Site is also not identified as a mineral resource area by the County of Orange General Plan's Figure VI-3, Orange County Mineral Resources included in the Resources Element (Orange County 2005). Implementation of the Project would require increased demands for aggregate deposits during construction. However, building materials would come from known sources, not a locally important mineral resource recovery site delineated on the City's General Plan or other applicable land use plan. No impact is anticipated, and this issue will not be further addressed in the EIR.

5.9 Noise

Threshold N-c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in exposure of people residing or working in the project area to excessive noise levels?

No Impact. The nearest airport to the Project Site is John Wayne Airport, approximately 16 miles to the northwest. There are no public airports within 2 miles, and the Project Site is not part of the Orange County Airport Land Use Commission's land use plan for John Wayne Airport or any other airports. The Project would not expose people residing or working on the Project Site to excessive noise levels. This issue will not be further addressed in the EIR.

5.10 Population and Housing

Threshold PH-a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact. The Project involves redevelopment of a 1.68-acre urban infill site at 31861 Camino Capistrano with a 70-room boutique hotel. The Project Site is located in the San Juan Capistrano and is designated GC under the General Plan with a TC zoning designation. The Project does not include residential development or construction of new housing units. As a visitor-serving commercial use, the hotel would accommodate temporary guests rather than permanent residents.

The Project would employ a limited number of hotel staff, including front desk personnel, housekeeping, food service, and maintenance staff. However, these employees are expected to be drawn primarily from the existing local labor pool, consistent with other commercial and hospitality operations in the area. Therefore, the Project would not generate a substantial influx of new permanent residents.

The Project Site is already served by existing roads, utilities, and public services, and the Project does not require the extension of new infrastructure that could induce population growth. While the hotel may result in temporary increases in daytime or nighttime population due to guests and employees, these increases are consistent with the land use designation, zoning, and City planning assumptions for the area and were accounted for in the City's General Plan and associated service planning.

Because the Project would not encourage new residential development or expansion of urbanized areas beyond what is already anticipated, and the employee workforce would come primarily from the existing local population, the Project would not induce substantial unplanned population growth either directly or indirectly. Impacts related to population growth would be less than significant.

Threshold PH-b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project Site is currently unoccupied. One housing unit would be converted into hotel amenities as part of the Project. Therefore, the Project would not displace a substantial number of existing people, necessitating the construction of replacement housing elsewhere.

5.11 Public Services

Threshold PS-a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts,

to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Less than Significant Impact. The City of San Juan Capistrano is served by the Orange County Fire Authority (OCFA) for fire protection services. Implementation of the Project may increase the demand for public services, including fire protection, due to change in land use, and increase in development intensity. OCFA provides fire protection, emergency medical response, rescue, hazardous materials response, and fire prevention services to the San Juan Capistrano under contract. OCFA serves 23 cities in Orange County through a regional network of stations and apparatus (OCFA 2026a).

As discussed in the Initial Study (refer to Appendix A), because the Project would be served by existing fire protection facilities with adequate capacity and response capability, would comply with applicable fire safety standards, and would not necessitate new or physically altered fire facilities that could themselves cause significant environmental impacts, impacts associated with fire protection services would be less than significant. This issue will not be further addressed in the EIR.

Police protection?

Less than Significant Impact. The City of San Juan Capistrano is served by the Orange County Sheriff's Department (OCSD). Implementation of the Project may increase the demand for public services, including police protection through the change in land use and intensification of development. OCSD has provided contract police services to the City since 1961.

OCSD's Southwest Operations Division, based out of the Aliso Viejo station, covers San Juan Capistrano along with several other south Orange County cities. OCSD personnel assigned to San Juan Capistrano include deputy sheriffs, sergeants, and support staff responsible for patrol, traffic enforcement, investigations, and community policing (OCSD 2026).

The Project does not require extension of roadway or utility infrastructure that would alter patrol patterns or accessibility. Police staffing and deployment are managed by OCSD through its existing facility network and response procedures. There is no evidence that the Project would overwhelm current service levels such that new substations, stations, or physically altered facilities would be necessary to maintain acceptable service ratios or response times.

