

**CITY OF DANA POINT  
AGENDA REPORT**

<b>Reviewed By:</b>	
DH	<u>  X  </u>
CM	<u>  X  </u>
CA	<u>    </u>

**DATE: JUNE 18, 2013**

**TO: THE HONORABLE CITY COUNCIL**

**FROM: URSULA LUNA-REYNOSA, DIRECTOR OF COMMUNITY DEVELOPMENT  
BRAD FOWLER, DIRECTOR OF PUBLIC WORKS AND ENGINEERING**

**SUBJECT: AMENDMENT TO COASTAL DEVELOPMENT PERMIT CDP11-0003  
AND ADDENDUM TO ENVIRONMENTAL IMPACT REPORT NO.  
2010041056 FOR PACIFIC COAST HIGHWAY/DEL PRADO PHASE I  
STREETSCAPE IMPROVEMENTS PROJECT**

**RECOMMENDED ACTION:**

That the City Council conduct a Public Hearing and adopt a Resolution entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DANA POINT, CALIFORNIA, APPROVING AMENDMENT TO COASTAL DEVELOPMENT PERMIT CDP11-0003 AND ADDENDUM TO ENVIRONMENTAL IMPACT REPORT FOR PACIFIC COAST HIGHWAY/DEL PRADO PHASE I STREETSCAPE IMPROVEMENTS PROJECT.

**ISSUES:**

Should the City Council approve proposed minor modifications to the previously approved plans for streetscape improvements along Pacific Coast Highway (PCH) and Del Prado Avenue between the streets of Blue Lantern and Copper Lantern or retain the original design?

**BACKGROUND/OVERVIEW:**

The PCH/Del Prado Phase I Streetscape Improvement Project is the initial Project leading to the ultimate street improvements identified in the adopted Town Center Plan and is designed to implement several of the Town Center Plan goals and policies to create a pedestrian friendly urban core that will be an incentive for private development to follow. The project area encompasses Pacific Coast Highway and Del Prado Avenue, extending from Copper Lantern on the east to Blue Lantern on the west, within the Dana Point Town Center as illustrated in Exhibits 3-3 and 3-4 of the Addendum to the EIR (Supporting Document B).

On January 17, 2012, the Dana Point City Council approved the Coastal Development Permit and the Final Environmental Impact Report for the Pacific Coast Highway/Del Prado Avenue Phase I Streetscape Improvements for the Dana Point Town Center (City Council Minutes, Supporting Document D). The design concepts call for rebalancing through-movement with public access, “calming” traffic, enhancing the pedestrian environment, and making the Town Center more readily accessible and navigable to residents and visitors to the area.

At the City Council meeting of May 21, 2013, with adoption of the City’s Capital Improvement Budget through fiscal year 2014-15, the City Council approved \$9.2 Million for the Pacific Coast Highway phase of the subject project and, on June 4, 2013, the City Council received and filed the Director of Public Works status report wherein an anticipated construction start date of February, 2014 was reported.

### **DISCUSSION:**

Following a value engineering review of the project, the Public Works Department has proposed to revise the project to modify certain improvements from those previously approved by the City Council in 2012. The revisions, more fully described in the Addendum to Final EIR (Supporting Document B), are considered to be a refinement of the approved plan. A brief description of the originally approved Project and the proposed modifications are described below:

***Approved Design for Pacific Coast Highway:*** In addition to the return to two-way traffic operations, the original approved design (Supporting Document C) consists of improvements along PCH including traffic signal improvements/modifications, striping, and signing modifications, improved transit stops, and initial traffic and beautification related modifications to the “gateways” at Blue Lantern and Copper Lantern. The traffic signal improvements/modifications included new signals at Ruby Lantern and a new intersection between Blue Lantern and Ruby Lantern. In addition, modifications at other traffic signals within the Project area were also approved to accommodate the two-way travel proposed for the two arterials. Other improvements included the incorporation of landscaped medians, street improvements as needed to accommodate bus turnouts and U-turns at designated locations, the modification of certain vehicular access points and the relocation of some on-street parking. Some of these improvements required acquisition of rights-of-way for sidewalk easements and parking to accommodate the refined Project design.

The curb and gutter of PCH generally remained in the existing location, with the exception of street widening at intersections to facilitate U-turns and bus turn-outs. A two-lane left-turn pocket was included on southbound Golden Lantern at Pacific Coast Highway, along with other key signing and striping adjustments to accommodate the change to two way traffic and the associated traffic volumes.

***Proposed Modifications to Design for Pacific Coast Highway:*** All of the street improvements described previously for Pacific Coast Highway will remain the same with

the exception of the modification identified below.

- Tipu trees previously approved to remain in the Project within the PCH parkway will be replaced with Date Palms.

**Approved Design for Del Prado :** The improvements approved for Del Prado Avenue also included the return of two-way operations, along with additional on-street parking, streetscape beautification, “gateway” improvements and attendant right-of-way acquisition where needed. Other general improvements included the incorporation of water quality and air quality enhancements with significant additional landscaped pervious areas, reduced lighting energy consumption, reduced long-term noise levels with reduced traffic speeds, landscaped medians, parkway landscaping, installation of new trees, protection of existing trees where possible, street light improvements, signage and banner poles, drainage and water quality enhancements, sidewalk enhancements, wall and retaining wall construction, pavement resurfacing, new curb and gutter, the modification of certain vehicular access points including relocation or closure of certain drive entries, and other miscellaneous improvements. Two existing traffic signals will be replaced with 4-way stop signs. The design is intended to enhance the pedestrian experience by widening sidewalks while improving on-street parking between Blue Lantern and Golden Lantern.

**Proposed Modifications to Design for Del Prado:** All of the proposed street improvements identified in Section 2.2 for Del Prado will generally remain the same with the exception of the minor modifications listed below.

- The Del Prado sidewalk/parkway width adjacent to the street will generally be reduced by five feet from 17 feet to 12 feet. (Approximately eight-foot sidewalks or greater will generally be retained in front of businesses.)
- The Del Prado parkway large (15' x 7.5'+) planter areas supporting the exiting Tipu trees will be reduced to smaller planters (approximately 4' x 6') and the Tipu trees will be replaced with Date Palms.
- Landscaped medians in Del Prado are proposed in place of the reduced parkway landscaping previously approved.
- The Del Prado parking cutout material will be changed from concrete to asphalt.
- Mid street bulb-outs on Del Prado will be eliminated, but bulb-outs remain at intersections, at approximately 19 feet wide.
- The number of driveways that will be eliminated as a result of the street improvements is proposed to be reduced from 11 in the approved plan to 6 in the modified plan, based upon currently available information.

These changes to Pacific Coast Highway and Del Prado will result in a reduction in the anticipated construction effort, costs (approximately \$1.7M less), and time (estimate of one month less on Del Prado phase). Implementation of the proposed modifications will

not change the conclusions regarding the potential adverse environmental effects analyzed and presented in the Final EIR, which was certified by the Dana Point City Council in 2012. All mitigation requirements identified in the Final EIR remain in effect with the Modified Project.

### **CONCLUSION:**

With the proposed modifications, the proposed Streetscape Improvements Project continues to implement several of the Town Center Plan goals and policies to create a pedestrian friendly urban core that will be an incentive for private development to follow.

Implementation of the proposed project modifications will continue to achieve the following intended specific objectives, which were identified in the Dana Point Town Center Specific Plan. These objectives remain the same as those identified in the Approved Project certified EIR.

- Improved overall traffic circulation and safety
- Street beautification
- Pedestrian enhancements to support mixed-use development
- Improved lighting and use of reduced energy LED lighting
- Improved drainage facilities
- Increased parking overall
- Improved ocean water quality
- Reduced long-term noise levels
- Improved access to bus and bicycle public transit
- Improved long-term air quality
- Improved accessibility

Therefore, staff recommends the City Council approve the Amendment to Coastal Development Permit CDP11-0003(1) and proposed modifications as described in Addendum to Final Project Environmental Impact Report No. 2010041056 (Supporting Document B).

### **NOTIFICATION AND FOLLOW-UP:**

Notification of the public hearing on the appeal was published in the newspaper in accordance with the noticing requirements. Additionally, notices were mailed on June 4, 2013, to property owners within a 500-foot radius and occupants with 100 feet of the subject area.

### **FISCAL IMPACT:**

The changes to Pacific Coast Highway and Del Prado will result in a reduction of approximately \$1.7M in construction costs to the City.

**ACTION DOCUMENT:**

**Page No.**

A. [Draft Resolution #13-06-18-xx \(Approval of Amendment to Coastal Development Permit CDP11-0003 and Addendum to Final Project EIR\)](#)..... 6

**SUPPORTING DOCUMENTS:**

B. [Addendum to Final Project EIR; PCH/Del Prado Street Plans](#).....10

C. [City Council Approved PCH/Del Prado Street Plans](#).....52

D. [City Council Minute Excerpt of January 17, 2012](#).....63

**ACTION DOCUMENT A****RESOLUTION NO. 13-06-18-XX****A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DANA POINT, CALIFORNIA, APPROVING AMENDMENT TO COASTAL DEVELOPMENT PERMIT CDP11-0003 AND ADDENDUM TO ENVIRONMENTAL IMPACT REPORT FOR PACIFIC COAST HIGHWAY/DEL PRADO PHASE I STREETScape IMPROVEMENTS PROJECT**

**Applicant/Property Owner:** City of Dana Point

The City Council for the City of Dana Point does hereby resolve as follows:

WHEREAS, the applicant filed a verified application to amend a Coastal Development Permit for streetscape improvements along Pacific Coast Highway and Del Prado Avenue between the Streets of Blue Lantern and Copper Lantern; and

WHEREAS, said verified application constitutes a request as provided by Title 9 of the Dana Point Municipal Code; and

WHEREAS, the Planning Commission held three public hearings as prescribed by law to consider said request on March 21, April 18, and November 7, and upon hearing and considering all testimony and arguments, if any, of all persons desiring to be heard, said Commission considered all factors relating to the project and approved the project; and

WHEREAS, the City Council did, on the 17<sup>th</sup> day of January, 2012, hold a duly noticed public hearing as prescribed by law to consider an appeal of the Planning Commission's approval by a Town Center property owner, and upon considering all factors relating to the appeal of the Coastal Development Permit, denied the appeal and approved the project; and

WHEREAS, the applicant filed a verified application for an amendment to Coastal Development Permit CDP11-0003 to allow minor modifications to previously approved streetscape improvements along Pacific Coast Highway and Del Prado Avenue between the Streets of Blue Lantern and Copper Lantern; and

WHEREAS, the City Council did, on the 18<sup>th</sup> day of June, 2013, hold a duly noticed public hearing as prescribed by law to consider the application; and

WHEREAS, at said public hearing, upon hearing and considering all testimony and arguments, if any, of all persons desiring to be heard, said Council considered all factors relating to the amendment to Coastal Development Permit CDP11-0003 and the Addendum to Environmental Impact Report (SCH#2010041056).

NOW, THEREFORE, BE IT HEREBY RESOLVED by the City Council of the City of Dana Point as follows:

- A) The above recitations are true and correct.
- B) Based on evidence presented at the public hearing, the City Council adopts the following Findings and approves the amendment to Coastal Development Permit CDP11-0003 and the Addendum to Final Environmental Impact Report SCH#2010041056 (Exhibit A), subject to the following Findings and Conditions.

### Findings

1. That the proposed project is consistent with the Dana Point General Plan and Local Coastal Program **in that the proposed project is for streetscape improvements along Pacific Coast Highway and Del Prado Avenue between the Streets of Blue Lantern and Copper Lantern, to implement the Town Center Plan, and is not in conflict with any General Plan and Local Coastal Program policies. The proposed streetscape improvements are consistent with the Circulation Element of the General Plan.**
2. That the proposed development is located within the Coastal Overlay District and is in conformity with the public access and public recreation policies of Chapter Three of the Coastal Act **in that the proposed project will not alter existing public access or public recreation areas in the vicinity.**
3. That the proposed development conforms to Public Resources Code Section 21000 (the California Environmental Quality Act - CEQA) **in that The City of Dana Point, as lead agency, has determined that the proposed Modified Project represents nothing more than minor modifications to the Approved Project, which result from value engineered changes creating minor design adjustments in the streetscape plans. These changes do not affect the core functionality of, or significant environmental impacts from, the Approved Project, and as such, do not require the preparation of a subsequent or supplemental EIR.**
4. That the proposed development will not encroach upon any existing physical access way legally utilized by the public or any proposed public access way identified in an adopted Local Coastal Program Land Use Plan, nor will it obstruct any existing public views to and along the coast from any public road or from a recreational area **in that revisions to the approved project are considered to be minor and a refinement of the approved plan and will not result in any obstruction of existing views.**

5. That the proposed development will be sited and designed to prevent adverse impacts to environmentally sensitive habitats and scenic resources located in adjacent parks and recreation areas, and will provide adequate buffer areas to protect such resources **in that the proposed streetscape improvements will take place in an urbanized area within public right of ways. There are no known environmentally sensitive habitats located on-site, therefore the project will not result in any adverse impacts.**
6. That the proposed development will minimize the alterations of natural landforms and will not result in undue risks from geologic and erosional forces and/or flood and fire hazards **in that the proposed project will not result in alterations of landforms. The proposed streetscape improvements will be performed in compliance with current standards to avoid any risks associated with flood and fire hazards.**
7. That the proposed development will be visually compatible with the character of surrounding areas, and, where feasible, will restore and/or enhance visual quality **in that the proposed streetscape improvements will not result in any alteration to landforms, or any other visual resources, therefore there will be no impacts on visual quality of the surroundings. The project will be an enhancement to visual character of PCH and Del Prado Avenue with additional landscaping, and various other pedestrian and bike friendly amenities.**
8. That the proposed development will conform to the General Plan, Zoning Code, Local Coastal Program, applicable Specific Plan(s), or other, applicable adopted plans and programs **in that the proposed project is for streetscape improvements and is not in conflict with any adopted City plans and ordinances. The project implements several goals and policies of Town Center Plan.**

### Conditions

1. Approval of this application permits PCH/Del Prado Phase I streetscape improvements within and along Pacific Coast Highway and Del Prado Avenue between the Streets of Blue Lantern and Copper Lantern.
2. Approval of this application is valid for a period of 24 months (two years) from the noted date of determination. Unless subsequent extensions of approval are granted, if the development approved by this action is not commenced, the approval shall expire and shall thereafter be null and void.
3. The application is approved as a plan for the location and design of the uses, structures, features, and materials shown on the approved plans. If changes are



proposed regarding the location or alteration to the appearance, an amendment to this permit shall be submitted for approval by the Director of Community Development. If the Director of Community Development determines that the proposed change complies with the provisions and the spirit and intent of this approval action, and that the action would have been the same for the amendment as for the approved plot plan, he may approve the amendment without requiring a new public hearing.

PASSED, APPROVED, AND ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2013.

\_\_\_\_\_  
STEVEN H. WEINBERG, MAYOR

ATTEST:

\_\_\_\_\_  
KATHY WARD,  
CITY CLERK

STATE OF CALIFORNIA )  
COUNTY OF ORANGE ) ss  
CITY OF DANA POINT )

I, KATHY M. WARD, City Clerk of the City of Dana Point, California, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No.13-06-18-XX adopted by the City Council of the City of Dana Point, California, at a regular meeting thereof held on the 18<sup>th</sup> day of June, 2013 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

\_\_\_\_\_  
KATHY WARD, CITY CLERK

**SUPPORTING DOCUMENT B**

***Addendum to  
Final Environmental Impact Report  
SCH No. 2010041056***

**PACIFIC COAST HIGHWAY/  
DEL PRADO AVENUE  
PHASE I STREET IMPROVEMENT PROJECT**

***City Of Dana Point  
Public Works Department  
33282 Golden Lantern  
Dana Point, CA 92629***

*Prepared by: Keeton Kreitzer Consulting  
P. O. Box 3905  
Tustin, CA 92781-3905*

***June 2013***

**ADDENDUM TO  
FINAL ENVIRONMENTAL IMPACT REPORT SCH NO. 2010041056**

**PACIFIC COAST HIGHWAY/ DEL PRADO AVENUE  
PHASE I STREET IMPROVEMENT PROJECT**

**City of Dana Point  
Public Works Department  
33282 Golden Lantern  
Dana Point, CA 92629**

**Prepared by: Keeton Kreitzer Consulting  
P. O. Box 3905  
Tustin, CA 92781-3906**

**June 2013**

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**PACIFIC COAST HIGHWAY/DEL PRADO AVENUE PHASE I STREET  
IMPROVEMENT PROJECT DANA POINT, CA**

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**CHAPTER 1.0 – INTRODUCTION AND PURPOSE**

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**1.0 INTRODUCTION AND PURPOSE****1.1 CEQA Compliance**

The City of Dana Point is the lead agency under the California Environmental Quality Act (CEQA) for the proposed Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project (the “Project”). In accordance with Section 15164(a) of the CEQA Guidelines, *Addendum to an EIR or Negative Declaration*, this Addendum to the Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project Final EIR (SCH No. 2010041056) has been prepared by the City of Dana Point. Section 15162(a) of the State CEQA Guidelines states the following with respect to an Addendum to an EIR:

- (a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

On January 17, 2012 the City of Dana Point certified the Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project EIR (the “Final EIR”) for the project described in Section 3.0 of the Final EIR, *Project Description* (the “Approved Project”). Subsequently, the applicant has proposed to revise the Project (“Modified Project”) to modify certain improvements from those previously approved by the Dana Point City Council in 2012. Pursuant to the analysis contained in this addendum, the City has determined that the proposed modifications to the Approved Project do not require preparation of a Subsequent or Supplemental EIR.

**1.2 Decision Not To Prepare a Subsequent EIR**

The City of Dana Point, as lead agency, has determined that the proposed Modified Project represents nothing more than minor modifications to the Approved Project, which result from value engineered changes creating minor design adjustments in the streetscape plans. These changes do not affect the core functionality of, or significant environmental impacts from, the Approved Project, and as such, do not require the preparation of a subsequent or supplemental EIR. Because of this, the City has determined that the proposed modified project does not require the preparation of a subsequent or supplemental EIR. Sections 15162 and 15163 of the State CEQA Guidelines mandate that:

**Section 15162. Subsequent EIRs and Negative Declarations**

- (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
  - (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
  - (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

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**CHAPTER 1.0 – INTRODUCTION AND PURPOSE**

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- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted shows any of the following:
- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

**Section 15163. Supplement to an EIR:**

- (a) A lead or responsible agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:
  - (1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
  - (2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.
- (b) The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.
- (c) A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15807.
- (d) A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.
- (e) When the agency decided whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

The potential environmental consequences of the proposed modifications to the Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project have been thoroughly analyzed with respect to the conditions cited above. Based on an analysis of the proposed modifications to the Approved Project, no new significant environmental impacts would occur, nor would the severity of impacts previously identified



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**CHAPTER 1.0 – INTRODUCTION AND PURPOSE**

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substantially increase. Nor is there any new information that suggests that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or that mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The City of Dana Point has determined that none of the conditions identified in Section 15162 or Section 15163 of the State CEQA Guidelines have occurred. Therefore, an addendum, pursuant to Section 15164 of the State CEQA Guidelines, has been prepared and submitted to the City's decision-makers, along with the Final EIR for the Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project, for consideration prior to taking action to approve the proposed modifications to the Approved Project.

