Draft Environmental Impact Report
Volume I

South Shores Church Master Plan
City of Dana Point

SCH No. 2009041129

Prepared by

LSA

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that local government agencies, before taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide both the public and local and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making.

This Draft EIR has been prepared by the City of Dana Point (City) to analyze the potential environmental impacts of the proposed South Shores Church Master Plan project (proposed project); to discuss alternatives; and to propose mitigation measures for identified potentially significant impacts that will minimize, offset, or otherwise reduce or avoid those environmental impacts. Data for this Draft EIR was obtained from on-site field observations; discussion with affected agencies; review of adopted plans and policies; review of available studies and reports; and specialized environmental assessments prepared for the proposed project (e.g., air quality, biological resources, cultural resources, geology, hazards and hazardous materials, hydrology and water quality, paleontological resources, noise, and traffic).

1.2 SUMMARY OF PROJECT DESCRIPTION

The proposed project is located at 32712 Crown Valley Parkway in the northern portion of the City, which itself is located in the southwestern portion of Orange County (County). The project site is bounded by Crown Valley Parkway to the west, the Monarch Bay Villas to the south, an undeveloped hillside and the Monarch Beach Golf Links golf course to the east, and the Monarch Coast Apartments to the north. The approximate 6-acre (ac) project site is generally rectangular in shape and is currently developed with the existing South Shores Church development.

With the exception of the Sanctuary built in the 1990s, the current buildings on site have become dated and less than optimal for accommodating existing church activities and functions. The pre-school utilizes several buildings including temporary classrooms that are over 40 years old. Christian education classes and church committees meet in various rooms not specifically intended as meeting spaces, including the Pastor's office. The existing Fellowship Hall space is too small for Church wide gatherings such as luncheons and celebratory events.

Consequently, the buildings proposed as part of the Master Plan will be used to accommodate existing church activities and functions. The Church does not intend to increase the pre-school enrollment or expand the capacity of the Sanctuary for Sunday services. The Sunday services will continue as currently scheduled. Other than the Community Life Center building discussed below, the proposed Master Plan facilities essentially replace current outdated facilities and provide dedicated

spaces for ongoing church activities that currently occur in spaces not necessarily intended or well-suited to accommodate such activities.

Upon completion, the Community Life Center building will accommodate a larger percentage of the congregation for church wide events but any such event will not be held during times that conflict with Sunday services or the Church's peak weekday activity, the Wednesday Women's Bible Study Fellowship. The Community Life Center would also allow the Church to organize a youth basketball and/or volleyball league. The league however would not operate on Sundays or at the same time as the Wednesday Women's Bible Study Fellowship. The size of the Community Life Center further limits how many games/practices could be held simultaneously.

To implement the Master Plan, South Shores Church proposes to demolish the existing Preschool, Administration and Fellowship Hall building, Chapel, and parking lot. Total demolition would include 23,467 sf of building space. The proposed project includes construction of a total of 70,284 sf of new building space, including a new Preschool/Administration building, two new Christian Education buildings, a Community Life Center, and a two-level partially subterranean Parking Structure. No construction or modifications to the existing Sanctuary building are proposed as part of this project. The project is proposed in five phases over a 10-year period; however, construction activities would not occur continuously over the 10-year period. Although four of the ministry programs (the Wednesday morning bible study, the bi-weekly Friday morning ministry program, and two small ministry programs held on Tuesday mornings) would be discontinued during construction, the project is anticipated to result in temporary on-site parking deficiencies during construction. An off-site shared parking program would be in effect during construction of the Master Plan to address these deficiencies (refer to Section 4.12, Transportation and Circulation, for additional information regarding the off-site shared parking program). No parking deficiencies are anticipated to occur after the Master Plan is completed.

Access to the project site would be provided by the same two access points that currently exist along Crown Valley Parkway. Vehicles from Crown Valley Parkway would enter into the Parking Structure via either a right-turn-in/right-turn-out-only entrance or enter the project site at grade via the signalized intersection at Sea Island Drive and Crown Valley Parkway. Project site circulation would be required to comply with the Orange County Fire Authority (OCFA) Fire Code.

The proposed South Shores Church project would involve some nighttime operations such as Christian children/youth/college/adult ministries, community meetings, and community events. All facilities would be lighted to accommodate planned nighttime activities and to provide for security after facilities are closed. Lighting for the proposed project includes vertical light posts within the interior of the parking lot, small wall-mounted lamps along the northern and eastern boundaries of the Parking Structure, and recessed wall lights along the western and southern boundaries of the Parking Structure.

The proposed project would comply with Section 9.05.220 of the City's Municipal Code regarding lighting. Any exterior lighting proposed as part of the project would be energy-efficient and shielded or recessed, directing any potential glare or reflections within the boundaries of the project site parcel. Lighting would also be directed downward and away from adjoining properties and public rights-of-way. No lighting included as part of the proposed project would blink, flash, or utilize unusually high

intensity or brightness. Proposed lighting fixtures would also be appropriate in scale, intensity, and height.

See Chapter 3.0, Project Description, for a complete description of the project components.

1.3 SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the *State CEQA Guidelines* requires that an EIR describe significant environmental impacts that cannot be avoided if the proposed project is implemented, including those effects that can be mitigated but not reduced to a less than significant level. As determined in the contents of this Draft EIR, implementation of the proposed project would not result in any significant and unavoidable adverse impacts. All potentially significant impacts have been effectively mitigated to a less than significant level.

1.4 ALTERNATIVES

The following two alternatives to the proposed project were selected for consideration, including the no project Alternative as required by CEQA:

- **Alternative 1: No Project/No New Development.** This Alternative would involve no changes to the existing land uses and conditions on the project site. No new development on the project site would occur.
- **Alternative 2: Reduced Project**. This Alternative would include the same proposed uses as the proposed project but would reduce the proposed building square footage from 70,284 square feet (sf) to approximately 52,651 sf. Specifically, Alternative 2 would reduce the Preschool/Administration Building from 15,115 sf to 13,867 sf, the Community Life Center from 24,314 sf to 11,738, and Christian Education Building 2 from 15,456 sf to 9,788 sf. The only building which will increase in size is Christian Education Building 1 which will increase from 15,399 sf (proposed project) to 17,258 sf (reduced project). In addition, the reduced project alternative would provide 47 fewer parking spaces than the proposed project.

The No Project Alternative would be environmentally superior to the proposed project on the basis of the reduced physical impacts that would occur with this alternative. The No Project Alternative would have the least impact on the environment because none of the impacts associated with construction and operation of the proposed project would occur. While the No Project Alternative would lessen or avoid the impacts of the proposed project, the beneficial impacts of the proposed project—including the provision of additional church facilities would not occur, and none of the project objectives would be met. The *State CEQA Guidelines* require that if the environmentally superior alternative is the No Project/No Development Alternative, "the EIR also identify an environmentally superior alternative among the other alternatives" (*State CEQA Guidelines* Section 15126. 6(e)(2)).

The alternatives analysis is described in greater detail in Chapter 5.0, Alternatives.

1.5 AREAS OF CONTROVERSY

Pursuant to *State CEQA Guidelines* Section 15123, this EIR acknowledges the areas of controversy and issues to be resolved that are known to the City or that were raised during the scoping process. Comments submitted in writing during the Notice of Preparation (NOP) process included concerns related to: (1) aesthetic considerations and visual impacts, (2) air quality, (3) biological resources, (4) cultural resources, (5) general plan consistency, (6) geology and soils, (7) growth-inducing impacts, (8) hazards and hazardous materials, (9) infrastructure and other fiscal impacts, (10) hydrology and water quality, (11) land use, (12) natural habitat, (13) noise, (14) open space, (15) recreation, (16) transportation, (17) parking, (18) privacy concerns, (19) project alternatives, (20) public safety, and (21) public services and utilities. Major issues and concerns raised at the scoping meeting held on March 4, 2010 included: impacts to (1) visual resources, (2) geologic stability,(3) project site drainage, (4) land use compatibility, (5) project size and scale, (6) noise impacts to surrounding uses, (7) potable water supply, (8) traffic impacts related to construction and project build out, and (9) adequate parking during construction.

The Draft EIR addresses each of these areas of concern or controversy in detail, examines project-related and cumulative environmental impacts, identifies significant adverse environmental impacts, and proposes mitigation measures designed to reduce or eliminate potentially significant impacts of the proposed project.

1.6 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1.A identifies the potential environmental impacts, proposed mitigation measures, and level of significance after mitigation is incorporated into the project. Table 1.A also identifies cumulative impacts resulting from the proposed project in conjunction with the approved and pending cumulative projects, which are listed in Section 4.0, Existing Environmental Setting, Environmental Analysis, Impacts, and Mitigation Measures. Environmental topics addressed in this Draft EIR include: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services and Utilities, and Transportation/Traffic .

Refer to Section 2.0, Introduction, of this Draft EIR for a discussion of additional effects found not to be significant through the NOP process (e.g., Mineral Resources, Population and Housing, Agricultural and Forest Resources, and Recreation).

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
4.1 Aesthetics		
Threshold 4.1.1: Have a substantial adverse effect on a scenic vista. **Less than Significant Impact.** Within the project vicinity, the City of Dana Point's (City) General Plan Conservation and Open Space Element (1991) designates Crown Valley Parkway as a Scenic Roadway for which consideration should be given to preserve views from this roadway. While implementation of the proposed project would modify views of the project site, the proposed project would not result in adverse impacts on views of the surrounding hills from nearby roadways and sidewalks. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista, and no mitigation is required.	No mitigation is required.	Less than Significant.
Threshold 4.1.2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. **Less than Significant Impact.** There are no City or County of Orange (County) designated scenic resources (e.g., trees, rock outcroppings, and historic buildings) on the project site. Furthermore, there are no State-designated scenic highways surrounding the project site. Therefore, the proposed project would not substantially damage scenic resources, and no mitigation is required.	No mitigation is required.	Less than Significant.
Threshold 4.1.3: Substantially degrade the existing visual character or quality of the site and its surroundings. **Less Than Significant Impact.** Construction of the proposed project would involve on-site construction activities that would be visible to adjacent land uses. Construction activities for the proposed project would occur in five phases over the course of 10 years. During demolition, grading, and construction activities, the on-site construction area would be surrounding by temporary construction fencing thereby minimizing potential impacts to visual surroundings during construction.	No mitigation is required.	Less than Significant.

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Operation of the proposed project would alter the existing visual character and quality of the proposed project site. However, the proposed project would be designed to a height and scale consistent with existing development to remain on the project site and development surrounding the project site. Additionally, the proposed project would be designed in the Mediterranean style, also consistent with surrounding development. Therefore, development of the proposed project would not substantially degrade the existing visual character or quality of the project site and its surroundings, and no mitigation is required.		
Threshold 4.1.4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. **Less than Significant Impact.** Construction of the proposed project would occur only during daylight hours; therefore, construction activities would not adversely impact day or nighttime views in the area. The proposed project would introduce new lighting to the project site from architectural exterior lighting, parking area lighting, and interior window spillage. However, the additional light would be similar to light associated with existing on-site buildings and other adjacent buildings and, as such, would not alter the character of the area. Furthermore, nighttime lighting associated with the proposed project would be similar to existing nighttime lighting associated with the existing church facilities. In addition, the proposed project would comply with lighting standards established by the City's Zoning Code. Therefore, implementation of the proposed project would have a less than significant impact related to light and glare, and no mitigation is required.	No mitigation is required.	Less than Significant.

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Cumulative Aesthetic Impacts. **Less than Significant.** None of the cumulative projects would be located adjacent to the project site. Therefore, the proposed project, when considered in conjunction with these projects, would not have the potential to cumulatively contribute to an increase of nighttime lighting within the project vicinity. In addition, because the project site is located in developed area and is consistent with the style, massing, and character of surrounding development, the contribution of the proposed project to potential cumulative aesthetics impacts in the City is considered less than cumulatively significant, and no mitigation is required.	No mitigation is required.	Less than Significant.
4.2 Air Quality		
Threshold 4.2.1: Conflict with or obstruct implementation of the applicable air quality plan. **Less than Significant Impact.** The proposed project is consistent with the City's General Plan, which is consistent with the Southern California Association of Governments (SCAG) Regional Comprehensive Plan (RCP) Guidelines and the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). The proposed project would result in short-term construction and long-term pollutant emissions that are less than the California Environmental Quality Act (CEQA) significance emissions thresholds established by the SCAQMD; therefore, the proposed project would not result in an increase in the frequency or severity of any air quality standards violation, and would not cause a new air quality standard violation. The *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan Elements, Specific Plans, and significant projects. The proposed project involves the replacement and expansion of the existing South Shores	No mitigation is required.	Less than Significant.

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Church facilities; therefore, the proposed project would be not defined as a significant project. The proposed project is consistent with the City's General Plan and the regional AQMP, and no mitigation is required.		
Threshold 4.2.2: Violate any air quality standard or contribute to an existing or projected air quality violation. **Less than Significant Impact.** **Construction.** Construction emissions associated with the proposed project are not anticipated to exceed the SCAQMD daily emissions thresholds. However, the proposed project may result in impacts associated with fugitive dust. Therefore, with implementation of the required construction emissions control measures required in Standard Conditions 4.2.1 and 4.2.2, project impacts related to fugitive dust during construction would be reduced to a less than significant level, and no mitigation is required. **Operation.** The proposed project would result in net increases in both stationary- and mobile-source emissions. Operation of the proposed project would not exceed any corresponding SCAQMD daily operational emission threshold for any criteria pollutant. Therefore, project-related long-term air quality impacts would be less than significant, and no mitigation is required.	No mitigation is required. **Standard Condition 4.2.1: South Coast Air Quality Management District (SCAQMD) Rule 403 Measures.** The proposed project would be required to implement the following SCAQMD measures: • Apply nontoxic chemical soil stabilizers shall be applied to all inactive construction areas (previously graded areas inactive for 10 days or more) according to manufacturers' specifications. • Active sites shall be watered at least twice daily (locations where grading is to occur will be thoroughly watered prior to earthmoving). • All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) Section 23114 (freeboard means vertical space between the top of the load and the top of the trailer). • Construction access roads shall be paved	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	at least 30 meters (m) (100 ft) onto the site from the main road. • Traffic speeds on all unpaved roads shall be reduced to 15 miles per hour (mph) or less. • Recycle/reuse at least 50 percent of the construction material (including, but not limited to, soil, mulch, vegetation, concrete, lumber, metal, and cardboard). • Use "green building materials" such as those materials that are rapidly renewable or resource-efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project, as defined on the California Department of Resources Recycling and Recovery (CalRecycle) website. **Standard Condition 4.2.2: Title 24.** The proposed project would be required to comply with Title 24 of the California Code of Regulations (CCR) established by the California Energy Commission (CEC) regarding energy conservation and green building standards, including, but not limited to, green measures concerning project site design, water use reduction, improvement of indoor air quality, and conservation of materials and resources.	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Threshold 4.2.3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). **Less than Significant Impact.** **Construction.** Daily regional construction emissions would not exceed the daily thresholds of any criteria pollutant emission thresholds established by the SCAQMD. Therefore, the proposed project would not result in significant short-term air quality impacts during construction due to exceedances of the daily thresholds of any criteria pollutant emission thresholds. Architectural coatings contain volatile organic compounds (VOCs) that are similar to reactive organic compounds (ROCs) and are part of the ozone (O_3) precursors. Project construction would not exceed the SCAQMD VOC threshold of 75 pounds per day (lbs/day). Therefore, construction of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, and no mitigation is required. **Operation.** Operation of the proposed project would not exceed any corresponding SCAQMD daily operational emission threshold for any criteria pollutant. Consequently, the proposed project has been determined to be consistent with the regional AQMP. Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, and no mitigation is required.	No mitigation is required.	Less than Significant.

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Threshold 4.2.4: Expose sensitive receptors to substantial pollutant concentrations. **Less than Significant Impact.** **Localized Construction Emissions.** Sensitive receptors nearest to the project site are the existing residences, the Monarch Bay Villas, which are located adjacent to the project site. The emissions of the pollutants on the peak day of construction would result in concentrations of pollutants at these nearest residences that are all below the SCAQMD thresholds of significance. To mitigate fugitive dust emissions, the project would be required to comply with SCAQMD standard conditions and Rule 403, as specified in Standard Conditions 4.2.1 and 4.2.2. Fugitive dust emissions would be 4.9 lbs/day for particulate matter less than 10 microns in size (PM_{10}) and 3.4 lbs/day for particulate matter less than 2.5 microns in size ($PM_{2.5}$), and would be below the SCAQMD thresholds. Therefore, with implementation of Standard Conditions 4.2.1 and 4.2.2, no significant impacts to sensitive receptors related to fugitive dust during project construction would occur. Carbon monoxide (CO) and nitrogen oxides (NO_X) emissions during construction would not exceed SCAQMD thresholds. Furthermore, these levels of CO and NO_X at sensitive receptors in the vicinity of the proposed project would be equivalent to the ambient levels of the region. Therefore, the project construction would result in less than significant air quality impacts related to CO and NO_X emissions, and no mitigation is required. **Localized Operational Emissions.** The maximum emissions anticipated from operation of the proposed project would not cause, or contribute to, an exceedance of the most stringent applicable federal or State ambient air quality standards (AAQS). Therefore, operation of the proposed	No mitigation is required. Refer to Standard Conditions 4.2.1 and 4.2.2.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
project would not result in a significant impact on local air quality related to CO, NO_X, or other criteria pollutants and would not expose sensitive receptors to substantial pollutant concentrations, and no mitigation is required. **Long-Term Microscale (CO Hot-Spot Analysis).** Given the extremely low level of CO concentrations in the vicinity of the project site, project-related vehicles would not be expected to result in the CO concentrations exceeding the State or federal CO standards. Because no CO hot spot would occur, there would be no project-related impacts on CO concentrations, and no mitigation is required.		
Threshold 4.2.5: Create objectionable odors affecting a substantial number of people. **Less than Significant Impact.** **Construction.** Odors associated with heavy-duty equipment utilized in the vicinity of the project site during construction would be intermittent and would also cease to occur after construction is completed. Therefore, impacts related to objectionable odors affecting a substantial number of people are considered temporary and less than significant, and no mitigation is required. **Operation.** The proposed uses of the new building areas are not anticipated to emit any objectionable odors. Therefore, objectionable odors posing a health risk to potential on-site and existing off-site uses would not occur as a result of the proposed project. Impacts related to objectionable odors affecting a substantial number of people are considered less than significant, and no mitigation is required.	No mitigation is required.	Less than Significant.

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Cumulative Air Quality Impacts. **Less than Significant Impact.** Construction of the proposed project has the potential to contribute to short-term air quality impacts. However, criteria pollutant emissions during construction of the proposed project would not exceed the SCAQMD emission thresholds for any criteria pollutants. With implementation of Standard Conditions 4.2.1 and 4.2.2, short-term air quality impacts would be reduced to a less than significant level, and no mitigation is required. Therefore, the proposed project would not result in a significant short-term cumulative impact. Operation of the proposed project would not exceed SCAQMD's thresholds and would not contribute to long-term air quality impacts. Therefore, the proposed project's impacts related to air quality emissions, when considered in combination with the cumulative projects in the project vicinity would not be cumulatively significant, and no mitigation is required.	No mitigation is required. Refer to Standard Conditions 4.2.1 and 4.2.2.	Less than Significant.
4.3 Biological Resources		
Threshold 4.3.1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. **Less than Significant Impact with Mitigation.** Focused surveys were conducted to determine the coastal California gnatcatcher's utilization of the habitat in the vicinity of the project site, and those surveys determined that the coastal California gnatcatcher at least occasionally utilizes the undisturbed coastal sage scrub in the lower northeastern corner of the project site. While no gnatcatchers were observed using the disturbed coastal sage scrub further up the slope on the project site, it is	**Mitigation Measure 4.3.1: Orange County Central and Coastal Subregion NCCP/HCP.** Prior to issuance of any demolition and/or grading permits, the project Applicant shall provide evidence to the City of Dana Point (City) Community Development Director, or designee, of in-lieu fees paid to the Nature Reserve of Orange County (NROC). The exact acreage of impact shall be determined during final site plan review and in-lieu fees shall be based on $65,000 per impacted acre or the most current in-lieu fee amounts. These fees are considered	Less than Significant.

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
possible that gnatcatchers use this area as well (although it would be on the extreme edge of any gnatcatcher territories). However, per the Orange County Central and Coastal Natural Community Conservation Plan (NCCP)/Habitat Conservation Plan (HCP) in-lieu fee program, potential impacts to the coastal California gnatcatcher would be mitigated through implementation of Mitigation Measure 4.3.1, which requires the Applicant to pay an in-lieu fee to the Nature Reserve of Orange County (NROC) prior to impacting any coastal sage scrub or other identified habitat species. Further payment of these in-lieu fees would provide funding for land acquisition, weed control, soil preparation, planting native species, supplemental irrigation, and other activities aimed at restoring, establishing, enhancing, and/or preserving covered coastal sage scrub species in the NCCP/HCP area. The payment of in-lieu fees would reduce any impact to the coastal California gnatcatcher to less than significant levels.	mitigation within signatory agencies of the Natural Communities Conservation Plan (NCCP)/Habitat Conservation Plan (HCP) per the City's Section 10(a) permit. In addition, the NCCP/HCP requires implementation of the following construction minimization measures during the authorized removal of coastal sage scrub habitat. The project Applicant shall retain a qualified biological monitor to assist with the implementation of these measures as approved by the City Community Development Director, or designee, prior to issuance of any demolition or grading permit, or any impacts on the on-site sensitive habitat. • All natural vegetation shall only be removed outside the coastal California gnatcatchers breeding season (February 15 through July 15). • Prior to the commencement of grading operations or other activities involving significant soil disturbance, all areas of coastal sage scrub habitat to be avoided under the provisions of the NCCP/HCP shall be identified with temporary fencing or other markers clearly visible to construction personnel. Additionally, prior to the commencement of grading operations or other activities involving disturbance of coastal sage scrub, a	

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	survey shall be conducted to locate coastal California gnatcatchers and cactus wrens within 100 feet (ft) of the outer extent of projected soil disturbance activities, and the locations of any such species shall be clearly marked and identified on the construction/grading plans. • A monitoring biologist, acceptable to USFWS/CDFW, shall be on site during any clearing of coastal sage scrub. The project Applicant or relevant public agency/utility shall advise USFWS/CDFW at least seven (7) calendar days (and preferably fourteen [14] calendar days) prior to the clearing of any habitat occupied by Identified Species to allow USFWS/CDFW to work with the monitoring biologist in connection with bird flushing/capture activities. The monitoring biologist shall flush Identified Species (avian or other mobile Identified Species) from occupied habitat areas immediately prior to brush-clearing and earth-moving activities. If birds cannot be flushed, they shall be captured in mist nets, if feasible, and relocated to areas of the site to be protected or to the NCCP/HCP Reserve System. It shall be the responsibility of the monitoring biologist to assure that	

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	identified bird species shall not be directly impacted by brush-clearing and earth-moving equipment in a manner that also allows for construction activities on a timely basis. • Following the completion of initial grading/earth movement activities, all areas of coastal sage scrub habitat to be avoided by construction equipment and personnel shall be marked with temporary fencing or other appropriate markers clearly visible to construction personnel. No construction access, parking, or storage of equipment or materials shall be permitted within such marked areas. • Coastal sage scrub identified in the NCCP/HCP for protection and located within the likely dust drift radius of construction areas shall be periodically sprayed with water to reduce accumulated dust on the leaves as recommended by the monitoring biologist.	
Threshold 4.3.2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service. **Less than Significant Impact with Mitigation.** Implementation of the proposed project would result in the preservation of 0.12 ac of undisturbed coastal sage scrub and chaparral and the loss of	Refer to Mitigation Measure 4.3.1. **Mitigation Measure 4.3.2: Avoidance of Invasive Nonnative Plant Species.** Prior to issuance of any grading or construction permits, the project Applicant shall provide a final landscape plan for review and approval by the City Community Development	Less than Significant.