Because the Project would be served by existing OCSD police facilities, would not generate a level of demand requiring construction of new or significantly expanded facilities, and would be consistent with service assumptions underlying the City's General Plan and police contracts, impacts related to police protection would be less than significant. This issue will not be further addressed in the EIR.

Schools?

Less than Significant Impact. The Project Site is located in the Capistrano Unified School District (CUSD), which serves San Juan Capistrano and surrounding communities. CUSD operated multiple elementary, middle, and high schools in the area. The nearest schools to the Project Site include:

- San Juan Elementary School: Grades K-6, located approximately 0.2 mile northeast of the Project Site at 31642 El Camino Real
- Bridges Community Day High School: Grades 7–12, located approximately 0.25 mile northeast of the Project Site at 31576 El Camino Real

CUSD facilities are designed to accommodate student populations from the City's residential and urbanized areas, and the district plans for population growth through periodic enrollment projections, school capacity assessments, and long-term facility planning.

Because no new housing is being created, the Project would not generate a demand for new or expanded school facilities or require construction of new school buildings to maintain acceptable student-to-teacher ratios. Existing CUSD schools and facilities are adequate to accommodate current and projected resident populations in the City, and the Project would not interfere with district planning or trigger the need for new school construction.

The Project would not result in a substantial increase in school-age population, would not necessitate construction of new or expanded school facilities, and would not interfere with maintaining acceptable service ratios or performance objectives. Impacts related to schools would therefore be less than significant. This issue will not be further addressed in the EIR.

Parks?

Less than Significant Impact. The City's Community Services Department maintains and operates parks and recreational facilities in the City. The closest parks to the Project Site are:

- Historic Town Center Park: 0.05 mile east of the Project Site at 31852 El Camino Real
- Veterans Park: Directly across the Rancho Viejo Road from the Project Site at 31851 Camino Capistrano
- Los Rios Playground: 0.15 mile northwest of the Project Site at 31790 Paseo Adelanto

The City's General Plan Parks and Recreation Element establishes standards for park access and service ratios, aiming to provide sufficient open space and recreational opportunities for all residents.

Because the Project would not generate new housing or a permanent resident population, it would not create additional demand for public park facilities or necessitate new park construction. The Project's recreational amenities, including the hotel pool, gym, and private outdoor areas, provide on-site recreational opportunities for guests, further reducing any potential incremental demand on City parks.

Additionally, the Project is consistent with the City's GC and TC land use designations and does not involve expansion into open space or parkland. It would not interfere with public access to existing parks or open space areas.

The Project would not result in a substantial increase in demand for parks or recreational facilities, would not require new or physically altered park infrastructure, and would not interfere with the City's ability to maintain acceptable service ratios for public recreation. Impacts related to parks and recreational services would therefore be less than significant. This issue will not be further addressed in the EIR.

Other public facilities?

Less than Significant Impact.

No other impacts have been identified that would require the provision of new or physically altered governmental facilities. The Project would be subject to sewer, transportation, and stormwater impact fees. The Orange County Public Library system provides library services to San Juan Capistrano residents. The library system provides access to books, digital media, research resources, community programs, and public internet access. The closest library to the Project Site is the OC Library – San Juan Capistrano Branch at 31495 El Camino Real approximately 0.3 mile north of the Project Site. Additionally, as previously mentioned, the Project does not include any residential uses that would directly increase the population growth in the area. The Project involves redevelopment of a 1.68-acre infill site with a 70-room boutique hotel and associated amenities that would provide accommodations for visitors to the City but would not provide long-term housing opportunities. Hotel projects create minimal indirect population increases because they primarily serve temporary, transient tourists rather than permanent residents. Therefore, development of the Project would not significantly increase the use of government services beyond current levels. The Project Applicant would need to pay all applicable impact fees of the City.

Therefore, it is not anticipated that a substantial increase in patronage at libraries, community centers, and other public facilities would result. Nonetheless, availability and accessibility of electronic library services would reduce the need and demand for library facilities. Similarly, other municipal services are typically funded through user fees, property tax or sales tax revenues to which the future residents of the Project would contribute. A less than significant impact will occur.