### **1.3 Use of an Addendum**

This Addendum has been prepared pursuant to Section 15164(a) of the State CEQA Guidelines that state:

- (a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

The revisions to the Approved Project described in this Addendum to Final EIR SCH No. 2010041056 is considered to be a refinement of the approved plan following a value engineering review that will not require any major revisions to the Final EIR. Most importantly, the proposed revisions have been determined to be minor and, further, will not result in significant new or more severe impacts and/or the requirement for additional mitigation measures as revealed in Chapter 3.0 of this Addendum. As a result, the proposed changes do not require the preparation of a subsequent EIR or supplemental EIR. However, should a future proposal for development of the subject property exceed the parameters described in the Final EIR and this addendum meet the conditions described in Section 15162 or Section 15163 of the State CEQA Guidelines, it will be subject to additional environmental review and analysis (e.g., subsequent EIR, supplemental EIR).

The Dana Point City Council and, if necessary, other responsible agencies identified in the Final EIR will consider the information contained in this Addendum along with the Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project Final EIR prior to making a final decision on the proposed revisions to the Approved Project, which revisions contain certain modifications to the Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project as originally approved.

*CHAPTER 1.0 - INTRODUCTION AND PURPOSE*

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## 2.0 PROJECT DESCRIPTION

### 2.1 Project Location

#### Regional Location

The City of Dana Point is located in the southern portion of Orange County, approximately midway between San Diego to the south and Los Angeles to the north as reflected in Exhibit 3-1 of the Final EIR. The community encompasses coastal bluffs and rolling hills located along seven miles of the Pacific Ocean. The Cities of Laguna Niguel and Laguna Beach are located north of Dana Point; San Juan Capistrano is east of the City and San Clemente is located to the south.

#### Project Vicinity

The project area encompasses Pacific Coast Highway and Del Prado Avenue in the City of Dana Point, extending from Copper Lantern on the east to Blue Lantern on the west, within the Dana Point Town Center as illustrated in Exhibit 3-2 of the Final EIR.

### 2.2 Previously Approved Phase I Street Improvements

In 2010, the City of Dana Point initiated planning for the Pacific Coast Highway/Del Prado Avenue Phase I Streetscape Improvements for the Dana Point Town Center. The PCH/Del Prado Phase I Streetscape Improvement Project (“Approved Project”) is the initial Project for ultimate street improvements identified in the approved Town Center Plan for these Circulation Element roadways. The Dana Point City Council approved the Coastal Development Permit and the Environmental Impact Report on January 17, 2012. Implementation of the proposed Project will result in the re-establishment of two-way circulation for both PCH and Del Prado. Exhibit 3-3A through Exhibit 3-3K in the Final EIR illustrate the street improvements approved by the City.

#### PCH Improvements

In addition to the return to two-way operations, the improvements along PCH included traffic signal improvements/modifications, striping and signing modifications, improved transit stops, and initial traffic and beautification related modifications to the “gateways” at Blue Lantern and Copper Lantern. The traffic signal improvements/modifications included new signals at Ruby Lantern and a new intersection between Blue Lantern and Ruby Lantern. In addition, modifications at other traffic signals within the Project area were also approved to accommodate the two-way travel proposed for the two arterials. Other improvements included the incorporation of landscaped medians, street improvements as needed to accommodate bus turnouts and u-turns at designated locations, the modification of certain vehicular access points and the relocation of some on-street parking. Some of these improvements required acquisition of rights-of-way for sidewalk easements and parking, to accommodate the refined Project design.

The curb and gutter of PCH generally remained in the existing location, with the exception of street widening at intersections to facilitate U-turns and bus turn-outs or existing condition stacking. A two-lane left-turn pocket is included on southbound Golden Lantern at Pacific Coast Highway, along with other key signing and striping adjustments to accommodate the change to two way traffic and the associated traffic volumes.

### Del Prado Avenue Improvements

The improvements approved for Del Prado Avenue also included the return of two-way operations, along with additional on-street parking, streetscape beautification, and “gateway” improvements and attendant right-of-way acquisition where needed. Other general improvements included the incorporation of water quality and air quality enhancements with significant additional landscaped pervious areas, reduced lighting energy consumption, reduced long-term noise levels with reduced traffic speeds, landscaped medians, parkway landscaping, installation of new trees, protection of existing trees where possible, street light improvements, signage and banner poles, drainage and water quality enhancements, sidewalk enhancements, wall and retaining wall construction, pavement resurfacing, new curb and gutter, the modification of certain vehicular access points including relocation or closure of certain drive entries, and other miscellaneous improvements. Two existing traffic signals will be replaced with 4-way stop signs. The design is intended to enhance the pedestrian experience by widening sidewalks while improving on-street parking between Blue Lantern and Golden Lantern. Some of these improvements also required acquisition of rights-of-way.

The design concepts of the Town Center Plan call for rebalancing through-movement with public access, “calming” traffic, enhancing the pedestrian environment, and making the Town Center more readily accessible and navigable to residents and visitors to the area. Beyond the circulation and streetscape concept approved by the City for PCH and Del Prado Avenue in 2011, the plan also includes improvements that are intended to enhance the use of existing businesses, strengthen the economic viability of the Town Center, and identify the Town Center as the hub of the community, consistent with the recommendations previously approved in the Town Center Plan in order to create a more vital and vibrant atmosphere in the Town Center.

### 2.3 Proposed Minor Modifications to the Approved Project

The description of the proposed street improvement modifications to the previously approved PCH/Del Prado Street Improvement Project analyzed in this Addendum are illustrated in Exhibits 2-1 through 2-11 and are described below.

#### Pacific Coast Highway

All of the street improvements identified in Section 2.2 for Pacific Coast Highway will remain the same with the exception of the modification identified below.

- Tipu trees previously approved to remain in the Project within the PCH parkway will be replaced with Date Palms.

#### Del Prado Avenue

All of the proposed street improvements identified in Section 2.2 for Del Prado will remain the same with the exception of the minor modifications listed below.

- The Del Prado sidewalk/parkway width adjacent to the street will generally be reduced by five feet from 17 feet to 12 feet. (Approximately eight-foot sidewalks or greater will generally be retained in front of businesses.)
- The Del Prado parkway large 15' x 7.5'+ planter areas supporting the existing Tipu trees will be reduced to smaller planters (approximately 4' x 6') and the Tipu trees will be replaced with Date Palms.