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
approximately 0.18 acres (ac) of disturbed coastal sage scrub on the project site. Compliance with the provisions of the NCCP/HCP, as identified in Mitigation Measure 4.3.1, and implementation of Mitigation Measure 4.3.2, which requires the implementation of a landscape plan that does not include any invasive nonnative plant species pursuant to the California Invasive Plant Council Invasive Plant Inventory, would reduce project-related impacts to wildlife habitat on site to a less than significant level.	Director, or designee, and the City Public Works Director or designee. The final landscape plan shall not include any invasive nonnative plant species on site in association with landscaping and/or redevelopment of the site. For the purposes of this mitigation, invasive nonnative plants are considered those plant species rated as "High" or "Moderate" in the California Invasive Plant Council (CAL-IPC) Invasive Plant Inventory.	
T**hreshold 4.3.3: Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.** **No Impact.** Based on field observations and reported in the *Updated General Biological Assessment (LSA, July 2014)*, the vegetation within the project site consists of upland vegetation, and there are no jurisdictional drainages or associated riparian habitat or adjacent wetlands within the project site. Therefore, implementation of the proposed project would not impact any federally protected wetlands as defined by Section 404 of the Clean Water Act, and no mitigation is required.	No mitigation is required.	Less than Significant.
Threshold 4.3.4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. **Less than Significant Impact with Mitigation.** The on-site vegetation is dominated by exotic ornamental species that support a wide range of generalist wildlife species. However, there are no indications that the project site functions as a wildlife movement corridor. Additionally, the	**Mitigation Measure 4.3.3: Migratory Bird Treaty Act (MBTA).** In the event that project construction or grading activities occur within the active breeding season for birds (i.e., February 15 through August 15), a nesting bird survey shall be conducted by a qualified biologist prior to commencement of construction activities. If active nesting of birds is observed within 100 ft of the	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
vegetation within the study area consists of upland vegetation, and there are no jurisdictional drainages or associated riparian habitat or adjacent wetlands within the study area. Therefore, implementation of the proposed project would not impact the movement of any native resident, migratory fish, wildlife species, species with established native resident, any migratory wildlife corridors, or impede the use of native wildlife nursery sites, and no mitigation is necessary. Noise related to construction activities associated with the proposed project may have a significant adverse effect on nesting birds (including birds that nest in scrub habitat) by potentially disrupting normal nesting behavior in birds on site and/or immediately adjacent to the project site. Mitigation Measure 4.3.3 which requires pre-construction nesting bird surveys, would reduce potential construction impacts to nesting birds to a less than significant level.	designated construction area prior to construction, the construction crew shall establish an appropriate buffer around the active nest. A qualified biologist shall determine the buffer distance based on the specific nesting bird species and circumstances involved. Once the designated project biologist verifies that the birds have fledged from the nest, the buffer may be removed. Prior to issuance of any grading or building permits, the City Community Development Director, or designee, shall verify that all project grading and construction plans include specific documentation regarding the requirements of the MBTA, that preconstruction surveys have been completed and the results reviewed by staff, and that the appropriate buffers (if needed) are noted on the plans and established in the field with orange snow fencing.	
Threshold 4.3.5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. **Less than Significant Impact with Mitigation.** The goals and policies that apply to the proposed project from the Conservation/Open Space Element of the City of Dana Point's General Plan and the Municipal Code address the protection of sensitive habitat. As discussed under Threshold 4.3.1, implementation of the proposed project would comply with the Orange County Central and Coastal NCCP/HCP by contribution of in-lieu fees for mitigation. Furthermore, with implementation of Mitigation Measure 4.3.2, which prohibits invasive non-native	Refer to Mitigation Measures 4.3.1 through 4.3.3.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
landscaping and Mitigation Measure 4.3.3, which requires a nesting bird survey if project construction were to occur within the active breeding season (i.e., February 15 through August 15), the proposed project would not conflict with any local policies or ordinances protecting biological resources.		
Threshold 4.3.6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **Less than Significant Impact with Mitigation.** Implementation of Mitigation Measure 4.3.1, which requires payment of in-lieu fees to the NROC in compliance with the terms and conditions of the Orange County Central and Coastal NCCP/HCP Implementation Agreement, serves as suitable mitigation for project-specific and cumulative impacts to native habitat and associated general wildlife on the project site and would ensure that the proposed project would not conflict with the existing NCCP/HCP.	Refer to Mitigation Measure 4.3.1.	Less than Significant.
Cumulative Biological Resource Impacts. **Less than Significant Impact with Mitigation.** Compliance with the terms and conditions of the NCCP/HCP Implementation Agreement and payment of in-lieu fees would mitigate project-specific and cumulative impacts to native habitat and associated general wildlife on site (see Mitigation Measure 4.3.1). When viewed in the context of how much native habitat has already been conserved in Orange County as part of the NCCP/HCP, the quantity of native habitat on site that would be lost is not cumulatively considerable. Therefore, with Mitigation Measure 4.3.1, implementation of the proposed project would not result in potentially significant adverse cumulative impacts to native habitats and associated wildlife.	Refer to Mitigation Measure 4.3.1.	Less than Significant

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
4.4 Cultural Resources		
Threshold 4.4.1: Cause a substantial adverse change in the significance of a historical resource pursuant to *State CEQA Guidelines* Section 15064.5. **Less than Significant Impact.** A *Cultural Resources Assessment* (Appendix D) prepared for the proposed project did not identify historical resources on site, and the property does not contain any local, State or federally listed historical resources, or resources eligible for listing. The proposed project will have a less than significant impact on historical resources, and no mitigation is required.	No mitigation is required.	Less than Significant.
Threshold 4.4.2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to *State CEQA Guidelines* Section 15064.5. **Less than Significant Impact with Mitigation.** No archaeological remains were observed on the project site, therefore, the likelihood of encountering previously unidentified intact subsurface cultural deposits within the project site is very low. The City's General Plan identifies the project site and immediate area (including the area where the site is located) as a "Culturally Sensitive Area." To ensure that no significant impacts occur in the event that unknown resources are discovered, implementation of Mitigation Measure 4.4.1 would require the City to retain a qualified archaeologist to establish, in cooperation with the project developer and the City, procedures for temporarily halting or redirecting work to facilitate evaluation of cultural resources that may be discovered during construction activities, and would reduce potential impacts to a less than significant level.	**Mitigation Measure 4.4.1: Archaeological Monitors.** Prior to issuance of grading permits, and in adherence to the recommendations of the cultural resources survey, the project Applicant shall retain a qualified archaeological monitor, subject to review and approval by the City of Dana Point (City) Community Development Director, or designee. This monitor shall be present at the pregrade conference in order to explain the cultural mitigation measures associated with the proposed project. The monitor, in conjunction with the City and the project Applicant will prepare a plan. Project personnel shall not collect or move any archaeological materials or human remains and associated materials. To the extent feasible, project activities shall avoid these deposits. Where avoidance is not feasible, the archaeological deposits shall be	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	evaluated for their eligibility for listing in the California Register of Historic Places. If the deposits are not eligible, avoidance is not necessary. If the deposits are eligible, adverse effects on the deposits must be avoided, or such effects must be mitigated. Mitigation can include, but is not necessarily limited to, the following: excavation of the deposit in accordance with a data recovery plan (see California Code of Regulations Title 4(3) Section 5126.4(b)(3)(C)) and standard archaeological field methods and procedures; laboratory and technical analyses of recovered archaeological materials; production of a report detailing the methods, findings, and significance of the archaeological site and associated materials; curation of archaeological materials at an appropriate facility for future research and/or display; an interpretive display of recovered archaeological materials at a local school, museum, or library; and public lectures at local schools and/or historical societies on the findings and significance of the site and recovered archaeological materials.	
Threshold 4.4.3: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. **Less than Significant Impact with Mitigation.** A *Cultural Resources Assessment* (Appendix D) prepared for the proposed project indicated that no paleontological resources have been recorded on the project site. According to a locality search conducted, the nearest fossil localities to	**Mitigation Measure 4.4.2: Paleontological Resources Impact Mitigation Program**. The Applicant shall retain a qualified paleontologist, subject to the review and approval of the City of Dana Point's (City) Community Development Director, or designee, to prepare a Paleontological	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
the project site are from Salt Creek and also from exposures of the Monterey Formation nearer the coast. The project site is wholly underlain by the San Onofre Breccia; however, no fossil localities or suitable rock units were identified that would indicate there are significant fossil deposits within the project site. Implementation of Mitigation Measure 4.4.2 would reduce impacts to unknown (buried) paleontological resources to a less than significant level.	Resources Impact Mitigation Program (PRIMP) for the proposed project prior to issuance of any grading permits. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontology (SVP) and shall include, but not be limited to, the following: • The paleontologist, or his/her representative, shall attend a preconstruction meeting. • A qualified paleontological monitor working under the direction of an Orange County certified paleontologist shall "spot check" grading within the project site. Initially, spot checks are recommended for 2 to 3 hours twice per week during grading. If fossil resources are noted during the spot check, the monitoring level shall be increased to full time for the remaining duration of the grading. • In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and the paleontologist contacted to assess the find for scientific significance. The paleontologist shall make recommendations as to whether monitoring shall be required in these sediments on a full-time basis.	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	• Collected resources shall be prepared to the point of identification and permanent preservation in accordance with the recommendations of the *Paleontological Resources Assessment* (Appendix D). This includes washing and picking of mass samples to recover small vertebrate and invertebrate fossils and removal of surplus sediment around larger specimens to reduce the storage volume for the repository and the storage cost for the developer. • Any collected resources shall be cataloged and curated into the permanent collections of an accredited scientific institution in accordance with the recommendations of the *Paleontological Resources Assessment* (Appendix D). • At the conclusion of the monitoring program, a report of findings with an appended inventory of specimens shall be prepared. When submitted to the City, the report and inventory shall signify completion of the program to mitigate impacts to paleontological resources in accordance with the recommendations of the *Paleontological Resources Assessment* (Appendix D).	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Threshold 4.4.4: Disturb any human remains, including those Interred outside of formal cemeteries. **Less than Significant Impact with Mitigation.** Although no human remains are known to be on site or are anticipated to be discovered during project construction, precautionary mitigation is required to ensure that the proposed project does not impact or disturb any human remains during construction activities. Implementation of Mitigation Measure 4.4.3, which requires compliance with Health and Safety Code (HSC) 7050.5 in the unlikely event that human remains are encountered during project grading, would reduce potential impacts related to the discovery of human remains on the project site to a less than significant level.	**Mitigation Measure 4.4.3: Human Remains.** Consistent with the requirements of CCR Section 15064.5(e), if human remains are encountered during site disturbance, grading, or other construction activities on the project site, work within 25 feet of the discovery shall be redirected and the County of Orange (County) Coroner shall be notified immediately. No further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the City of Dana Point (City), the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City shall consult with the MLD as identified by the NAHC to develop an agreement for the treatment and disposition of the remains.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	Upon completion of the assessment, the consulting archaeologist shall prepare a report documenting the methods and results and provide recommendations regarding the treatment of the human remains and any associated cultural materials, as appropriate, and in coordination with the recommendations of the MLD. The report shall be submitted to the City Community Development Director, or designee, and the South Central Coastal Information Center. The City's Community Development Director, or designee, shall be responsible for reviewing any reports produced by the archaeologist to determine the appropriateness and adequacy of findings and recommendations.	
Cumulative Cultural Resource Impacts. **Less than Significant Impact with Mitigation.** The proposed project, in conjunction with other development in the City, has the potential to cumulatively impact archaeological and paleontological resources; however, it should be noted that each development proposal received by the City undergoes environmental review pursuant to CEQA. If there is a potential for significant impacts to archaeological or paleontological resources, an investigation would be required to determine the nature and extent of the resources and to identify appropriate mitigation measures. In addition, applicable City ordinances and General Plan policies would be implemented as appropriate to reduce the effects of additional development within the City. Therefore, with implementation of Mitigation Measures 4.4.1 through 4.4.3, the contribution of the	Refer to Mitigation Measures 4.4.1, 4.4.2, and 4.4.3.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
proposed project to the cumulative loss of known and unknown cultural resources throughout the City would be reduced to a less than significant level.		
4.5 Geology and Soils		
Threshold 4.5.1: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: **i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.** **Less than Significant Impact.** There are no known active or potentially active faults crossing the project site. The closest active fault is the Newport-Inglewood fault, located approximately 3 miles from the project site. As the project site is not located in an Alquist-Priolo Earthquake Fault Zone and there is no evidence of active faulting on or around the immediate project site, the potential for ground rupture to affect the proposed project site is considered to be less than significant, and no mitigation is required.	No mitigation is required.	Less than Significant.
Threshold 4.5.1: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: **ii) Strong seismic ground shaking.** **Less than Significant Impact with Mitigation.** There are several faults in the vicinity of the project site that are capable of producing strong ground motion, including the San Andreas fault, the Newport-Inglewood fault, the San Joaquin Hills Blind Thrust fault, and the Whittier Elsinore fault. The *Geotechnical Evaluation* prepared for the proposed project indicates that strong seismic ground shaking generated by seismic activity is considered a potentially significant impact that may affect the	**Mitigation Measure 4.5.1**: **Incorporation of and compliance with the recommendations in the *Geotechnical Evaluation.*** All grading operations and construction shall be conducted in conformance with the recommendations included in the geotechnical evaluation on the proposed project site that has been prepared by LGC Geotechnical, Inc., titled *Geotechnical Evaluation and Slope Stabilization Design for Environmental Impact Report Purposes, for Proposed Structures at the South Shores Church, City of*	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
proposed project. With implementation of Mitigation Measure 4.5.1, which requires the project Applicant to comply with the recommendations of the project *Geotechnical Evaluation* (Appendix E) and the most current California Building Code (CBC), potential project impacts related to seismic ground shaking would be reduced to a less than significant level.	*Dana Point, California* (May 20, 2013) and *Supplemental Geotechnical Slope Stabilization Design* by LGC (December 5, 2013) as applicable, or any subsequent geotechnical evaluation prepared for the project. When finalized plans for the proposed development are approved the geotechnical consultant shall perform a review of the plans and any additional work in order to provide a construction level geotechnical report addressing full ground stabilization, foundation, and grading recommendations. Design, grading, and construction shall be performed in accordance with the requirements of the City of Dana Point (City) Municipal Code and the California Building Code (CBC) applicable at the time of grading, appropriate local grading regulations, and the recommendations of the project geotechnical consultant as summarized in a final written report, subject to review and approval by the Director of Public Works, or designee, prior to issuance of grading permits. Specific recommendations in the geotechnical evaluations address the following and shall be incorporated into the final project plans and construction level geotechnical report: 1. Mechanical slope stabilization 2. Tieback access excavation	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	3. Retaining walls for the Community Life Center and Christian Education building 4. Retaining walls for the Pre-School/Administration building and Meditation Garden 5. Existing crib wall 6. Parking structure 7. Deepened foundations for top-of-slope structures 8. Site earthwork 9. Geotechnical consultant role during construction 10. Temporary stability 11. Subsurface drainage 12. Grading plan review Grading plan review shall also be conducted by the Director of Public Works, or designee, prior to the start of grading to verify that the requirements developed during the geotechnical evaluation have been appropriately incorporated into the project plans. Design, grading, and construction shall be conducted in accordance with the specifications of the project geotechnical consultant as summarized in a final report based on the CBC applicable at the time of	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	grading and building and the City Municipal Code. On-site inspection during grading shall be conducted by the project geotechnical consultant and the Director of Public Works, or designee, to ensure compliance with geotechnical specifications as incorporated into project plans.	
Threshold 4.5.1: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: **iii) Seismic-related ground failure, including liquefaction.** **Less than Significant Impact.** The project site is not located within an area of potential liquefaction, and is not considered to have a potential risk for lateral spreading, subsidence, or soil collapse. Therefore, potential impacts associated with seismically induced ground failure and liquefaction would be very low and are considered to be a less than significant impact. No mitigation is required.	No mitigation is required.	Less than Significant.
Threshold 4.5.1: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: **iv) Landslides** **Less than Significant Impact with Mitigation.** Landslides have been documented within and adjacent to the project site. Therefore, the potential for additional landslides to occur is considered a potentially significant impact. The proposed new structures to the north of the existing Sanctuary would be protected with retaining walls and a caisson/tieback array, as recommended in the *Geotechnical Evaluation* (Appendix E). However, all unimproved slope areas, including those located below the retaining walls and caisson/tieback along the northeast portion of the project site, would remain at risk for failure. Practices such	Refer to Mitigation Measure 4.5.1. **Mitigation Measure 4.5.2**: **Maintenance of Unimproved Slopes.** Prior to issuance of grading permits, the Applicant shall submit for review and approval by the City Director of Community Development and Director of Public Works a grading plan review report that includes a long-term slope maintenance program for the unimproved slopes. The Applicant shall demonstrate to the City Director of Community Development and Director of Public Works that he/she is prepared to implement all slope maintenance	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
as establishing plants, avoiding concentration of water to the subsurface, discouraging rodent activity, and repairing erosion rills would help limit the potential for the failure of unimproved slopes. No structures or permanent uses are planned on these unimproved slopes. With implementation of Mitigation Measures 4.5.1 and 4.5.2, project impacts relating to landslides would be less than significant.	procedures described in the grading plan review report. All future transfers of the property shall have conditions requiring the recipient to assume responsibility for implementation of the slope maintenance program.	
Threshold 4.5.2: Result in soil erosion or the loss of topsoil. **Less than Significant Impact with Mitigation.** Construction activities would increase the potential for soil erosion. As specified in Mitigation Measures 4.8.1 and 4.8.2 of Section 4.8, Hydrology and Water Quality, the project would comply with the requirements of the Construction General Permit, a Storm Water Pollution Prevention Plan (SWPPP) and erosion control plan would be prepared, and construction best management practices (BMPs) implemented during construction activities to minimize erosion. With implementation of Mitigation Measures 4.8.1 and 4.8.2, erosion impacts during construction would be less than significant. The proposed project would result in a net increase in storm water runoff; however, the proposed project also incorporates an on-site detention system consisting of an underground detention system to reduce peak flows during storm events to below that of existing conditions. Therefore, operation of the proposed project would not result in substantial erosion, and no mitigation is required.	Refer to Mitigation Measures 4.8.1 and 4.8.2 below.	Less than Significant.
Threshold 4.5.3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. **Landslides:** Landslides have been documented within and adjacent to the project site. Therefore, the potential for additional landslides to occur is considered a potentially significant impact. Potential landslide impacts are addressed through proper site preparation and design, including on-	Refer to Mitigation Measures 4.5.1 and 4.5.2 above. **Mitigation Measure 4.5.3**: **Additional Testing and Analysis for Corrosive Soils**. A final geotechnical design report, including the structural foundation designs, shall be prepared by the project Applicant and submitted for review and approval by the City	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
site geotechnical investigations and implementation of site-specific grading recommendations and structural engineering design criteria. The proposed new structures to the north of the existing Sanctuary would be protected with retaining walls and a caisson/tieback array, as recommended in the *Geotechnical Evaluation.* However, unimproved slope areas would remain at risk for failure. Practices such as establishing plants, avoiding concentration of water to the subsurface, discouraging rodent activity, and repairing erosion rills would help limit the potential for the failure of unimproved slopes. Mitigation Measure 4.5.1 incorporates the recommendations related to landslides from the *Geotechnical Evaluation.* Mitigation Measure 4.5.2 requires slope maintenance procedures to be conducted on the unimproved slopes during project operation. With implementation of Mitigation Measures 4.5.1 and 4.5.2, project impacts relating to landslides would be less than significant. **Lateral Spreading and Liquefaction, Subsidence, Compressible/ Collapsible Soils:** The project site is not located within an area of potential liquefaction, and is not considered to have a potential risk for lateral spreading, subsidence, or soil collapse based on the soil types underlying the project site. Therefore, no impact related to lateral spreading, subsidence, liquefaction, or collapse would occur, and no mitigation is required. **Corrosive Soils and Soluble Sulfate Content:** On-site soils are very highly corrosive to buried metals. Therefore, impacts related to corrosive soils are considered potentially significant. The *Geotechnical Evaluation* contains specific construction recommendations to reduce project impacts associated with corrosive soils to a less than significant level. Mitigation Measure 4.5.1 incorporates the recommendations related to corrosive soils from the *Geotechnical Evaluation* and would reduce	Community Development Director, the City Public Works Director, or designee, prior to issuance of any construction permits. The final geotechnical design report shall include the results of additional soil testing and analysis to determine the corrosivity of the soils. The project engineer shall design the structural foundations in accordance with the results of the soil testing.	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
project impacts related to corrosive soils to a less than significant level.		
Threshold 4.5.4: Be located on expansive soil, as defined in Section 1803.5.3 of the 2013 California Building Code, creating substantial risk to life or property. **Less than Significant Impact with Mitigation**. Expansive soil potential at the site is anticipated to range from low to moderate. Therefore, impacts related to expansive soils are considered potentially significant. The *Geotechnical Evaluation* contains specific construction recommendations to reduce project impacts associated with expansive soils to a less than significant level. Mitigation Measure 4.5.1 incorporates the recommendations related to expansive soils from the *Geotechnical Evaluation* and would reduce project impacts related to expansive soils to a less than significant level.	Refer to Mitigation Measure 4.5.1	Less than Significant.
Cumulative Geology and Soil Impacts. **Less than Significant Impact with Mitigation.** The proposed project, as well as foreseeable projects, would be required to comply with the applicable State and local requirements, including, but not limited to, the City's Municipal Code and the CBC. Therefore, the project-specific geology and soils impacts, as well as the impacts associated with other projects, would be reduced to a less than significant level. Seismic impacts are a regional issue and are also addressed through compliance with applicable codes and design standards. For these reasons, the project's contribution to cumulative geotechnical and soil impacts is less than cumulatively significant. Compliance with Mitigation Measures 4.5.1 through 4.5.3 and Mitigation Measures 4.8.1 and 4.8.2 would ensure that cumulative geology and soils impacts are less than cumulatively significant.	Refer to Mitigation Measures 4.5.1 through 4.5.3, and Mitigation Measures 4.8.1 and 4.8.2.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
4.6 Greenhouse Gas Emissions		
Threshold 4.6.1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. **Less than Significant Impact.** **Construction.** The increase in greenhouse gas (GHG) emissions from construction of the proposed project would occur over the short term, consisting primarily of emissions from equipment exhaust. The only GHG with well-studied emissions characteristics and published emissions factors for construction equipment is carbon dioxide (CO_2). The potential total construction GHG emissions of 2,061 metric tons (MT) of carbon dioxide equivalent (CO_2e) from construction of the proposed project would be less than the SCAQMD interim tiered GHG emissions threshold for mixed-use projects (land use category most applicable to the proposed Church use) of 3,000 tons per year (tpy) of CO_2e (Tier 3). Therefore, construction of the proposed project would not result in significant generation of GHGs, either directly or indirectly, would not have a significant impact on the environment due to GHG emissions, and no mitigation is required. **Operation.** It is anticipated that there would be long-term emissions associated with operation of the proposed project. Direct and indirect GHG emissions of CO_2e related to operation of the proposed project would total 1,500 MT of CO_2e (which equals 0.0015 million metric tons [MMT] of CO_2e/yr), and is 650 MT of CO_2e/yr more than the existing conditions. For comparison, the existing emissions from the entire SCAG (2010) region are estimated to be approximately 224.6 MMT of CO_2e/yr, and the existing emissions for the entire State (2008) are estimated to be approximately 480.9 MMT of CO_2e/yr. The new buildings constructed in accordance with current energy efficiency standards would be more energy efficient than older buildings per	No mitigation is required.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
several new Building Codes in California. The total net increase in GHG emissions of 650 tpy of CO_2e from the proposed project from both direct and indirect sources, would be less than the SCAQMD interim tiered GHG emissions threshold for mixed-use projects (land use category most applicable to the proposed Church use) of 3,000 tpy of CO_2e (Tier 3). Therefore, the operation proposed project would not result in significant generation of GHGs, either directly or indirectly, would not have a significant impact on the environment due to GHG emissions, and no mitigation is required.		
Threshold 4.6.2: Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. **Less than Significant Impact.** Because the GHG emissions reduction goals in Assembly Bill (AB) 32 are scoped to manage total statewide GHG emissions of approximately 448 MMT of CO_2e/yr, the total GHG emissions of 0.0015 MMT of CO_2e/yr from the proposed project, less than 0.001 percent of the State total, are not anticipated to result in GHG emission levels that would substantially conflict with implementation of the GHG reduction goals under AB 32 or other State regulations. Furthermore, the proposed project would be consistent with the City's General Plan Conservation/Open Space Element (1991) goal of reducing air pollution through land use, transportation and energy use planning (Goal 5) through compliance with Project Design Feature 4.6.1, which will ensure that the proposed project complies with, and would not conflict with, or impede, the implementation of reduction goals identified in AB 32, the Governor's Executive Order (EO) S-3-05, and other strategies to help reduce GHGs to the level proposed by the Governor. No mitigation is required.	No mitigation is required. **Project Design Feature 4.6.1:** To ensure that the proposed project complies with and would not conflict with or impede the implementation of reduction goals identified in Assembly Bill (AB) 32, the Governor's Executive Order (EO) S-3-05, and other strategies to help reduce greenhouse gases (GHGs) to the level proposed by the Governor, the project will implement a variety of measures that will further reduce its greenhouse gas (GHG) emissions. To the extent feasible, and to the satisfaction of the City of Dana Point (City), the following measures will be incorporated into the design and construction of the project (including specific building projects): • Divert at least 50 percent of the demolished and/or grubbed construction materials (including, but not limited to,	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	soil, vegetation, concrete, lumber, metal, and cardboard). • Design all project buildings to comply with the California Building Code's (CBC) Title 24 energy standard, such as installing energy-efficient heating and cooling systems, appliances and equipment, and control systems. • Devise a comprehensive water conservation strategy appropriate for the project and its location.	
Cumulative Greenhouse Gas Emissions Impacts. **Less than Significant.** A project's GHG emissions and the resulting significance of potential impacts are more properly assessed on a cumulative basis. Thus, the project-specific analysis conducted for Thresholds 4.6.1 and 4.6.2 is essentially already a cumulative analysis because it takes into consideration statewide GHG reduction targets and demonstrates that the proposed project would be consistent with those targets. Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dust and pollutant emissions during construction could result in substantial short-term increases in air pollutants. However, each project would be required to comply with the SCAQMD's standard construction measures. Therefore, because the proposed project's short-term construction emissions would not exceed the significance thresholds, the proposed project would not result in a significant short-term cumulative impact on GCC. Additionally, the proposed project's long-term operational emissions would not exceed the SCAQMD's thresholds. The total net increase in	No mitigation is required.	Less than Significant