5.12 Recreation

Threshold REC-a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less than Significant Impact. As discussed in Section 5.11 (Parks), above, the Project would redevelop an urban infill site with a 70-room boutique hotel and associated amenities such as a pool, outdoor patio, gym, and event spaces. The Project does not include residential development, and hotel guests are temporary rather than permanent residents. While hotel employees would contribute a minor increase in local daytime population, they would be drawn primarily from the existing labor pool in San Juan Capistrano. Because the Project would not generate new housing or a permanent resident population, it would not create additional demand for public park facilities or necessitate new park construction. A less than significant impact will occur.

Threshold REC-b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact. The Project would redevelop a 1.68-acre urban infill site with a 70-room boutique hotel and associated amenities. On-site recreational facilities include a swimming pool and spa area; a fitness/gym facility; an outdoor patio; and gathering areas for hotel guests and events. These facilities are intended for the private use of hotel guests and staff and do not constitute public parks or recreational facilities. The Project's recreational facilities are fully contained in the hotel site and would not require construction, expansion, or alteration of public parks, trails, or open space. Because the Project is an urban infill development, all site improvements, including the pool, gym, and patios, would occur in previously disturbed areas, minimizing environmental impacts. Construction of the recreational facilities would be subject to standard permitting and design regulations, including grading, stormwater management, noise, and building codes, which would control any temporary construction impacts. No sensitive habitats, significant trees, or protected resources would be affected by these on-site amenities, and the Project does not propose expansion into adjacent public or environmentally sensitive areas.

Because all recreational facilities are private, fully contained on-site, and would be constructed in previously disturbed areas in compliance with standard environmental and building regulations, the Project would not require the construction or expansion of public recreational facilities and would not have an adverse physical effect on the environment. Impacts would be less than significant.

5.13 Transportation

Threshold TRA-c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. Access to the Project Site would be provided via a 20-foot-wide single drive aisle along the northeast portion of the Project boundary on Camino Capistrano. The Project would include internal circulation routes, including truck traffic routes and pedestrian access to the Project Site provided by sidewalks. Vehicular traffic to and from the Project Site would use the existing network of regional and local roadways that currently serve the Project Site area. The Project would not include unusual or hazardous design features, nor would it generate incompatible uses with the surrounding area. The access point has been designed consistently with the City's circulation standards and does not create a hazard for vehicles, bicycles, or pedestrians entering or exiting the site. Design of the Project, including the internal private roadways, ingress, egress, and other streetscape changes, would be subject to review by the City's Public Works & Engineering Services at entitlement for compliance with City regulations, and by the County of Orange for necessary ministerial permits. Impacts would therefore be less than significant, and this issue will not be addressed in the EIR.

Threshold TRA-d. Would the project result in inadequate emergency access?

Less than Significant Impact.

Operation

The Project Site abuts Camino Capistrano, which is identified by the San Juan Capistrano as an emergency evacuation route (San Juan Capistrano 2025). Access to the Project Site would be provided via a 20-foot-wide single aisle along the northeast boundary along Camino Capistrano. Project access would continue to be provided via existing or improved driveways consistent with City engineering standards. Final access design would be subject to review and approval by the City's Public Works and OCFA to ensure adequate emergency vehicle access, turning radii, fire lanes, and compliance with applicable fire and building codes. The proposed 32-foot-tall car lift parking structure would be internal to the site and would not encroach into the public right-of-way or affect evacuation roadway capacity.

Construction

During demolition and construction activities, temporary lane closures, construction staging, or delivery vehicle activity could occur. However, construction would be required to comply with City encroachment permit conditions and preparation of a traffic control plan, subject to review and approval by the City's Public Works Department and OCFA. The traffic control plan would ensure that emergency vehicle access is maintained at all times, that no construction equipment or materials obstruct the evacuation route, and that adequate signage and flagging are provided, as

necessary. Construction activities would be temporary and intermittent, and any short-term traffic disruptions would be managed to maintain safe and adequate roadway operations. Therefore, construction would not physically interfere with implementation of adopted emergency response or evacuation plans.