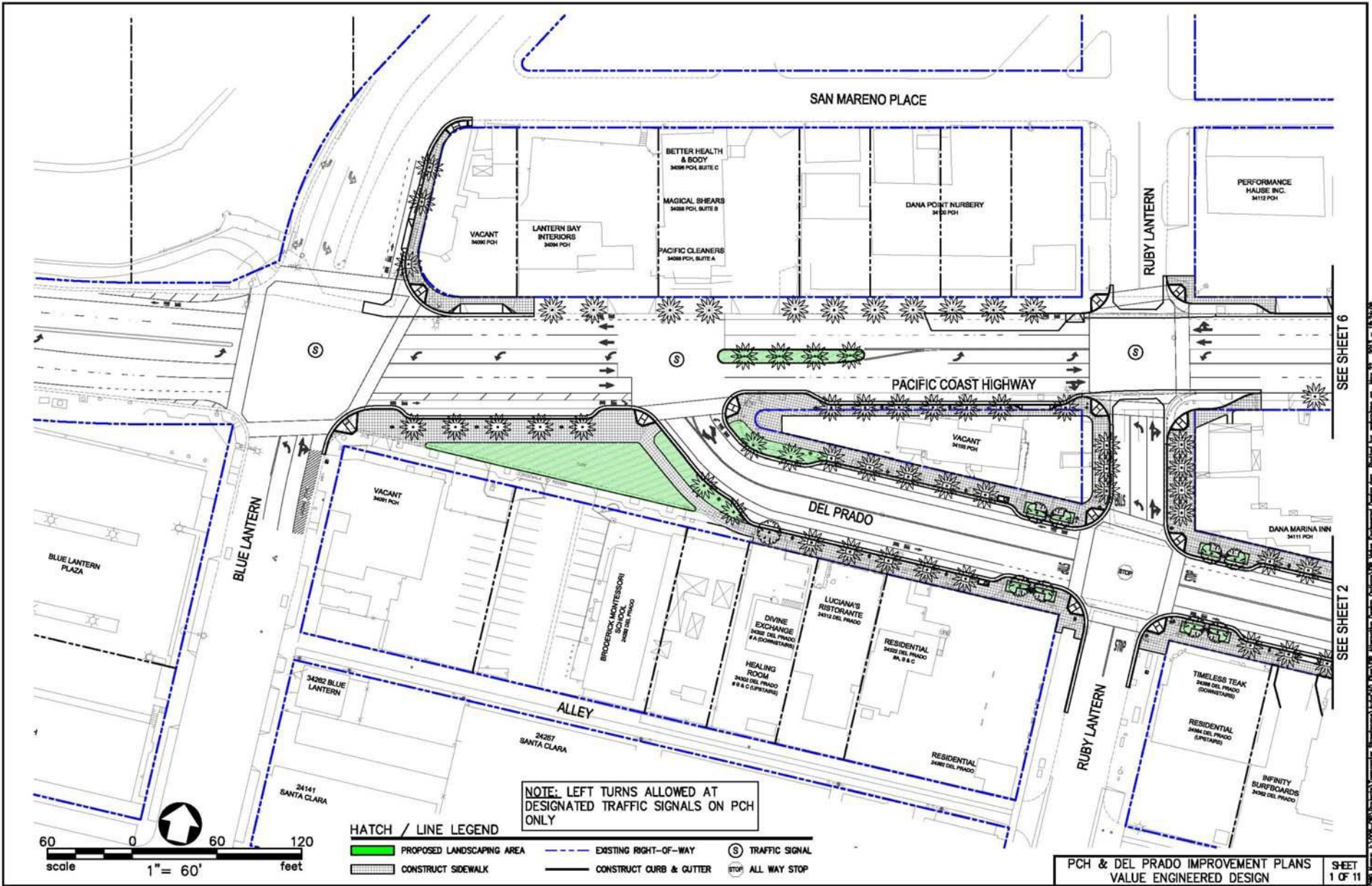


Exhibit 2-1 Western Entry to Town Center



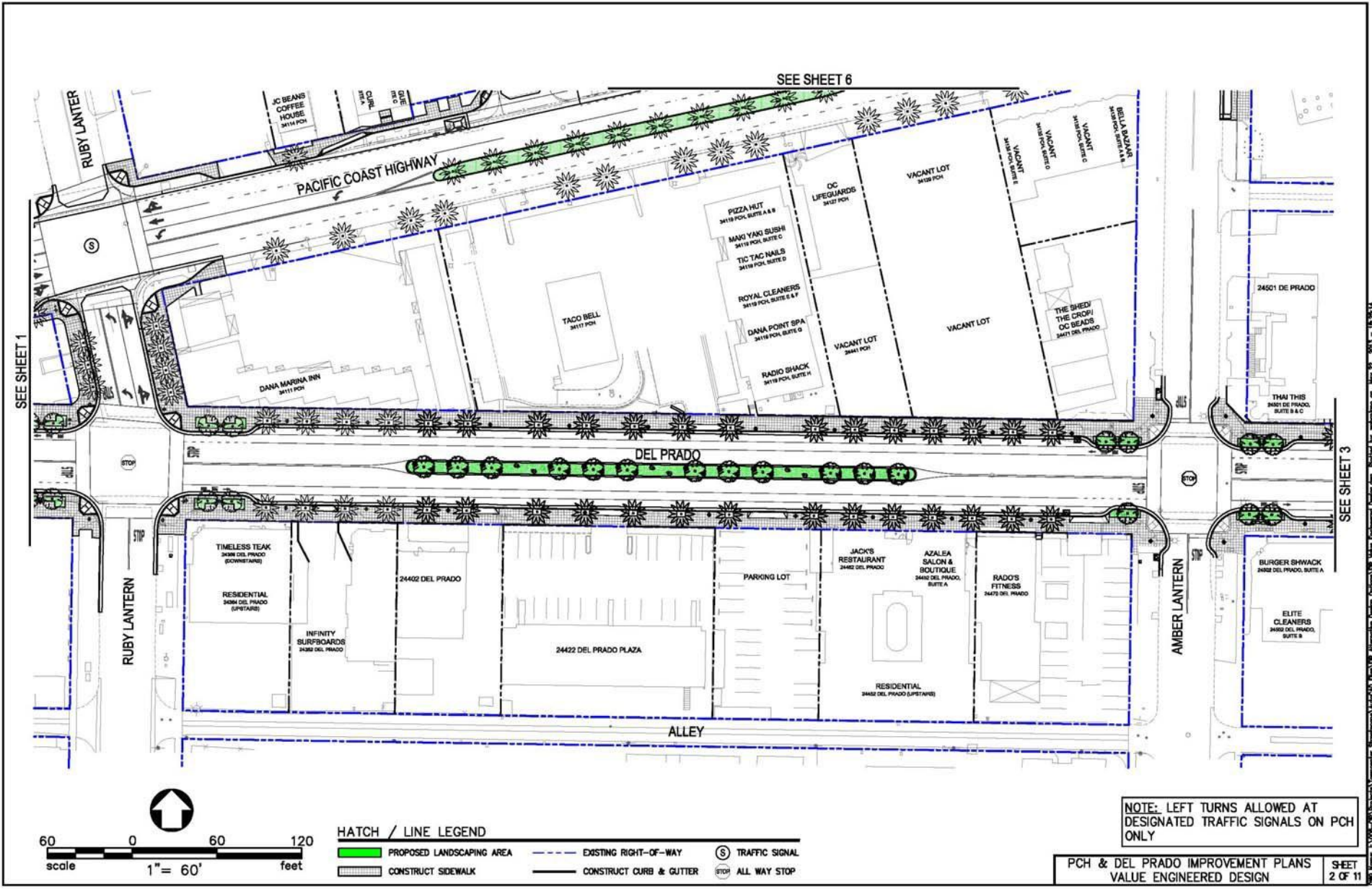


Exhibit 2-2 Del Prado Avenue – Ruby Lantern to Amber Lantern

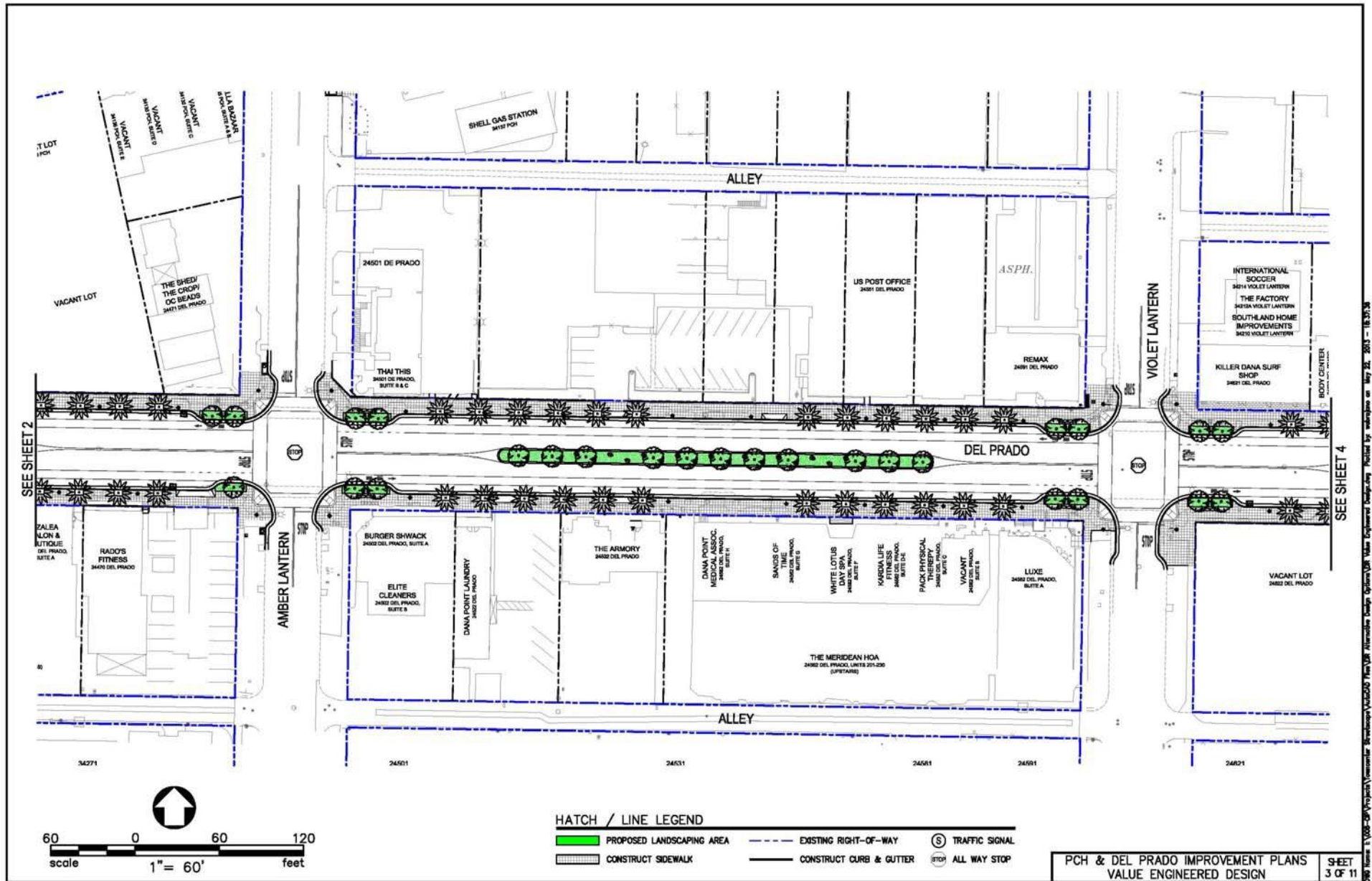


Exhibit 2-3 Del Prado Avenue - Amber Lantern to Violet Lantern



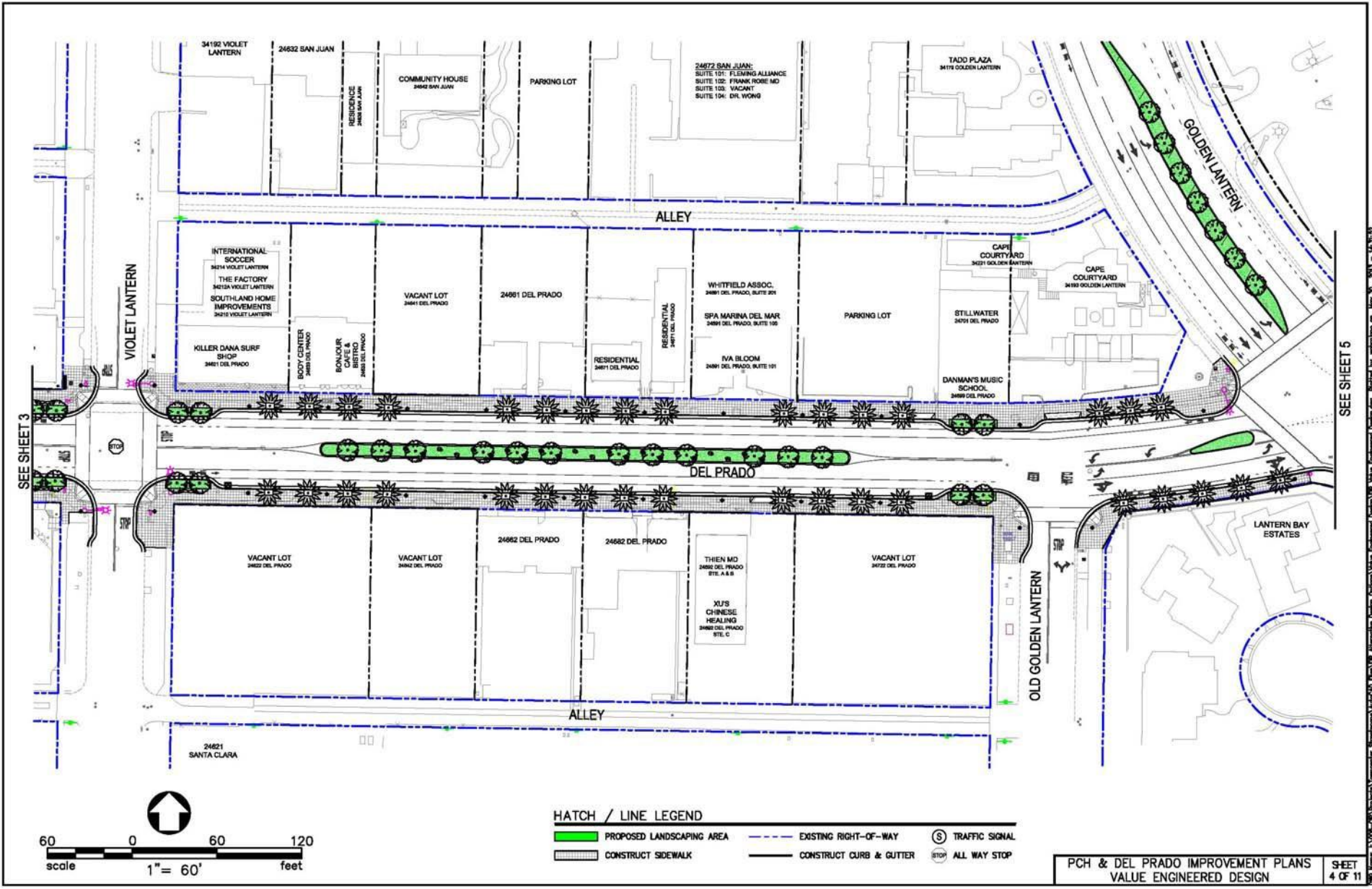


Exhibit 2-4 Del Prado Avenue -Violet Lantern to Old Golden Lantern



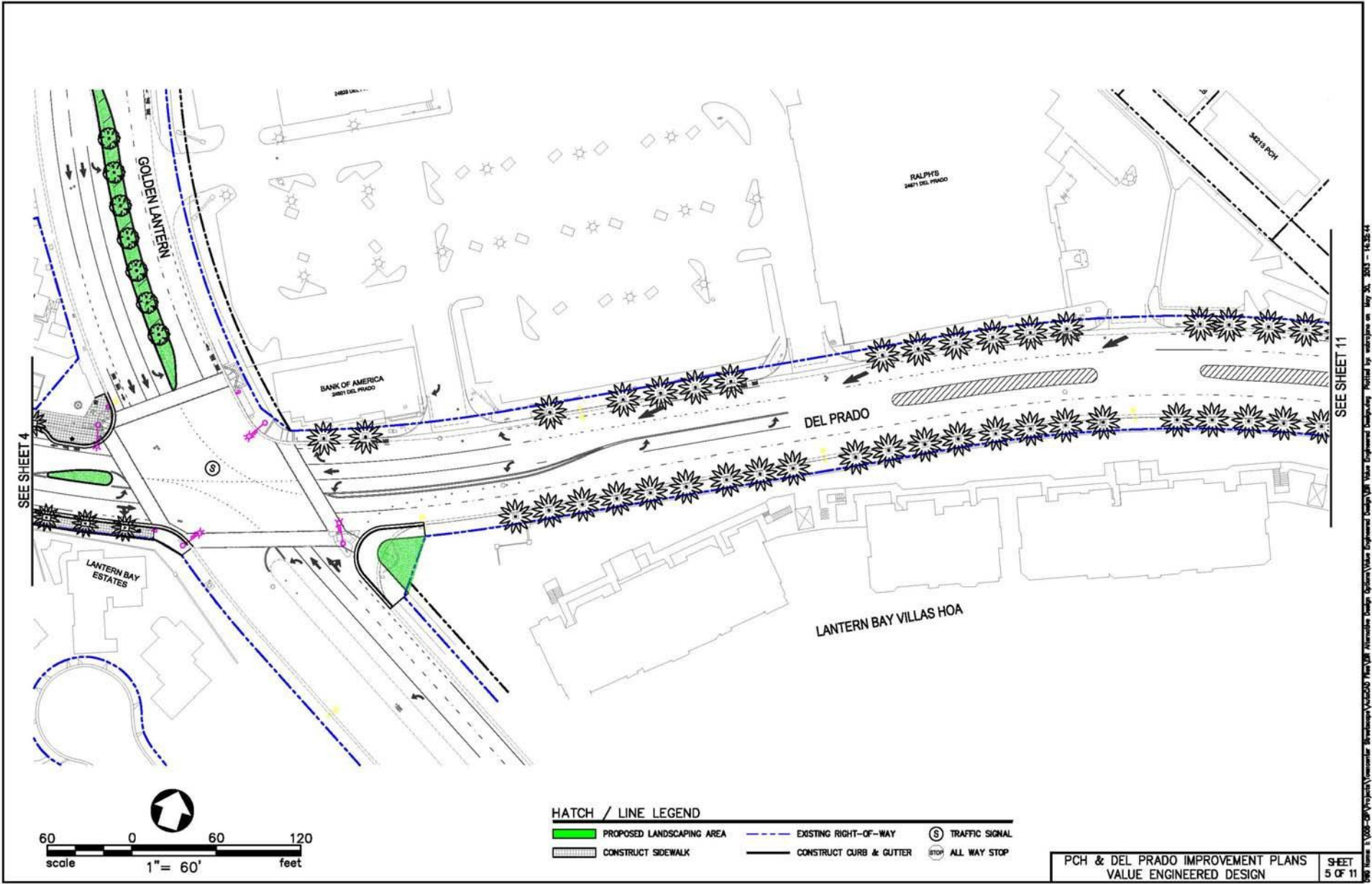


Exhibit 2-5 Del Prado Avenue –Golden Lantern East

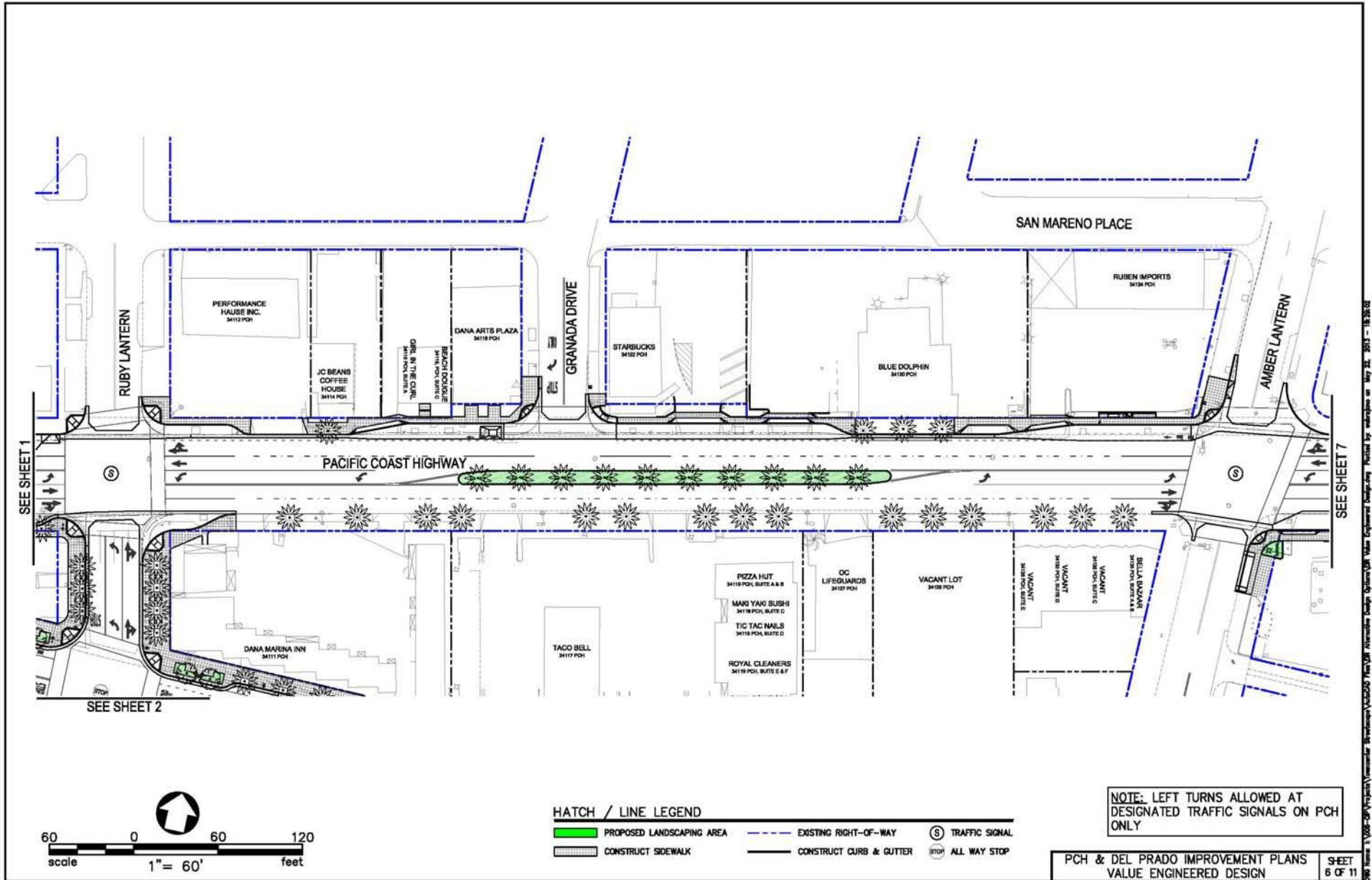


Exhibit 2-6 Pacific Coast Highway - Ruby Lantern to Amber Lantern

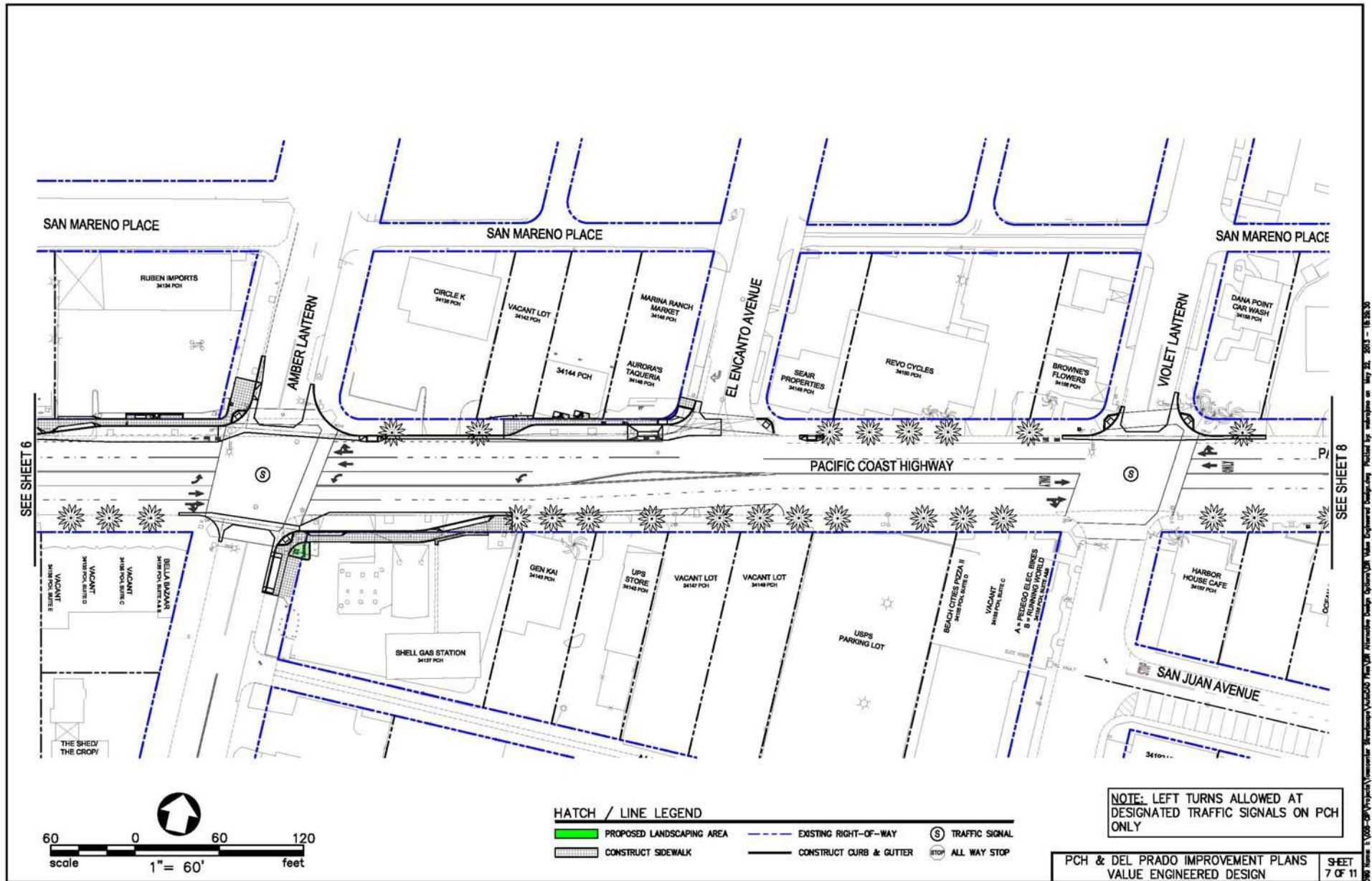


Exhibit 2-7 Pacific Coast Highway -Amber Lantern to Violet Lantern



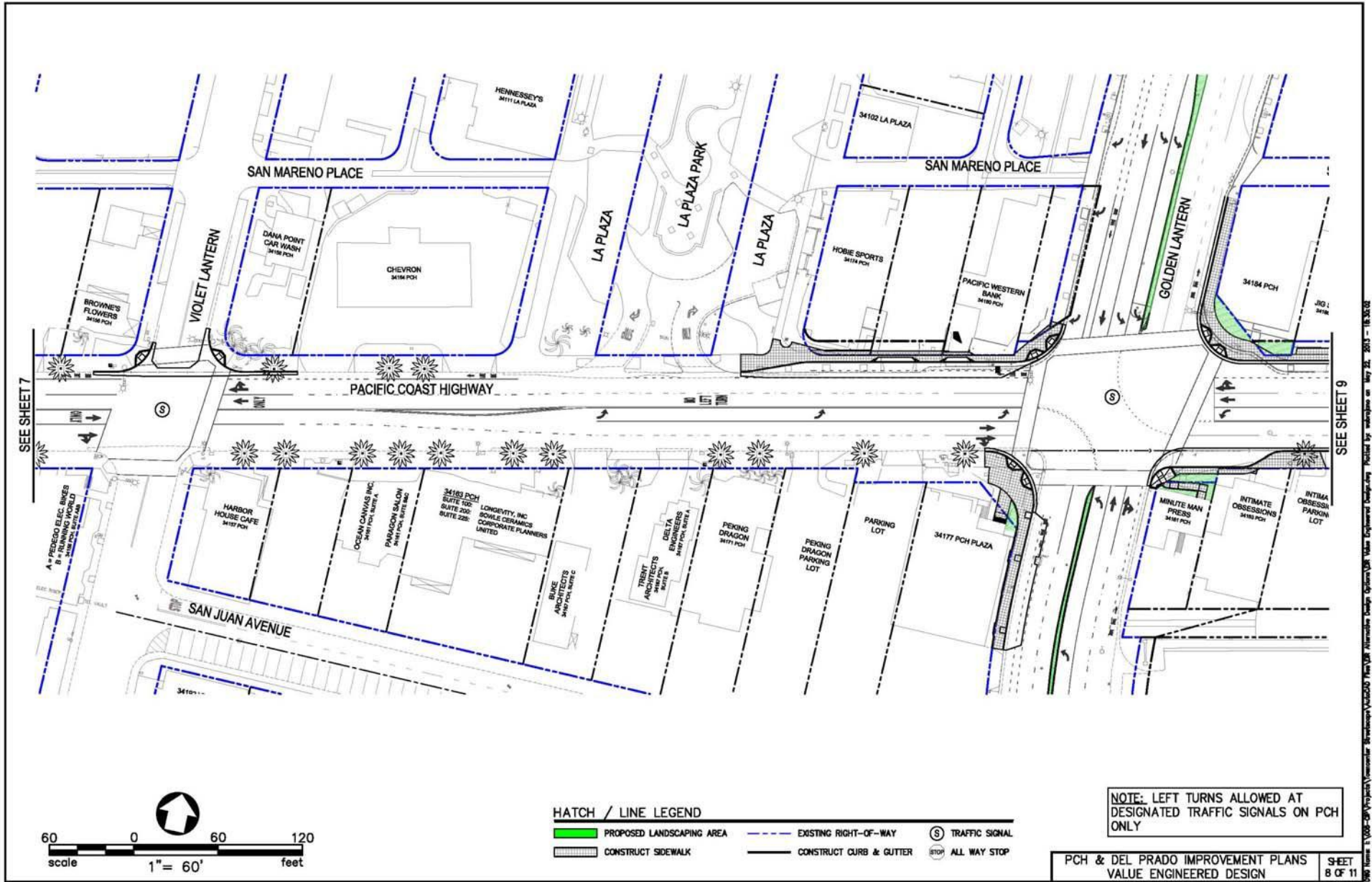


Exhibit 2-8 Pacific Coast Highway - Violet Lantern to Golden Lantern

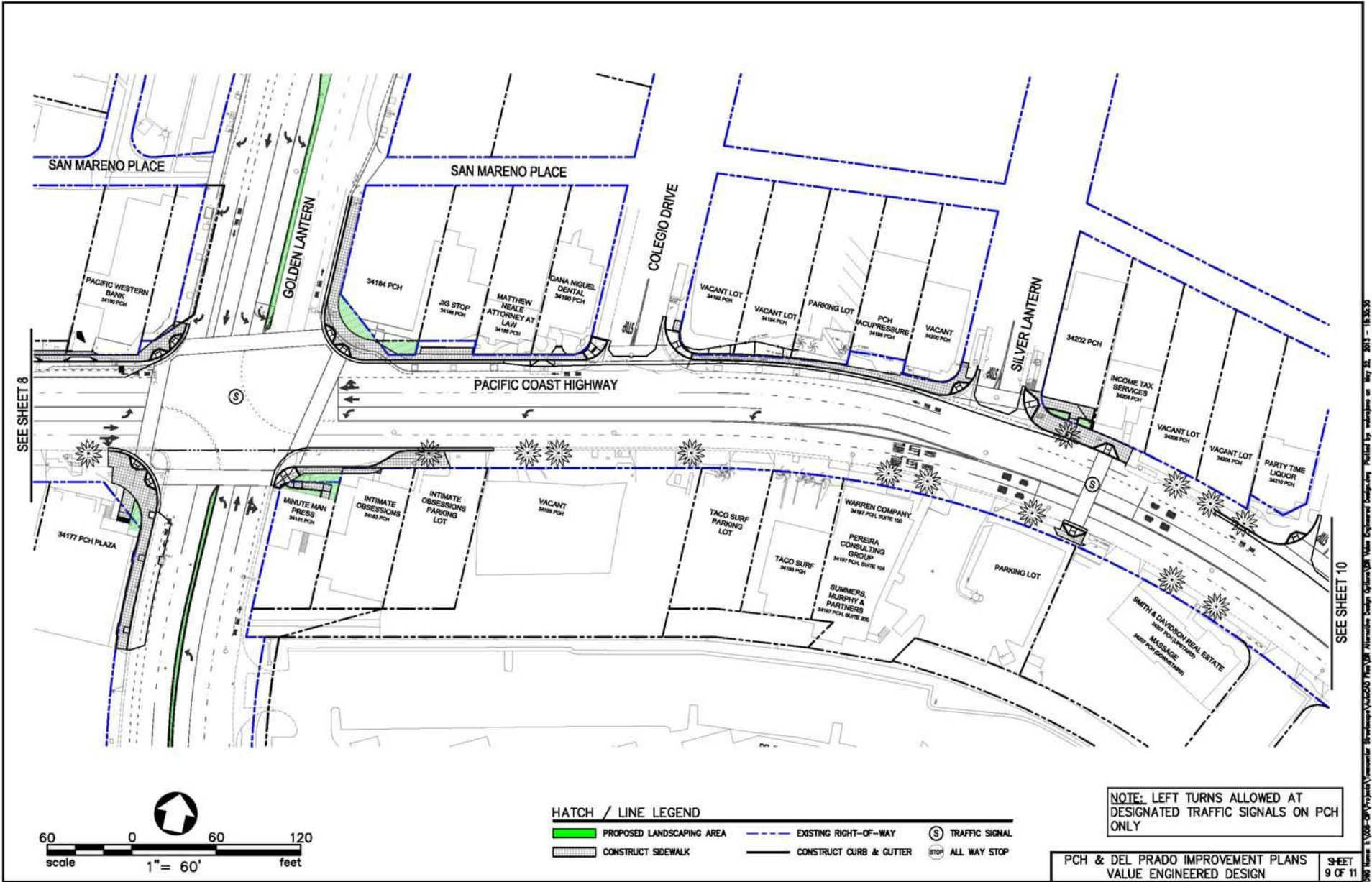


Exhibit 2-9 Pacific Coast Highway - Golden Lantern East



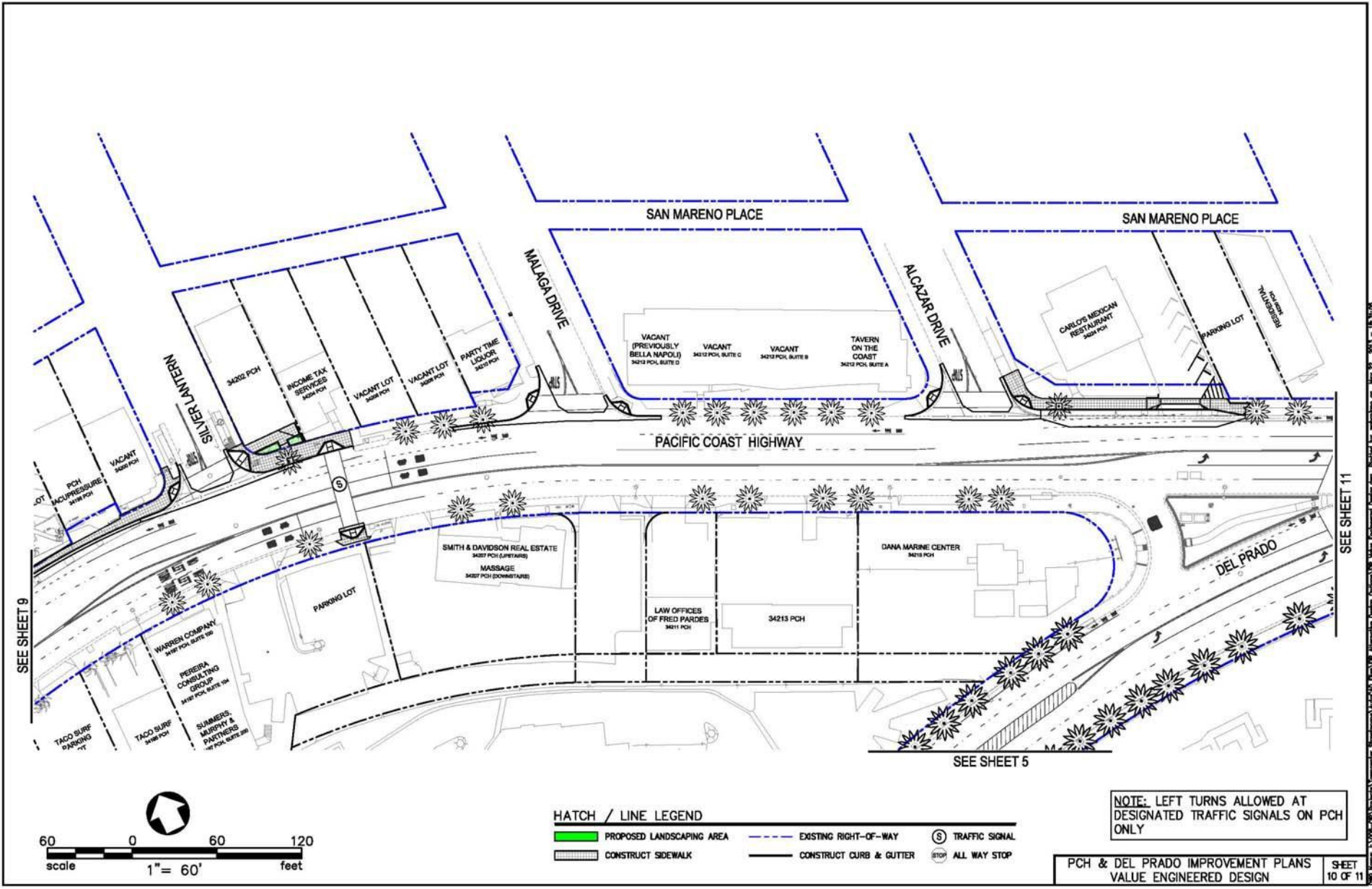


Exhibit 2-10 Pacific Coast Highway - East to Del Prado Avenue

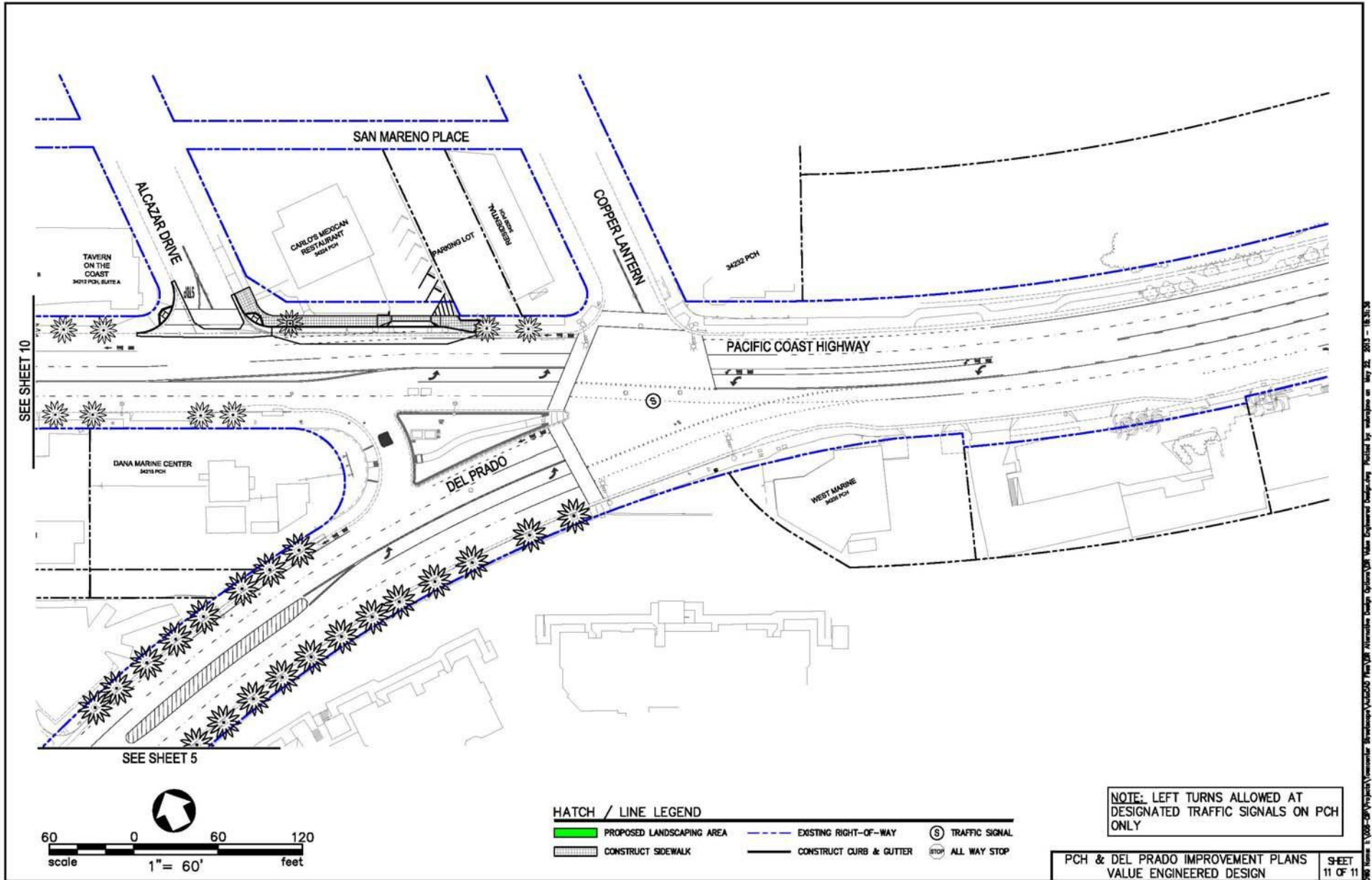


Exhibit 2-11 Eastern Entry to Town Center

- 
- Landscaped medians in Del Prado are proposed in place of the reduced parkway landscaping previously approved.
  - The Del Prado parking cutout material will be changed from concrete to asphalt.
  - Mid street bulb-outs on Del Prado will be eliminated, but bulb-outs remain at intersections, approx. 19 feet wide.
  - The number of driveways that will be eliminated as a result of the street improvements is proposed to be reduced from 11 in the Approved Project to 6 in the Modified Project, based upon currently available information.

These changes to Pacific Coast Highway and Del Prado will result in a reduction in the anticipated construction effort, costs (approximately \$1.7M less), and time (estimate of one month on Del Prado phase). As reflected in Chapter 3.0, implementation of the proposed modifications will not change the conclusions regarding the potential adverse environmental effects analyzed and presented in Final EIR SCH No. 2010041056, which was certified by the Dana Point City Council in 2011. All mitigation requirements identified in the Final EIR remain in effect with the Modified Project.

## **2.4 Project Objectives**

As indicated in the Final EIR SCH 2010041056, implementation of the proposed project modifications will achieve the following intended specific objectives, which were identified by the City of Dana Point in the Dana Point Town Center Plan. These objectives remain the same as those identified in the Approved Project certified EIR.

- Improved overall traffic circulation and safety
- Street beautification
- Pedestrian enhancements to support mixed-use development
- Improved lighting and use of reduced energy LED lighting
- Improved drainage facilities
- Increased parking overall
- Improved ocean water quality
- Reduced long-term noise levels
- Improved access to bus and bicycle public transit
- Improved long-term air quality
- Improved accessibility



### **3.0 ENVIRONMENTAL ANALYSIS**

The purpose of Chapter 3.0 of this Addendum to the Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project Final EIR is to provide an analysis of the potential environmental consequences that are anticipated to occur as a result of implementation of that portion of the Modified Project that was not analyzed in the Final EIR occasioned by the value engineering review. Specifically, the analysis contained in this chapter includes a discussion of the impacts associated with the specific modifications to the proposed street improvements and any impacts that result from those changes, as described in Chapter 2.0 (Amended Project Description).

#### **3.1 Aesthetics**

As indicated in the prior environmental analysis, Pacific Coast Highway (PCH) is designated as a State scenic highway and is also identified as a scenic roadway in the Dana Point General Plan. This section of PCH is within an existing mixed-use commercial/retail corridor with no ocean views. The Circulation Element is currently designated as a “type three” urbanscape corridor, which “... offers a view of attractive and existing urban scenes, and which has recreational value for its visual relief as a result of nature or the designed efforts of man.” Project implementation includes improvements to PCH and Del Prado that are intended to improve circulation within the Dana Point Town Center area. None of the approved improvements, which include the return of two-way travel on these roadways as well as the incorporation of landscaped medians and signals at designated intersections, curb and gutter improvements, etc., would significantly alter the aesthetic character of either PCH or Del Prado. Although construction activities would result in some temporary changes to the visual character of the area (e.g., construction equipment, staging areas, etc.), no structures or other elements are proposed that would result in long-term significant negative visual impacts to the scenic character along PCH (or Del Prado). Upon completion of the construction activities, the overall character of the roadways would not be permanently altered negatively, but improved with a number of beautification elements, including but not limited to enhanced sidewalks and hardscape, landscaping, improved light fixtures, and improved signage. The approved improvements would not degrade an existing public viewshed or alter the character of a public viewshed and no mitigation measures are required.