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
GHG emissions of 650 tpy of CO_2e from the proposed project would be less than the SCAQMD interim tiered GHG emissions threshold for mixed-use projects (land use category most applicable to the proposed Church use) of 3,000 tpy of CO_2e (Tier 3). Because the proposed project is consistent with the SCAQMD's thresholds and because the project's impacts alone would not cause or significantly contribute to GCC, project-related CO_2e emissions and their contribution to GCC impacts in the State of California would not make a significant contribution to cumulatively considerable GHG emission impacts. Therefore, the proposed project would not result in a significant long-term cumulative impact, and no mitigation is required.		
4.7 Hazards and Hazardous Materials		
Threshold 4.7.1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. **Less than Significant Impact with Mitigation.** During construction, the routine use of hazardous materials such as fuels, paints, and solvents would occur. However, use of these materials would be in compliance with government regulations, and the amount of these materials during construction would be nominal and would not pose a significant hazard. In addition, the Applicant would be required to implement Mitigation Measures 4.7.1 and 4.7.2, as well as standard BMPs related to hazardous materials storage and use during construction included in the Hydrology and Water Quality section of this EIR to reduce potential impacts associated with the possible encounter of hazardous materials or substances during project construction. During operation, the proposed project would involve the use of potentially hazardous materials (e.g., solvents, cleaning agents, paints, and pesticides) typical of church and education facilities that, when used properly, would not result in a significant hazard to church employees or	**Mitigation Measure 4.7.1: Predemolition Surveys.** Prior to commencement of demolition activities, City of Dana Point (City) Building Official, or designee, shall verify that predemolition surveys for asbestos-containing materials (ACMs) and lead-based paints (LBPs) (including sampling and analysis of all suspected building materials) and inspections for polychlorinated biphenyl (PCB)-containing electrical fixtures shall be performed. All inspections, surveys, and analyses shall be performed by appropriately licensed and qualified individuals in accordance with applicable regulations (i.e., American Society for Testing and Materials (ASTM) E 1527-05, and 40 Code of Federal Regulations (CFR), Subchapter R, Toxic Substances Control Act [TSCA], Part 716). If the predemolition surveys do not find ACMs, LBPs, or PCB-	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
visitors. Operation of the proposed project would not produce hazardous emissions or include the handling of acutely hazardous materials, substances, or waste. Therefore, compliance with applicable regulations would ensure that potential hazardous material impacts associated with the operation of the proposed project would be less than significant, and no mitigation is required.	containing electrical fixtures, the inspectors shall provide documentation of the inspection and its results to the City Building Department to confirm that no further abatement actions are required. If the predemolition surveys find evidence of ACMs, LBPs, or PCB-containing electrical fixtures, all such materials shall be removed, handled, and properly disposed of by appropriately licensed contractors according to all applicable regulations during demolition of structures (40 CFR, Subchapter R, TSCA, Parts 745, 761, and 763). Air monitoring during these predemolition surveys shall be completed by appropriately licensed and qualified individuals in accordance with applicable regulations both to ensure adherence to applicable regulations (e.g., South Coast Air Quality Management District [SCAQMD]) and to provide safety to workers and the adjacent community. The City shall provide documentation (e.g., all required waste manifests, sampling, and air monitoring analytical results) to the County of Orange Environmental Health Division showing that abatement of any ACMs, LBPs, or PCB-containing electrical fixtures identified in these structures has been completed in full compliance with all applicable regulations and approved by the	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	appropriate regulatory agency(ies) (40 CFR, Subchapter R, TSCA, Parts 716, 745, 761, 763, and 795 and California Code of Regulations [CCR] Title 8, Article 2.6). An Operating & Maintenance (O&M) Plan shall be prepared for any ACM, LBP, or PCB-containing fixtures to remain in place and will be reviewed and approved by the County of Orange Environmental Health Division. **Mitigation Measure 4.7.2: Contingency Plan.** Prior to commencement of grading activities, the Director of the Orange County Environmental Health Division, or designee, shall review and approve a contingency plan that addresses the potential to encounter on-site unknown hazards or hazardous substances during demolition and construction activities. The plan shall indicate that if construction workers encounter underground tanks, gases, odors, uncontained spills, or other unidentified substances, the contractor shall stop work, cordon off the affected area, and notify the Orange County Fire Authority (OCFA). The OCFA responder shall determine the next steps regarding possible site evacuation, sampling, and disposal of the substance consistent with local, State, and federal regulations.	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Threshold 4.7.2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. **Less than Significant Impact with Mitigation.** Please refer to the summary discussion under Threshold 4.7.1 above. With the implementation of standard BMPs for water quality and Mitigation Measures 4.7.1 and 4.7.2, the proposed project would pose a less than significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction. Please refer to the summary discussion under Threshold 4.7.1 above. Compliance with applicable regulations would ensure that operation of the proposed project would result in a less than significant hazard to the public or the environment related to the release of hazardous materials during project operation, and no mitigation is required.	Refer to Mitigation Measures 4.7.1 and 4.7.2.	Less than Significant.
Threshold 4.7.3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **Less than Significant Impact with Mitigation.** The Monarch Bay Montessori Academy has been identified within 0.25 mile of the project site. Additionally, the project site currently contains an on-site Preschool facility (South Shores Christian Preschool and Kindergarten) that would continue to operate during project construction and operation. **Construction.** Construction activities would involve the routine use of hazardous materials such as vehicle fuels, oils, and transmission fluids. With the implementation of standard BMPs for water quality and Mitigation Measure 4.7.1, any risks associated with the storage,	No mitigation is required.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
handling, or disposal of hazardous materials during construction would be reduced to a level that is less than significant. In addition, there are no reported releases on site or off site that would pose a potential concern during construction activities. Mitigation Measure 4.7.2, which outlines the preparation and use of a contingency plan, would reduce impacts related to the possible discovery of unknown hazardous materials, substances, or waste during construction activities to a less than significant level. **Operation.** During operation, the proposed project would involve the use of potentially hazardous materials typical of church and education facilities that, when used properly, would not produce hazardous emissions or handle acutely hazardous materials, substances, or waste. Therefore, compliance with applicable regulations would ensure that operation of the proposed project would result in a less than significant hazard to the public or the environment, including Monarch Bay Montessori Academy or South Shores Christian Preschool and Kindergarten. No mitigation is required.		
Threshold 4.7.4:Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment. **No Impact.** The *Phase I Environmental Site Assessment* (ESA) prepared for the proposed project determined that the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, including the Cortese List, and would not create a significant hazard to the public or the environment. No mitigation is required.	No mitigation is required.	No Impact.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Threshold 4.7.5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would result in a safety hazard for people residing or working in a project area. **No Impact.** The closest airport to the project site is John Wayne Airport, which is approximately 15 miles northwest of the project site. Therefore, the project site is not located within 2 miles of a public airport or within an airport plan, and the proposed project would not have any impacts related to a public airport. No mitigation is required.	No mitigation is required.	No Impact.
Threshold 4.7.6: For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area. **No Impact.** The project site is not located in the vicinity of a private airstrip. Therefore, the proposed project would not result in safety hazards to people working or residing in the area. No mitigation is required.	No mitigation is required.	No Impact.
Threshold 4.7.7: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **Less than Significant Impact.** The proposed project would provide adequate access for emergency vehicles and would meet all design requirements established by the Orange County Fire Authority (OCFA). Furthermore, the proposed project would not include design features that would physically interfere with emergency response or evacuation. Therefore, implementation of the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan and impacts are considered less than significant, and no mitigation is required.	No mitigation is required.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Threshold 4.7.8: Expose people or structures to a significant risk of loss, injury, or death involving wildfires, including where wildlands are adjacent to urbanized areas or where residents are intermixed with wildlands. **Less than Significant Impact.** The project site is located within a developed area. However, open space characterized by natural vegetation on the hillside and landscaped grass areas associated with the Monarch Beach Golf Links abuts the project site. Therefore, there is a potential for a wildland fire to occur near the project site. However, because the proposed project would be designed in compliance with OCFA design requirements and a Fuel Modification Plan would be prepared for the project site, impacts related to wildland fires would be less than significant, and no mitigation is required.	No mitigation is required.	Less than Significant.
Cumulative Hazard and Hazardous Material Impacts. **Less than Significant Impact.** The contribution of hazardous materials use and hazardous waste disposal with implementation of the proposed project is minimal, and combined hazardous materials effects from past, present, and reasonably foreseeable projects within the County and the City would not be significant. The proposed project would involve the use of potentially hazardous materials, but these products would be used in small amounts and any spills that do occur would be cleaned up when they occur. Proper and routine use of these products would not result in a significant hazard to residents or workers in the vicinity of the proposed project. The proposed project would not contribute incrementally to any potential airport proximity hazards. Furthermore, for the proposed project and all other projects in the area to be approved, each project is required to be consistent with the existing regulations related to hazards and hazardous materials. Consistency with federal, State, and local regulations prevent this and other projects from creating cumulative impacts in terms of hazards and hazardous materials. With	Refer to Mitigation Measures 4.7.1 and 4.7.2 as well as Section 4.8.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
implementation of Mitigation Measures 4.7.1 and 4.7.2 and other mitigation measures set forth in Section 4.8, the proposed project's incremental contribution to impacts related to hazards and hazardous materials would be reduced to less than significant.		
4.8 Hydrology and Water Quality		
Threshold 4.8.1: Violate any water quality standards or waste discharge requirements. **Threshold 4.8.6: Otherwise substantially degrade water quality.** **Threshold 4.8.11: Result in an increase in pollutant discharges to receiving waters.** **Threshold 4.8.12: Result in significant alteration of receiving water quality during or following construction.** **Threshold 4.8.18: Have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters.** **Threshold 4.8.19: Have a potentially significant adverse impact on groundwater quality** **Threshold 4.8.20: Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses.** **Less than Significant Impact with Mitigation.** **Construction.** During construction activities, the total excavated area would be 5.1 ac, thus resulting in excavated soil exposure and an increased potential for soil erosion compared to existing conditions. In addition, chemicals, liquid products, petroleum products, and concrete-related waste may be spilled or leaked and have the potential to be transported via storm runoff into	**Mitigation Measure 4.8.1:Construction General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the *State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Order No. 2009-0009-DWQ, Permit No. CAS000002) (Construction General Permit [CGP]). The Applicant shall provide the Waste Discharge Identification Number to the City of Dana Point (City) Director of Public Works to demonstrate proof of coverage under the CGP. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the project in compliance with the requirements of the CGP. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in storm water runoff as a result of construction activities. Erosion, Sediment, Wind, and Temporary Tracking Control BMPs that may be implemented include, but are not limited	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
downstream receiving waters. Due to the depth to the groundwater table (approximately 90 feet [ft] below ground surface [bgs]), groundwater dewatering during construction would not be required and the project does not have the potential to impact groundwater quality. Minor amounts of groundwater seepage may be present at the bottom of the deepest proposed caissons. However, any displaced groundwater would be minor and would be collected and evaporated on site. Therefore, coverage under a groundwater discharge permit would not be required. Implementation of Mitigation Measures 4.8.1 and 4.8.2 would reduce potential construction impacts related to violation of water quality standards or Waste Discharge Requirements (WDRs), degradation of water quality, increase in pollutant discharge, alteration of receiving water quality, adverse impacts on water and groundwater quality, and degradation of beneficial uses to less than significant levels. **Operation.** The proposed project would result in a permanent increase in impervious surface area of 1.25 ac (an increase from 54 to 75 percent of the project site), thus increasing the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters. Due to the depth to groundwater, the project does not have a potential to impact groundwater quality. Implementation of Mitigation Measure 4.8.3 which requires preparation of a WQMP, would reduce potential operational impacts related to violation of water quality standards or WDRs, degradation of water quality, increase in pollutant discharge, alteration of receiving water quality, adverse impacts on water and groundwater quality, and degradation of beneficial uses to less than significant levels.	to, the following: • Scheduling • Preservation of existing vegetation • Hydraulic mulch • Hydroseeding • Soil binders • Straw mulch • Geotextiles and mats • Wood mulching • Earth dikes and drainage swales • Velocity dissipation devices • Slope drains • Streambank stabilization • Compost blankets • Soil preparation/roughening • Non-vegetative stabilization • Silt fences • Sediment basins • Sediment traps • Check dams	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	• Fiber rolls • Gravel bag berms • Street sweeping and vacuuming • Sandbag barriers • Straw bale barriers • Storm drain inlet protection • Active treatment systems • Temporary silt dikes • Compose socks and berms • Biofilter bags • Stabilized construction entrances/exits • Stabilized construction roadways • Entrance/outlet tire washes **Mitigation Measure 4.8.2: Erosion Control Plan.** In compliance with Chapter 8.01 of the City Municipal Code, during construction, the Applicant shall submit an erosion control plan annually by September 1 to the City Director of Public Works. The erosion control plans shall be prepared in accordance with Subarticle 13 of City Grading Manual. The Erosion Control Plan shall include, but not be limited to, the following:	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	• The name and 24 hour telephone number of the person responsible for performing emergency erosion control work. • The signature of the civil engineer or other qualified individual who prepared the grading plan and who is responsible for inspection and monitoring of the erosion control work. • All desilting and erosion protection facilities necessary to protect adjacent property from sediment deposition. • The streets and drainage devices that shall be completed and paved by October 15 of each year. • The placement of sandbags or gravel bags. Slope planting or other measures to control erosion from all slopes above and adjacent to roads open to the public. Gravel bags are preferred over sandbags. • The plan shall indicate how access shall be provided to maintain desilting facilities during wet weather. **Mitigation Measure 4.8.3: Water Quality Management Plan.** Prior to issuance of grading permits, the Applicant shall submit a Final Water Quality Management Plan (WQMP) to the City Director of Public Works for review and approval. The WQMP	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	shall be consistent with the City's Model Water Quality Management Plan (Model WQMP) and the project's preliminary WQMP, as conceptually approved on January 14, 2013. Project-specific Low-Impact Development, Retention/Biofiltration Site Design, Source Control, and Treatment Control BMPs contained in the Final WQMP shall be incorporated into final design and comply with the Model WQMP requirements in effect at the time of submittal of each phase. The BMPs shall be properly designed and maintained to target pollutants of concern and reduce runoff from the project site. The WQMP shall include an operations and maintenance (O&M) Plan for the prescribed BMPs to ensure their long-term performance. Operation and inspection requirements for the Low-Impact Development, Retention/ Biofiltration Site Design, Source Control, and Treatment Control BMPs shall be included. The O&M Plan shall include, but not be limited to, the following requirements: • Operation and maintenance records shall be retained a minimum of 5 years. • Training and educational activities and BMP operation and maintenance shall be documented to verify compliance with the O&M Plan.	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	• A WQMP Verification Form shall be submitted to the City of Dana Point annually by September 1. • BMPs shall be inspected for standing water on a regular basis. • Operation and inspection requirements for the Low-Impact Development, Retention/Biofiltration Site Design, Source Control, and Treatment Control BMPs shall be included.	
Threshold 4.8.2: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). **Less than Significant Impact.** **Construction.** Due to the depth to groundwater on site (greater than 90 ft bgs), groundwater dewatering during construction would not be required. The volume of any displaced groundwater would be minor. In addition, grading and construction activities would compact soil and construction of structures would increase impervious area, which can decrease infiltration during construction. However, construction activities would be temporary, and the reduction in infiltration would not be substantial. In addition, due to the depth to groundwater, any reduction in infiltration would not impact groundwater recharge. Therefore, construction impacts related to groundwater supplies would be less than significant, and	No mitigation is required.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
no mitigation is required. **Operation.** Operation of the project would not require groundwater extraction. The proposed project would increase impervious surface area by 1.25 ac, which would reduce infiltration. However, the reduction in infiltration would not be substantial, and due to the depth to groundwater, any reduction would not impact groundwater recharge. Therefore, operational impacts related to groundwater supplies would be less than significant, and no mitigation is required.		
Threshold 4.8.3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site. **Threshold 4.8.4: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site.** **Threshold 4.8.13: Result in increased erosion downstream** **Less than Significant Impact with Mitigation.** **Construction.** During construction activities, the project site would be graded, excavated soil would be exposed, and there would be an increased potential for soil erosion compared to existing conditions. During a storm event, soil erosion and sedimentation could occur at an accelerated rate. There are no on-site streams or rivers; therefore, the project would not alter the course of a stream or river. Implementation of Mitigation Measures 4.8.1 and 4.8.2 would	Refer to Mitigation Measures 4.8.1 and 4.8.2	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
reduce potential construction impacts related to erosion and siltation and flooding to less than significant levels. **Operation.** The proposed project would change on-site drainage patterns by adding impervious surface areas, including buildings. However, flows from the project site would continue to discharge to the storm drain system. The project would increase impervious area by 1.25 ac, which would increase the runoff volume and velocity from the site. However, the underground detention system would reduce peak flows. Total peak flow from the site would decrease from 26.1 cubic feet per second (cfs) to 12.1 cfs for a 25-year storm and from 33.2 cfs to 14.2 cfs for a 100-year storm. Because the project would reduce off-site discharge, the proposed project would not contribute to downstream erosion, siltation, or flooding. In the proposed condition, 75 percent of the site would be impervious surface areas and not prone to erosion or siltation. The remaining 25 percent would be landscaping, which would minimize erosion and siltation. The project site would be designed for storm water to drain to the storm drain system. Therefore, on-site flooding, erosion, and siltation would not occur. Therefore, operational impacts related to on- or off-site erosion, siltation, and flooding would be less than significant, and no mitigation is required.		
Threshold 4.8.5: Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. **Less than Significant Impact with Mitigation.** **Construction.** Construction of the proposed project has the potential to introduce pollutants into the storm water drainage system from erosion, siltation, and accidental spills. In addition, grading and construction activities would compact soil and construction of	Refer to Mitigation Measures 4.8.1, 4.8.2, and 4.8.3	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
structures would increase impervious area, which can increase runoff during construction. With implementation of Mitigation Measures 4.8.1 and 4.8.2, storm water drainage systems would be reduced to less than significant levels. **Operation.** The proposed project would decrease the flow to the downstream storm water drainage system, and would not contribute runoff water that would exceed the capacity of an existing or planned storm water drainage system. In addition, the project would include roof drain planter boxes, storm water planters, proprietary biofilters, and biofiltration swales/depressed landscape to treat storm water runoff from the site during operation. Therefore, with implementation of Mitigation Measure 4.8.3, operational impacts related to exceeding the capacity of, and providing additional sources of polluted runoff to, storm water drainage systems would be reduced to less than significant levels.		
Threshold 4.8.7: Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. **Threshold 4.8.8: Place within a 100-year flood hazard area structures which would impede or redirect flood flows.** **No Impact.** According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06059C0501J (December 3, 2009), the project site is located within Zone X, areas determined to be outside the 0.2-percent annual chance (500-year) floodplain. Because the project site is not located in a 100-year floodplain, the project would not place housing or structures within a 100-year flood hazard area. Therefore, there would be no impact related to placement of housing or structures within a 100-year flood hazard area and no mitigation is required.	No mitigation is required.	No Impact.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Threshold 4.8.9: Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. **No Impact.** The project site is located approximately 4 miles south-southwest (downstream) of Sulphur Creek Reservoir (Laguna Niguel Lake). However, because the project site is located at a higher elevation on a bluff top, it is not anticipated that the project site would be inundated if the Sulphur Creek Dam were to fail. In addition, the project would not increase the risk of failure of the dam. Therefore, the project would not result in impacts related to exposure of people or structures to risk of loss, injury, or death involving flooding as a result of inundation from failure of a dam or levee. No mitigation is required.	No mitigation is required.	No Impact.
Threshold 4.8.10: Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of inundation by seiche, tsunami, or mudflow. **Less than Significant Impact with Mitigation.** According to the Public Safety Element of the City of Dana Point General Plan (June 27, 1995), since no major lakes or open water impoundments exist in the City of Dana Point, hazards related to inundation from seiche are considered low within the City. Therefore, the project would not result in impacts related to exposure of people or structures to risk of loss, injury, or death involving flooding as a result of inundation by seiche. No mitigation is required. The proposed project is not located in a tsunami inundation area. Therefore, the project would not result in impacts related to exposure of people or structures to risk of loss, injury, or death involving flooding as a result of inundation by tsunami. No mitigation is required. Landslides have been documented within and adjacent to the project site. Therefore, there is a potential for mudslide or mudflow to occur on the	Refer to Mitigation Measure 4.5.2.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
undeveloped slopes of the project site. Practices such as establishing plants, avoiding concentration of water to the subsurface, discouraging rodent activity, and repairing erosion rills would help limit potential for failure of unimproved areas. With implementation of Mitigation Measure 4.5.2, project impacts relating to mudflow would be less than significant.		
Threshold 4.8.14: Result in increased impervious surfaces and associated increased runoff. **Threshold 4.8.15: Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes.** **Less than Significant Impact.** The project would increase impervious area by 1.25 ac, which would increase the runoff volume and velocity from the site. However, the underground detention system would reduce peak flow to below that of existing conditions. Therefore, project impacts related to increased impervious surfaces and associated runoff or changes in runoff flow rates or volume would be less than significant, and no mitigation is required.	No mitigation is required.	Less than Significant.
Threshold 4.8.16: Be tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list. If so, can it result in an increase in any pollutant for which the water body is already impaired. **Less than Significant Impact with Mitigation.** **Construction.** Construction of the proposed project has a potential to contribute to the total coliform impairment. However, sanitary services during construction would likely be provided by portable toilet facilities, which transport waste off site for treatment and disposal. Disposal of waste from the portable toilets would be performed by contracted waste haulers who would handle, haul away, and dispose of portable toilet waste in accordance with applicable regulations. Therefore, potential construction impacts	Refer to Mitigation Measure 4.8.3.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
related to contribution to receiving water impairments would be less than significant. **Operation.** Operation of the proposed project has a potential to contribute to the total coliform impairment. Implementation of Mitigation Measure 4.8.3 would reduce potential operational impacts related to contribution to receiving water impairments to less than significant levels.		
Threshold 4.8.17: Be tributary to other environmentally sensitive areas, and if so, exacerbate already existing sensitive conditions. **Less than Significant Impact with Mitigation.** **Construction.** Runoff from the project site is tributary to Salt Creek at the Pacific Ocean, which is designated as an Environmentally Sensitive Area in the City of Dana Point Local Implementation Plan (LIP). The project would comply with the requirements of the Construction General Permit, as specified in Mitigation Measure 4.8.1. In addition, as specified in Mitigation Measure 4.8.2, erosion control plans would be prepared annually during construction and submitted to the City Department of Public Works. Implementation of Mitigation Measures 4.8.1 and 4.8.2 would reduce construction-related impacts to environmentally sensitive areas to less than significant levels. **Operation.** Runoff from the project site is tributary to San Juan Creek, which is designated as an Environmentally Sensitive Area in the City of Dana Point LIP. Implementation of Mitigation Measure 4.8.3 would reduce potential operational impacts related to Environmentally Sensitive Areas to a less than significant level.	Refer to Mitigation Measures 4.8.1 through 4.8.3.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Threshold 4.8.21: Impact aquatic, wetland, or riparian habitat. **Less than Significant Impact with Mitigation.** **Construction.** According to the *Updated General Biological Assessment* letter report (LSA Associates, Inc. [LSA], March 2014), there is no aquatic, wetland, or riparian habitat on the project site. However, runoff from the project site has a potential to impact downstream aquatic, wetland, or riparian habitat. During construction activities, excavated soil would be exposed and there would be an increased potential for soil erosion compared to existing conditions. Implementation of Mitigation Measures 4.8.1 and 4.8.2 would reduce potential construction impacts to aquatic, wetland, or riparian habitat to less than significant levels. **Operation.** Pollutants of concern during operation of the proposed on-site uses include nutrients, pesticides, suspended solids/sediments, trash and debris, oil and grease, bacteria/viruses/pathogens, heavy metals, and toxic organic compounds. Implementation of Mitigation Measure 4.8.3, would reduce potential operational impacts to aquatic, wetland, or riparian habitat to less than significant levels.	Refer to Mitigation Measures 4.8.1, 4.8.2, and 4.8.3.	Less than Significant.
Cumulative Hydrology and Water Quality Impacts. **Less than Significant Impact.** The project site is currently developed as a church in the Salt Creek Watershed; therefore, the cumulative study area for hydrology and water quality is the Salt Creek Watershed. Each of the cumulative projects, individually and cumulatively, could potentially increase the volume of storm water runoff and contribute to pollutant loading in storm water runoff reaching both the City's storm drain system and Salt Creek, resulting in cumulative impacts to hydrology and surface water quality. However, as with the proposed project, each of the cumulative projects would also be subject to National	Refer to Mitigation Measures 4.8.1, 4.8.2, and 4.8.3.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Pollutant Discharge Elimination System (NPDES) and MS4 Permit requirements for both construction and operation. Each project would be required to develop a SWPPP, an erosion control plan, a WQMP, and a hydrology report, and would be evaluated individually to determine appropriate BMPs and hydromodification controls to minimize water quality and hydrologic impacts. In addition, the City Department of Public Works reviews all development projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available. Thus, the project's contribution to cumulative impacts to hydrology and water quality would be less than significant.		
4.9: Land Use and Planning		
Threshold 4.9.1: Physically divide an established community. **No Impact.** All demolition and construction activities associated with the proposed project would occur within the project site. Therefore, implementation of the proposed project would not result in impacts to surrounding existing development or physically divide an established community, and no mitigation is necessary.	No mitigation is required.	Less than Significant.
Threshold 4.9.2: Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating and environmental effect. **Less Than Significant Impact.** **Southern California Association of Governments Regional Comprehensive Plan.** Based on the criteria contained in the *State CEQA Guidelines* and SCAG's Intergovernmental Review Criteria List, the proposed project is not a project of regional significance. Therefore, the proposed project would not result in impacts related to regional planning issues, and no mitigation is required.	No mitigation is required	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
The RCP aims to reduce emissions and increase mobility through strategic land use changes. However, because the proposed project is a replacement and expansion of existing church facilities and would not alter the existing land uses on the project site, these RCP strategies are not applicable to the proposed project. No mitigation is required. **City of Dana Point Local Coastal Program.** The proposed project would be consistent with all major components of the City's Local Coastal Program (LCP). Therefore, no potential conflicts with the adopted LCP would occur, and no mitigation is required. **General Plan Consistency.** The proposed project would not result in conflicts with the current Community Facilities (CF) General Plan land use designation for the project site because the proposed project includes the replacement and expansion of existing on-site church facilities. The proposed project would also be consistent with all applicable policies in the City's General Plan Public Safety, Circulation, Noise, and Public Facilities/Growth Management Elements and most applicable goals and policies contained in the City's General Plan Land Use and Conservation/Open Space Elements. Implementation of the project would result in the preservation and removal of coastal sage scrub on the project site. However, as described in Section 4.3, Biological Resources, of this Draft EIR, payment of in-lieu fees as outlined by the Orange County NCCP/HCP would mitigate impacts associated with the loss of on-site coastal sage scrub to a less than significant level. As such, the proposed project would be consistent with several goals and policies contained in the City's General Plan Land Use and Conservation/Open Space Elements that encourage the preservation of sensitive habitat and natural vegetation (i.e., coastal sage scrub).		