Because the Project would not permanently modify or obstruct Camino Capistrano, would maintain emergency access during construction through approved traffic control measures, and would comply with applicable emergency planning and fire code requirements during operation, the Project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan. Impacts would therefore be less than significant, and this issue will not be addressed in the EIR.

5.14 Utilities and Service Systems

Threshold USS-a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. The Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities for the reasons discussed below.

Water Facilities

The Project Site is served by Santa Margarita Water District (SMWD), which provides potable water and water service infrastructure to San Juan Capistrano. The proposed 70-room boutique hotel would connect to existing water mains along Camino Capistrano and would not require construction of new off-site water treatment facilities or major water supply pipelines. On-site water improvements would include connections to existing mains, plumbing for the hotel, fire sprinkler systems, pool, and landscaping irrigation. These connections are typical for commercial infill development and would not result in significant environmental impacts. SMWD routinely supports such development in the area without the need for major expansion.

The Project's water demand could be served by existing water facilities serving the Project Site without requiring new or expanded facilities. Thus, impacts associated with the construction or expansion of water facilities would be less than significant.

Wastewater Treatment Facilities

Wastewater service for the Project Site is provided by the SMWD, which conveys sewage to regional treatment facilities. The hotel would generate wastewater from guest rooms, kitchens, restrooms, and laundry facilities, which would be routed to existing sewer lines in Camino Capistrano. The hotel's sewage generation is consistent with the commercial intensity envisioned by the General Plan and TC

zoning. Existing sewer mains have adequate capacity, and no expansion of off-site treatment facilities is required. Thus, the Project would not require or result in the relocation or construction of new wastewater treatment facilities. Impacts would be less than significant. T

Stormwater Drainage Facilities

The Project would include on-site stormwater management (retention basins, grading, and landscaping) consistent with City stormwater regulations and NPDES requirements. Additionally, the Project is not anticipated to substantially modify existing topography or runoff patterns. Therefore, impacts associated with stormwater drainage facilities would be less than significant.

Electric Power Facilities

Electrical energy is accessed by transmission and distribution lines from substations owned by San Diego Gas & Electric. At full buildout, the Project's operational phase would require electricity for building operation (appliances, lighting, etc.). In addition, the Project would be required to comply with the 2025 Title 24 Standards or the most recent standards at the time of building permit issuance. The energy-using fixtures for the Project would likely be newer energy efficient technologies, using less electrical power. Therefore, impacts associated with electrical power facilities would be less than significant.

Natural Gas Facilities

Natural gas is provided to the City by Southern California Gas Company, Pacific Region. Although the Project would require natural gas for building heating, the Project would comply with 2025 Title 24 building energy efficiency standards, reducing energy used in the state. Based on compliance with Title 24, the Project would generate a need for natural gas that is consistent with hotels. Therefore, impacts associated with natural gas facilities would be less than significant.

Telecommunications Facilities

The City is served by multiple telephone service providers including Cox Communications, AT&T, Verizon, and T-Mobile. Since the Project Site is in an urbanized area and is surrounded by commercial uses, there are existing telecommunication facilities that would be able to serve the Project Site. Once the Project is completed, future visitors would be able to connect to existing telecommunication services without the need for expansion or construction of new facilities. Therefore, impacts would be less than significant.

Threshold USS-b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. The Project Site would be served with potable water by the SMWD, which provides water service to San Juan Capistrano following the annexation of the City's water utility system. SMWD develops long-range planning documents, such as the Urban Water

Management Plan, to ensure reliable water supplies under normal, single dry, and multiple dry year conditions, as required by California law (Water Code, Section 10631).

The proposed 70-room boutique hotel represents a type and intensity of development already anticipated by the City's General Plan and zoning. Because infrastructure in the area was planned to support the General Plan land uses, the incremental water demand from the hotel is consistent with the levels assumed for urban commercial development.