##### **Pacific Coast Highway**

Like the approved Phase I Project Improvements analyzed in the Final EIR, the proposed modifications do not include any features that would result in any significant adverse changes to the aesthetic character of the Town Center and, in particular, the streetscape of either PCH or Del Prado Avenue. The only proposed streetscape modification for this Project proposed along PCH is the replacement of the existing Tipu trees along that roadway with palm trees. Integration of the palm trees would enhance the character of PCH as indicated in the Town Center Plan, which stipulates that Landscape planting materials should be carefully selected to extend and complement materials used for public streetscape improvements, with an emphasis on plants native to the Southern California coast and other regions with similar Mediterranean climates. Integration of the palm trees will achieve the landscaping objective without compromising the desired aesthetic character. In addition, the use of Palm trees would also provide for improved visual access to the existing businesses along PCH due to the lack of low-growing foliage and a high canopy associated with that species, which would afford unfiltered views of the store fronts. As a result, this modification of the PCH improvements will not result in any adverse aesthetic impacts.

## Del Prado Avenue

The proposed modifications to the approved Del Prado Avenue project also include minor changes that would continue to achieve the aesthetic goals and objectives articulated in the Dana Point Town Center Plan. Similar to PCH, the Tipu trees within the Del Prado Avenue right-of-way would be replaced with palm trees, thereby creating a unified landscape character within the Town Center core. This proposed modification along Del Prado Avenue would not result either in conflicts with the Town Center Plan nor significant aesthetic impacts. Reduction of the Del Prado Avenue sidewalk/parkway width would similarly not result in any significant visual impacts because the parkway landscaping would be replaced with new landscaping in the median of the street, which would achieve the desired landscape continuity within the Town Center without compromising the aesthetic character as reflected in Exhibit 3-1. As indicated above for PCH, the use of Palm trees in the parkways would also provide for better visibility by allowing for largely unfiltered, direct views to the businesses along Del Prado Avenue. In addition, the width of the sidewalk would be maintained at approximately eight feet in front of businesses to facilitate pedestrian access. Changing the parking cutout material from concrete to asphalt and eliminating the mid-street bulb-outs will have no material aesthetic effect on the character of Del Prado Avenue.

### **3.2 Agricultural and Forest Resources**

As indicated in the Final EIR prepared for the PCH/Del Prado Avenue Phase I Street Improvement Project, no agricultural or forest resources are located within the limits of the proposed Project. Therefore, similar to the Approved Project, implementation of the modifications to the street improvements approved by the City of Dana Point will not result in any impacts to these resources. Neither the analysis nor the conclusions presented in the Final EIR regarding agricultural and forest resources will change as a result of the proposed modifications, which would not have any effect on either agricultural or forest resources.

### **3.3 Air Quality**

As indicated in Table 4.3-6 in the Final EIR, the proposed Project would result in construction-related pollutant emissions associated with the implementation of the Project. Pollutant emissions consisted of those generated by construction equipment operations necessary to implement the improvements (i.e., hardscape/resurfacing; underground utilities; landscaping improvements; and signals, signage and striping. As indicated in Table 3-1, implementation of the traffic signal modifications, signage and striping results in the most emissions of reactive organic gases (5.9 pounds/day), oxides of nitrogen (38.8 pounds per day), carbon monoxide (40.4 pounds per day), and sulfur dioxide (0.1 pound per day). The greatest amount of particulates, including PM<sub>10</sub> and PM<sub>2.5</sub>, would be generated by the construction of the underground utilities and demolition activities. Both wet and dry utility construction would result in the generation of 23.8 pounds per day of PM<sub>10</sub> and 5.9 pounds per day of PM<sub>2.5</sub>. Because there are no changes to these work activities as a result of the proposed modifications, the prior air quality analysis would not change and remains valid. To the extent that the value engineered Modified Project results in shorter construction time periods and impacts from short-term construction activities from the Modified Project would be incrementally less, no new impacts would be created.