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Therefore, impacts related to potential conflicts with the City's General Plan are anticipated to be less than significant, and no mitigation is required. **City of Dana Point Municipal Code.** The proposed project would replace and expand existing church facilities on the project site, but would require a CUP related to the religious uses. With approval of a CUP for the religious uses, the proposed project would not result in a conflict with the existing CF zoning designation on the project site. In addition, due to the fact that the proposed project is located within the City's Coastal Overlay District, a Coastal Development Permit is required for the proposed project. Therefore, once the Coastal Development Permit of the proposed project is approved by the City's Planning Commission, the project would be consistent with this provision in the City's Municipal Code. The proposed project would also require a CUP to allow for the proposed off-site shared parking program that would be in effect during construction phases of the proposed project including periods of time between construction phases, and to allow shared parking on the site following completing on the proposed project. With approval of the CUPs related to the off-site shared parking program prior to project completion and the on-site shared parking after the completion of the proposed project, the project would be consistent with the City's Municipal Code. The proposed project would require a variance because the building height proposed for the Community Life Center building would exceed the allowable building heights in the City's Municipal Code. With approval of the requested height variance, the proposed project would be consistent with the City's Municipal Code.		

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
City of Dana Point Zoning Code. The project site is zoned CF. The CF zoning district allows for a variety of community facility uses, including religious uses, with the approval of a CUP. Therefore, because the proposed project includes the replacement and expansion of existing church facilities within the project site, the proposed project would be consistent with the City's zoning district for the project site with the approval of a CUP. A CUP is also required for the approval of shared parking program during construction phases of the project and an on-site shared parking program after the project completion.. The proposed project would require a variance to allow for the proposed building height of 35 ft for the Community Life Center, which would be developed at a height greater than the established height limitations for the CF zoning district. Therefore, approval of the building height variance would ensure the proposed project's consistency with the City's established development standards, and no mitigation would be required.		
Threshold 4.9.3: Conflicts with any applicable habitat conservation plan or natural community conservation plan. **Less Than Significant Impact with Mitigation.** The project site is located in the Central and Coastal region of the Orange County NCCP/HCP. The proposed project would result in the preservation of the undisturbed coastal sage scrub and the removal of some disturbed coastal sage scrub on the project site, which are each considered a sensitive habitat. The removal of on-site disturbed coastal sage scrub would conflict with goals and policies contained in the Orange County NCCP/HCP aimed at reducing impacts to sensitive coastal species. Therefore, implementation of Mitigation Measure 4.3.1, requiring payment of in-lieu fees as outlined in the Orange County NCCP/HCP, would be required to ensure that the proposed project would be consistent with the Orange County NCCP/HCP.	Refer to Mitigation Measure 4.3.1.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Cumulative Land Use and Planning Impacts **Less than Significant.** The proposed project would include land uses that would be compatible with and would serve the surrounding neighborhoods. Therefore, the proposed project would not contribute to a pattern of development that adversely impacts adjacent land uses or conflicts with existing church facilities on site or surrounding land uses. There are no incompatibilities between the proposed project and planned future projects in the City, which primarily include residential developments. In addition, all identified City-related projects would be reviewed for consistency with adopted land use plans and policies by the City. For this reason, the related projects are anticipated to be consistent with applicable General Plan and zoning requirements, or would be subject to allowable exceptions; further, they would be subject to CEQA, mitigation requirements, and design review. Therefore, the proposed project would not contribute a significant cumulative land use compatibility impact in the study area, and no mitigation is required.	No mitigation is required.	Less than Significant.
4.10 Noise		
Threshold 4.10.1: Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. **Less Than Significant Impact.** **Short-Term Construction-Related Impacts.** The nearest residential uses to the south of the project site would potentially be exposed to construction noise up to 94 A-weighted decibels (dBA) maximum instantaneous noise level (L_{max}) during the Phase 1A construction period, when the Preschool/Administration building is being constructed. However, construction of the proposed Preschool/Administration building would not be continuous over the entire Phase 1A period. Residential uses approximately 200 ft to the	No mitigation is required. **Standard Condition 4.10.1: Short-Term Construction-Related Noise Impacts.** The following standard conditions are required of all development within the City of Dana Point (City) and would reduce short-term construction-related noise impacts resulting from the proposed project: • During all project site excavation and grading, the project contractors should equip all construction equipment, fixed or mobile, with properly operating and	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
north of the construction area on the project site would be exposed to construction noise up to 78 dBA L_{max} during construction of Phase 1C and Phase 2, when the Community Life Center building and Christian Education Building 1 are being constructed. Compliance with Standard Condition 4.10.1 would reduce short-term construction-related noise impacts resulting from the proposed project to a less then significant level. **Long-Term Operational Noise Impacts.** **On-Site Stationary Source Noise Impacts.** The majority of activities at the Church facilities are conducted inside the buildings and would not create significant noise impacts on surrounding land uses. **Children's Play Areas.** Following the completion of Phase 3, the proposed play areas would be located to the north and east of the Christian Education buildings and at least 300 ft away from existing residences to the south and north. The distance attenuation would reduce noise from the play areas by 16 dBA. Therefore, the proposed project would result in less than significant impacts related to noise from the proposed play areas on the project site following completion of Phase 3, and no mitigation is required. During Phases 1B, 1C, 2, and 3, however, the children's play area would be located in the parking lot in front of the Preschool/Administration building, an area that is approximately 200 ft from the centerline of Crown Valley Parkway and approximately 147 ft from the nearest residences to the south of the project site. At this distance, the projected traffic noise level would be 63 dBA CNEL, which is less than	maintained mufflers consistent with manufacturers' standards. • The project contractor should place all stationary construction equipment so that emitted noise is directed away from the relatively more sensitive receptors nearest the project site. • The construction contractor should locate equipment staging in areas that will create the greatest distance between construction-related noise sources and relatively more noise-sensitive receptors nearest the project site during all project construction. • The construction contractor shall limit all grading and equipment operations and all construction-related activities that would result in high noise levels (90 dBA or greater) to between the hours of 10:00 a.m. and 4:00 p.m., Monday through Friday. No high noise level construction activities shall be permitted outside of these hours or on Saturdays, Sundays, and federal holidays.	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
the City's 65 dBA CNEL exterior noise level recommended for outdoor activity areas. Therefore, the proposed project would result in less than significant traffic noise impacts on the proposed play areas on the project site during Phases 1B, 1C, 2, and 3, and no mitigation is required. Currently, the existing Preschool is licensed to accommodate 86 preschool children per day. However, the project applicant has indicated that no more than 30 students are on the playground at the same time because outdoor play is staggered. The maximum noise levels associated with 30 students playing in the temporary play area would be 64.25 dBA L_{eq} and 75.55 dBA L_{max} measured at 50 ft. The temporary play area would be approximately 147 ft from the nearest residences to the south. At this distance, the noise level would be reduced by 9 dBA from the noise level measured at 50 ft. This noise attenuation will reduce the maximum on-site play area noise to 55.25 dBA L_{eq} and 66.55 dBA L_{max}. The 66.55 dBA maximum noise level would not exceed the City's 75 dBA L_{max} that is not to be exceeded at any time during the daytime hours for residential areas. In addition, the 55.25 dBA L_{eq} noise level averaged over that 30-minute recess time period would not exceed the City's 60 dBA L_{50} that is not to be exceeded for more than 15 minutes (but less than 30 minutes) in any hour during the daytime hours between 7:00 a.m. and 10:00 p.m. No mitigation is required. **Off-Site Stationary Source Noise Impacts.** Adjacent uses that could potentially be considered noise sources include the paved Salt Creek Trail and the Monarch Beach Golf Links golf course. However, noise levels from the Salt Creek Trail are below the City's		

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
exterior noise standards. Therefore, noise associated with the trail would not result in noise levels exceeding the typical standards at the nearest on-site outdoor activity area, and no mitigation is required. Representative golf course activity, noise would be reduced to 55 dBA L_{max} or lower, which would be a less than significant impact. No mitigation is required.		
Threshold 4.10.2: Expose persons to or generate excessive groundborne vibration or groundborne noise levels. **Less Than Significant Impact.** It is unlikely that any activities occurring as a result of project implementation will expose the area to excessive groundborne vibration or groundborne noise levels. Potential noise impacts would result from typical construction activities, including grading necessary to excavate the site for subterranean parking and structural footings for the proposed structures, and caisson drilling to install the caissons and tieback system to provide structural stability to the site. Caisson drilling generates 0.089 in/sec vibration level at 25 ft; this level of vibration is much lower than the 0.2 in/sec threshold recommended for non-engineered timber and masonry buildings; engineered and reinforced buildings have higher thresholds for vibration. Therefore construction activities would not result in any significant vibration impacts on adjacent properties, which are located further than 25 ft from such activities. Further, no operational uses proposed would result in such impacts. Therefore, the proposed project would result in less than significant impacts with respect to groundborne vibration or noise, and no mitigation is required.	No mitigation is required.	Less than Significant.
Threshold 4.10.3: Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. **Less Than Significant Impact with Mitigation Incorporated.**	**Mitigation Measure 4.10.1:** Prior to the issuance of any grading or building permits for Phase 1C, the Applicant shall submit the building plans for review and approval by the City of Dana Point (City) Building Official, or designee, to ensure that building facade	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Long-Term Traffic Noise Impacts. Project-related traffic would have mostly small (0.3 dBA or less) noise level increases along roadway segments in the project vicinity for the existing and future weekday and Sunday cumulative year scenarios. Because changes in noise levels of 3 dBA or less are not perceptible to the human ear in an outdoor environment, noise level increases associated with the proposed project would be considered less than significant. No mitigation is required. **Crown Valley Parkway.** Because the buffer area between the project buildings and Crown Valley Parkway includes only parking and landscaped areas and does not have any outdoor recreation areas, no mitigation is required to reduce the exterior noise level. Based on the United States Environmental Protection Agency's (EPA's) Protective Noise Levels (EPA 550/ 9-79-100, November 1978), standard building construction in warm climate areas such as southern California would provide 12 dBA in exterior-to-interior noise attenuation. With windows or doors open, interior noise levels in the frontline rooms/spaces facing Crown Valley Parkway within the Community Life Center, Christian Education buildings, and the Preschool/Administration building would potentially exceed the 45 dBA Community Noise Equivalent Level (CNEL) interior noise level recommended for noise-sensitive uses. With windows closed, interior noise levels in the frontline rooms/spaces in the Community Life Center would also exceed the standard for noise-sensitive uses. Therefore, windows with Sound Transmission Class (STC) ratings provided by standard building construction (STC-24 to STC-28) would not be sufficient for the interior spaces inside the Community Life Center building facing Crown Valley Parkway. Mitigation Measure 4.10.1, which requires building facade upgrades, such	upgrades, including but not limited to windows with Sound Transmission Class (STC)-30 or higher, have been included in the plans for the western facade of the Community Life Center along Crown Valley Parkway to reduce noise levels associated with traffic noise to an acceptable level.	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
as windows with STC ratings higher than those provided by standard building construction, would reduce interior noise levels in the frontline rooms of the Community Life Center building below the 45 dBA CNEL. With implementation of Mitigation Measure 4.10.1, potential long-term traffic noise impacts on on-site uses would be reduced to less than significant levels. Because the Christian Education buildings and the Preschool/ Administration building are projected to be exposed to traffic noise levels below 69 dBA CNEL, windows with STC ratings provided by standard building construction (up to STC-28) would be sufficient for rooms or interior spaces facing Crown Valley Parkway. Air conditioning is required to ensure that windows can remain closed for prolonged periods of time. As the proposed project would provide air conditioning as a standard feature, no mitigation is required for the facades of the Christian Education buildings or the Preschool/Administration building facing Crown Valley Parkway. **Children's Play Areas.** Following the completion of Phase 3, the proposed play areas would be located to the north and east of the Christian Education buildings and shielded from Crown Valley Parkway traffic noise. Therefore, the proposed project would result in less than significant traffic noise impacts on the proposed play areas on the project site following completion of Phase 3, and no mitigation is required. During Phases 1B, 1C, 2, and 3, however, the children's play area would be located in the parking lot in front of the Preschool/Administration building, an area that is approximately 200 ft from the centerline of Crown Valley		

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Parkway. At this distance, the projected traffic noise level would be 63 dBA CNEL, which is less than the City's 65 dBA CNEL exterior noise level recommended for outdoor activity areas. Therefore, the proposed project would result in less than significant traffic noise impacts on the proposed play areas on the project site during Phases 1B, 1C, 2, and 3, and no mitigation is required. **Mechanical Equipment.** The project proposes to have a mechanical room at the lower level at the southwest corner of the Parking Structure. Operation of the mechanical room equipment would result in a noise level of 49 dBA at the nearest residence at Monarch Bay Villas when the equipment is running at full capacity. This noise level is less than the City requirement (Municipal Code Section 11.10.010) of 50 dBA during the nighttime period (10 p.m. to 7 a.m.) and City requirement of 55 dBA during the daytime (7 a.m. to 10 p.m.). In addition, since the mechanical equipment is serving the Preschool/Administration Building and the Sanctuary, the mechanical equipment would rarely operate during the nighttime hours. Indoor noise levels would be at least 12 dBA lower than the exterior noise level with windows open. Therefore, indoor noise levels would be no higher than 37 dBA which is well below the City's daytime limit of 55 dBA and the nighttime limit of 45 dBA (Municipal Code Section 11.10.012). No mitigation is required.		
Threshold 4.10.4: Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. **Less Than Significant Impact.** Maximum combined noise levels from proposed project-related construction activities could reach up to 94 dBA	No mitigation is required. Refer to Standard Condition 4.10.1.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
L_{max} at the nearest residential uses to the south of the project site during the Phase 1A construction period, when the Preschool/Administration building is being constructed, and up to 78 dBA L_{max} at the nearest residential uses to the north of the project site during construction of Phase 1C and Phase 2, when the Community Life Center building and Christian Education Building 1 are being constructed. In addition, during project construction drilling to install the proposed caissons and tieback system would generate 0.089 in/sec vibration level at 25 ft, which is significantly lower than the 0.2 in/sec threshold recommended for non-engineered timber and masonry buildings; engineered and reinforced buildings have higher thresholds for vibration. Therefore, construction activities would not result in any significant vibration impacts on adjacent properties, which are located further than 25 ft from such activities. Construction of the proposed Preschool/Administration building would not be continuous over the entire Phase 1A period. Although this range of construction noise would be higher than the ambient noise, it would cease to occur once the construction of the Preschool/Administration building is completed. Based on the location and amount of construction equipment required, construction of other on-site buildings during subsequent phases would result in lower noise level increases at the residences to the south. Construction of other on-site buildings would result in lower noise level increases at the residences to the south. Construction would be limited to the hours specified in the City's Municipal Code and would comply with the City's standard conditions to reduce construction noise impacts. Compliance with the construction hours specified in the City's Noise Ordinance and Standard Condition 4.10.1 would reduce the proposed project's temporary increases in ambient noise levels in the proposed project vicinity to a less than significant level.		