Water demand from the Project would include guest use, kitchen operations, pool and spa use, landscaping irrigation, and other typical hotel needs. These demands would be served by existing urban water infrastructure within the vicinity and by the SMWD, the local water and wastewater service provider. SMWD has reviewed the Project through the City of San Juan Capistrano Design Advisory Board process and has issued written Conditions of Approval outlining requirements for water and wastewater service. These conditions demonstrate that SMWD has evaluated the Project and identified the applicable requirements for service, including conditions for design, construction, and related activities. The hotel would also comply with state and local water efficiency standards, including low-flow plumbing fixtures and efficient irrigation controls, which reduce per-guest and per-room water consumption. Because the Project is consistent with planned land uses and is located in an urban area served by existing water infrastructure, the hotel's water demands would be accommodated without the need for construction of new off-site water supply or treatment facilities. Impacts to water supply are therefore less than significant.

Threshold USS-c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact. A significant impact would occur if the wastewater treatment provider indicates that a Project would increase wastewater generation to such a degree that the capacity of the facilities currently serving the Project Site would be exceeded. As mentioned in Section 2.4.19(a), wastewater generated at the Project Site would be treated at the SMWD as of November 2021. SMWD is responsible for treating the wastewater of 200,000 residents to protect public health and the environment. SMWD's collection system is comprised of more than 665 miles of pipeline ranging from 8 to 30 inches. The sewer collection system was designed to use gravity as much as possible to reduce pumping costs. However, to move the wastewater over the hills and valleys that are scattered throughout the service area, lift stations are required to pump it to a point where it flow via gravity. The final destination of the collected wastewater is a wastewater reclamation plant. The City of San Juan Capistrano wastewater flows go to the JB Latham Treatment Plant located in Dana Point. SMWD manages approximately 10 million gallons of wastewater per day (SMWD 2026).

The hotel's wastewater generation (restrooms, kitchens, laundry, pools/spa) is consistent with commercial development already planned for this area.

Wastewater generation associated with the Project was estimated using the City's Sanitary Sewer Master Plan assumptions of 105 gallons per room per day. Based on this factor, the proposed 70-room boutique hotel would generate approximately 7,350 gallons per day (gpd) of wastewater. This wastewater would be conveyed to the City's sanitary sewer system and treated at the regional wastewater treatment facilities serving the Project Site.

Existing sewer infrastructure was designed to serve the Town Center and surrounding GC land uses, so the incremental wastewater flows from the Project fall in the anticipated range. Because the Project is consistent with the City's General Plan and zoning, and because existing urban wastewater infrastructure is designed to accommodate planned commercial development, the Project would not result in inadequate wastewater capacity or the need for off-site expansion. Impacts are therefore less than significant.

Threshold USS-d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. The Project Site is served by CR&R, the City's contracted solid waste hauler, for collection and transport of municipal solid waste. Waste collected by CR&R is disposed of at the Frank R. Bowerman Landfill, operated by the Orange County Waste & Recycling Department, which has sufficient capacity to accommodate projected municipal waste through at least 2040. The City enforces compliance with state and local diversion goals, including recycling and organics programs.

The Project would redevelop a 1.68-acre site with a 70-room boutique hotel, generating typical commercial waste streams such as:

- Guest room waste (paper, food packaging, trash)
- Kitchen and restaurant waste
- Landscape and maintenance debris
- Office and administrative waste

Using standard solid waste generation factors for hotels (approximately 2 to 4 pounds per occupied room per day) (CalRecycle 2026), the Project would increase the amount of solid waste delivered to the landfill. The Project would comply with all applicable state and local solid waste reduction programs, including the California Integrated Wate Management Act (AB 939); mandatory commercial recycling and organics diversion under CalRecycle regulations; and the City and CR&R requirements for construction and demolition waste diversion. Construction debris would be managed through on-site bins and recycled to the maximum extent feasible. Post-construction,

operational waste would be collected by CR&R as part of routine municipal service. Because the Project's solid waste generation is within the capacity of CR&R's collection system and the Frank R. Bowerman Landfill, and because the Project would comply with all applicable state and local waste reduction requirements, impacts related to solid waste would be less than significant.