Exhibit 3-1 Del Prado Avenue Modified Streetscape Rendering

Table 3-1

**Maximum Construction Activity Emissions (Emissions in Pounds/Day)**

Pollutant	Construction Activity	Daily Emissions (lbs/day)	SCAQMD Threshold (lbs/day)
ROG	Signals/Striping/Signage	5.9	75
NO <sub>x</sub>	Signals/Striping/Signage	38.8	100
CO	Signals/Striping/Signage	40.4	550
SO <sub>2</sub>	Signals/Striping/Signage	0.1	150
PM <sub>10</sub>	Wet and Dry Utilities	23.8	150
PM <sub>2.5</sub>	Wet and Dry Utilities	5.9	55

SOURCE: Final EIR Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project; Table 4.3-6 (March 2011)

Similarly, localized significance threshold (LST) screening of the approved street improvements was also conducted, which determine that Project-related CO, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions would not exceed any of the respective LST thresholds. The screening analysis determined that Project-related CO and NO<sub>x</sub> emissions represented approximately 5 percent and 33 percent of the LST thresholds, respectively; the mitigated PM<sub>10</sub> and PM<sub>2.5</sub> emissions represented 50 percent of the LST thresholds for those two pollutants.

As indicated in Table 3-1, Project-related emissions were estimated to be significantly below the SCAQMD significance thresholds for each of the pollutants. As a result, potential short-term impacts were determined to be less than significant. Implementation of the proposed modifications would not result in any significant increase in pollutant emissions because all of the modifications are considered “technical refinements” of the approved Phase I Street Improvements that would not result in any significant increase in pollutant emissions that would result in an exceedance in the SCAQMD significance thresholds. Therefore, potential impacts associated with the proposed modifications are less than significant. These modifications would necessitate the implementation of the same mitigation measures prescribed in the Final EIR (i.e., SCAQMD Rule 403 fugitive dust control measures and diesel exhaust and NO<sub>x</sub> emissions reduction measures). No additional mitigation measures are required as a result of the proposed modifications.

Finally, long-term air quality impacts related to the Phase I Street Improvements (i.e., CO “hotspot” effects) associated with changes in traffic distribution within the Town Center area resulting from the two-way circulation on PCH and Del Prado Avenue would be negligible and would not exceed any established state and/or federal standards. Because none of the proposed modifications would affect either future traffic volumes or distribution, no impacts would occur.

As indicated the assessment presented above, based on the nature and extent of the proposed modifications and the analysis completed for the approved PCH/Del Prado Avenue Phase I Street Improvement Project, the potential environmental consequences of the proposed modifications are consistent with the findings and recommendations presented in the Final EIR SCH No. 2010041056. No additional impacts would occur and no mitigation measures would be required with the proposed modifications.

### 3.4 Biological Resources

The Final EIR revealed that both the PCH and Del Prado Avenue rights-of-way (between Copper Lantern on the east and Blue Lantern on the west) are located within an urbanized area in the City of Dana Point that is devoid of natural habitat and/or sensitive species due to the development and circulation improvements that exist. The information and analysis in the Final EIR indicated that no portion of the Project area is designated as a “biologically sensitive area.” Further, because the Project area is covered with impervious surfaces that characterize street rights-of-way, it has no potential to support plant species considered to be of special interest by the U.S. Fish and Wildlife Service, California Department of Fish and Game, and California Native Plant Society due to both the exotic (i.e., non-native) nature of the plant species observed, and the overall highly disturbed nature of the habitats within the survey area. The entire Project area is improved. Due to the highly disturbed nature of Project area and the existence of only non-native species occurring along the affected rights-of-way, no special status wildlife species are expected to occur.

Project implementation will result in minor modifications to the approved roadway improvements to PCH and Del Prado Avenue, which are consistent with the previously approved Project and also with the Circulation Element of the Dana Point General Plan. Therefore, given the absence of sensitive plant and/or animal species and sensitive habitat and, furthermore, based on the prior analysis of biological resources, the modifications would not have any impacts on either sensitive habitat or species. Neither the analysis nor the conclusions presented in the Final EIR regarding biological resources will change as a result of the proposed modifications.

### 3.5 Cultural Resources

The Project limits encompass the PCH and Del Prado rights-of-way between Copper Lantern on the east and Blue Lantern on the west. The PCH and Del Prado rights-of-way that would be affected by the approved street improvements have been extensively altered as a result of the construction of the existing roadway improvements and development located along those roadways. Any archaeological and/or paleontological resources that may have existed at one time have likely been unearthed or disturbed as a result of prior landform alteration necessary to construct PCH, Del Prado, and adjacent land uses. As indicated in the Final EIR prepared for the PCH/Del Prado Avenue Phase I Street Improvement Program, improvements to both PCH and Del Prado that will be implemented as a result of the proposed Project do not include significant excavation and/or grading activities that would affect areas not previously altered by grading and/or development within the Town Center. Similarly, the minor modifications to the street improvements would not extend beyond the areas previously identified and analyzed in the environmental analysis conducted for the Phase I improvements. Neither the analysis nor the conclusions regarding cultural resources presented in the Final EIR will change as a result of the proposed modifications. As a result, no new potentially significant impacts to either historical, archaeological/cultural, or paleontological resources would occur.

### 3.6 Geology and Soils

The Final EIR prepared for the PCH/Del Prado Avenue Phase I Street Improvement Project revealed that although potential damage from ground shaking may occur, the Project does not include habitable structures that would be significantly affected by the effects of seismic activity. As a result, no significant seismic impacts would occur. Furthermore, the Project would not be subject to the effect of fault rupture because no active faults extend through the Project area. Because there are no steep slopes and/or unstable slopes within the limits of the Phase I Street Improvement Project, the proposed Project would not be adversely affected by slope failure and related soils and geologic conditions. Similar to the Approved Project street

improvements, the proposed modifications would also not be subject to such seismic and/or geologic conditions. As a result, the findings and recommendations presented in the Final EIR (i.e., potential impacts would be less than significant) would not change and, therefore, no mitigation measures are necessary.

Nonetheless, implementation of the street improvements would require some grading that would expose soils for extended periods of time while construction of the proposed Project takes place. Although no grading would occur where significant areas of bare soils would be exposed to the elements for extended periods of time, it was determined that it is possible that some erosion may occur during the interim construction period as a result of the actions of wind and/or water, resulting in some potential sedimentation. Therefore, in order to ensure that potential erosion and sedimentation associated with the excavation activities are minimized, the City is required to prepare and submit a Notice of Intent for coverage under the General Construction Activity Storm Water Runoff Permit to the Regional Water Quality Control Board prior to initiation of construction activities. As required by the NPDES permit, a Storm Water Pollution and Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) must also be prepared, which prescribes Best Management Practices (BMPs) that are intended to reduce sedimentation and erosion. As indicated in the analysis, although it is possible that some erosion could occur without the incorporation of appropriate measures, implementation of the mandatory BMPs will avoid potential erosion impacts associated with site grading and development. Therefore, the potential erosion impacts will be avoided.

None of the modifications currently proposed by the City of Dana Point (e.g., replacing Tipu trees with palm trees along PCH and in the median of Del Prado Avenue, reducing the size of planters along Del Prado, reducing the roadway right-of-way width, etc.) would result in native soils being exposed to any potentially significant additional erosion and/or sedimentation. Nonetheless, the modifications, consistent with the Phase I Improvement Project would be subject to the same BMPs prescribed for the approved project. As a result, any potential erosion/sedimentation would be addressed through specific measures in the WQMP prepared for the Approved Project.

Finally, as reflected in the Final EIR prepared for the Phase I circulation improvements approved by the City, no significant liquefaction, landslides, or unstable conditions (e.g., expansive soils) would occur because the improvements must comply with all required roadway design standards. This is also true for the proposed modifications. Therefore, the conclusions and recommendations presented in the Final EIR would not change as a result of the proposed modifications.

### **3.7 Greenhouse Gas/Climate Change**

A greenhouse gas (GHG) analysis for the Phase I Street Improvement Project was completed and presented in the Final EIR. Similar to the conclusions for air quality indicated in Section 3.3, that analysis concluded that implementation of the improvements would result in only short-term (i.e., construction) impacts that were less than significant. Table 4.4-1 in the Final EIR revealed that the Project would generate a total of 282 metric tons (MT) of CO<sub>2</sub> annually as a result of the construction of the improvements. This total is less than 10 percent of the 3,000 MT threshold recommended by the SCAQMD and, therefore, less than significant. Furthermore, because the approved improvements are consistent with the local transportation master plan, it was also determined that long-term operation of the Project would not induce patterns of growth not already anticipated in the AQMP. As a result, no significant Project-related long-term impacts would occur because the proposed Project would not result in new development that would create a demand for energy resources and/or generate additional vehicular trips that would emit CO<sub>2</sub> and related air pollutants included in the greenhouse gas category in the long-term.



The proposed modifications to the PCH/Del Prado Avenue Phase I Street Improvement Project identified and described in Chapter 2.0 do not include any components and/or construction activities that would result in a significant increase in pollutant emissions, including GHG. The proposed modifications would have to generate over an additional 2,700 MT/year of CO<sub>2</sub> in order to exceed the significance threshold. However, any potential increase in CO<sub>2</sub> emissions anticipated as a result of the proposed modifications would be negligible and would not exceed the 3,000 MT/year threshold. Therefore, implementation of the proposed street improvement modifications would not change the findings presented in Final EIR No. 2010041056.

Finally, long-term operational GHG emissions are dependent upon the vehicle miles traveled (VMT) on the affected roadway system with and without the Project. As indicated in the Final EIR, VMT generation is associated with development associated with buildout of the Dana Point Town Center as well as other areas of the City and within Orange County. Because neither the approved street improvements nor the proposed modifications include development, it would not, therefore, result in additional VMT or other features that would create a demand for energy resources; no additional operational GHG emissions will occur as a result of the proposed modifications. Implementation of the proposed street improvement modifications will not change the conclusion presented in Final EIR No. 2010041056 that long-term GHG emissions associated with Project implementation will be less than significant.

### **3.8 Hazards and Hazardous Materials**

The analysis presented in the Final EIR prepared for the PCH/Del Prado Avenue Phase I Street Improvement Project would not result in the creation of any potential impacts related to the transport, use, or disposal of hazardous materials. Implementation of the approved circulation improvements to both PCH and Del Prado, including returning to two-way traffic on those roadways, construction of medians, the placement of traffic signals, street improvements, etc., in order to facilitate vehicular circulation within the Dana Point Town Center area, consistent with the Circulation Element of the Dana Point General Plan, would not result in the use of hazardous materials. The analysis acknowledged that the asphalt concrete pavement materials and equipment that are used to construct the improvements include motor fuel, diesel fuel, and related petroleum products used to service vehicles and equipment. Implementation of the proposed modifications, including utilizing asphalt in the place of concrete for the parking cutout areas along Del Prado Avenue, would also utilize the same materials, which would have the same potential effect. As indicated in that analysis, the storage and use of these materials is subject to City requirements in order to ensure that the potential release of contaminants into the environment is minimized and does not pose a significant environmental hazard.

As indicated above, the proposed modifications to the approved roadway improvements identified in Chapter 2.0 (Project Description) will utilize materials typical of roadway improvement projects and would not utilize toxic or hazardous materials that pose a health risk to the public, either during construction or subsequent to the completion of the improvements. No other hazardous or potentially hazardous materials will be utilized or stored on the site as a result of the proposed modifications to the approved circulation improvements. No new potentially significant impacts will occur as a result of the proposed modifications and no additional mitigation measures are required.

The street and roadway improvements previously approved by the City of Dana Point are intended to facilitate and enhance vehicular traffic along PCH, and Del Prado within the Dana Point Town Center. PCH is designated as an evacuation route. In order to ensure that adequate emergency access into and out of the Town Center is maintained, the contractor must provide traffic control on PCH or Del Prado during the Project construction. Further, City staff will temporarily alter signal timing to better handle traffic during construction and reduce any congestion potential. None of the modifications to the approved street improvements will result in any additional congestion and/or adverse effects on emergency access through

the Town Center. When complete, the street improvements as modified will have the added benefit of facilitating emergency response by improving vehicular access and circulation within the Town Center area. Therefore, the proposed modifications will not adversely affect either the evacuation routes or shelters. As a result, Project implementation with the modifications will not physically interfere with the City's emergency planning program. No new significant impacts will occur as a result of the proposed modifications and no additional mitigation measures are required.

Because the Dana Point Town Center and affected roadways are located within an urbanized area of the City of Dana Point and not within an area that is subject to wildland fire hazards, the site is not subject to the potential for wildland fires. As indicated in the Final EIR prepared for the Approved Project, implementation of the roadway improvements with the modifications would result in improved circulation between Copper Lantern and Blue Lantern, which will facilitate emergency access, including responses by the Orange County Fire Authority and the Orange County Sheriff Department. No significant impacts as a result of wildland fires will occur if the proposed modifications to the approved street improvements are implemented and no mitigation measures are necessary.

### 3.9 Hydrology/Water Quality

The approved roadway and street improvements to PCH and Del Prado are intended to improve water quality as well by reducing the amount of impervious surfaces in within the roadway rights-of-way, which have been extensively developed. It was estimated that with the implementation of the Approved Project, the amount of impervious area would be reduced with landscaped zones by approximately 28,700 square feet, resulting in a slight reduction in the volume of surface runoff as well as an improvement in the quality of the surface water runoff that will be generated. As disclosed in the Final EIR, existing storm drain facilities (i.e., curb and gutter improvements and catch basins) along PCH and Del Prado will be improved to accommodate surface runoff. The City will relocate storm drain improvements along the rights-of-way where necessary in order to accommodate the proposed street width adjustments; however, the approved street improvements, with the proposed modifications, would not result in a significant alteration in flow and direction of runoff or other drainage pattern or hydrologic characteristics. The City will relocate and improve several of the existing storm drain facilities (i.e., catch basins and new storm drain piping) to accommodate surface runoff, which will ensure that no significant impacts occur. The proposed modifications to the approved street improvements would not change any of the conclusions related to runoff/hydrology.

It is anticipated that implementation of the Modified Project will result in a decrease in the amount of pervious surfaces compared to the Approved Project. This reduction is the result of changes in the design of some entry areas and median sections. The final landscaped area cannot be estimated precisely because it is dependent on the sidewalk elevations, which have not been finally designed, and the extent of "conform" buffer landscape areas between public and private property resulting from the final design. However, as illustrated in Exhibit 3-2, the typical landscaped area on Del Prado Avenue proposed in the Modified Project is similar in area to the area described and analyzed in the Final EIR for that roadway. In addition, no significant changes are proposed to the PCH parkway planter areas with the proposed tree replacement. The Modified Project includes in excess of 20,000 square feet of new medians and intersection bulb-out landscape areas. As a result, the benefits of increased pervious areas discussed in the Final EIR would also occur with the Modified Project and no adverse environmental impacts would result from implementation of the proposed Modified Project. In addition, appropriate best management practices would also be implemented during construction that may include, but are not limited to silt fences, street sweeping and vacuuming, storm drain inlet protection, wind erosion control, materials and water management measures, and other means of minimizing or eliminating the potential harmful pollutants, including siltation, that could result from implementation of the proposed Modified Project. Post-construction best management practices would also



be implemented and may include, but are not limited to: biofiltration, enhanced inlet filter/screening devices, drought tolerant landscaping, and water efficient irrigation systems in order to improvement long-term water quality.

The PCH and Del Prado rights-of-way and related Project area are not located within a groundwater recharge basin. Although implementation of the proposed modifications would result in a small reduction in the amount of pervious area when compared to the approved street improvements, the Modified Project does not include any significant excavation and/or development that would affect groundwater supplies or interfere with groundwater recharge. The new palm trees in the parkways on PCH and Del Prado Avenue will not be irrigated. The new landscaped medians will be drought tolerant, using subsurface/weather-sensitive irrigation to limit water usage. Since the irrigated area in the modified alternative is less, the proposed modifications to the approved street improvements do not include any uses that would create a greater demand for water that would result in a lowering of a groundwater table. Therefore, no significant impacts will occur as a result of implementing the Modified Project.

When compared to the approved street improvements, implementation of the proposed modifications would not substantively alter the drainage pattern that characterizes the Project area. As indicated in the Final EIR, some of the construction activities could result in the potential for some erosion or siltation on- or off-site, the City requires that include all appropriate construction and post-construction Best Management Practices (BMPs) including site design, treatment control, and source control will be implemented to ensure that water quality is not adversely affected. The BMPs that will be implemented during construction will be described in the Storm Water Pollution Prevention Plan (SWPPP) and would apply to the approved street improvements as well as the proposed modifications. Implementation of the proposed modifications would not change any of the conclusions or recommendations, including the incorporation of appropriate construction best management practices, presented in the Final EIR. The same post-construction best management practices prescribed for the Approved Project will also be implemented to address long-term water quality impacts associated with the Modified Project. No significant new impacts to water quality will occur as a result of the proposed modifications to the approved street improvements.

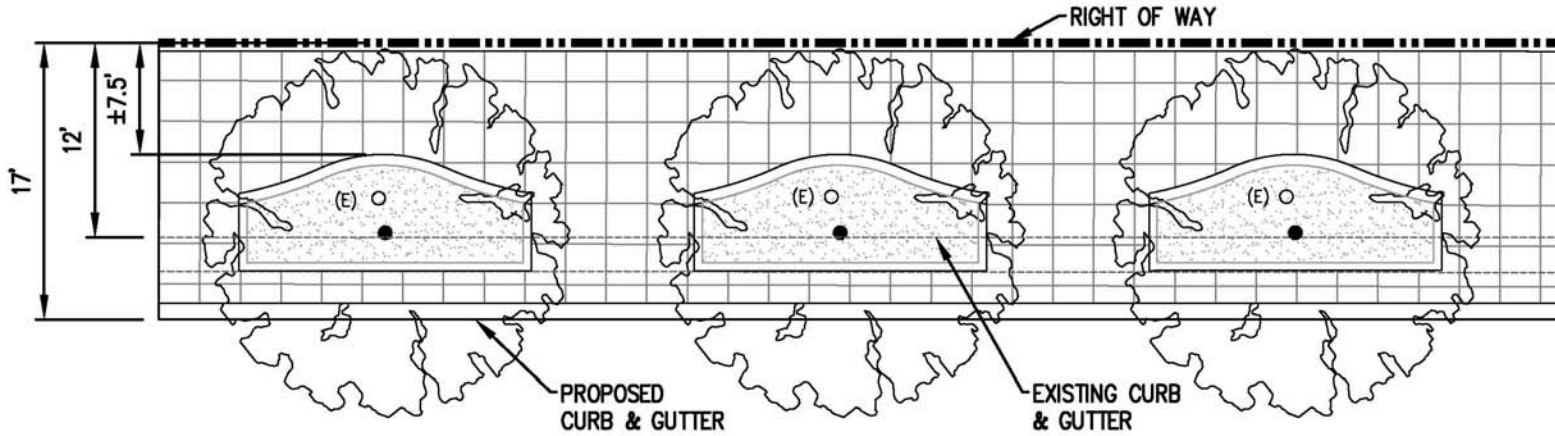
Implementation of the hydrology and water quality standard conditions prescribed in the Final EIR for the Phase I Improvement Project will effectively reduce hydrology and water quality impacts anticipated from the street improvement construction, including the proposed modifications. No mitigation measures would be required.

