

## 6.0 OTHER CEQA CONSIDERATIONS

### 6.1 SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(c) of the California Environmental Quality Act (CEQA) Guidelines (*State CEQA Guidelines*) requires that an Environmental Impact Report (EIR) describe any significant impacts that cannot be avoided. Specifically, Section 15126.2(c) states that an EIR shall:

“Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.”

The Executive Summary of this document (Chapter 1.0) contains a detailed summary that identifies the proposed project’s environmental impacts as compared to existing conditions, proposed mitigation measures, and the level of significance of any impacts after mitigation. Refer to that section and Chapter 8.0, Significant Unavoidable Impacts, for a summary of the impacts that are considered significant, adverse, and unavoidable after all mitigation is applied. These impacts are also described in detail in Chapter 4.0, Existing Environmental Setting, Environmental Analysis, Impacts, and Mitigation Measures.

### 6.2 ENERGY IMPACTS

According to Section 15126.2(b) of the *State CEQA Guidelines*, “[i]f analysis of the project’s energy use reveals that the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption use of energy, or wasteful use of energy resources, the EIR shall mitigate that energy use.”

As described in Section 4.5, Energy, of this Draft EIR, the proposed project would not result in significant impacts related to energy use. Therefore, no mitigation is required.

### 6.3 GROWTH-INDUCING IMPACTS

Sections 15126(d) and 15126.2(e) of the *State CEQA Guidelines* require that an EIR analyze growth-inducing impacts and discuss the ways in which a proposed project could foster economic or population growth or construction of additional housing, either directly or indirectly, in the surrounding environment. This section examines ways in which the proposed project could foster economic or population growth, or the construction of additional housing either directly or indirectly in the surrounding environment. *State CEQA Guidelines* Section 15126.2(d) also requires a discussion of the characteristics of projects that may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. To address these issues, potential growth-inducing effects were examined through analysis of the following questions:

- Would the project remove obstacles to, or otherwise foster, population growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development)?
- Would the project foster economic growth?
- Would approval of the project involve some characteristic that may encourage and facilitate other activities that could significantly affect the environment?

Growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment (*State CEQA Guidelines*, Section 15126.2(e)). This issue is presented to provide additional information on ways in which the proposed project could contribute to significant changes in the environment beyond the direct consequences of developing the proposed land uses as described in earlier sections of this Draft EIR.

### 6.3.1 Removal of Obstacles to, or Otherwise Foster, Population Growth

The area surrounding the project site is already highly urbanized and developed with a mix of residential, automobile dealerships, hotel, and commercial uses, so limited population growth is feasible within the vicinity of the project site. In any event, the proposed project would not remove impediments to population growth in the area surrounding the project site. While the proposed project may require water, sewer, electricity, and natural gas lines on site and in the immediate vicinity of the project site, such improvements would be intended primarily to meet project-related demand and would not necessitate substantial utility infrastructure improvements. In addition, the private road easement to Avenida Aeropuerto is intended to provide emergency access in the immediate project vicinity, and would not foster off-site population growth.

The construction of the proposed project would generate a substantial number of construction-related jobs. However, the proposed project would not promote construction workers relocating their places of residence as a direct consequence of working on the proposed project. The work requirements of most construction projects are highly specialized so construction workers remain at a job site only for the limited time in which their specific skills are needed to complete a particular phase of the construction process. In addition, the supply of general construction labor in the region has been stable over recent years and is 29 percent above Orange County's 10-year average, suggesting a well-functioning construction job market and available regional labor pool.<sup>1</sup> Therefore, given the availability of construction workers, the proposed project would not induce material population growth from a short-term employment perspective.

A Ganahl Lumber store is currently located at 34162 Doheny Park Road, approximately 0.5 mile south of the project site in the neighboring City of Dana Point. Implementation of the proposed project would result in the closure and relocation of the existing Ganahl Lumber store in Dana Point

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<sup>1</sup> State of California Employment Development Department. 2019. Industry Employment – Official Estimates, Anaheim-Santa Ana-Irvine Metropolitan Division (Orange County), 2000–Present. Website: <https://www.labormarketinfo.edd.ca.gov/data/employment-by-industry.html> (accessed October 20, 2019).

to the project site. Because of this, it is anticipated that the majority of the customer base that would patronize the proposed Ganahl Lumber store already shop at the existing Ganahl location in Dana Point. With respect to the drive-through restaurants, most of the customer base comes from traffic that is already passing through the area. Customers would not be expected to change their places of residence in order to be closer to the goods and services offered by the proposed project's businesses. Therefore, implementation of the proposed project would not lead to the growth of a new customer base that would directly foster population growth in the project vicinity or elsewhere.

Upon completion of the proposed project, the Ganahl Lumber Store, potential drive-through restaurants, and parking area would not generate any new permanent residents on the project site. The Ganahl Lumber store and potential drive-through restaurants would provide goods and services to nearby residents and workers. Although some local businesses that provide goods and services to nearby residents may hire a small number of additional employees to accommodate the minor increase in clientele associated with the proposed project, this additional hiring is not expected to induce material population growth because most of these new employees are not expected to change their place of residence. Due to the limited number of jobs induced and the available labor pool within San Juan Capistrano and the region, it is unlikely that the employment offered by the project would cause people to move or relocate to the area solely for the purpose of being close to the project site. Therefore, although the proposed project would provide employment opportunities, it would not result in substantial indirect growth or create a significant demand for housing or services in the project vicinity.