Threshold USS-e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. Refer to the response to 2.4.19 (d) above. Additionally, collection, transportation, and disposal of solid waste generated by the Project would comply with all applicable federal, state, and local statutes and regulations. In particular, AB 939, the Integrated Waste Management Act of 1989, requires that at least 50 percent of solid waste generated by a jurisdiction be diverted from landfill disposal through source reduction, recycling, or composting. Regional agencies, counties, and cities are required to develop a waste management plan that would achieve a 50 percent diversion from landfills (California Public Resources Code, Section 40000 et seq.). To achieve these diversion goals, the City implements a variety of waste reduction and recycling programs in coordination with its franchised waste hauler, CR&R Environmental Services. These programs include curbside recycling, mandatory commercial recycling, residential and commercial organics recycling, and public education initiatives encouraging waste reduction and recycling participation. Project implementation would not allow for an increase in development on the Project Site beyond what is already allowed under the City's adopted General Plan. Impacts would be less than significant.

5.15 Wildfire

Threshold WF-a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project Site is not in or near a Very High Fire Hazard Severity Zone as identified by CAL FIRE's Very High Fire Hazard Severity Zones in LRA map (CAL FIRE 2025). The nearest Very High Fire Hazard Severity Zone is approximately 0.5 mile to the southeast, near the San Juan Hills Golf Club.

During demolition and construction activities, temporary lane closures, construction staging, or delivery vehicle activity could occur. However, construction would be required to comply with City encroachment permit conditions and preparation of a traffic control plan, subject to review and approval by the City's Public Works Department and Fire Authority. The traffic control plan would ensure that emergency vehicle access is maintained at all times, that no construction equipment or materials obstruct the evacuation route, and that adequate signage and flagging are provided, as necessary. Construction activities would be temporary and intermittent, and any short-term traffic disruptions would be managed to maintain safe and adequate roadway operations.

Therefore, construction would not physically interfere with implementation of adopted emergency response or evacuation plans.

Upon completion, the Project would maintain required site access points and internal circulation designed in accordance with applicable fire code and engineering standards, including adequate fire lanes, turning radii, and emergency vehicle access. The proposed 32-foot-tall car lift parking structure would be internal to the site and would not encroach into the public right-of-way. The Project would also be required to comply with applicable fire safety regulations, including installation of fire suppression systems and preparation of an emergency evacuation plan for guests and employees.

Because the Project would not permanently modify or obstruct Camino Capistrano, would maintain emergency access during construction through approved traffic control measures, and would comply with applicable emergency planning and fire code requirements during operation, the Project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan.

No impact would occur, and this issue will not be addressed further in the EIR.

Threshold WF-b. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The Project Site is not on a slope that would expose Project occupants to pollutant concentrations from wildfire. Additionally, according to the California Department of Forestry and Fire Protection's (CAL FIRE's) Fire Hazard Severity Zone Map of the County (CAL FIRE 2024), the Project is in a local responsibility non-Very High Fire Hazard Safety Zone. Development of the Project would not expose people or structures to a significant risk from wildland fires. The Project would be constructed in compliance with the Fire Code and California Building Code and would not expose Project occupants to pollutant concentrations from wildfire or the uncontrolled spread of a wildfire by exacerbating wildfire risks. No impact would occur, and this issue will not be addressed further in the EIR.

Threshold WF-c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The Project does not propose the installation of new infrastructure that would exacerbate fire risk. The Project would be located on an infill site surrounded by urban development. Consequently, the Project would not require installation or maintenance of roads, fuel breaks, emergency water sources, power lines or other utilities that could exacerbate fire risk. In addition, the Project Site is not in or immediately near state responsibility areas or lands

classified as Very High Hazard Severity Zones according to CAL FIRE's California Fire Hazard Severity Zone Maps (CAL FIRE 2024). No impact would occur, and this issue will not be addressed further in the EIR.

Threshold WF-d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Project is not in an area that is susceptible to landslides. In addition, the Project Site is not in or immediately near state responsibility areas or lands classified as Very High Hazard Severity Zones according to CAL FIRE's California Fire Hazard Severity Zone Maps (CAL FIRE 2024). No impact would occur, and this issue will not be addressed further in the EIR.