### **3.10 Land Use and Planning**

As discussed in the Final EIR, the Approved Project is consistent with the long-range plans and programs adopted by the City for Del Prado Avenue and Pacific Coast Highway. Similarly, the modifications to the approved street improvements identified and described in Chapter 2.0 are also consistent with the City's goals and objectives articulated in both the General Plan and the Dana Point Town Center Plan. The minor modifications merely reflect refinements to the Approved Project that facilitate Project implementation through reduced work efforts and costs but achieve the intended objectives (e.g., improved circulation and safety, street beautification, improved drainage and water quality, pedestrian enhancements, etc.).

# TOWN CENTER STREETScape IMPROVEMENT PROJECT DEL PRADO PARKWAY SIDEWALK COMPARISON EXHIBIT

## ORIGINAL DESIGN



## VALUE ENGINEERED DESIGN

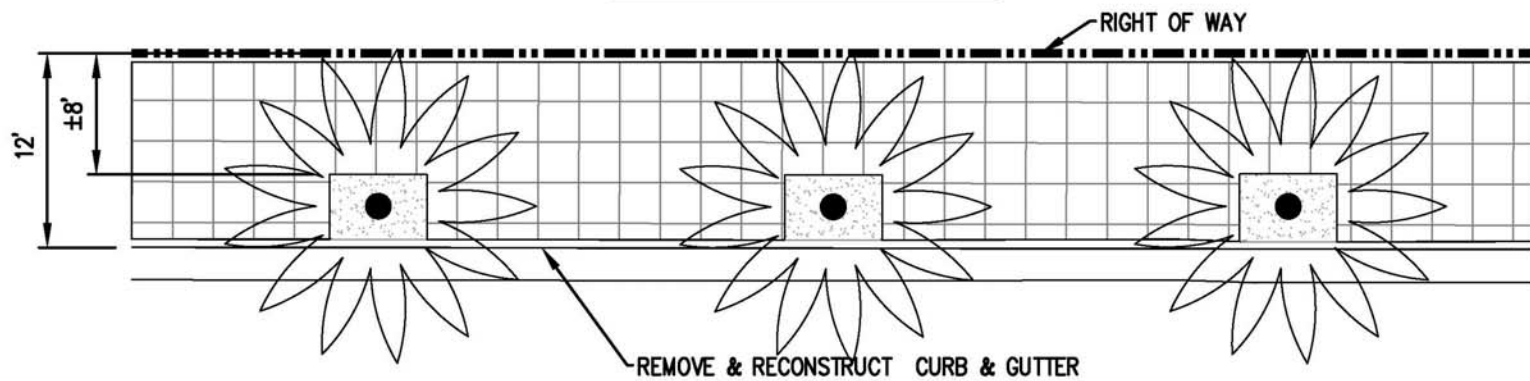


Exhibit 3-2 Del Prado Avenue Parkway Treatment

The Approved Project as well as the Modified Project improvements are located within existing roadway rights-of-way and setback areas that are not located within a Natural Community Conservation Plan or Habitat Conservation Plan. Therefore, similar to the approved street improvements, implementation of the proposed modifications will not adversely affect such a plan, sensitive habitat and/or resources. No significant impacts are anticipated as a result of Project implementation; no mitigation measures are required.

The Modified Project will not physically divide an established residential community. Rather, the street improvement modifications are intended to minimize the construction effort and costs associated with the approved improvements along PCH and Del Prado Avenue. As discussed in the Final EIR, the Approved Project was designed to avoid conflicts with the adjacent uses within the Dana Point Town Center surrounding the PCH and Del Prado Avenue arterials. These roadways will be converted from a one-way couplet operation to two-way traffic to facilitate vehicular and pedestrian circulation within the Town Center and to avoid conflicts with existing and future development. No features of the Approved Project or the Modified Project would physically divide an established residential neighborhood.

Furthermore, none of the proposed modifications include any features or development that would conflict with existing and/or future land uses within the Dana Point Town Center. Implementation of the Modified Project is intended to reduce the work effort and cost and would not result in any land use conflicts. The result of the proposed modifications along both Del Prado Avenue and Pacific Coast Highway will occur within the public rights-of-way of those arterial roadways and will be consistent with Town Center land uses. As previously indicated, the integration of palm trees along the PCH and Del Prado Avenue parkways, along with bulb-out landscaped areas and medians on Del Prado Avenue will create the intended ambiance and enhance the character throughout this business district. Other modifications will result in the only minor changes (e.g., smaller street tree planters than previously approved, elimination of mid-street bulb-outs along Del Prado Avenue, use of asphalt in place of concrete for parking cutouts, etc.) that would not adversely affect land use. Therefore, no adverse land use impacts would be anticipated as a result of the proposed modifications. Most importantly, the proposed modifications will result in the elimination of the number of existing driveways along Del Prado. The Approved Project resulted in a loss of approximately 11 driveways; however, with the proposed modifications to the approved street improvements, only approximately six driveways would be eliminated, resulting in a beneficial effect on direct vehicular access to businesses along Del Prado Avenue (refer to Section 3.16 - Transportation/Traffic).

Finally, as discussed in the Final EIR, the Town Center is not located within two miles of any existing public airport. The findings discussed in the Final EIR would not change as a result of implementing the proposed modifications. Hence, neither the approved street improvements nor the proposed modifications would affect or be affected by aircraft operations at such a facility. Therefore, no significant land use impacts would occur as a result of Project modifications and no mitigation measures are required.

### 3.11 Mineral Resources

As indicated in the Final EIR prepared for the PCH/Del Prado Avenue Phase I Street Improvement Project, no mineral resources are located within the limits of the proposed Project. Therefore, similar to the approved Project, implementation of the modifications to the street improvements approved by the City of Dana Point will not result in any changed impacts to these resources. Neither the analysis nor the conclusions regarding mineral resources presented in the Final EIR will change as a result of the proposed modifications.

### 3.12 Noise

As described in the Final EIR, construction noise generated from the operation of heavy equipment and truck traffic will constitute the primary noise impact from the implementation of the street improvement project. The noise analysis conducted for the Approved Project estimated both short-term (i.e., construction) noise levels expected as a result of construction activities required to implement the improvements as well as long-term noise levels related to future traffic volumes on PCH and Del Prado Avenue resulting from the changes to circulation caused by the improvements.

#### Construction Noise

The noise analysis conducted for the Approved Project indicated that noise levels in the project area would increase as a result of using a variety of construction equipment in order to implement the street improvements. During the construction phase, noise levels would range from approximately 73 dB to over 95 dB at 50 feet from the source, depending on the type of equipment utilized during construction. As indicated in the Final EIR, residential areas within 100 feet of the construction area would experience noise intrusion. Although the Dana Point Noise Ordinance permits construction during the hours of 7:00 a.m. to 5:00 p.m. on weekdays, irrespective of noise standards, construction work occurring during the evening hours could adversely affect nearby sensitive land uses (e.g., residential development). As a result, a restriction was placed on nighttime activities that does now allow the use of the highest noise-generating activities (i.e., demolition and jack hammering), which would be limited to daytime hours only. Because the Modified Project would require the use of the same types of construction equipment, the potential levels anticipated as a result of the proposed modifications would be virtually the same as identified and described in the Final EIR for the Approved Project; the mitigation requirements would also be the same. However, because the construction phase anticipated for the Modified Project would be shorter than that for the Approved Project, the duration of the potential construction-related noise impacts would be reduced when compared to the Approved Project. Therefore, implementation of the Modified Project would not result in any new adverse impacts and no additional mitigation measures are required.

#### Operational (Mobile-Source) Noise

Of the 44 roadway segments examined in the noise analysis prepared for the Approved Project, 15 will experience a reduction in roadway noise, 20 will experience an increase in noise, and 8 will remain unchanged as a result of project implementation. Of the 15 experiencing a reduction in noise, 7 are greater than -3 dB CNEL and as such will be perceived as a noticeable improvement. Of the 20 segments experiencing a noise increase, only 2 are expected to exceed the significance threshold of +3 dB, as revealed in Table 4.5-9 in the Final EIR. The Alley/Violet Lantern/Old Golden Lantern roadway segment would experience a 5.9 dB increase in 2015 and an increase of 5.8 dB in 2035; however, the projected noise level along that roadway segment would reach only 52.4 dBA CNEL. Similarly, the segment of Old Golden Lantern/Del Prado would experience a noise level increase of 2.1 dB in 2015 and 3.7 dB in 2035, with a noise level of 54.6 dBA CNEL. Those noise levels are below the 65 dBA CNEL threshold for exterior noise limits. Because implementation of the Modified Project would not result in any change in traffic distribution and/or volumes on the roadway system in the project area, the roadway noise levels would be the same as identified for the Approved Project. Therefore, just as with the Approved Project, implementation of the proposed modifications can be judged as offering an overall benefit to area sensitive uses since more roadway segments will experience a lower traffic noise level than they might otherwise and, those experiencing a potentially significant (> +3 dB CNEL) will not will exceed recommended noise compatibility thresholds as a result of the project. No new noise impacts would occur and no mitigation measures are required.

### Interior Noise Levels

The noise analysis conducted for the Approved Project concluded that future build-out traffic noise along the edge of PCH at the closest building facades could be in the high 60 to low 70 dB CNEL range, necessitating the use of closed dual-paned windows in living or sleeping areas directly facing PCH to achieve acceptable interior noise exposure of 45 dB CNEL or less. When window closure is necessary to meet the noise standard, the Building Code requires the provision of supplemental fresh air ventilation. As revealed in the Final EIR, although the PCH perimeter is considered moderately noisy, construction of any new mixed use development can be designed to meet the City's interior noise standard. Plan approval requires that an acoustical treatment (walls, windows, etc.) would be adequate to achieve the interior noise standard. If any possible such future development includes shared walls or floor-ceiling assemblies, the Building Code also requires that such space separation meet minimum noise transmission protection.

Along Del Prado, future build-out traffic noise is forecast to be in the low to mid-60 dB CNEL range. Such an exposure can be reduced to within acceptable interior levels with the relative expedient of being able to close the window facing the traffic. The degree of structural noise protection for any noise-sensitive land uses along Del Prado is measurably less than for similar possible mixed uses along PCH. For any such uses proposed for development where noise levels exceed 60 dB CNEL, the City of Dana Point requires independent verification that the interior standard of 45 dB CNEL will be met.

Because the noise levels estimated for the Approved Project along PCH and Del Prado Avenue will be the same for the proposed Modified Project, that analysis presented in the Final EIR, would not change. As a result, no new noise impacts would occur and, therefore, no additional mitigation measures would be necessary.

### 3.13 Population and Housing

Project implementation (i.e., modifications to the PCH/Del Prado Avenue Phase I Street Improvement Project) does not include the private development of the Project area for residential or other land uses that would be considered growth-inducing. The minor modifications described in Chapter 2.0 (Project Description) are consistent with the adopted improvements to PCH and Del Prado for Phase I and, furthermore, they are also consistent with the Town Center plans adopted for the affected arterial roadways by the City of Dana Point. The proposed modifications include only physical changes to the design (e.g., changes to the landscape design, paving materials, and physical design elements that result in reduced impacts (e.g., reduction in the number of on-street parking spaces on Del Prado Avenue) and improvement of the aesthetic character. No additional growth would be anticipated to occur as a direct result of the street improvement modifications proposed either to PCH and/or Del Prado Avenue. Any future population and/or housing growth that would occur in the City or Project environs would be unrelated either to the approved street improvements or to the proposed modifications, which are consistent with the adopted long-range plans. Therefore, neither the analysis nor the conclusions regarding population and housing presented in the Final EIR will change as a result of the proposed modifications.

### 3.14 Public Facilities

As described in the Final EIR, implementation of the improvements would result in some traffic lane closures caused by construction of the improvements. However, it is important to note that the segment of PCH and Del Prado between Copper Lantern and Blue Lantern will remain open to thru traffic in each one-way direction throughout the construction period; and access to each of the properties along the roadways will

also be maintained to avoid potential adverse impacts. In order to ensure that the effects of any temporary closure can be minimized, the City must prepare a construction management plan that addresses lane closures that may affect access along the affected arterials during the construction phase. As a part of this addendum, it is recommended that the City reconvene the Construction Advisory Committee and re-evaluate the best approach to construction sequencing, particularly with regard to Del Prado Avenue. Quartering the Del Prado Avenue section may not be the most effective way to proceed with the Modified Project. The proposed phasing is illustrated in Exhibit 3-3 and Exhibit 3-4.

As stipulated in SC-5, which was prescribed in the Final EIR to ensure that impacts to police and fire response in the Project area would be minimized, all lane closures will be identified by the City as well as other aspects of the construction activities [e.g., construction staging area(s); construction crew parking area(s); estimated number and types of vehicles that will occur during each phase; operational safeguards (e.g. flagmen, barricades, shuttle services, etc.) that will be implemented; relocation of public transportation facilities during construction; hourly restrictions, if necessary, to avoid traffic conflicts during peak traffic periods; and displacement of on-street parking] in order to facilitate not only vehicular access in the Project area but also to ensure that emergency response is not adversely affected. In addition to police and fire, neither school nor public parks/recreation facilities would be adversely affected by the proposed modifications because no new residential development is proposed. Finally, it is anticipated that the demand for maintenance along PCH and Del Prado Avenue would also be reduced. Therefore, the minor modifications proposed by the City will not change either the analysis or the conclusions presented in the Final EIR prepared for the PCH/Del Prado Avenue Phase I Street Improvement Project. No additional significant impacts would occur and no additional mitigation measures would be required as a result of implementing the proposed modifications.

### **3.15 Recreation**

Similar to the Approved Project, the proposed modifications include only minor changes to the street improvements that would have no effect on public recreation either within the Town Center area or in the City of Dana Point. The proposed modifications to the approved street improvements do not include residential development any development that would either directly or indirectly create a demand for recreational amenities and/or services. The proposed modifications to the circulation and street improvements along PCH and Del Prado would not adversely affect either existing or proposed recreation facilities in the Project environs. Neither the analysis nor the conclusions presented in the Final EIR regarding recreation will change as a result of the proposed modifications.

### **3.16 Transportation/Traffic**

Implementation of the Modified Project will not result in any changes in circulation when compared to the Approved Project. As approved, the Approved Project includes two-way travel along both PCH and Del Prado Avenue through the Town Center area of the City. The Traffic Impact Analysis (TIA) conducted for the Project included both ICU and HCM analyses to evaluate the existing and future circulation operations in the project area.



# REVISED PHASING / SCHEDULE MAPPING

SCWD PHASE 1  
CITY PHASE 1A  
WORK AREA



Exhibit3-3 Phase 1- Pacific Coast Highway



# REVISED PHASING / SCHEDULE MAPPING

SCWD PHASE 2  
CITY PHASE 2A  
**WORK AREA**





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**CHAPTER 3.0 – ENVIRONMENTAL ANALYSIS**

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**Short-Term (Construction) Impacts**

The Final EIR concluded that short-term impacts resulting from construction would occur. Specifically, as construction occurs along PCH and Del Prado Avenue, some congestion would occur, including slowing of local traffic and impeding turning movements at private driveways due to the closure of lanes along the two arterials. However, with the implementation of a Construction Management Plan (CMP) mitigation measure these short-term impacts would be minimized and reduced to a less than significant level. As previously indicated, the modifications to the street improvements would require the same roadway closures and construction activities and would, therefore, result in the same adverse effects as those identified for the Approved Project and would also require the implementation of the CMP. Most importantly, however, the duration of the construction and, therefore, any interruption and/or congestion in the traffic would be reduced due to the shorter construction phasing required to implement the Modified Project. The Final EIR adequately evaluated the potential short-term traffic impacts associated with project implementation. The proposed Modified Project will not result in any greater short-term impacts than identified in the Final EIR and would also have the benefit of a shorter construction phase when compared to the Approved Project.

**Long-Term (Operational) Impacts**

The TIA evaluated the potential long-term effects of the Phase I Street Improvements and concluded that with the exception of inadequate stacking distance in the Blue Lantern/Pacific Coast Highway northbound left-turn lane during the a.m. and p.m. peak hours in 2015 and 2035, resulting in unacceptable queuing at that intersection, traffic operations in the study area will be acceptable. The TIA determined that all of the study area intersections are forecast to operate at an acceptable level of service in accordance with the City's Circulation Element requirements. Similarly, all of the alley intersections within the study area were also analyzed; the TIA concluded that each of the five intersections would also operate at acceptable levels of service. Finally, alley intersections were also analyzed and to ensure that future operational characteristics would be adequate. Based on that analysis, all of the alley intersections are forecast to operate at acceptable levels of service. With regard to the adverse queuing impacts, the Project was revised to add additional two-way left-turn striping at the Blue Lantern/Pacific Coast Highway northbound left-turn lane. The Modified Project also includes the revised striping, which will ensure that queuing impacts previously identified do not occur.

As indicated in Section 3.10 (Land Use), implementation of the Approved Project would result in the elimination of 11 direct street driveway approaches to properties within the study area. The proposed Modified Project would result in the elimination of six direct street driveway approaches, which is a reduction of five compared to the Approved Project. Table 3-2 identifies the drives that will be eliminated by the Modified Project compared to those eliminated as a result of the Approved Project. According to the traffic engineer, the traffic analysis and circulation is not affected by this minor adjustment in the number of driveways remaining on the Del Prado. The original intent of removing the driveways was to enhance pedestrian movement on the sidewalks by minimizing cross traffic associated with vehicles entering parking lots from the Del Prado side rather than the rear alley, reduce potential traffic/pedestrian conflicts, and help further calm traffic. It is important to note that the Approved Project also included five driveways that remained on Del Prado. No lane widths, lane changes nor traffic control devices are changed with this proposed modification. Any traffic count adjustments are considered to be *de minimus* and would not result in significant changes to the findings and conclusions presented in the Final EIR.

Table 3-2

## Driveway Approaches to be Removed

Assessor's Parcel Number	Approved Project	Modified Project
682-231-01	34105 Pacific Coast Highway	34105 Pacific Coast Highway
682-232-01	34111 Pacific Coast Highway	34111 Pacific Coast Highway
682-233-01	34091 Pacific Coast Highway	34091 Pacific Coast Highway
682-233-02	24292 Del Prado Avenue	24292 Del Prado Avenue
682-233-04	24302 Del Prado Avenue	24302 Del Prado Avenue
682-233-06	24322 Del Prado Avenue	24322 Del Prado Avenue
682-234-03	24402 Del Prado Avenue	
682-234-05	24462 Del Prado Avenue	
682-234-07	24470 Del Prado Avenue	
682-191-02	24522 Del Prado Avenue	
682-191-03	24532 Del Prado Avenue	
SOURCE: City of Dana Point Engineering Department (May 2013)		

## Access

Although the reduction in the number of driveways would result in some additional traffic flow/pedestrian conflicts, the elimination of six driveways along the roadway would still facilitate traffic calming compared to the baseline condition. Furthermore, use of the alleys, which are forecast to have adequate capacity and operate at acceptable levels of service, will also provide adequate access to those properties where direct access is eliminated as a result of the Modified Project. The analysis presented in the Final EIR for the PCH/Del Prado Avenue Phase I Street Improvement Project adequately analyzed potential traffic and circulation impacts, including those identified above related to the Modified Project. No new significant impacts would occur as a result of the Modified Project.