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Existing residences to the east across the golf course are approximately 1,000 ft away from the project site. At this distance, noise levels would be reduced by 26 dBA when compared to the noise levels measured at 50 ft from the construction activity. Therefore, construction activity on the project site could potentially result in noise levels reaching 64 dBA L_{max} at the residences located to the east of the project site. Compliance with the construction hours specified in the City's Noise Ordinance would reduce the proposed project's construction noise impacts to a less than significant level.		
Threshold 4.10.5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels. **No Impact.** No portion of the project site is located within an airport land use plan, or within 2 miles of a public airport or public use airport. Future development of the subject property would neither affect nor be affected by aircraft operations at such a facility that would generate noise in excess of regulatory standards. Therefore, the proposed project would result in no impacts with respect to the generation of excessive noise levels in the vicinity of a public airport, and no mitigation is required.	No mitigation is required.	
Threshold 4.10.6: For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels. **No Impact.** No portion of the project site is located in the vicinity of a private airstrip. Implementation of the proposed project on the site would neither affect nor be affected by aircraft operations at such a facility that would generate noise in excess of regulatory standards. Therefore, the proposed project would result in no impacts with respect to the generation of excessive noise levels in the vicinity of a private strip, and no mitigation is required.	No mitigation is required.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Cumulative Noise Impacts. **Less than Significant Impact.** Construction of the proposed project has the potential to overlap with construction of one or more related projects. The closest related project is the Ritz Carlton Expansion project, approximately 0.75 mile south of the project site. Because construction and vibration are localized and rapidly attenuate within an urban environment, the related projects are located too far from the project site to contribute to cumulative impacts related to noise levels due to construction activities. Construction activity at any related project site would not result in a noticeable increase in noise to sensitive receptors adjacent to the project site. Furthermore, all related projects would be required to comply with the City's Noise Ordinance. Therefore, cumulative construction impacts would be less than significant Cumulative noise impacts could occur as a result of increased traffic volumes on local roadways due to future growth and increased development in the vicinity of the project site. An increase of 3.0 dBA CNEL at any roadway location is considered a significant impact. None of the roadway segments within the vicinity of the project site is expected to experience a noise level increase greater than 3.0 dBA CNEL. The proposed project's incremental contributions would be between 0.0 and 0.3 dBA along these roadway segments. Therefore, the proposed project would not contribute substantially to cumulative roadway noise impacts and would have a less than cumulatively considerable impact. No mitigation is required.	Refer to Mitigation Measure 4.10.1 and Standard Condition 4.10.1 above.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
4.11 Public Services and Facilities		
Threshold 4.11.1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. **Less than Significant Impact.** **Construction.** The City contracts with the OCFA for fire protection services. Overall, short-term demolition and construction activities would require minimal fire protection and are not expected to have any adverse impacts on existing fire protection. Therefore, impacts related to the provision of fire protection for the construction of the proposed project would be less than significant, and no mitigation is required. **Operation.** Operation of the proposed project is expected to create the typical range of service calls for church facilities, including emergency medical and rescue service. The proposed project would be required to comply with all applicable building code requirements requiring fire protection devices, such as sprinklers, alarms per the 2013 California Fire Code (CFC) (Chapter 8.24 of the City's Municipal Code), adequately spaced fire hydrants, and fire access lanes. As required by Standard Condition 4.11.1, prior to the issuance of building permits, approval of the final plans (including all fire prevention and suppression systems) by the OCFA is required. Therefore, project impacts related to fire protection would be less than significant, and no mitigation is required.	No mitigation is required. **Standard Condition 4.11.1 Orange County Fire Authority Plan Check.** Prior to the issuance of building permits, approval of final building design plans (including all fire prevention and suppression systems) by OCFA is required. Approval of the final building design plans would ensure that the development is constructed pursuant to California Fire Code (CFC) requirements.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Threshold 4.11.2: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection. **Less than Significant Impact.** **Construction.** The City contracts with the Orange County Sheriff's Department (OCSD) for police protection services. Short-term demolition and construction activities would require minimal police protection and are not expected to have any adverse impacts on the existing available police protection. Therefore, impacts related to the provision of police protection for the construction of the proposed project would be less than significant, and no mitigation is required. **Operation.** The proposed project is not anticipated to result in an increase in the demand of OCSD services within the City. No residential units are proposed as part of the project. The OCSD indicated that the proposed project would not substantially increase response times, or create a substantial increase in demand for staff, facilities, equipment, or police services, and that the OCSD would be able to adequately service the proposed project. Therefore, project impacts related to police protection would be less than significant, and no mitigation is required.	No mitigation is required.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Threshold 4.11.5: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any other public transportation. **Less than Significant Impact.** **Construction.** Public transportation is provided within the project vicinity by the Orange County Transportation Authority (OCTA). Overall, short-term demolition and construction activities would require minimal use of public transportation, and they are not expected to have any adverse impacts on the existing available public transportation system. Therefore, impacts related to the provision of public transportation services for the construction of the proposed project would be less than significant, and no mitigation is required. **Operation.** Operation of the proposed project is not anticipated to result in an increase in the demand of OCTA services within the City. OCTA currently operates Route 85, that services the project site via Crown Valley Parkway, located immediately west of the project site. The proposed project would not include development of residential units, and ridership is not anticipated to increase as a result of the proposed project. OCTA does not anticipate that the proposed project would create a public transportation need that requires service expansion, and OCTA would be able to provide adequate services to the proposed project. Therefore, because existing routes in the vicinity of the project site are operating within capacity, and additional ridership is not anticipated to increase as a	No mitigation is required.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
result of the proposed project, project impacts related to public transportation would be less than significant, and no mitigation is required.		
Threshold 4.11.6: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities. **Less than Significant Impact.** **Natural Gas.** **Construction.** Overall, short-term demolition and construction activities would not require natural gas and are not expected to have any adverse impacts on the existing available natural gas supplies. Therefore, impacts related to the provision of natural gas for the construction of the proposed project would be less than significant, and no mitigation is required. **Operation.** Operation of the proposed project is anticipated to result in an increase in long-term demand for natural gas. Southern California Gas Company (SoCalGas) currently provides service to the project site through existing gas lines along Crown Valley Parkway. SoCalGas would continue to provide natural gas to the project site upon build out of the project. The proposed project would generate a total natural gas demand of 1,862,437 cubic feet (cf) per year, which would be approximately 1,003,681 cf greater than the natural gas demand of the existing uses on the project site. According to the California Energy Commission (CEC), SoCalGas has adequate planned pipeline and storage	No mitigation is required	No Impact.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
improvements to address future natural gas needs associated with implementation of the proposed project. Therefore, impacts related to the provision of natural gas for operation of the proposed project would be less than significant, and no mitigation is required. **Electricity.** **Construction.** Overall, short-term demolition and construction activities would require minimal electricity and are not expected to have any adverse impacts on the existing available electricity supplies. Therefore, impacts related to the provision of electricity for the construction of the proposed project would be less than significant, and no mitigation is required. **Operation.** The project site is within the service territory of San Diego Gas & Electric Company (SDG&E). The proposed project would comply with State law regarding energy conservation measures, including pertinent provisions of Title 24 of the California Government Code, which covers the use of energy-efficient building standards. The proposed project would generate a total electricity demand of 985,131 kilowatt-hours (kWh) per year, which would be approximately 527,371 kWh greater than the electricity demand of the existing uses on the project site. Based on CEC projections for the SDG&E service area in 2024, the maximum project-related annual consumption would represent 0.003 percent of the forecasted net energy load. Therefore, impacts associated with the proposed project's electricity demand would be less than significant, and no mitigation is necessary.		
Threshold 4.11.7: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. **No Impact.** The proposed project would not include any industrial uses	No mitigation is required.	No Impact.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
that would be subject to an individual permit with specific treatment requirements from the San Diego Regional Water Quality Control Board (RWQCB). Sewage would be discharged to the South Coast Water District (SCWD) for treatment. Therefore, no impact would occur, and no mitigation is required.		
Threshold 4.11.8: Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects **OR** **Threshold 4.11.10: Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.** **Less than Significant Impact.** **Construction.** Impacts associated with short-term demolition and construction activities would not require or result in the construction of new water treatment facilities or the expansion of existing facilities, and construction of the proposed project would not require the need for new or expanded water entitlements. No mitigation is required. **Operation.** The total average daily water demand for the existing uses on the project site is estimated to be approximately 3,903,919 gpy. The proposed project would demand approximately 7,735,334 gpy of water, which would be approximately 3,831,415 gpy greater than the water demand of the existing uses on the project site. Because the water demand associated with the proposed project would represent 0.14 percent of the water supply in SCWD's service area in 2020, the proposed project would not necessitate new or expanded water facilities, and the SCWD would be able to	No mitigation is required.	No Impact.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
accommodate the increased demand for potable water, and no mitigation is required.		
Threshold 4.11.8: Require or result in the construction of new water or *wastewater treatment* facilities or expansion of existing facilities, the construction of which could cause significant environmental effects **OR** **Threshold 4.11.11: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.** **Less than Significant Impact.** **Construction.** No significant increase in wastewater flows is anticipated as a result of construction activities on the project site. Sanitary services during construction would likely be provided by portable toilet facilities, which transport waste off site for treatment and disposal. The development will be phased with existing wastewater facilities remaining in place as well. Therefore, during construction, potential impacts to wastewater treatment and wastewater conveyance infrastructure would be less than significant, and no mitigation is required. **Operation.** The total average daily-generated wastewater for the existing project site is estimated to be approximately 3,861 gallons per day (gpd). The proposed project is estimated to generate approximately 7,907 gpd of wastewater, which would be approximately 4,046 gpd greater than the wastewater generated by the existing uses on the project site. The increase of wastewater generated by the proposed project is anticipated to be accommodated within the existing design capacity of the J.B.	No mitigation is required.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Latham Plant, which currently accepts 62.5 percent of its capacity and is projected to be operating at 62.5 percent of its capacity at the time of project build out. Therefore, project impacts related to the construction of wastewater treatment or collection facilities and the capacity of the wastewater treatment provider are less than significant, and no mitigation is required.		
Threshold 4.11.9: Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. **Less than Significant Impact.** In the existing condition, storm water runoff from the project site drains in a southeasterly direction, away from Crown Valley Parkway. The proposed project would result in a permanent increase in impervious surface area of 1.25 ac (an increase of 54 percent to 75 percent of the project site), which could increase the volume of runoff during a storm. However, the proposed on-site detention basin would reduce runoff volumes. Therefore, peak discharge would not adversely affect the capacity of downstream networks, and construction or expansion of storm water drainage facilities would not be required. Therefore, impacts to storm water drainage facilities are less than significant, and no mitigation is required.	No mitigation is required.	Less than Significant.
Threshold 4.11.12: Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. **Less than Significant Impact.** **Construction.** Construction of the proposed project would generate a limited amount of construction debris; however, such debris would be accommodated by the Prima Deshecha Landfill. Additionally, the City's Construction and Demolition (C&D) Waste Ordinance (No.03-17) requires contractors and other construction-related persons to obtain a permit and haul at least 75 percent of their construction waste to a recycling facility certified by the City.	No mitigation is required.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Therefore, compliance with the City's C&D Waste Ordinance No. 03-17 would ensure that the proposed project would not result in significant impacts related to solid waste generation during construction, and no mitigation is required. **Operation.** Operation of the proposed project is anticipated to generate a total of approximately 475.31 tons per year (tpy), which equals approximately 2,604 lbs/day. Therefore, implementation of the proposed project would result in an increase of approximately 1,437 lbs of solid waste per day, compared to existing conditions. During operation, the proposed project is anticipated to generate 0.05 percent of the daily solid waste capacity of the Prima Deshecha Landfill. Therefore, impacts to solid waste generation during operation would be less than significant, and no mitigation is required.		
Threshold 4.11.13: Comply with federal, state, and local statutes and regulations related to solid waste. **Less than Significant Impact.** The project site is located within the Orange County Waste and Recycling's (OCWR's) service area. OCWR has an adopted Countywide Integrated Waste Management Plan (CIWMP) that requires countywide facilities to meet the 15-year capacity requirements. In addition, the City is required by the Integrated Solid Waste Management Act (AB 939) to achieve a 50 percent diversion level with regard to solid waste disposed in landfills. The City supports the recommendations of the Waste Management Commission in its attempt to address barriers to achieving 50-percent diversion posed by "self-hauling." As a result, the City implemented a $19.00 AB 939 surcharge to the standard landfill disposal fee for self-hauled waste. Therefore, the proposed project would be required to comply with federal, State, and local statutes and regulations related to solid waste, and no mitigation is required.	No mitigation is required.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Cumulative Public Service and Utility Impacts. **Less than Significant.** The proposed project would contribute to cumulative local and regional demand for public services and utilities, including police and fire services, electricity, natural gas, wastewater, domestic water, storm water, and solid waste. For each public service and utility, the proposed project would generate increased demand in varying amounts. However, the impacts to public utilities and services would be incremental and within planned growth, and would be less than cumulatively significant. Therefore, no mitigation is required.	No mitigation is required.	Less than Significant.
4.12 Transportation/Traffic		
Threshold 4.12.1: Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. **Less than Significant Impact with Mitigation.** **Construction.** During the construction period, two types of construction traffic would be generated: construction employee trips and construction haul and delivery trips, with Phases 1A, 1C, 2, and 3 generating the most construction trips. Although construction activity during these phases of the proposed project are anticipated to generate more peak-hour trips than typical operations of the Church on a weekday (during the construction period), all study area intersections are anticipated to operate at satisfactory level of service (LOS) (defined as LOS C or better for signalized intersections and LOS D or better for unsignalized intersections) with the addition of construction traffic during the weekday peak hours (in compliance with the City's Municipal Code, no construction would occur on	**Standard Condition 4.12.1: Construction Management Plan.** Prior to the issuance of demolition, grading or any construction permits, the project Applicant shall submit a Construction Management Plan for review and approval by the City of Dana Point (City) Engineer. The Construction Management Plan shall include, at a minimum, the following measures, which shall be implemented during all construction activities as overseen by the construction contractor: • Traffic controls shall be implemented for any street closure, detour, or other disruption to traffic circulation. • The routes that construction vehicles shall utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.) to access the site shall be identified; traffic controls and detours shall be identified; and the	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Sundays). Therefore, construction of the proposed project would not result in, or contribute to, a significant impact at any study area intersection. In order to avoid traffic impacts associated with construction activities and damage along haul routes, the proposed project would be required to comply with Standard Condition 4.12.1, which stipulates that the Applicant's construction contractor will keep all haul routes used during the demolition and site preparation phases clean and free of debris and repair any damage to existing pavement, streets, curbs, or gutters along such routes and requires that the proposed project comply with a Construction Management Plan. With implementation of Standard Condition 4.12.1, impacts due to construction delivery and haul trips would be less than significant. **Operational Trip Generation.** Trips generated by current church functions and activities are included in the existing counts. Church trip generation is based on its operations not building square footage. Church activities and schedules will remain the same; however, attendance is expected to grow from current conditions through project completion. Therefore, increases in attendance (people) have been utilized for purposes of the project trip generation. The proposed project has the potential to generate approximately 12 additional inbound weekday a.m. peak-hour trips, 18 additional outbound weekday p.m. peak-hour trips, and 106 additional Sunday peak-hour trips (57 inbound and 49 outbound) at buildout. **Existing Plus Project.** All study area intersections are anticipated to operate at satisfactory LOS (defined as LOS C or better for signalized intersections and LOS D or better for unsignalized intersections) with the addition of project traffic during the weekday and Sunday peak hours. Therefore, the proposed project would not	proposed construction phasing plan for the project shall be provided. • The hours during which transport activities will occur shall be specified. • Identify the haul route for the materials to be removed (i.e., concrete, soil, steel, etc.) during the demolition phase and/or soil import during the site preparation phase. • Subject to the direction of the City's Traffic Engineer, haul operations associated with the materials export/soil import may be prohibited during the a.m. and p.m. peak commute periods (i.e., between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m.). • The Applicant shall keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the City's Traffic Engineer (or representative of the City Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas. • Hauling or transport of oversize loads shall be allowed between the hours of 9:00 a.m. and 3:00 p.m. only, Monday through Friday, unless approved otherwise by the City Engineer. No	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
result in, or contribute to, a significant impact at any study area intersection, and no mitigation is required. **Construction Parking Analysis.** The proposed project would provide adequate weekday parking during each construction phase. However, a parking deficit would occur on Sundays during Phase 1A (101 spaces), Phase 1B (44 spaces), Phases 1B-E1 and 1B-E2 (46 spaces), Phase 1C (125 spaces), Phase 3 (47 spaces), Phase 4 (185 spaces), and Phase 5 (131 spaces). Although on-street parking spaces along portions of Crown Valley Parkway between Camino Del Avion and Pacific Coast Highway (PCH) would be maintained during construction to assist in handling church parking and avoid spillover parking on adjacent neighborhoods, off-site parking will need to be secured by the Church in order to accommodate the Sunday parking demand during project construction (with the exception of Phase 2). Implementation of Mitigation Measure 4.12.1, which requires the Applicant to secure sufficient off-site parking on Sundays during those construction phases when the project site is projected to have insufficient on-site parking, would reduce the proposed project's parking deficiency during construction to a less than significant level. The off-site parking agreements would be reviewed and approved by the City prior to issuance of any permits for each phase. **Circulation and Access Analysis.** Access to the project site would continue to be provided via a full-access driveway (the east leg of the signalized intersection of Crown Valley Parkway/Sea Island Drive) and a right-in-right-out (RIRO) driveway located south along Crown Valley Parkway. Results from a queuing analysis at the Crown Valley Parkway/Sea Island Drive–full-access driveway indicate that the northbound right-turn movement would not have a vehicle queue, and the southbound left-turn queues would not exceed four vehicles (or 88 ft) during the weekday or Sunday	hauling or transport shall be allowed during nighttime hours, weekends or Federal holidays. • Use of local streets shall be prohibited. • Haul trucks entering or exiting public streets shall at all times yield to public traffic. • If hauling operations cause any damage to existing pavement, street, curb, and/or gutter along the haul route, the Applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer. • All construction-related parking and staging of vehicles will be kept out of the adjacent public roadways and will occur on-site to the extent feasible. • This Construction Management Plan shall meet standards established in the current *California Manual on Uniform Traffic Control Device (MUTCD)*, as well as City of Dana Point requirements. **Mitigation Measure 4.12.1: Off-Site Shared Parking Agreement.** Prior to the issuance of any demolition, grading, or construction permits associated with any phase of the proposed project, the project Applicant shall obtain the City of Dana Point (City) Planning Commission's approval for an updated	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
midday peak hours under the existing plus project scenario. Therefore, the existing 100 ft northbound right-turn pocket and 110 ft southbound left-turn pocket are adequate. The total westbound left-turn and westbound through/right-turn queues would not exceed 10 vehicles (or 220 combined ft) during the weekday or Sunday midday peak hours under the existing plus project scenario. Therefore, the existing 220 ft of westbound storage is adequate. Westbound (outbound) queues located on site would not affect Crown Valley Parkway. Results from a queuing analysis of the northbound right-turn and westbound right-turn movements at the Crown Valley Parkway/ RIRO driveway indicate that the uncontrolled northbound right-turn movement would not have a vehicle queue as there are no opposing turn movements at this location and that the westbound right-turn queue would not exceed one vehicle (or 22 ft) during the weekday or Sunday midday peak hours under the existing plus project scenario. Therefore, the existing 50 ft of northbound right-turn storage and the 25 ft of westbound right-turn storage are adequate. Westbound (outbound) queues at this location would not affect Crown Valley Parkway. No mitigation is required.	Parking Management Plan as detailed in Chapter 9.35 of the City's Zoning Ordinance. The Parking Management Plan shall include parking agreements to accommodate parking needs for each construction phase off-site or other means to provide required spaces on-site during each phase on Sundays in an amount equal to or greater than the following number of spaces for each phase: • Phase 1A – 101 parking spaces; • Phase 1B – 44 parking spaces; • Phase 1B-E1 – 46 parking spaces; • Phase 1B-E2 – 46 parking spaces; • Phase 1C – 125 parking spaces (during the first 2 months of this phase); • Phase 3 – 47 parking spaces; • Phase 4 – 185 parking spaces; and • Phase 5 – 131 parking spaces. The off-site shared parking agreement for each construction phase shall be in effect until commencement of the following phase or until the Applicant demonstrates to the City's Community Development Director and Public Works Director, or designee, that the project site is able to provide adequate on-site parking to meet the proposed project's parking demand.	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
Threshold 4.12.2: Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. **Less than Significant Impact.** Crown Valley Parkway and PCH are both designated as part of the Congestion Management Plan (CMP) Highway System. Because the proposed project does not directly access a CMP facility, does not generate 2,400 or more daily trips, and would not result in, or contribute to, a significant impact on Crown Valley Parkway or PCH, the proposed project would not conflict with the Orange County CMP and impacts would less than significant. No mitigation measures are required.	No mitigation is required.	Less than Significant.
Cumulative Transportation/Traffic Impacts **Less than Significant Impact.** **Cumulative Plus Project.** A future long-range analysis was prepared for the year 2025, which coincides with the year the Master Plan is anticipated to be completed. All study area intersections are anticipated to operate at satisfactory LOS (defined as LOS C or better for signalized intersections and LOS D or better for unsignalized intersections) with the addition of project traffic during the weekday and Sunday peak hours in the year 2025. Therefore, the proposed project would not result in, or contribute to, a cumulatively significant impact at any study area intersection.	No mitigation is required.	Less than Significant.

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2.0 INTRODUCTION

The City of Dana Point (City) prepared a Mitigated Negative Declaration (MND) for the South Shores Church Master Plan (proposed project) that was circulated for a 30-day public review period in April/May 2009. Comments on the MND were received, responses to comments completed, and public hearings took place on June 15, 2009, and July 20, 2009. Subsequent to these public hearings, the City determined that, the level of California Environmental Quality Act (CEQA) review should be elevated to an Environmental Impact Report (EIR) in response to public testimony received during the hearings. Therefore, the City is proceeding with the preparation of an EIR.

This EIR has been prepared to evaluate environmental impacts associated with the proposed project in the City of Dana Point. The City is the "public agency which has the principal responsibility for carrying out or approving the project" and, as such, is the "Lead Agency" for this project under the California Environmental Quality Act of 1970 (*State CEQA Guidelines* Section 15367). CEQA requires the Lead Agency to consider the information contained in their review prior to taking any discretionary action. This EIR is intended to serve as an informational document to be considered by the City and the Responsible Agencies during deliberations on the proposed project. The project approvals associated with the proposed project are described in Section 3.0, Project Description.

This EIR has been prepared in accordance with CEQA, as amended (Public Resources Code [PRC] Section 21000 et seq.), and the *State CEQA Guidelines for Implementation of CEQA* (California Code of Regulations [CCR], Title 14, Section 15000 et seq.). This EIR also complies with the procedures established by the City for implementation of CEQA.

Questions regarding the preparation of this document and City review of the proposed project should be referred to the following person:

City of Dana Point
Community Development Department
33282 Golden Lantern
Dana Point, California 92629-1805
Contact: Saima Qureshy, AICP, Senior Planner
(949) 248-3568

2.1 PURPOSE AND TYPE OF EIR/INTENDED USE OF THE EIR

This EIR has been prepared to evaluate environmental impacts that may result from implementation of the proposed project. As the Lead Agency, the City has the authority for preparation of this EIR and, after the comment/response process, certification of the Final EIR and approval of the proposed project as described in this EIR.

The City and Responsible Agencies have the authority to make decisions on discretionary actions relating to development of the proposed project. As stated previously, this EIR is intended to serve as

an informational document to be considered by the City and Responsible Agencies during deliberations on the proposed project. This EIR evaluates and mitigates a reasonable worst-case scenario of potential impacts associated with the proposed project.

This EIR will serve as a Project EIR pursuant to the *State CEQA Guidelines* (CCR Title 14, Chapter 3, Sections 15000-15387), Section 15161. According to Section 15161 of the *State CEQA Guidelines*, a Project EIR is appropriate for specific development projects in which information is available for all phases of the project, including planning, construction, and operation.

As previously mentioned, the City is the Lead Agency for this project under CEQA (*State CEQA Guidelines* Section 15367). CEQA requires the Lead Agency to consider the information contained in the EIR prior to taking any discretionary action. This EIR provides information to the Lead Agency and other public agencies, the general public, and decision-makers regarding the potential environmental impacts from the construction and operation of the proposed project. The purpose of the public review of the EIR is to evaluate the adequacy of the environmental analysis in terms of compliance with CEQA. Section 15151 of the *State CEQA Guidelines* states the following regarding standards from which adequacy is judged:

> "An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure."

Under CEQA (PRC Section 21002.1(a)):

> "The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the proposed project, and to indicate the manner in which those significant effects can be mitigated or avoided."