Therefore, given that the employment opportunities generated by construction and operation of the proposed project would be filled by people who would commute to the project site, the potential population growth associated with project employees would be minimal.

### **6.3.2 Foster Economic Growth**

In its existing condition, the project site is used for the short-term storage of vehicles from nearby car dealerships in the City of San Juan Capistrano (City). Therefore, the project site currently generates a minimal amount of revenue for the City. The proposed project would provide additional sales tax revenues to the City as compared to the existing uses on the project site. Further, the City's sale of the project site would return it to the property tax rolls, thereby increasing the local property tax base. The Ganahl Lumber store and the potential drive-through restaurant space would be considered net revenue generators for the City. Because the proposed project would replace the existing parking lot for nearby auto dealers on the project site with a slightly smaller parking lot, the proposed project could result in an indirect reduction in City sales tax revenue by slightly reducing the storage area available for additional vehicle stock, thereby potentially reducing sales volumes and decreasing sales tax generation for the City.

The construction of the proposed project would generate a substantial number of construction-related jobs in San Juan Capistrano during the construction period. The Ganahl Lumber store and potential drive-through restaurants would also provide long-term employment opportunities. At this time, number of employees and tenant-specific details are not known. However, as the project site currently does not provide any long-term employment opportunities, implementation of the

proposed project would foster economic growth as compared to the existing uses on the project site.

### 6.3.3 Other Characteristics

The proposed project includes the development of a Ganahl Lumber store, drive-through restaurants, and a parking area. Because the project does not propose to amend the existing General Plan land use designations and zoning classifications to residential, and would not add any permanent residents to the project site, the project would not directly increase the City's population beyond existing levels. The proposed property sale, proposed development agreement and, and proposed amendment of deed restrictions/easements affecting the project site would not have any growth-inducing impacts. The proposed project would provide a private emergency access easement along the western portion of the project site. This potential easement would connect with Avenida Aeropuerto to the north to provide a secondary emergency evacuation route to residents to the north of the project site, who currently rely on an at-grade railroad crossing for access. This potential easement would not serve as a public roadway connection between Stonehill Drive and Avenida Aeropuerto. Access would be limited to emergency situations only. The emergency access easement would not cause a future increase in density or land use. Any future growth in the City is likely to occur regardless of whether or not the project is approved. Approval of the project would not involve some characteristic that may encourage and facilitate other activities that could significantly affect the environment.

## 6.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(d) of the *State CEQA Guidelines* requires that an EIR consider and discuss significant irreversible changes that would be caused by implementation of a proposed project. The *State CEQA Guidelines* specify that the use of nonrenewable resources during the initial and continued phases of a project should be discussed because a large commitment of such resources makes removal or non-use thereafter unlikely. Primary and secondary impacts (e.g., a highway improvement that provides access to a previously inaccessible area) should also be discussed because such changes generally commit future generations to similar uses. Irreversible damage can also result from environmental accidents associated with a project and should be discussed.

The types and level of development associated with the proposed project would consume limited, slowly renewable, and nonrenewable resources. This consumption would occur during construction of the proposed project and would continue throughout the operational lifetime of the proposed project. The development of the proposed project would require a commitment of resources that would include (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the project site.

Construction of the proposed project would require consumption of resources that are not replenishable or that may renew so slowly as to be considered nonrenewable. These resources would include certain types of lumber and other forest products (e.g., hardwood lumber), aggregate materials used in concrete and asphalt (e.g., sand, gravel, and stone), metals (e.g., steel, copper, and lead), petrochemical construction materials (e.g., plastics), and water. Fossil fuels (e.g., gasoline and oil) would also be consumed in the use of construction vehicles and equipment. Water, which is a

limited, slowly renewable resource, would also be consumed during construction of the proposed project. However, given the temporary nature of construction activities, water consumption during construction would result in a less than significant impact on water supplies. Furthermore, the use of construction vehicles and equipment would require the consumption of nonrenewable fossil fuels such as natural gas and oil. As with other resources consumed during construction, the consumption of nonrenewable fossil fuels for energy use would occur on a temporary basis during construction of the proposed project.

Operation of the proposed project would continue to expend similar nonrenewable resources that are currently consumed within San Juan Capistrano. These include energy resources such as electricity, petroleum-based fuels, fossil fuels, and water. Energy resources would be used for heating and cooling buildings, transportation within the project site, and building lighting. Fossil fuels are primary energy sources for project construction and operation. This existing, finite energy source would thus be incrementally reduced. Under Title 24, Part 6 of the California Code of Regulations (CCR), conservation practices limiting the amount of energy consumed by the proposed project would be required during operation. Nevertheless, the use of such resources would continue to represent a long-term commitment of essentially nonrenewable resources.

The proposed project would result in the limited use of potentially hazardous materials contained in typical cleaning agents and pesticides for landscaping on the project site and storage of potentially hazardous materials associated with a construction and lumber supply store. A-6,000-gallon above-ground diesel tank, designed with double walls and a containment vessel, would be installed on-site and provide fuel for the vehicle fleet that would complete customer deliveries during project operation. Such materials would be used, handled, stored, and disposed of in accordance with applicable government regulations and standards that would serve to protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials.

In summary, construction and operation of the proposed project would commit the use of slowly renewable and nonrenewable resources and would limit the availability of these resources on the project site for future generations or for other uses during the life of the proposed project. However, the continued use of such resources during operation would be on a relatively small scale and consistent with regional and local urban design and development goals for the area. As a result, the use of nonrenewable resources in this manner would not result in significant irreversible changes to the environment under the proposed project.

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