## Parking

As indicated in the Final EIR, implementation of the Approved Project would result in an increase in the number of marked parking spaces. With the implementation of the Modified Project, the proposed number of parking spaces is increased by an estimated 21 spaces due to the reduction in the Del Prado Avenue mid-block bulb-outs and change from marked to unmarked spots. The increase in parking occurs along Del Prado Avenue. The same number of parking spaces would be provided along PCH when compared to the Approved Project. With the proposed increase in parking, no new impacts would occur and no mitigation measures are required.

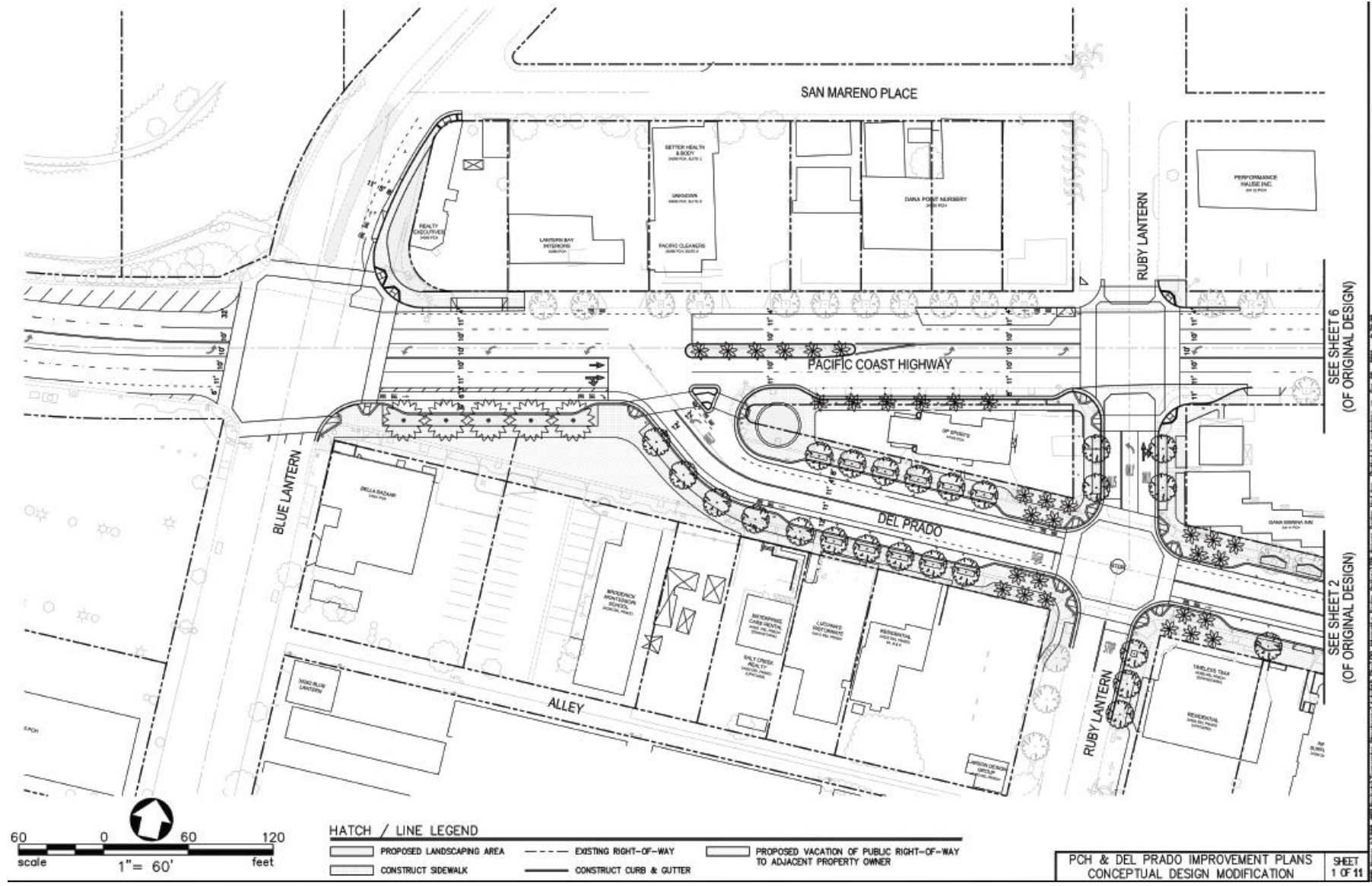
### 3.17 Utilities and Service Systems

The City of Dana Point, including the project area, is located within the service area of the South Coast Water District (SCWD). The Final EIR indicated that the SCWD has a separate project for upgrading facilities in PCH and Del Prado to accommodate future development anticipated in the Dana Point Town Center based on the long-term plan and zoning adopted for that area. Similar to the Approved Project, implementation of the proposed Modified Project does not include development that would generate additional raw sewage or create demands for additional water once the improvements have been completed. Furthermore, the proposed Modified Project would not induce additional growth within the area that would affect the adequacy either of the existing sewer and water facilities or those currently proposed by the SCWD. The sewer facilities that will be constructed by the SCWD as well as the sewage treatment plant capacity owned by SOCWA are adequate to accommodate the existing raw sewage that is generated by existing development in the project area (and that permitted within the Dana Point Town Center "buildout" parameters permitted by the approved Town Center Plan). Improvements proposed by the City for PCH and Del Prado between Copper Lantern and Blue Lantern will not result in any interruption of service and none of the existing or future facilities proposed by the SCWD would require relocation by the proposed Modified Project. Therefore, consistent with the findings presented in the Final EIR, implementation of the proposed Modified Project will not result in any new adverse impacts to the District's ability to provide adequate sewage collection and treatment and/or domestic water supplies and service; no mitigation measures are required.

Implementation of the proposed modifications would result in the generation of virtually the same amount of construction and/or demolition debris associated with the improvements to both PCH and Del Prado Avenue. Although some construction/demolition debris (e.g., asphalt, concrete, etc.) would be generated as a result of the proposed modifications to the approved street improvement project, the increase would not be significant and, like the Approved Project, 75 percent of the construction/demolition waste resulting from the proposed modifications would be recycled. As indicated in the Final EIR, the County landfill system has available capacity to accommodate any increase in non-recyclable solid waste resulting from project implementation. In addition, operations within the City and, therefore, in the project area, would be subject to requirements set forth by the State of California to reduce solid waste, including construction debris, as required by AB939. The construction/demolition debris resulting from the Modified Project can be recycled, which would result in a reduction in the amount of refuse that would be landfilled.

Therefore, implementation of the proposed project would not result in a significant impact to the provision of solid waste disposal services as concluded in the Final EIR.

SUPPORTING DOCUMENT C



SEE SHEET 6  
(OF ORIGINAL DESIGN)

SEE SHEET 2  
(OF ORIGINAL DESIGN)

Scale: 1" = 60' (Vertical text on the right margin)

PCH & DEL PRADO IMPROVEMENT PLANS  
CONCEPTUAL DESIGN MODIFICATION

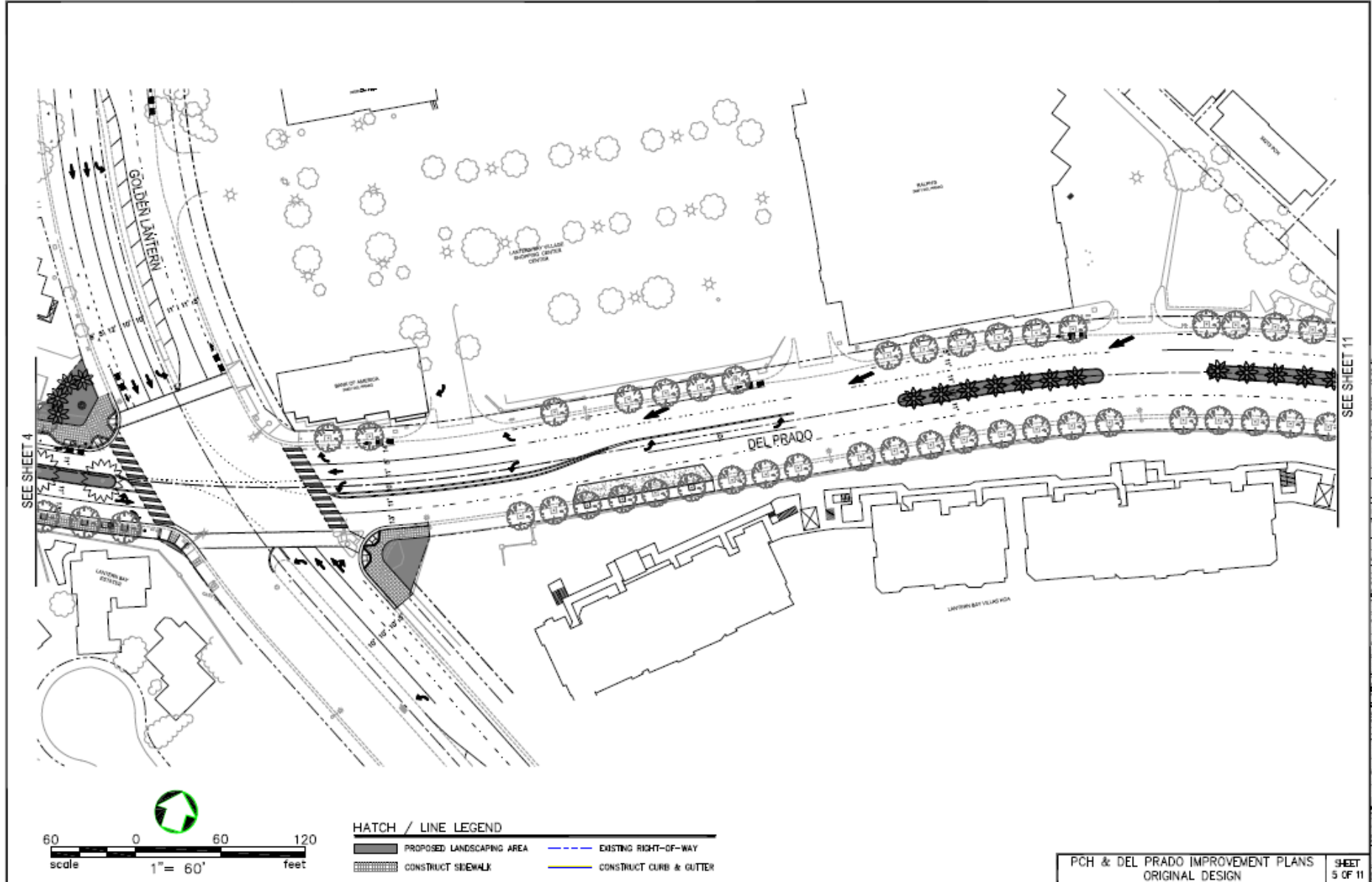
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1 OF 11