As previously discussed in Chapter 1.0, Executive Summary, an EIR is the most comprehensive form of environmental documentation identified in CEQA and the *State CEQA Guidelines* and provides the information needed to assess the environmental consequences of a proposed project. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

2.2 PUBLIC REVIEW PROCESS

In compliance with the *State CEQA Guidelines*, the City has taken steps to maximize opportunities for the public and other public agencies to participate in the environmental review process. The City determined that an EIR was the appropriate environmental document to evaluate the potentially significant environmental effects of the proposed project and related actions. The City conducted the scoping process and issued a Notice of Preparation (NOP) which was circulated between February 4, 2010, and March 22, 2010. Additionally, a public scoping session was conducted, as discussed below.

2.2.1 Notice of Preparation

On February 4, 2010, a NOP for the proposed project was distributed by the City via the State of California Clearinghouse. The State Clearinghouse (SCH) project number for the proposed project is SCH No. 2009041129. In accordance with *State CEQA Guidelines*, Section 15082, the NOP was circulated to the agencies and individuals listed in Appendix A for a period of 46 days, during which time, written comments were solicited pertaining to environmental issues/topics that the EIR should evaluate. Responses to the NOP were received from the following agencies:

- Department of Toxic Substances Control
- Native American Heritage Commission
- South Coast Air Quality Management District

In addition, the following individuals and local groups submitted written comments on the NOP:

- Frank Alvarez
- Roger Herbert
- Todd Lipscomb
- Dulcie Pate
- Carl Verheyen
- Todd Glen
- Paul Melby
- Roxanne Willinger
- Celine Capose
- Shannon and David Demas
- Kerry Krisher and John Foley
- Josette and Rodney R. Hatter
- Bob Enochs
- Linda Enochs
- Lisa Minner
- Patricia McCarroll
- Gary Frye
- Charles Wagner
- Mark and Luann Stander
- Patricia Hunt
- James Mullen
- Noel Schachner
- Robert and Sally Thatcher
- Abby and Ron Feiner
- Cynthia A. Whitworth
- Gordon G. Montgomery
- Tom Knudson
- Brian and Lisa Manning
- Roberta Margolis
- Edward and Karen Jantzen
- Dianna and Jospeh Barich
- Michael Hazzard
- Jerry and Virginia Woods
- Sergio and Mara Landau
- Peggy Kay and Linda Comstek
- Marjorie Anderson
- Voices of Monarch Beach
- Clean Water Now Coalition/Roger Von Butow
- Deanna and Robert Saint-Aubin

Key environmental issues and concerns raised in the responses to the NOP included: aesthetic considerations and visual impacts, air quality, biological resources, cultural resources, general plan

consistency, geology and soils, growth-inducing impacts, hazards and hazardous materials, infrastructure and other fiscal impacts, hydrology and water quality, land use, natural habitat, noise, open space, recreation, transportation, parking, privacy concerns, project alternatives, public safety, and public services and utilities. Please note that this is not an exhaustive list of areas of concern, but rather key environmental issues that were raised in the responses to the NOP.

2.2.2 Scoping Meeting and Areas of Controversy

Although not required by CEQA, the City held a public scoping meeting on March 4, 2010, to present the proposed project and to solicit written input from interested individuals regarding environmental issues that should be addressed in this EIR. Key environmental issues and concerns raised at the scoping meeting included: (1) impacts to visual resources, (2) geologic stability, (3) project site drainage, (4) land use compatibility, (5) project size and scale, (6) noise impacts to surrounding uses, (7) potable water supply, (8) traffic impacts related to construction and project build out, and (9) adequate parking during construction.

Please note that this is not an exhaustive list of areas of controversy, but rather key issues that were raised during the scoping process. The EIR addresses each of these areas of concern or controversy in detail, examines project-related and cumulative environmental impacts, identifies significant adverse environmental impacts, and proposes mitigation measures designed to reduce or eliminate potentially significant impacts. Appendix A includes the NOP, a summary of the verbal comments at the scoping meeting, and copies of written comments received.

2.2.3 Public Review Period

This EIR is being distributed to numerous public agencies and other interested parties for review and comment. The EIR is also available at the following locations throughout the City and on the City's website.[1]

1) City of Dana Point
   Community Development Department
   33282 Golden Lantern
   Dana Point, California 92629-1805

2) Laguna Niguel Library
   30341 Crown Valley Parkway
   Laguna Niguel, California 92677

All comments received from agencies and individuals on the EIR will be accepted during the public review period, which will not be less than 45 days in compliance with CEQA. All comments on the EIR should be sent to the following City contact person:

Saima Qureshy, AICP, Senior Planner
City of Dana Point Community Development Department

[1] http://www.danapoint.org/.

33282 Golden Lantern
Dana Point, California 92629-1805
Fax: (949) 248-7372
Email: squreshy@danapoint.org

Following the close of the review period, the City will prepare responses to all comments and will compile these comments and responses into a Final EIR. All responses to comments submitted on the EIR by agencies will be provided to those agencies at least 10 days prior to final action on the project. The Planning Commission will make findings regarding the extent and nature of the impacts as presented in the Final EIR. The Final EIR will need to be certified as complete by the City prior to making a decision to approve or deny the project. Public input is encouraged at all public hearings before the City.

2.3 EFFECTS FOUND NOT TO BE SIGNIFICANT

As required by *State CEQA Guidelines* Section 15128, this EIR must contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were, therefore, not discussed in detail in the EIR. These issues are briefly discussed below, along with the reasons they were determined not to be significant.

2.3.1 Agricultural and Forest Resources

The project site is currently developed with an existing church, located in an urbanized area, and is not used for agricultural purposes. The project site is not designated by the California Department of Conservation as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Since agricultural uses are not present and the site is not zoned for agricultural use, the proposed project does not conflict with existing zoning for agricultural uses or any use protected by a Williamson Act contract. The proposed project would not convert farmland to a nonagricultural use. Furthermore, the project site does not contain forestland or forest resources. Therefore, the proposed project would not contribute to environmental changes that could result in the conversion of farmland to nonagricultural use or forestland to a nonforest use.

2.3.2 Mineral Resources

The project site is not a mineral resource recovery site designated on the City's General Plan, Specific Plan, or other land use plan. The project site contains no known mineral resources that would be of value to the region or to the residents of the State.

2.3.3 Population and Housing

The project site is currently zoned Community Facilities (CF) by the City's General Plan and Land Use Zoning Code. The project site is currently developed with a number of structures that are utilized by South Shores Church. The proposed project includes the demolition of existing church facilities and construction of new church facilities. Approval of the proposed project would not result in the loss or construction of residential uses. Additionally, no infrastructure improvements are included as

part of the proposed project. Therefore, implementation of the proposed project would not directly or indirectly impact population and housing within the City or the proposed project region.

2.3.4 Recreation

As stated previously, the proposed project would not generate new residents. Therefore, the proposed project would not generate a demand for additional parks and recreational facilities. However, the proposed project would include on-site recreational amenities, such as the Community Life Center, a playground area, and the Landscaped Meditation Garden. The proposed Community Life Center would provide recreational opportunities by including a gymnasium with courts for basketball, volleyball, and racquetball activities. The proposed project would also provide outdoor recreational opportunities such as the playground area for the Preschool and church uses and the Landscaped Meditation Garden area. Therefore, implementation of the proposed project would not have any adverse impacts on recreational facilities within the project area.

2.4 FORMAT OF THE EIR

Pursuant to *State CEQA Guidelines*, Section 15120(c), this EIR contains the information and analysis required by Sections 15122 through 15131. Each of the required elements is covered in one of the EIR chapters described below.

2.4.1 Chapter 1.0: Executive Summary

Chapter 1.0 contains the Executive Summary of the EIR document, listing all significant project impacts, mitigation measures that have been recommended to reduce any significant impacts of the proposed project, and the level of significance of each impact following mitigation. The summary is presented in a matrix (tabular) format.

2.4.2 Chapter 2.0: Introduction

Chapter 2.0 contains a discussion of the purpose and intended use of the EIR, the background on the proposed project initiation and the NOP, and areas of controversy known to the Lead Agency, including issues raised by the public.

2.4.3 Chapter 3.0: Project Description

Chapter 3.0 includes discussion of the proposed project's geographical setting; the proposed project's history and background; and the proposed project's goals, objectives, characteristics, components, and projected phasing.

2.4.4 Chapter 4.0: Existing Environmental Setting, Environmental Analysis, Impacts, and Mitigation Measures

Chapter 4.0 includes an analysis of the proposed project's environmental impacts. It is organized into topical sections, including aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services and utilities, and transportation/traffic. The environmental setting discussions describe the "existing conditions" of the environment on the project site and in the vicinity of the site as they pertain to the environmental issues being analyzed (Section 15125 of the *State CEQA Guidelines*).

The project impact discussions identify and focus on the significant environmental effects of the proposed project. The direct and indirect significant effects of the proposed project on the environment are identified and described, giving due consideration to both the short-term and long-term effects, as necessary (Section 15126.2(a) of the *State CEQA Guidelines*).

Chapter 4.0 also includes within each environmental impact analyzed a discussion of the cumulative effects of the proposed project when considered in combination with other projects, causing related impacts as required by Section 15130 of the *State CEQA Guidelines*. Cumulative impacts are based on the build out of the proposed project and the surrounding area, including all other known proposed projects in the surrounding area.

The discussions of mitigation measures identify and describe feasible measures that could minimize or lessen significant adverse impacts for each significant environmental effect identified in the EIR (Section 15126(c) of the *State CEQA Guidelines*). The level of significance before and after mitigation is reported in each section. Unavoidable adverse effects are identified where mitigation is not expected to reduce the effects to less than significant levels.

2.4.5 Chapter 5.0: Alternatives to the Proposed Project

In accordance with CEQA, the alternatives discussion in Chapter 5.0 describes a reasonable range of alternatives that could feasibly attain the basic objectives of the project and are capable of eliminating any significant adverse environmental effects or reducing them to a less than significant level. The alternatives analyzed in Chapter 5.0 include: (1) the No Project/No Development Alternative; and (2) the Reduced Project Alternative.

2.4.6 Chapter 6.0: Long-Term Implications of the Project

Chapter 6.0 includes CEQA-mandated discussions on the following topics as required by Section 15126 of the *State CEQA Guidelines*: (1) significant irreversible environmental changes that would result from implementation of the proposed project; (2) significant adverse environmental impacts for which either no mitigation or only partial mitigation is feasible, and (3) growth-inducing impacts of the proposed project.

2.4.7 Chapter 7.0: Mitigation Monitoring and Reporting Program

PRC Section 21081.6 requires that agencies adopt a mitigation monitoring and reporting program for any project for which it had made findings pursuant to PRC Section 21081. Chapter 7.0 provides a list of all proposed project mitigation measures, defines the parties responsible for implementation and review/approval, and identifies the timing for implementation of each control measure.

2.4.8 Chapters 8.0: Significant Unavoidable Impacts

Chapter 8.0 summarizes those significant environmental impacts of the proposed project for which either no mitigation or only partial mitigation is feasible and which, therefore, would remain significant impacts after mitigation (*State CEQA Guidelines* Section 15126(b)).

2.4.9 Chapter 9.0: Organizations and Persons Consulted

Chapter 9.0 lists the organizations and persons contacted during preparation of the EIR.

2.4.10 Chapter 10.0: List of Preparers

Chapter 10.0 lists the City of Dana Point and consultant personnel responsible for preparation of the EIR.

2.4.11 Chapter 11.0: References

Chapter 11.0 lists the references used in preparation of the EIR.

Appendices A through J of the EIR provide correspondence, technical reports, and other documentation used in the preparation of the EIR.

2.5 INCORPORATION BY REFERENCE

As permitted in Section 15150 of the *State CEQA Guidelines*, an EIR may reference all or portions of another document that is a matter of public record or is generally available to the public. Information from the documents that have been incorporated by reference has been briefly summarized in the appropriate sections of this EIR, along with a description of how the public may obtain and review these documents. These documents include:

- City of Dana Point General Plan Elements (as amended)
- City of Dana Point Municipal Code and other titles referenced herein

Documents that are incorporated by reference are available for review at the City of Dana Point, Community Development Department, located at the address provided above.

3.0 PROJECT DESCRIPTION

3.1 INTRODUCTION

This Draft Environmental Impact Report (EIR) has been prepared to evaluate environmental impacts that may result from the implementation of the proposed South Shores Church Master Plan project (or proposed project) in the City of Dana Point (City). The City, as the Lead Agency, has the authority to prepare this Draft EIR and, after the comment/response process, consider certification of the Final EIR (FEIR) and approval of the proposed project.

3.2 PROJECT HISTORY AND BACKGROUND

The project site was originally developed with a single-family residence in the 1950s. The property owner evaluated various offers to purchase the property for future development of several uses, and decided to sell the property to the Church. After acquiring the property in the early 1960s, South Shores Church began worshipping in the single-family home, which has since been extensively remodeled and expanded over various stages to accommodate offices and administration needs.

Master planning for the potential future uses of the church site began in the 1970s. Sunday services were held in the small chapel (youth building) until the current 584-seat sanctuary was built in the mid-1990s. In 2000, church volunteers initiated the Master Plan discussions and pursued evaluating how the property could provide the needed facilities to serve the Christian ministry. In 2002, the Church formed a building committee to work with architects to develop a Master Plan for the property. Over the course of 10 years, various master plans have been submitted to the City for the project site. The following discussion describes these previous master plans, the key elements of which are summarized in Figure 3.1, Master Plan Evolution.

- **2003 Master Plan Concept 1.** As shown in Figure 3.1, this original master plan concept proposed three classroom buildings and a playground area on the north end of the project site. The southern portion of the site was proposed to be developed with a Community Life Center building and Community Center/Administration building. The existing Preschool was to be located in the classroom building furthest north on the project site. Parking for the project was proposed to be provided in a two-level Parking Structure, which was to be constructed fronting Crown Valley Parkway at the current parking lot location.
- **2003 Master Plan Concept 2.** The original master plan (Master Plan Concept 1) was revised in response to input from neighboring homeowners. Requests from neighboring residents included questions about the Community Life Center's proposed functions, the scale of the building in relation to Monarch Bay Villas (the residential condominium uses adjacent to the southern boundary of the project site), and the location (distance) of the Church from Monarch Bay Terrace and Crown Valley Parkway. Therefore, as shown in Figure 3.1, Master Plan Concept 2 was developed and proposed to move the Community Life Center building to the north end of the project site away from sensitive uses (i.e., residences at the Monarch Bay Villas).

- **May 2004 Master Plan.** This Master Plan was submitted to the City in May of 2004 and reflected further design refinement of the 2003 Master Plan Concept 2. As part of this Master Plan and as shown in Figure 3.1, the proposed Administration building was to be located in the southeast corner of the project site, and the Community Life Center building was to be located in the northern portion of the project site, where the existing Preschool, and Administration and Fellowship Hall buildings are currently located. The three classroom buildings were to be located north of the existing Sanctuary, consistent with the 2003 Master Plan. Under this Master Plan, all the buildings and the proposed Parking Structure were designed to be partially subterranean to work with the natural topography of the site.
- **December 2004 Master Plan.** The May 2004 Master Plan was revised and submitted to the City in December 2004. Revisions to this Master Plan were based on further design development and City comments during the architectural review process. Under this Master Plan, as shown in Figure 3.1, the proposed Administration building was to be located farther north on the project site to allow for additional setback. In addition, the lowest level of this building and the proposed patio feature were to be eliminated. All buildings proposed as part of this Master Plan were to be partially subterranean and were designed to be consistent with the natural topography of the site.
- **April 2006 Master Plan.** The April 2006 Master Plan revised the December 2004 Master Plan based on further design refinement per the City's review of the project, and further input from the Church and the community. The most notable changes in this Master Plan were the reduction of three classroom buildings to two (refer to Figure 3.1 for the location of these buildings), and design changes to the entire project to be more consistent with the architectural style of the existing Sanctuary. Specifically, the proposed Preschool/Administration building was redesigned to decrease the building's height and massing based on responses from neighboring property owners in the Monarch Bay Villas. The April 2006 Master Plan also proposed a Landscaped Garden in the southeast corner of the project site to provide an outdoor space for church use opportunities and provide an area for individuals to enjoy views of the ocean and the surrounding area. In addition, the Parking Structure design was refined to preserve the view corridor across the site toward the golf course and the ocean. The City prepared a Mitigated Negative Declaration (MND) based on this Master Plan that was circulated for a 30-day public review period in April/ May 2009. Public hearings were held by the City's Planning Commission in June 2009 and July 2009 to consider the MND and the project. After receiving public testimony on the project, the Commission tabled the project and the City decided to prepare an EIR for the project.
- **March 2012 Master Plan.** Based on the Church and community's input received during the public hearing process in the summer of 2009 and additional input from the EIR Scoping Meeting in March 2010, the Church revised its Master Plan and re-submitted in March 2012. The revisions pertain to the geo-technical solution for the project to decrease the grading impacts of the project. The new geo-technical design for the project proposes to employ mechanical and structural techniques such as the caissons and tieback system to provide structural stability to the site. This contrasts with the previous Master Plans, which addressed geotechnical issues through a buttress and retaining wall system. Conversely, the March 2012 Master Plan proposed to employ mechanical and structural techniques to address geotechnical issues on the northeast portion of the site.

December 2013 Master Plan – The Proposed Project. The current Master Plan/proposed project as addressed in this Draft EIR was submitted to the City in December 2013. The most significant

changes to the Master Plan are seen in the northeast corner of the property in the outdoor area where the retaining wall system was originally proposed. The proposed project includes a redesign of the geotechnical solution, similar to the March 2012 Master Plan, which reduces earthwork and grading needs by employing mechanical and structural techniques, and scaling back the size of the retaining walls. The new Master Plan/proposed project also includes a detailed design of the Landscaped Meditation Garden in the southeast corner of the property.

As stated above, the City prepared an MND that was circulated for a 30-day public review period in April/May 2009. The MND analyzed the project as contained in the 2006 Master Plan. Comments on the MND were received, responses to comments completed, and public hearings took place on June 15, 2009, and July 20, 2009. Due to the extent of public comments and concerns, the MND and the project were tabled by the Planning Commission. Subsequent to these public hearings, the City decided to elevate the level of California Environmental Quality Act (CEQA) review to an EIR. Therefore, the City is proceeding with the preparation of an EIR. In March 2010, an EIR Scoping Meeting was held to gain further input from the community related to potential environmental impacts resulting from the project implementation.

3.3 PROJECT SETTING AND SITE DESCRIPTION

3.3.1 Project Setting

The City is located in the southwestern portion of the County of Orange (County) and is part of the larger Southern California region. The City is located approximately halfway between Los Angeles and San Diego and is bounded on the north by the Cities of Laguna Beach and Laguna Niguel; on the east by the Cities of San Juan Capistrano and San Clemente; and on the west and south by the Pacific Ocean. Figure 3.2, Project Location, shows the project location and surrounding area. The City is located along approximately 7 miles of Pacific coastline with two major freshwater drainages, San Juan Creek and Salt Creek which empty into the Pacific Ocean. Located between these two drainages is the Dana Point Headlands, which overlooks Dana Point Harbor. The Harbor contains two marinas and offers recreational boaters, County residents, tourists, and others a number of recreational activities, retail shopping, and dining opportunities.

The highest point in the City, at an elevation of 315 (feet) ft above mean sea level (amsl), is located in the northern portion of the City near Laguna Niguel. Dramatic bluffs and rolling hills shape the City by providing unique topographical features such as the Headlands, overlook parks, interior canyons, and open space corridors. Land uses within the City consist predominantly of low-density (single-family) residential uses, with commercial uses clustered along Pacific Coast Highway (PCH) and Del Prado Avenue.

3.3.2 Project Site Description

Project Location. The project site is located at 32712 Crown Valley Parkway in the northern portion of the City. The site is bounded by Crown Valley Parkway to the west, the Monarch Bay Villas to the south, an undeveloped hillside and the Monarch Beach Golf Links golf course to the east, and the Monarch Coast Apartments to the north. The approximate 6-acre (ac) project site is generally rectangular in shape and is currently developed with the existing South Shores Church development (see Figure 3.3, Project Vicinity).

Project site topography ranges in an elevation difference of approximately 70 ft (from approximately 205 ft amsl to 275 ft amsl) descending from west to east. However, the developed portions of the project site have an elevation difference of approximately 22 ft (see Figure 3.4, Existing Site Plan).

The existing church development includes a Sanctuary, Chapel, Administration and Fellowship Hall, Preschool, and parking lot. The 6,717-square-foot (sf) preschool buildings are located in the northwestern part of the project site adjacent to Crown Valley Parkway. The children's play area is located southeast of the Preschool building and is surrounded by landscaping. The 12,985 sf Administration and Fellowship Hall building is located southeast of the playground, and the 3,765 sf Chapel is located southeast of the Administration and Fellowship Hall. The 19,078 sf Sanctuary is located in the central-eastern portion of the project site. An undeveloped slope descending from southwest to northeast is located on the northeastern boundary of the project site.

Existing access to the project site is provided by a signalized driveway south of the Preschool building at the intersection of Sea Island Drive and Crown Valley Parkway and a right-turn-in, right-turn-out-only driveway south of the intersection. The existing parking lot includes 228 parking spaces and is located on the southwestern portion of the project site. Ornamental landscaping surrounds the existing buildings and parking area, while a limited amount of natural vegetation is present on the undeveloped slope on the east side of the project site.[1] Table 3.A lists the existing development uses and associated square footage along with information about the typical uses associated with each portion of the existing development.

Table 3.A: Existing Development

Land Use	Area (sf)	Typical Uses	Typical Use Periods
Parking	228 at-grade spaces	Parking	7 days per week, between 8 a.m. and 10 p.m.
Sanctuary	19,078	Worship services, ministry programs, special music and ministry functions, weddings, funerals, and seasonal special events	Sunday mornings and Sunday evenings, Saturdays, weekdays
Chapel	3,765	Worship services, youth and adult bible study, youth ministry programs, meetings	7 days per week, between 8 a.m. and 10 p.m.
Administration and Fellowship Hall	12,985	Administrative offices, ministry programs, preschool functions, community activities and meetings, post-worship fellowship activities, breakfasts, luncheons, dinners, wedding receptions, funeral functions	7 days per week, between 8 a.m. and 10 p.m.
Preschool	6,717	Sunday school, preschool programs, offices, meetings, evening church functions, bible study, ministry programs	School function: Weekdays between 9 a.m. and 2 p.m., mid-September through mid-June only. Church function: Sundays and Saturdays, weekday evenings, year round,
Total Existing Area	**42,545**		

Source: Matlock Associates (December 2013).
sf = square feet

[1] LSA Associates, Inc. 2014. *Updated General Biological Assessment for the Proposed South Shores Church Expansion*, City of Dana Point. March.

The existing South Shores Church currently accommodates 1,512 church members, regular attendees, and visitors and holds four worship services and three bible study groups on Sundays, periodic worship services on Wednesday evenings, preschool programs on weekdays, 22 youth and adult ministry programs and community activities and meetings (martial arts classes and support groups) throughout the week.

Attendance at most of the ministry programs and other community activities and meetings ranges between 8 and 30 people; however, four of these ongoing events are typically attended by more than 30 people. These include: the Women's Bible Study Fellowship (WBSF), which meets in the Sanctuary on Wednesday mornings (average attendance of 300) and disperses for small group study and discussion to various spaces in the Sanctuary, Fellowship Hall, and Chapel; a choir rehearsal held in the Choir Rehearsal Room in the lower level of the Sanctuary on Wednesday nights (average attendance of 60); CORE Worship Service/Ministry, which meets in the Sanctuary on Thursday nights (average attendance of 85) and disperses for small group study and discussion to various spaces in the Sanctuary, Fellowship Hall, and Chapel; and Mothers of Preschoolers (MOPS), a ministry program that meets in the Sanctuary and also uses the Multi-Purpose Room in the lower level of the Sanctuary along with the Nursery every other Friday (average attendance of 87). Other ministry programs and community activities and meetings are held in the Administration and Fellowship Hall building in the mornings and mid-afternoons throughout the week, including evenings. The High School/College/Young Adult groups use the church facilities the latest hours of the evening, concluding at 10:00 p.m. on Thursdays. Several of the ministry programs, including WBSF and the bi-weekly MOPS program described above, are not offered during the summer.