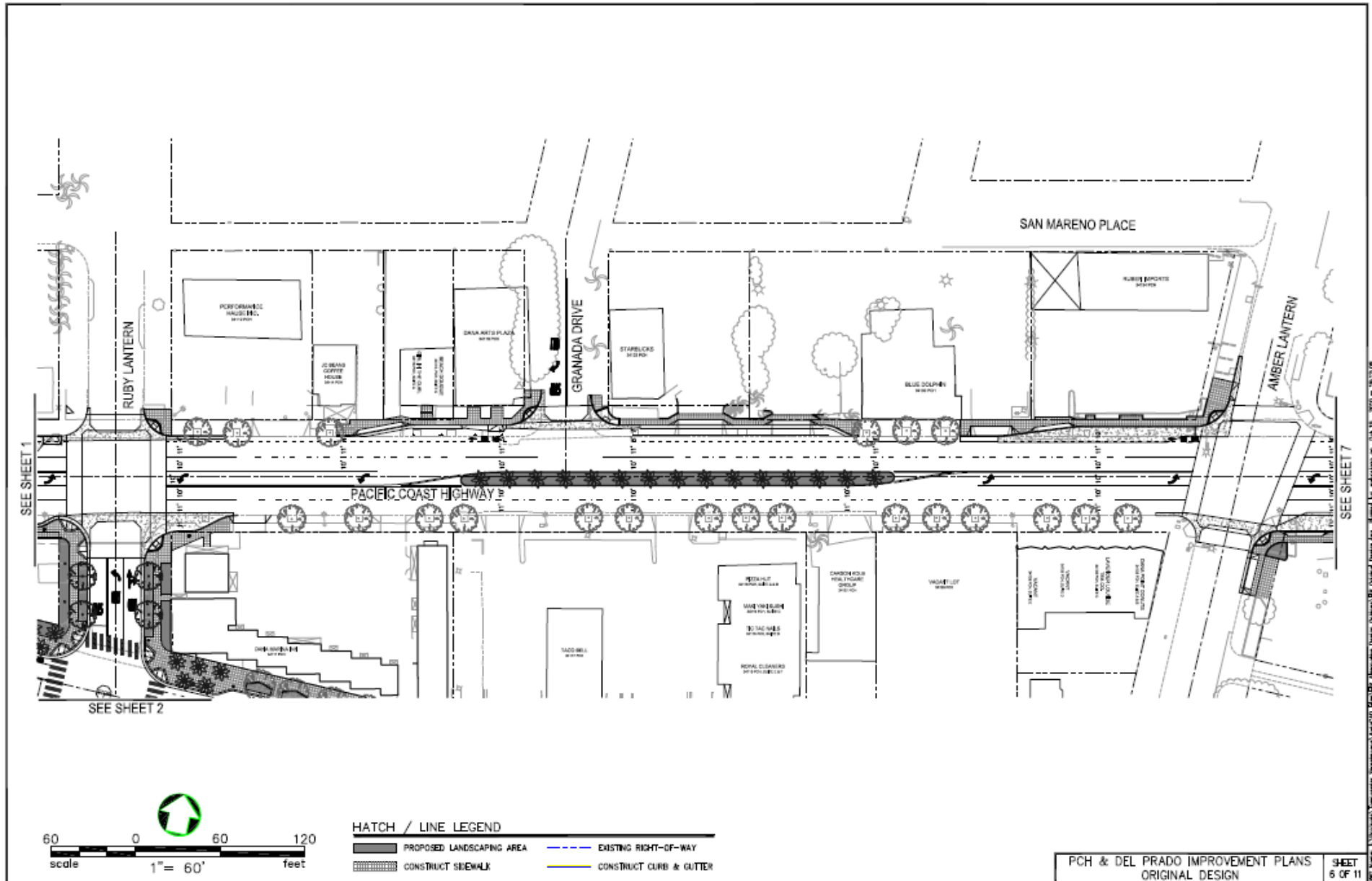




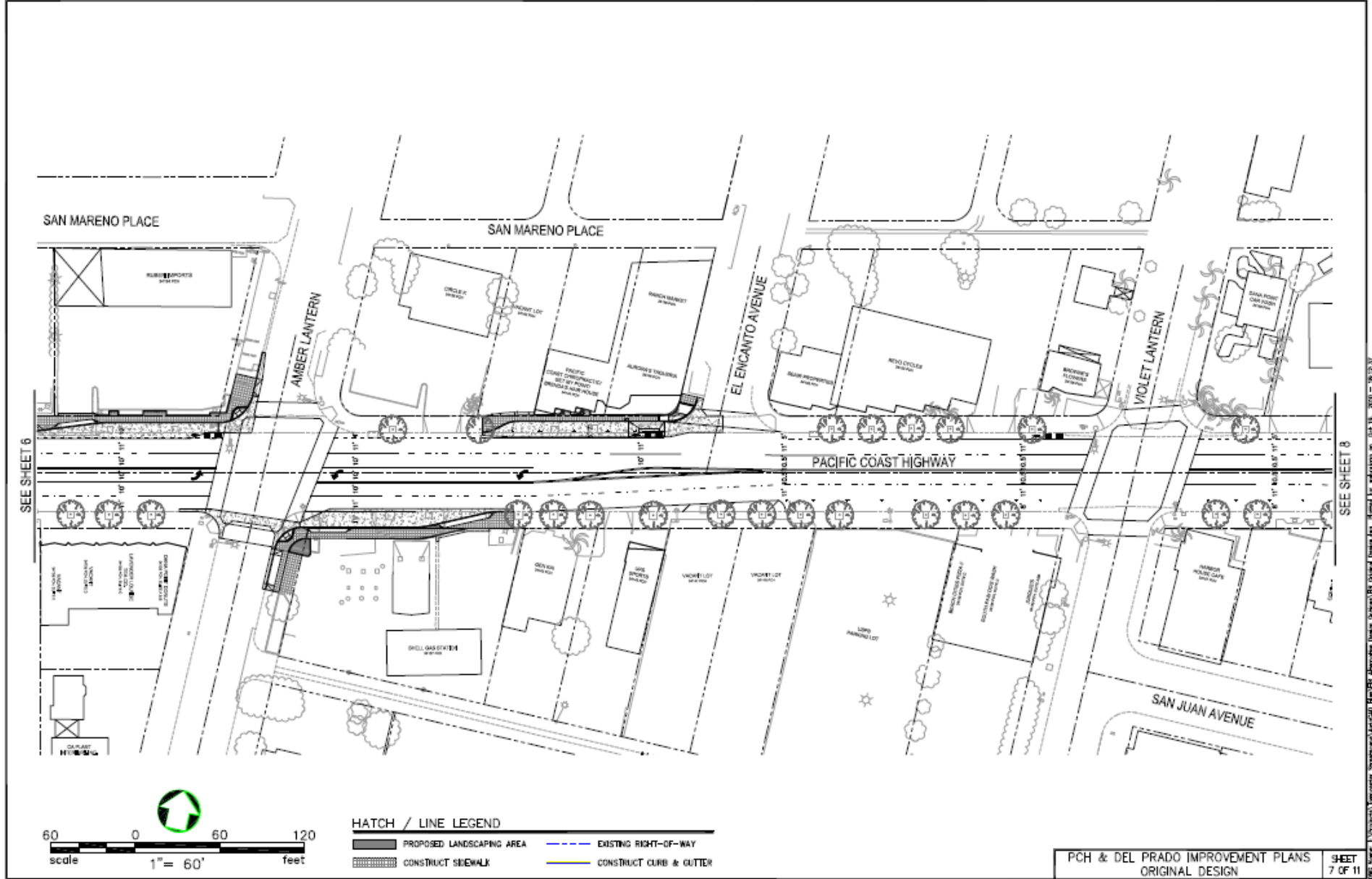






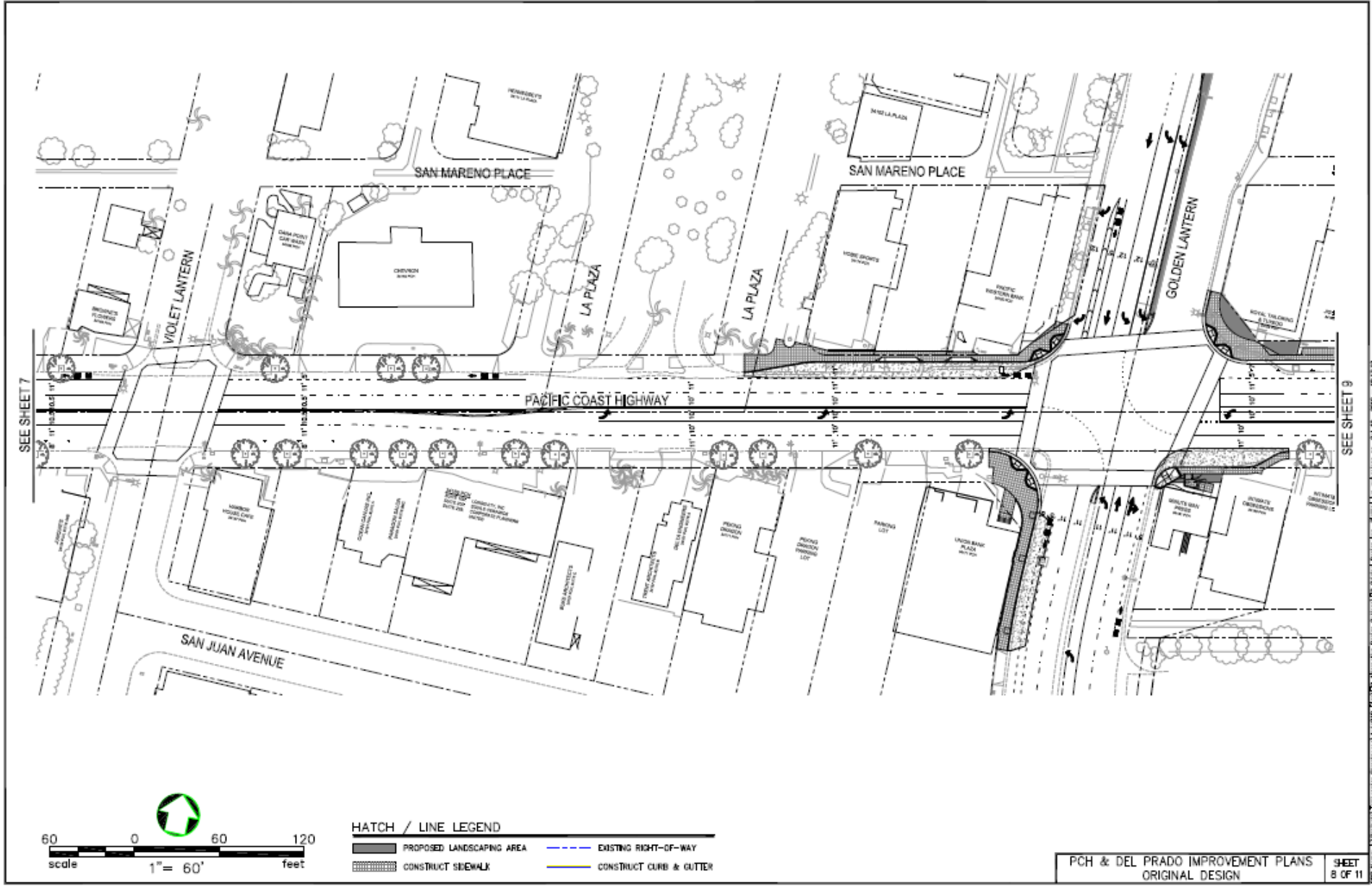


SEE SHEET 1 SEE SHEET 2 SEE SHEET 7

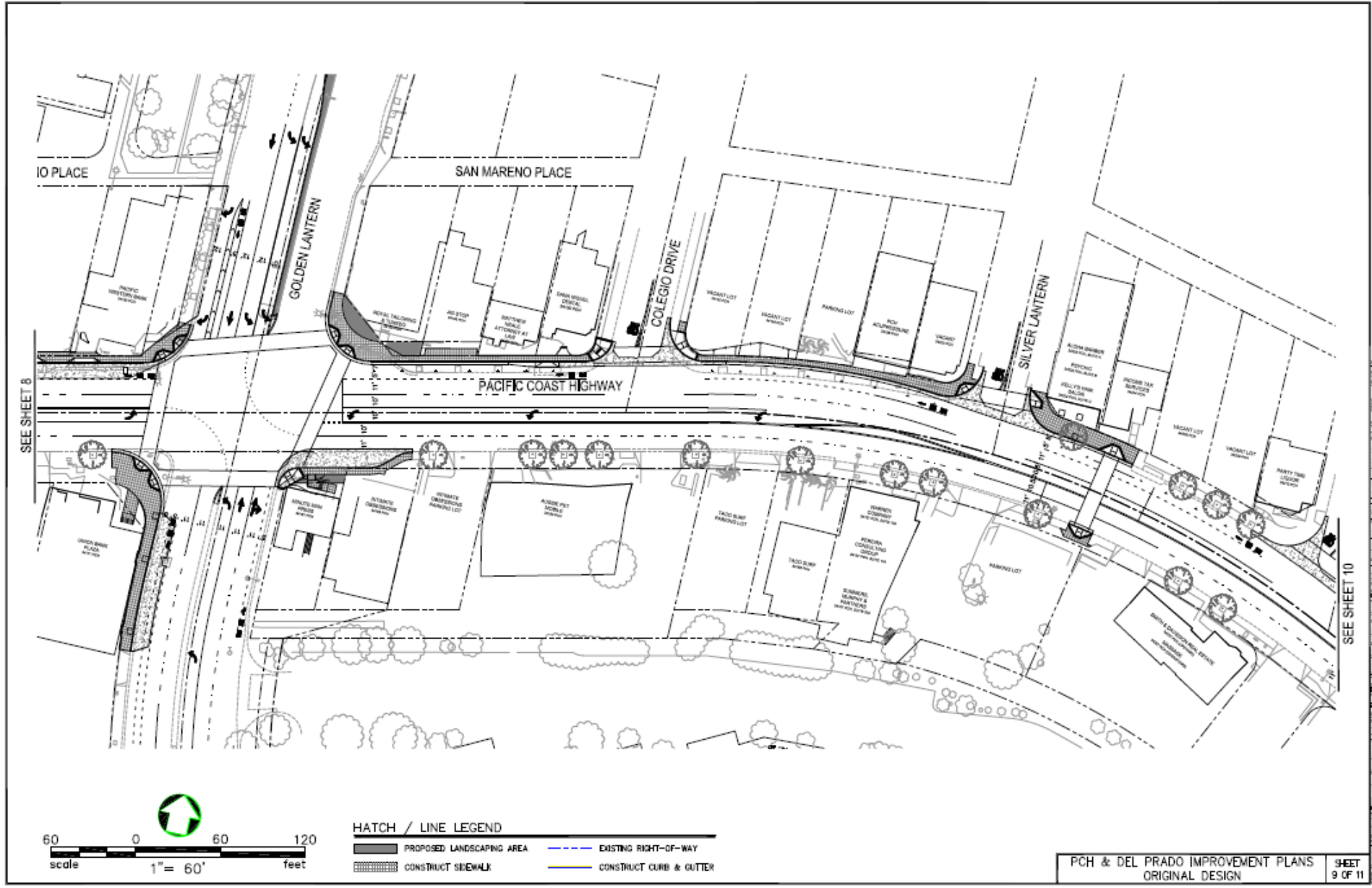


PCH & DEL PRADO IMPROVEMENT PLANS ORIGINAL DESIGN	SHEET 7 OF 11
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SEE SHEET 7  
 SEE SHEET 8  
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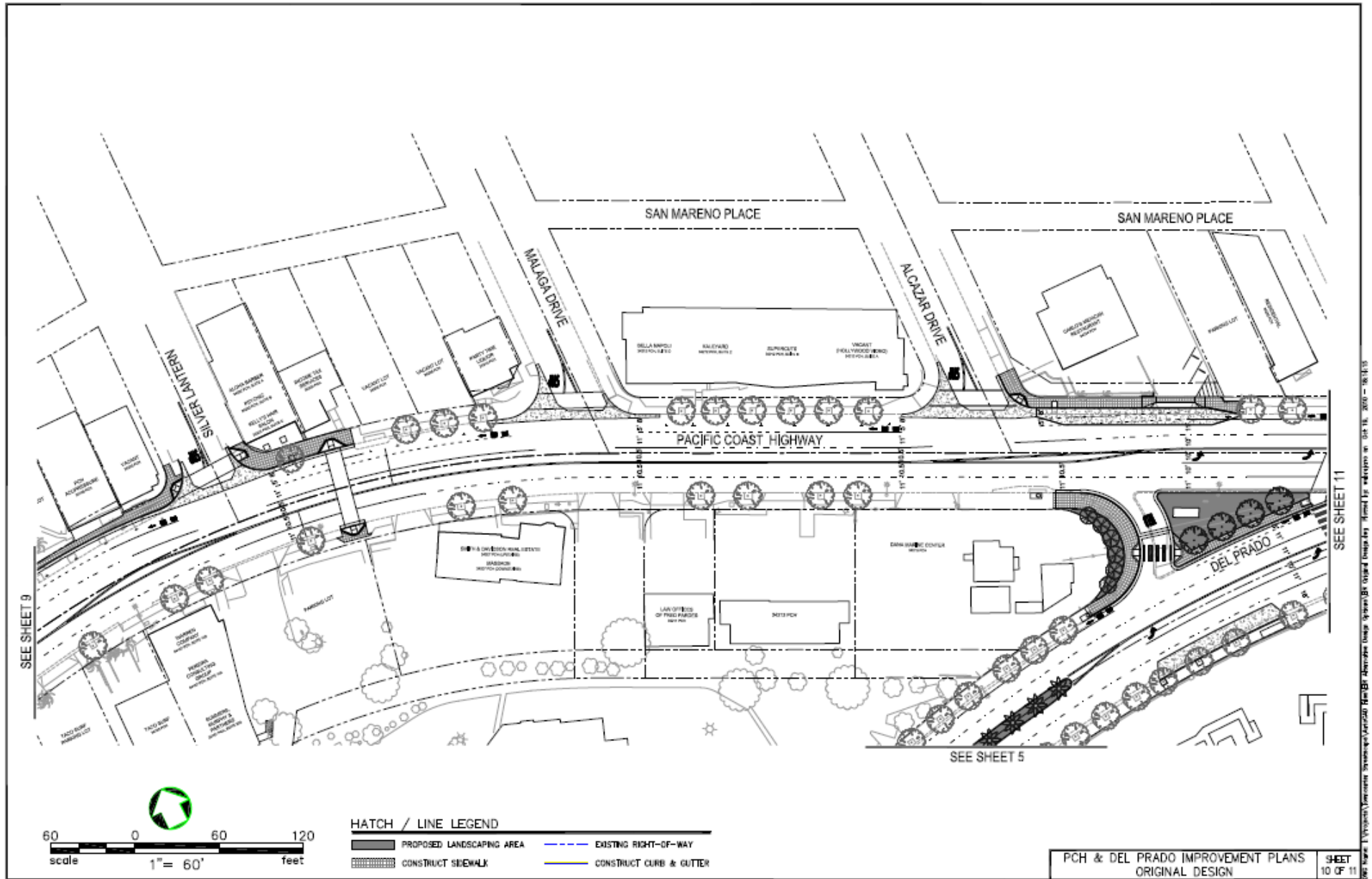


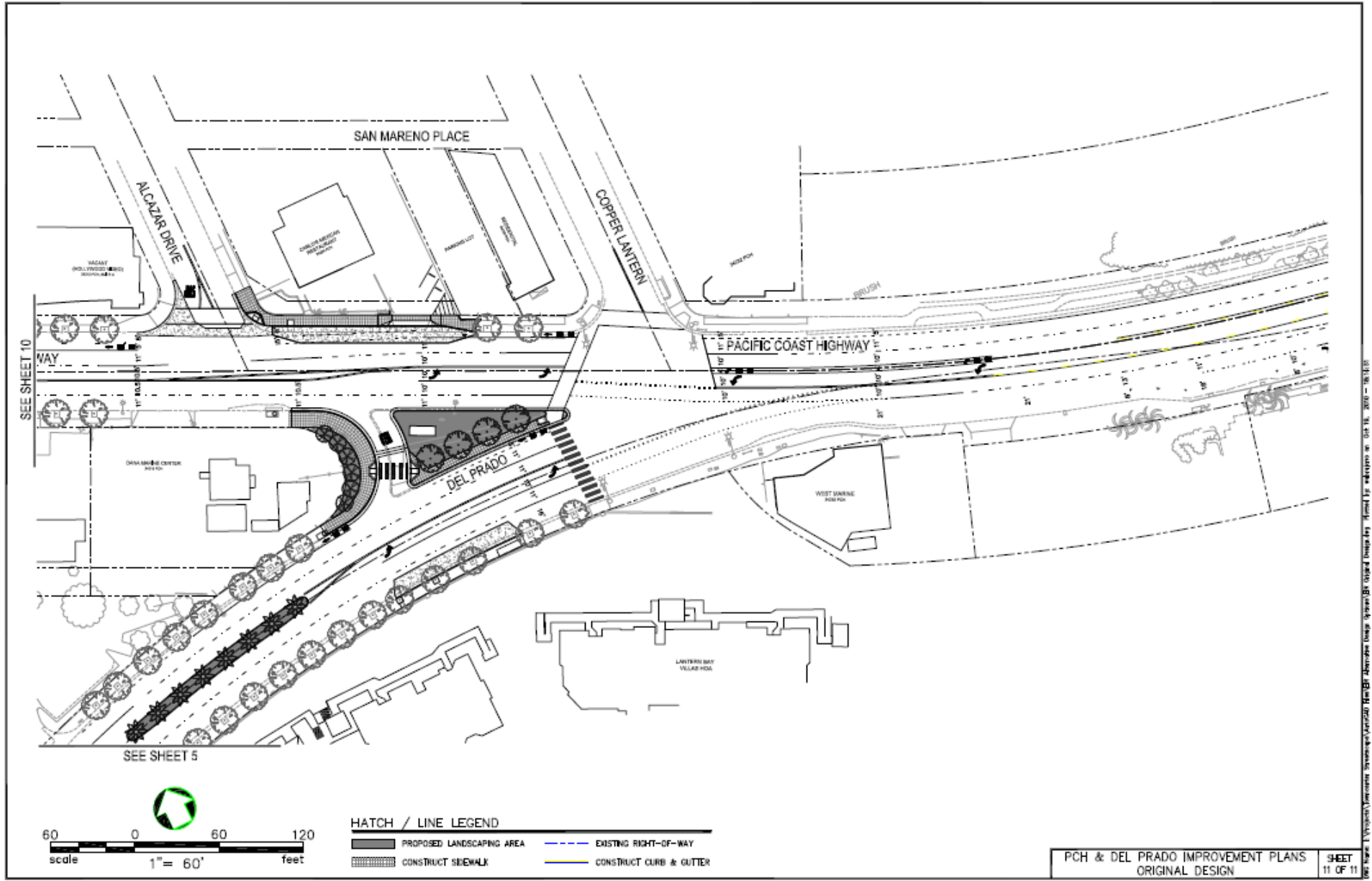
**HATCH / LINE LEGEND**

	PROPOSED LANDSCAPING AREA		EXISTING RIGHT-OF-WAY
	CONSTRUCT SIDEWALK		CONSTRUCT CURB & GUTTER

PCH & DEL PRADO IMPROVEMENT PLANS  
 ORIGINAL DESIGN  
 SHEET  
 9 OF 11







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**SUPPORTING DOCUMENT D – MINUTE EXCERPT****PUBLIC HEARINGS****14. APPEAL OF PLANNING COMMISSION APPROVAL OF COASTAL DEVELOPMENT PERMIT CDP11-0003 AND ENVIRONMENTAL IMPACT REPORT (SCH #2010041056) FOR PACIFIC COAST HIGHWAY/DEL PRADO PHASE I STREETScape IMPROVEMENTS PROJECT**

City Manager Chotkevys provided an introduction of the item and Director Butterwick provided a staff report.

Mayor Anderson opened the Public Hearing.

Whitney Hodges representing American Commercial Equities LLC (Appellant), stated that a major concern of ACE relating to the streetscape improvement project was losing the curb-cuts on Del Prado which provide access to their properties. She added that ACE felt that it would have a significant and substantial effect on the existing uses of their properties. She stated that the appeal was brought forward in order to protect ACE's legal rights and to exhaust their administrative remedies.

City Attorney Cosgrove summarized the reasons that staff believes the appeal should be denied. He clarified that this is a road improvement project and that this is what staff has analyzed. He stated that with respect to the transportation issues, the traffic engineers have twice analyzed the alleyway and the alleyway access and have found that it will be sufficient for the traffic generated at project build out. He added that the project will create eight additional striped, on street parking spaces. He stated that there was not requirement to re-circulate the EIR and he felt that City has done what was called for by CEQA. He added that for all of these reasons, staff believes the Planning Commission's determination should be upheld and recommended approval of the Resolution and certification of the EIR as final.

J. Richard Faulk, Dana Point, questioned whether the residents had been properly represented. He felt that the City shouldn't go forward with the project due to the recession.

Whitney Hodges stated that she disagreed with Mr. Cosgrove's assessment of their appeal and stated that they were ready to move forward with litigation.

Mayor Anderson closed the Public Hearing.

Council Member Schoeffel stated that he had read the staff report and listened to the presentation this evening. He felt that the appeal was not well taken and recommended a motion to deny the appeal.

IT WAS MOVED BY COUNCIL MEMBER SCOTT SCHOEFFEL, SECONDED BY MAYOR PRO TEM STEVEN WEINBERG, THAT THE CITY COUNCIL CONDUCT A PUBLIC HEARING, DENY THE APPEAL, AND ADOPT A RESOLUTION UPHOLDING THE PLANNING COMMISSION APPROVAL OF COASTAL DEVELOPMENT PERMIT CDP11-0003, AND CERTIFICATION OF THE FINAL PROJECT ENVIRONMENTAL IMPACT REPORT NO. 2010041056 AND ASSOCIATED MITIGATION MONITORING AND REPORTING PROGRAM (MMRP).

The motion carried by the following vote:

AYES: Council Member Lisa Bartlett, Council Member William Brough, Council Member Scott Schoeffel, Mayor Pro Tem Steven Weinberg, and Mayor Lara Anderson

NOES: None