Preschool programs, located on the church campus, operate on weekday mornings from 9:00 a.m. to 2:00 p.m. mid-September to mid-June. Most of the children are dropped off at the Preschool before 9:00 a.m. and picked up after 2:00 p.m. Currently, the existing Preschool is licensed for 86 preschool children per day. In addition, 40 full time, part-time, and volunteer staff members work at the Church on weekdays during typical work hours. Preschool operations are generally limited to the Preschool building and children's play area; however, special events associated with the Preschool (i.e., holiday concerts and other special group gathering needs) are occasionally held in the Sanctuary and the Fellowship Hall.

South Shores Church also offers wedding services on Saturdays and on Sunday afternoons. Church facilities are also used for special events such as meetings for various organizations, parking lot carwashes, and fundraising events.

On Sundays, many of the individuals who attend worship services in the Sanctuary also attend bible study groups in other buildings on the project site. In addition, children attend Sunday school in the Preschool and Fellowship Hall buildings on Sunday mornings. On Sundays, the time period between 10:30 a.m. and 11:30 a.m. represents the time when the largest number of people are present at the Church (approximately 659 people).

Because the ministry programs and community activities and meetings are staggered, the number of persons present at the Church fluctuates widely depending on the time and day of the week. During the weekdays, Wednesday morning between 9:00 a.m. and 11:15 a.m. represents the time when the largest number of people are present at the Church (approximately 311 people).

General Plan and Zoning Land Use Designations. The City's General Plan Land Use Element designates the project site as Community Facility (CF). The CF designation includes a wide range of public and private uses distributed throughout the community such as schools, churches, child care centers, transportation facilities, government offices and facilities, public utilities, libraries, museums, art galleries, community theaters, hospitals, and cultural and recreational activities. The project site is also zoned CF. The CF zoning district allows for a variety of community facility uses, including religious uses, with approval of a Conditional Use Permit (CUP).

General Plan Local Coastal Program (LCP) Overlay Zone. The project site lies within the boundaries of the City's LCP. Of the City's total 4,148 ac, approximately 2,158 ac lie within the Coastal Zone. The City's LCP has been certified by the California Coastal Commission (CCC). Therefore the City assumes responsibility for administering Coastal Development Permits (CDP) in those areas of its Coastal Zone that are not on submerged lands, tidelands, public trust lands, or State universities or colleges. The proposed project requires a CDP, which would be issued by the City. Development within the City's Coastal Zone may be approved only if found to be in conformity with the certified LCP. The project site is within the City's non-appealable Coastal Zone and the project would, therefore, not be appealable to the CCC.

3.3.3 Surrounding Land Uses

The project site is bounded on the west by Crown Valley Parkway and single-family residential beyond (see Figure 3.3). The Monarch Bay Villas borders the project site immediately to the south with the Monarch Bay Plaza Shopping Center beyond, which includes grocery, restaurant, medical office, preschool, pharmacy, gas station, and other commercial/retail uses. PCH fronts the shopping center on the southwest. The project site is bounded on the east by a vacant hillside, the paved Salt Creek recreational trail,[1] the Monarch Beach Golf Links golf course, Salt Creek, and single-family residential beyond. The project site is bounded to the north by the Monarch Coast Apartments and beyond by Camino del Avion.

3.4 PROJECT DESCRIPTION

With the exception of the Sanctuary built in the 1990s, the current buildings on site have become dated and less than optimal for accommodating existing church activities and functions. The Preschool utilizes several buildings including temporary classrooms that are over 40 years old. Christian education classes and church committees meet in various rooms not specifically intended as meeting spaces, including the Pastor's office. The existing Fellowship Hall space is too small for church-wide gatherings such as luncheons and celebratory events.

Consequently, the buildings proposed as part of the Master Plan will be used to accommodate existing church activities and functions. The Church will not be expanding the Preschool enrollment or expand the capacity of the Sanctuary for Sunday services. The Sunday services will continue as

[1] Salt Creek Trail is not listed on the County's Master Plan of Regional Riding and Hiking Trails. However, according to the County of Orange Major Riding and Hiking Trails and Off-Road Paved Bikeways map, Salt Creek Trail is an Existing Off-Road Paved Bikeway: (http://ocparks.com/civicax/filebank/blobdload.aspx?BlobID=8223 , accessed March 11, 2013).

currently scheduled. Other than the Community Life Center building discussed below, the proposed Master Plan facilities essentially replace current outdated facilities and provide dedicated spaces for ongoing church activities that currently occur in spaces not necessarily intended or well-suited to accommodate such activities.

Upon completion, the Community Life Center building will accommodate a larger percentage of the congregation for church-wide events but any such event will not be held during times that conflict with Sunday services or the Church's peak weekday activity, the Wednesday Women's Bible Study Fellowship. The Community Life Center would also allow the Church to organize a youth basketball and/or volleyball league. The league, however, would not operate on Sundays or at the same time as the Wednesday Women's Bible Study Fellowship. The size of the Community Life Center further limits how many games/practices could be held simultaneously. To implement the Master Plan, South Shores Church proposes to demolish the existing Preschool, Administration and Fellowship Hall building, Chapel, and parking lot. As listed in Table 3.B, total demolition would include 23,467 sf of building space. As listed in Table 3.C, the proposed project includes construction of a total of 70,284 sf of new building space, including a new Preschool/Administration building, two new Christian Education buildings, a Community Life Center, and a two-level partially subterranean Parking Structure. Table 3.C also summarizes the typical uses associated with each portion of the proposed development. Figure 3.5, Proposed Master Plan, shows the ultimate layout of the project site upon completion of the Master Plan, including the locations of the proposed Preschool/Administration building, Christian Education buildings, Community Life Center, and Parking Structure. Figures 3.6a through 3.6c, Site Plan Cross Sections, provide details regarding the heights of the proposed buildings and the proposed locations of the caissons, tiebacks, and other geotechnical features associated with the project. No construction or modifications to the existing Sanctuary building are proposed as part of this project. As shown in Table 3.D, the project is proposed in five phases over a 10-year period; however, construction activities would not occur continuously over the 10 year period. Figures 3.7a through 3.7c, Construction Phasing, show the construction phases of the project and show construction, demolition, grading, and on-site available parking spaces for each phase. Although four of the ministry programs (the Wednesday morning bible study, the bi-weekly Friday morning ministry program, and two small ministry programs held on Tuesday mornings) would be discontinued during construction, the project is anticipated to result in temporary on-site parking deficiencies during construction. An off-site shared parking program is required through mitigation and would be in effect during construction of the Master Plan to address these deficiencies (refer to Section 4.12, Transportation and Circulation, for additional information regarding the off-site shared parking program). No parking deficiencies are anticipated to occur after the Master Plan is completed. Construction phases are detailed in the following discussion.

Table 3.B: Existing On-Site Buildings

Existing Building	Proposed Action	Area (sf)
Sanctuary	No Construction or Improvements	19,078
	Total Area to Remain	19,078
Chapel	Demolition	3,765
Administration and Fellowship Hall	Demolition	12,985
Preschool	Demolition	6,717
	Total Area to be Demolished	**23,467**

Source: Matlock Associates (December 2013).
sf = square feet

Table 3.C: Proposed Master Plan Buildings

Proposed Master Plan Buildings	Existing or New Construction	Typical Uses	Typical Use Periods	First Floor Area (sf)	Second Floor Area (sf)	Total Building Area (sf)
Sanctuary	Existing Building to Remain	Worship services, ministry programs, special music and ministry functions, weddings, funerals, and seasonal special events	Sunday mornings and Sunday evenings, Saturdays, weekday evenings	9,140	9,938	19,078
Total Area to Remain						**19,078**
Preschool/ Administration Building	Proposed	Administrative offices, ministry programs and community activities and meetings, Sunday school and preschool programs (during Phases 1B, 1B.E1, 1B.E2, 1C, 2 and 3), dining functions, weddings, funerals	Sundays between 7:30 a.m. and 7:30 p.m., Saturdays between 8:00 a.m. and 10 p.m., weekdays between 8:00 a.m. and 10 p.m.	7,737	7,378	15,115
Community Life Center	Proposed	Ministry programs, post-worship fellowship activities, youth sports leagues and gymnasium uses (not conflicting with worship services), community activities and meetings, dining functions, weddings, funerals, special music and speaking events	7 days per week, between 7 a.m. and 10 p.m.	17,331	6,983	24,314
Christian Education Building 1	Proposed	Ministry programs, Sunday school, community activities and meetings, bookstore	Sundays between 7:30 a.m. and 1 p.m. and Sunday evenings, weekdays between 8:00 a.m. and 10 p.m., Saturdays between 8:00 a.m. and 10 p.m.	7,674	7,725	15,399
Christian Education Building 2	Proposed	Preschool programs, ministry programs, community activities and meetings	Sundays between 7:30 a.m. and 1 p.m. and Sunday evenings, weekdays between 8:00 a.m. and 10 p.m., Saturdays between 8:00 a.m. and 10 p.m.	7,750	7,706	15,456
2-Level Partially Subterranean Parking Structure	Proposed	Parking	7 days a week, between 8 a.m. and 10 p.m. Some functions will necessitate earlier arrivals for staff and ministry needs.	176 spaces	176 spaces	352 spaces
At-Grade Parking	Proposed	Parking	7 days a week, between 8 a.m. and 10 p.m. Some functions will necessitate earlier arrivals for staff and ministry needs.	59 spaces	N/A	59 spaces
					Total New Construction	**70,284**
					Total Master Plan Building Area	**89,362**

Source: Matlock Associates (December 2013).
N/A = not applicable
sf = square feet

Table 3.D: Proposed Construction Phases

Phase	Description	Anticipated Start Date	Approximate Duration (months)
1A	Construct Preschool/Administration Building	May 2015	13
1B	Demolish existing buildings on north end	June 2016	3
1B.E1	Excavate north end of site & prepare rough grade pad elevations	September 2016	3
1B.E2	Excavate south half of northeast corner to a depth of 45 ft and stockpile excavated earth on site	December 2016	3
1C	Construct Community Life Center Building & balance of on-grade parking	February 2017	12
2	Construct Christian Education Building 1	January 2020	12
3	Construct Christian Education Building 2	January 2021	12
4	Construct 1st half of parking deck	January 2023	7
5	Construct 2nd half of parking deck	January 2024	7
Completion of Master Plan		**January 2025**	**10 years**

Source: Matlock Associates (December 2013); City of Dana Point (June 2014).
ft = foot/feet

3.4.1 Phase 1: Demolition of Existing Buildings, Corrective Grading and New Construction

Phase 1A: Construction of New Preschool/Administration Building. Construction of Phase 1A is anticipated to be completed over 13 months and would involve the import of approximately 700 cubic yards (cy) of soil to the project site. An underground stormwater detention system would be constructed beneath a portion of the existing parking area at the southern end of the project site. The proposed 15,115 sf Preschool/Administration building would be the first new building constructed on the project site. As shown in Figure 3.8, Preschool/Administration Building Elevations, this two-story building would be approximately 31 ft in height, with one story at ground level and the other partially below grade on the west and north elevations. The proposed Preschool would be located on the lower level and would be comprised of six classrooms, staff offices, a janitorial room, restrooms, a break room, and miscellaneous mechanical, storage, and workroom spaces. The church administration functions would be located on the upper level of the Preschool/Administration building and would include staff offices, a break room, a prayer room, a reception area, a multi-purpose room, restrooms, and a janitorial room with a shower. This building is intended to serve as a meeting space for church ministries and community groups. Operating hours for the proposed Preschool would be Monday through Friday, mid-September to mid-June, from 9:00 a.m. to 2:00 p.m. and from morning to evening for the administrative functions. Saturday and Sunday functions would be likely and would occur primarily between 8:30 a.m. and 1:00 p.m. It should also be noted that the proposed Preschool would be located in this building until construction of its final location on site in Christian Education Building 2 is complete. Following completion of Christian Education Building 2, the Preschool would relocate from its interim location in the Preschool/Administration building to Christian Education Building 2. The Preschool/Administration building would then undergo interior renovations to convert spaces in the lower level to suit administrative needs.

The proposed Landscaped Garden would be constructed during this phase and would be located in the southeastern corner of the project site adjacent to the proposed Preschool/Administration building. This garden area would include terraced plateaus for meditation, ornamental vegetation, small trees,

stone walls, paths with benches, an art feature, and a small pedestrian footbridge. The garden would also include a shallow water feature that would cascade from the upper area of the garden to the lower portion near a small pedestrian footbridge. A small terraced area for bible study discussion and small groups is also proposed in this area. It is anticipated that this area would be utilized similar to a passive park, with quiet spaces for reflection and meditation. No active uses are planned for this area, and lighting would be restricted to minimal security lighting. A single entry and exit gate would provide access to the garden. The hours of operation for the garden would be from 7:00 a.m. to sunset, and the garden would be inaccessible to the public outside of these hours.

As shown in Figure 3.6, Preschool/Administration Building Elevations, the Preschool/Administration building would be constructed to a maximum height of 31 ft above ground level. Building materials would include smooth plaster, bronze-tinted glazing on the glass windows to match the existing sanctuary, cultured stone to match the natural on-site boulders, and parapet terracotta roofing on the architectural feature of the southwest corner of the building to match the existing Sanctuary.

A total of 67 parking spaces would be taken for construction activities during Phase 1A, leaving a total of 161 at-grade parking spaces available for church activities. At the completion of Phase 1A, 226 parking spaces would be available for church activities.

Phases 1B, 1B-E1, and 1B-E2: Demolition of Existing Buildings and Remedial Grading. Phase 1B includes the demolition of the existing buildings (Preschool, Administration and Fellowship Hall, and the Chapel) on the north end of the project site over a 3 month period.

Earthwork on the north end of the site would follow, in Phases 1B-E1 and E-2, after the demolition of the existing buildings, including the preparation of rough grade pad elevations and remedial earthwork. The rough grade earthwork activities would involve the export of 17,000 cy of soil. Earthwork activities on the north end of the project site would be conducted over a period of 6 months with primary export occurring during the first 3 months of this period in Phase 1B-E1.

Demolition would temporarily utilize 8 existing parking spaces for construction activities, leaving a total of 218 available on-site parking spaces. Following demolition activities, preparation of rough grade pad elevations and remedial earthwork activities would use an additional 2 parking spaces for construction activities (totaling 10 parking spaces being utilized for construction staging purposes), leaving 216 on-site spaces available for church activities. In addition, 28 parking spaces would be temporarily used during the weekdays as a play area for the Preschool during this phase. These 28 spaces would be available for church activities on Saturdays and Sundays. At the completion of Phase 1B-E2, 216 parking spaces would be available for church activities.

During Phases 1B, 1B-E1, and 1B-E2, ministry programs as well as administrative, preschool, and Sunday school functions would be relocated to the newly completed Preschool/Administration Building.

Phase 1C: Construction of New Community Life Center Building. Phase 1C includes construction of the two-story, 24,314 sf Community Life Center building located in the northwest corner of the project site and construction of at-grade parking spaces. The Community Life Center would be

partially subterranean with a portion of the ground level below grade on the west elevation and the north and south elevations adjacent to Crown Valley Parkway. As shown in Figure 3.9- Community Life Center Elevations, the proposed building would be approximately 35 ft in height to the peak of the gable roof. Although the structure itself is not more than 35 ft in height, it would still require the approval of a height variance, since the height of structures is measured from the lowest current grade within the building's footprint as stipulated in the City's Zoning Ordinance. The lowest grade within this building's footprint is along the east elevation. Building materials would include smooth and textured plaster, wood canopies for screening, metal rollup door to the maintenance room, wood beams with finish to match the existing Sanctuary, bronze-tinted glazing on the glass windows also to match the existing Sanctuary, cultured stone to match the natural on-site boulders, and parapet terracotta roofing to match the existing Sanctuary.

The proposed building would include Fellowship Hall/Gymnasium functions on the ground level with support spaces, such as storage rooms, a racquetball room, restrooms, a kitchen, staff offices, and a maintenance room, as well as two classrooms. The upper level of the Community Life Center would be comprised of five classrooms to serve as meeting spaces for Christian education ministries. The Fellowship Hall would also serve as a space for church-wide dining, meetings, ministries, receptions, and other functions, while the Gymnasium would serve as a meeting space for various sports groups. There would be no concurrent use of the Fellowship Hall/Gymnasium for assembly functions or services. Operations and activities would include weekday and weekend functions.

Phase 1C is anticipated to be completed over the period of 1 year. During this phase, a total of 3,500 cy of soil would be imported to the project site. Access to the project site at the signalized intersection of Sea Island Drive and Crown Valley Parkway would be temporarily closed during the first 2 months of Phase 1C, leaving the right-turn-in/right-turn-out-only access point on the east side of Crown Valley Parkway as the only site driveway. During Phase 1C, the construction staging area would be located in the northeastern corner of the project site (future location of the Christian Education buildings).

During the first 2 months of construction of Phase 1C, a total of 79 spaces would be taken for construction activities during Phase 1C, leaving a total of 137 at-grade parking spaces available for church activities. Subsequent to the first 2 months of construction, Phase 1C would reopen the signalized project access at Sea Island Drive and Crown Valley Parkway and would provide 281 at-grade parking spaces. In addition, 28 parking spaces would be temporarily used during the weekdays as a play area for the Preschool during this phase. These spaces would be available for church activities on Saturdays and Sundays. At the completion of Phase 1C, 281 parking spaces would be available for church activities.

3.4.2 Phase 2: Construction of Christian Education Building 1

Phase 2 includes the construction of the 15,399 sf Christian Education Building 1 and Nursery space. Construction of Phase 2 is anticipated to be completed over 1 year and would not involve the import or export of any soil. Christian Education Building 1 would be approximately 31 ft in height and would include two stories, with the lower level partially below grade on the west and south elevations. The ground level would consist of a children's nursery space and four classrooms for youth Christian education. These functions would operate during Sunday services, with some mid-week and weekday functions occurring on an as-needed basis. The Christian education classrooms

would also potentially be utilized for mid-week youth and adult ministry programs during evening hours. The upper level of Christian Education Building 1 would consist of two multi-use rooms with a kitchen, restrooms, storage rooms, and a church bookstore. The bookstore would serve the church congregation on Sundays and would potentially be open during weekdays during mid-week services. Fellowship Hall functions would occur in the multi-use rooms on an as-needed basis throughout the week for various youth and adult ministry opportunities. The multi-use rooms would also be available for community use upon request.

No existing parking spaces would be taken for construction activities during Phase 2; therefore, a total of 281 at-grade parking spaces would be available for church activities. However, 28 parking spaces would be temporarily used during the weekdays as a play area for the Preschool during this phase. These spaces would be available for church activities on Saturdays and Sundays. At the completion of Phase 2, 281 parking spaces would be available for church activities.

During Phase 2, fellowship activities and several ministry programs would be relocated to the newly completed Community Life Center Building.

3.4.3 Phase 3: Construction of Christian Education Building 2

Construction of Phase 3 would be completed over 12 months and would not involve the import or export of any soil. Phase 3 includes construction of the 15,456 sf Christian Education Building 2. On the ground level, Christian Education Building 2 would include the church Preschool. The Preschool facilities on the lower level would consist of eight classrooms, offices, a teachers' lounge, restrooms, and a maintenance and storage room. The Preschool would operate from 9:00 a.m. to 2:00 p.m., Monday through Friday from mid-September to mid-June. The upper level of Christian Education Building 2 would consist of nine classrooms for children, youth, and adult Christian education purposes. The upper level would also have offices, restrooms, and storage rooms. Christian Education Building 2 would primarily be utilized during Sunday church services, with mid-week use occurring on an as-needed basis. Following completion of Christian Education Building 2, the church Preschool would relocate from its interim location on the ground floor of the Preschool/Administration building to the ground floor of Christian Education Building 2.

As shown in Figure 3.10, Christian Education Buildings 1 and 2 Elevations, both of the Christian Education buildings would be constructed to a maximum height of 31 ft. Building materials would include smooth plaster, vine-covered wood trellis, aluminum windows, bronze-tinted glazing to match the existing sanctuary, and cultured stone to match the natural on-site boulders.

A total of 57 existing parking spaces would be taken for construction activities during Phase 3; therefore, a total of 224 at-grade parking spaces would be available for church activities. In addition, 28 parking spaces would be temporarily used during the weekdays as a play area for the Preschool during this phase. These spaces would be available for church activities on Saturdays and Sundays. At the completion of Phase 3, a total of 281 parking spaces would be available for church activities.

During Phase 3, some ministry programs and fellowship functions would be relocated to the newly completed Christian Education Building 1.

3.4.4 Phase 4: Construction of the South Half of Parking Structure

Phase 4 includes construction of the southern half of the proposed Parking Structure and the interior renovation of the Preschool/Administration building. The church Preschool would be relocated from its interim location on the ground floor of the Preschool/Administration building to the ground floor of the Christian Education Building 2 to be completed in Phase 3. The ground floor (interior spaces only) of the Preschool/Administration building would be renovated in this phase to accommodate administrative functions.

As shown in Figure 3.11, Parking Structure Elevations, the proposed Parking Structure is designed with two levels. The upper level/deck parking would be accessed from Crown Valley Parkway and the project's internal drive aisle, while the lower level would be accessed from the project's internal drive aisle only. The perimeter wall of the Parking Structure, as seen from Crown Valley Parkway, would vary in height because of the changing topography. The height of the wall would be 3 feet 6 inches above the adjacent grade at the north end and would be 10 ft above the adjacent grade at the south end.

The elevator tower, which is proposed along the Parking Structure's eastern elevation is proposed to be approximately 33 ft high above grade, as measured from the project's internal driveway and would be 25 ft high as seen from the west entry drive at Crown Valley Parkway. The ground level of this structure will be partially below grade on the west elevation and the north and south elevations. The upper level would be designed to follow the contour of the Crown Valley Parkway to allow for the existing secondary vehicular site entry and exit access point. By preserving this access point, northbound lanes on Crown Valley Parkway would have direct access to the upper level of the Parking Structure. The lower level of the Parking Structure would be accessed via at-grade entry and exit points from the main drive aisle on both the northern and southern ends of the Parking Structure, near the pedestrian stair towers. Building materials would include smooth plaster, green screen covered with vines, and terra-cotta roofing to match the existing sanctuary.

Phase 4 is anticipated to be completed over 7 months. During construction of Phase 4, a total of 8,000 cy of soil would be exported off the project site. During this phase of construction, the right-turn-in/right-turn-out-only project access on the east side of Crown Valley Parkway would be temporarily unavailable. The only access point to the project site during this phase would be from the signalized intersection at Sea Island Drive/Crown Valley Parkway. During Phase 4, the construction staging area would be located in the central portion of project site, in the future location of the northern half of the Parking Structure.

A total of 190 existing parking spaces would be taken for construction activities during Phase 4; therefore, a total of 91 at-grade parking spaces would be available for church activities. At the completion of Phase 4, a total of 316 parking spaces would be available for church activities.

3.4.5 Phase 5: Construction of the North Half of Parking Structure

Phase 5 includes construction of the northern half of the Parking Structure. Refer to the discussion under Phase 4 for details related to the proposed Parking Structure's design features. Phase 5 is anticipated to be conducted over 7 months and would include the export of approximately 5,500 cy of

soil. During Phase 5, the construction staging area would be located in the lower level of the southern half of the proposed Parking Structure.
A total of 166 existing parking spaces would be taken for construction activities during Phase 5; therefore, a total of 150 at-grade parking spaces would be available for church activities. At completion of this phase, a total of 411 parking spaces would be provided.

During Phase 5, some administrative functions would be relocated to the newly renovated Preschool/Administrative Building.

3.4.6 Completed Master Plan

The proposed Master Plan would be developed in phases over a period of 10 years. The proposed sequencing of the construction phases would provide the Church an opportunity to continue to maintain existing operations to the extent feasible. Completion of the proposed Master Plan would include the existing Sanctuary and the addition of the proposed Preschool/Administration building, the Landscaped Outdoor Meditation Garden, Christian Education Buildings 1 and 2, the Community Life Center, and the Parking Structure. As part of the proposed project, no additions to the existing Sanctuary are proposed. In addition, no increase in the licensed enrollment for the Preschool are proposed.

Completion of the proposed Master Plan would provide a total of 59 parking spaces on the main drive aisle and 176 parking spaces on each floor of the proposed Parking Structure, resulting in a total of 411 parking spaces available for church users.

Upon completion of the proposed Master Plan, the ministry programs that were temporarily discontinued during construction would be reinstated.

3.4.7 Access

As shown in Figure 3.5, vehicular access to the project site would be provided by the same two access points that currently exist along Crown Valley Parkway. Vehicles from Crown Valley Parkway would enter into the Parking Structure via either a right-turn-in/right-turn-out-only entrance or enter the project site at grade via the signalized intersection at Sea Island Drive and Crown Valley Parkway. Project site circulation would be required to comply with the Orange County Fire Authority (OCFA) Fire Code.

3.4.8 Lighting

The proposed South Shores Church project would involve some nighttime operations such as Christian children/youth/college/adult ministries, community meetings, and community events. All facilities would be lighted to accommodate planned nighttime activities and to provide for security after facilities are closed. Lighting for the proposed project includes vertical light posts within the interior of the parking lot, small wall-mounted lamps along the northern and eastern boundaries of the Parking Structure, and recessed wall lights along the western and southern boundaries of the Parking Structure.

The proposed project would comply with Section 9.05.220 of the City's Municipal Code regarding lighting. Any exterior lighting proposed as part of the project would be energy-efficient and shielded or recessed, directing any potential glare or reflections within the boundaries of the project site parcel. Lighting would also be directed downward and away from adjoining properties and public rights-of-way. No lighting included as part of the proposed project would blink, flash, or utilize unusually high intensity or brightness. Proposed lighting fixtures would also be appropriate in scale, intensity, and height.

3.5 PROJECT DESIGN FEATURES

Project Design Features are specific design components of the proposed project that have been incorporated to reduce potential environmental effects. Because these features are part of the project design, they do not constitute mitigation measures. They are, however, included in this Draft EIR because they are a significant part of the project proposal to reduce potential project impacts through design. In addition to being listed below, Project Design Features are also described in the relevant sections of Chapter 4.0 for reduction of environmental effects of the proposed project. Project Design Features are not included for every environmental topic.

Project Design Feature 4.6.1: To ensure that the proposed project complies with and would not conflict with or impede the implementation of reduction goals identified in Assembly Bill (AB) 32, the Governor's Executive Order (EO) S-3-05, and other strategies to help reduce greenhouse gases (GHGs) to the level proposed by the Governor, the project will implement a variety of measures that will further reduce its GHG emissions. To the extent feasible, and to the satisfaction of the City of Dana Point (City), the following measures will be incorporated into the design and construction of the project (including specific building projects):

- **Construction and Building Materials.** Divert at least 50 percent of the demolished and/or grubbed construction materials (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- **Energy Efficiency Measures.** Design all project buildings to comply with the California Building Code's (CBC) Title 24 energy standard, such as installing energy-efficient heating and cooling systems, appliances and equipment, and control systems.
- **Water Conservation and Efficiency Measures**. Devise a comprehensive water conservation strategy appropriate for the project and its location. The strategy may include the following, plus other innovative measures that may be appropriate:
    - Create water-efficient landscapes within the development.

- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.
- Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff.

3.6 DISCRETIONARY ACTIONS

The purpose of this Draft EIR is to analyze the proposed development and activities further described and analyzed in Chapter 4.0, Environmental Analysis, and it is intended to apply to all listed project approvals by the Lead Agency or Responsible Agencies needed to implement the project.

This Draft EIR is intended to inform decision-makers and the public of the environmental effects of implementing the proposed project and of the mitigation measures or alternatives available that lessen or avoid potentially significant impacts. This Draft EIR analyzes and documents the impacts of the proposed project and all discretionary and ministerial actions associated with it. The City (the Lead Agency) would use this Draft EIR to assess the effects of the City discretionary actions detailed below and listed in Table 3.E.

3.6.1 Coastal Development Permit

The proposed project is located within the Coastal Overlay District. Pursuant to Section 9.69.020 of the City Municipal Code, a Coastal Development Permit (CDP) is required for all development located within the Coastal Overlay District. The proposed project is, therefore, required to process a CDP with the City to implement the South Shores Church Master Plan.

Table 3.E: Project Discretionary Actions

Discretionary Action	Description
Coastal Development Permit (CDP)	The project site is located within the Coastal Overlay District; therefore, a CDP, to be approved and issued by the City, is required for the proposed project.
Site Development Permit (SDP)	A Site Development Permit is required for any non-residential project which is in excess of 2,000 square feet. Since the proposed project meets this criteria, an SDP is required to be processed for this project.
Conditional Use Permit (CUP)	The project site is located in the "Community Facilities" (CF) zone. Pursuant to the City's Zoning Ordinance, a CUP is required for a church facility in this zone. The proposed project also includes an off-site shared parking program during construction phases of the project, and an on-site shared parking program after the project completion. A CUP is also required to be processed for this parking arrangement.
Variance	The proposed Community Life Center building would exceed the applicable building height limits set forth in the City Municipal Code. Therefore, a building height variance is required for the proposed project.

3.6.2 Site Development Permit

According to the City Municipal Code (Section 9.71.020), applications for non-residential project which are in excess of 2,000 sf are required to process a Site Development Permit. Since the proposed project meets this criteria, a Site Development Permit is required to be processed for this project.

The proposed project would require a Site Development Permit to allow for the replacement/ expansion of the existing South Shores Church facilities by developing 70,284 sf of building space on the project site, including the Community Life Center, two Christian Education buildings, the Preschool/Administration building, and the proposed Parking Structure.

3.6.3 Conditional Use Permit

While certain uses are suitable for inclusion in the list of uses allowed in a zoning district, these uses are not always appropriate in every location and circumstance due to their particular characteristics, nature, intensity, or size and, therefore, require a CUP. The proposed project, a religious use, requires a CUP pursuant to the site's CF zoning designation. Additionally, the project also requires a CUP to allow for the proposed off-site shared parking program which would be in effect during construction of the Master Plan, and an on-site shared parking program after the project's completion.

3.6.4 Variance

The City Municipal Code (Chapter 9.67) sets forth a procedure to permit appropriately mitigated developments on property which is constrained, because of size, shape, topography, or other constraining factors, and where strict interpretation of the Municipal Code would deny the applicant property development rights that are granted to other properties within the same zoning district under similar physical conditions.

According to the City Municipal Code (Section 9.05.110(b)(4)), the building height limit in the CF Zone is 31 to 35 ft, depending on the building's roof pitch. Due to the sloping topography of the project site, the proposed Community Life Center building would not comply with the applicable building height limits set forth in the City Municipal Code. Therefore, approval of the project would require a building height variance.

3.6.5 Probable Future Actions by Responsible Agencies

Pursuant to Section 15381 of the *State CEQA Guidelines*, "Responsible Agency" means a public agency that proposes to carry out or approve a project or a portion of a project for which the Lead Agency is preparing or has prepared an EIR. For the purposes of CEQA, the term "Responsible Agency" includes all public agencies other than the Lead Agency that have discretionary approval power over the project, a portion of the project, or mitigation for the project. These agencies include, but are not limited to, those identified in Table 3.F.

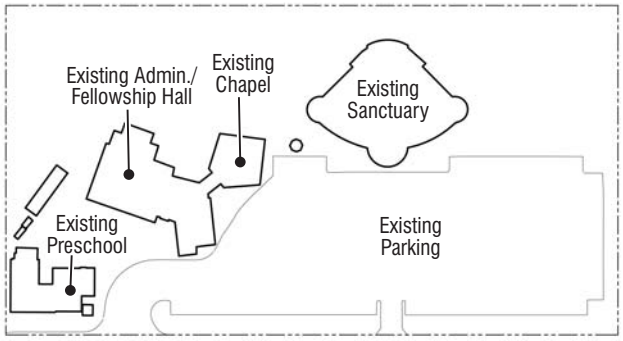
Table 3.F: Probable Future Actions by Responsible Agencies

Responsible Agency	Action
State Water Resources Control Board	Notice of Intent (NOI) to comply with the General Construction Activity National Pollution Discharge Elimination System (NPDES) Permit
San Diego Regional Water Quality Control Board	NPDES Permit
Orange County Fire Authority	Plan Approval
Orange County Sheriff's Department	Plan Approval
South Coast Air Quality Management District (SCAQMD)	Compliance with SCAQMD Rule 402 – Nuisance and Rule 403 – Fugitive Dust

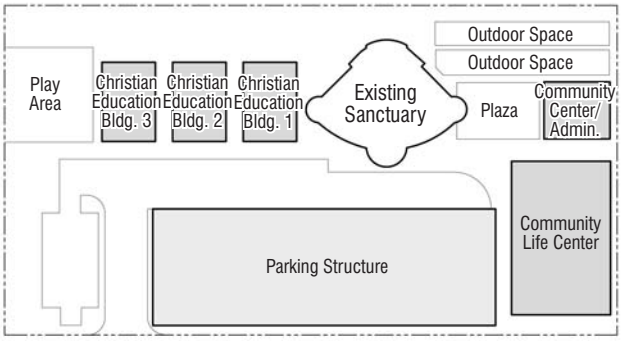
3.7 PROJECT OBJECTIVES

Pursuant to Section 15124 of the *State CEQA Guidelines,* the project description should contain a statement of the objectives of the proposed project and the underlying purpose of the project. The project objectives are as follows:

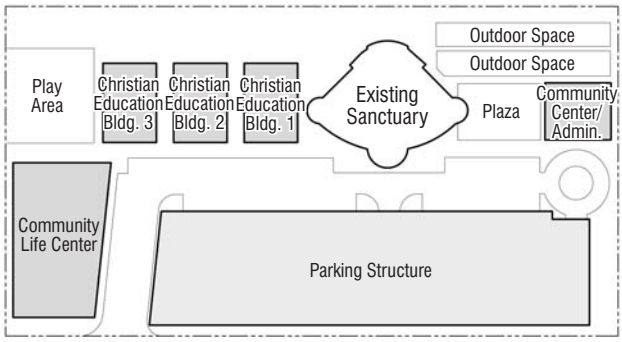
1. Replace existing facilities on the north end of the property with new facilities consistent with the architectural design and setting of both the church property and the surrounding area;
2. Accommodate the relocation of all existing church structures on the proposed project site, with the exception of the Sanctuary;
3. Employ mechanical and structural techniques to address on-site geotechnical issues;
4. Enhance and beautify the southeast corner of the property by constructing a Landscaped Meditation Garden; and
5. Provide adequate on-site parking and circulation for the church congregation and visitors of the new South Shores Church facilities.



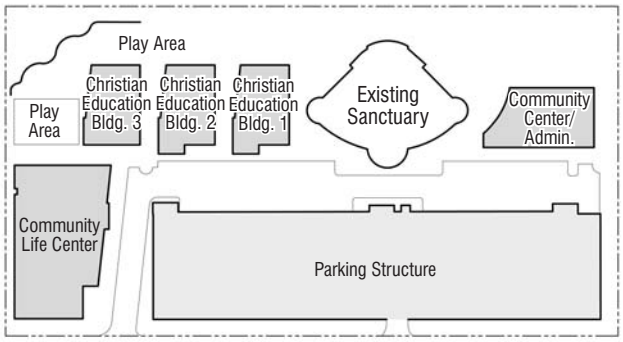
Existing Site Plan



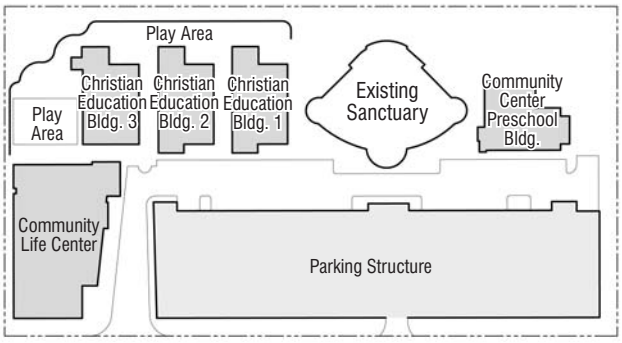
2003 Master Plan Concept 1



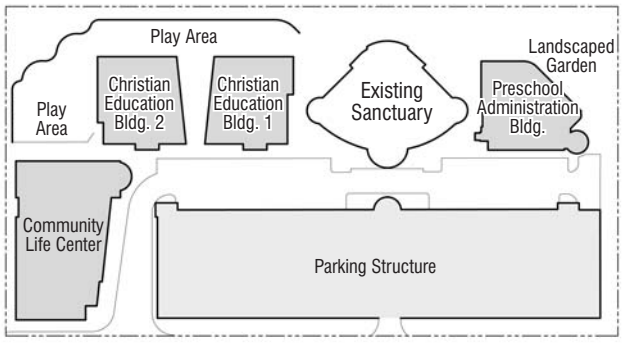
2003 Master Plan Concept 2



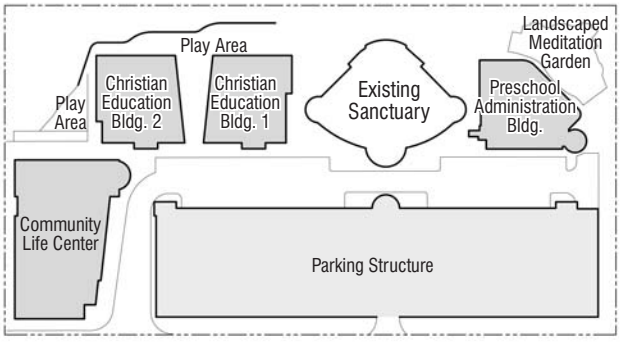
May 2004 Master Plan



December 2004 Master Plan



April 2006 Master Plan



March 2012 Master Plan

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FIGURE 3.1

South Shores Church Master Plan

Master Plan Evolution

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LSA

FIGURE 3.2

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SOURCE: The Thomas Guide

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South Shores Church Master Plan

Regional Project Location

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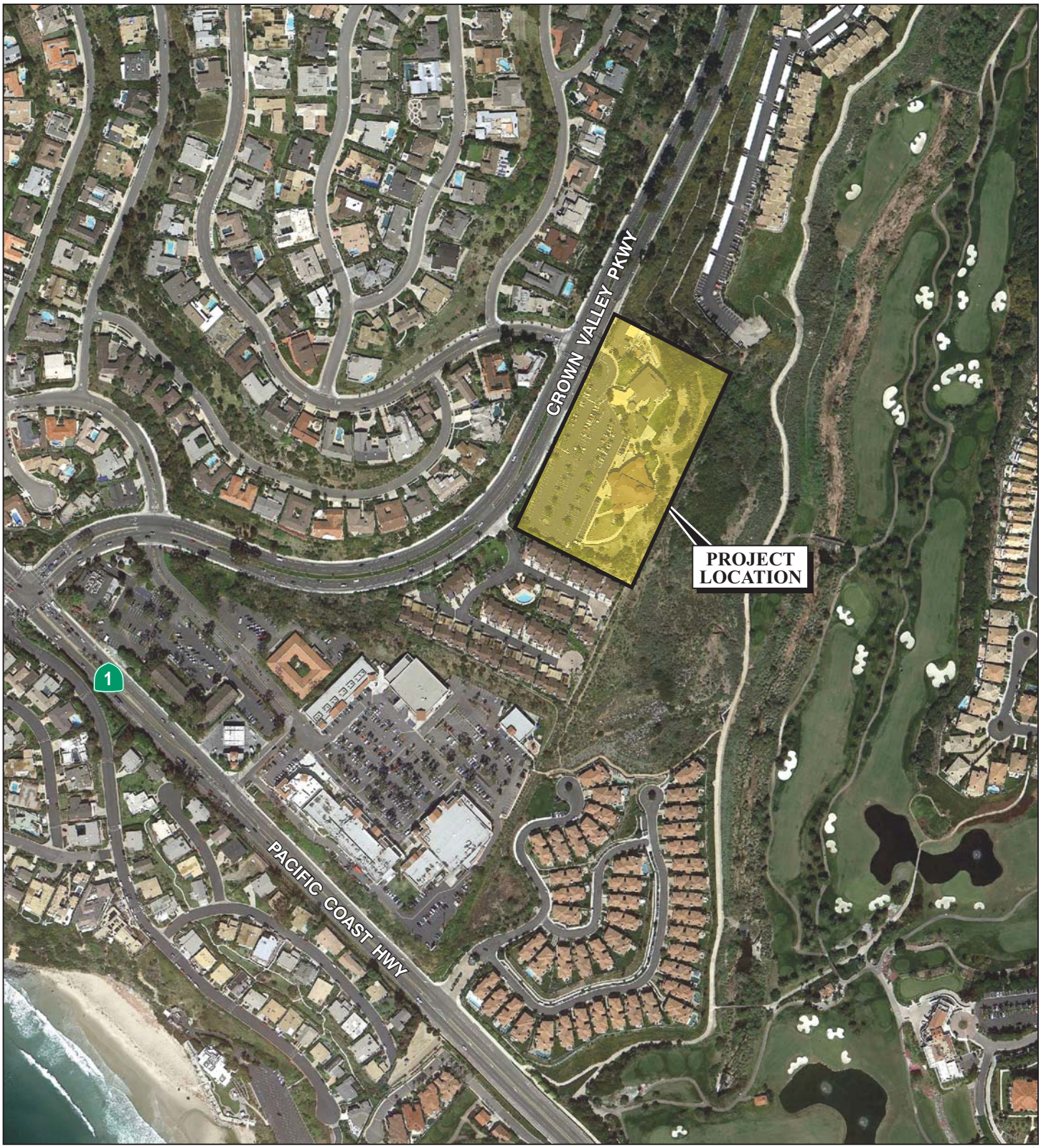

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FIGURE 3.3

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SOURCE: Bing Maps

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South Shores Church Master Plan
Project Vicinity

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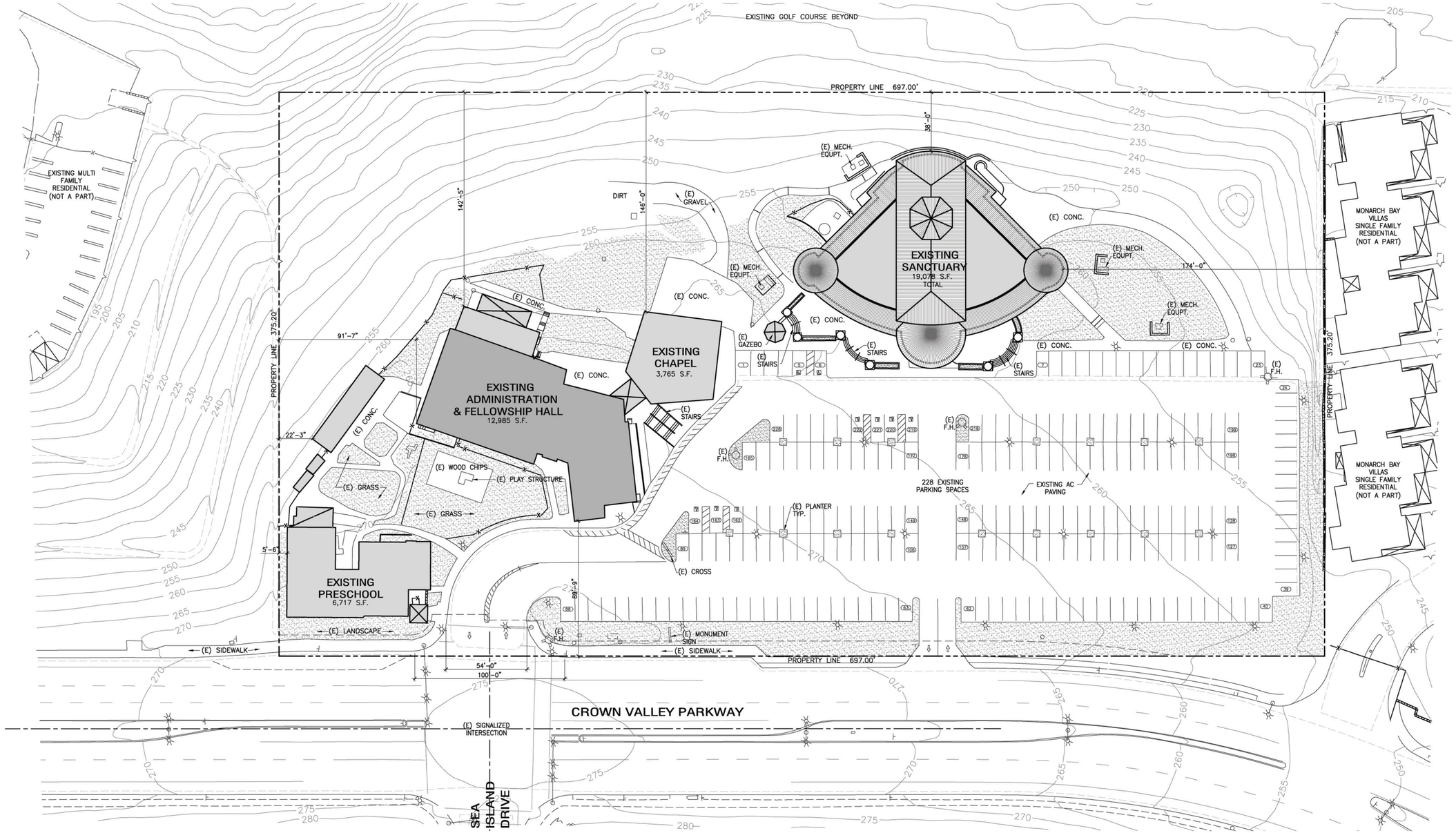

LSA

LEGEND

- CENTERLINE
- BUILDING SETBACK
- PROPERTY LINE
- 275 TOPOGRAPHIC CONTOUR LINE
- LANDSCAPED AREA
- BUILDING

PARKING COUNT

228 TOTAL ON SITE PARKING SPACES

BUILDING AREA

EXISTING CHAPEL
TOTAL: 3,765 sf.
(BLDG COVERAGE: 3,351 sf.)

EXISTING ADMIN / FELLOWSHIP HALL
TOTAL: 12,985 sf.
(BLDG COVERAGE: 10,350 sf.)

EXISTING SANCTUARY
TOTAL: 19,078 sf.
(BLDG COVERAGE: 13,772 sf.)

EXISTING PRESCHOOL
TOTAL: 6,717 sf.
(BLDG COVERAGE: 6,123 sf.)

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SOURCE: Matlock Associates, Inc.

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FIGURE 3.4

South Shores Church Master Plan

Existing Site Plan

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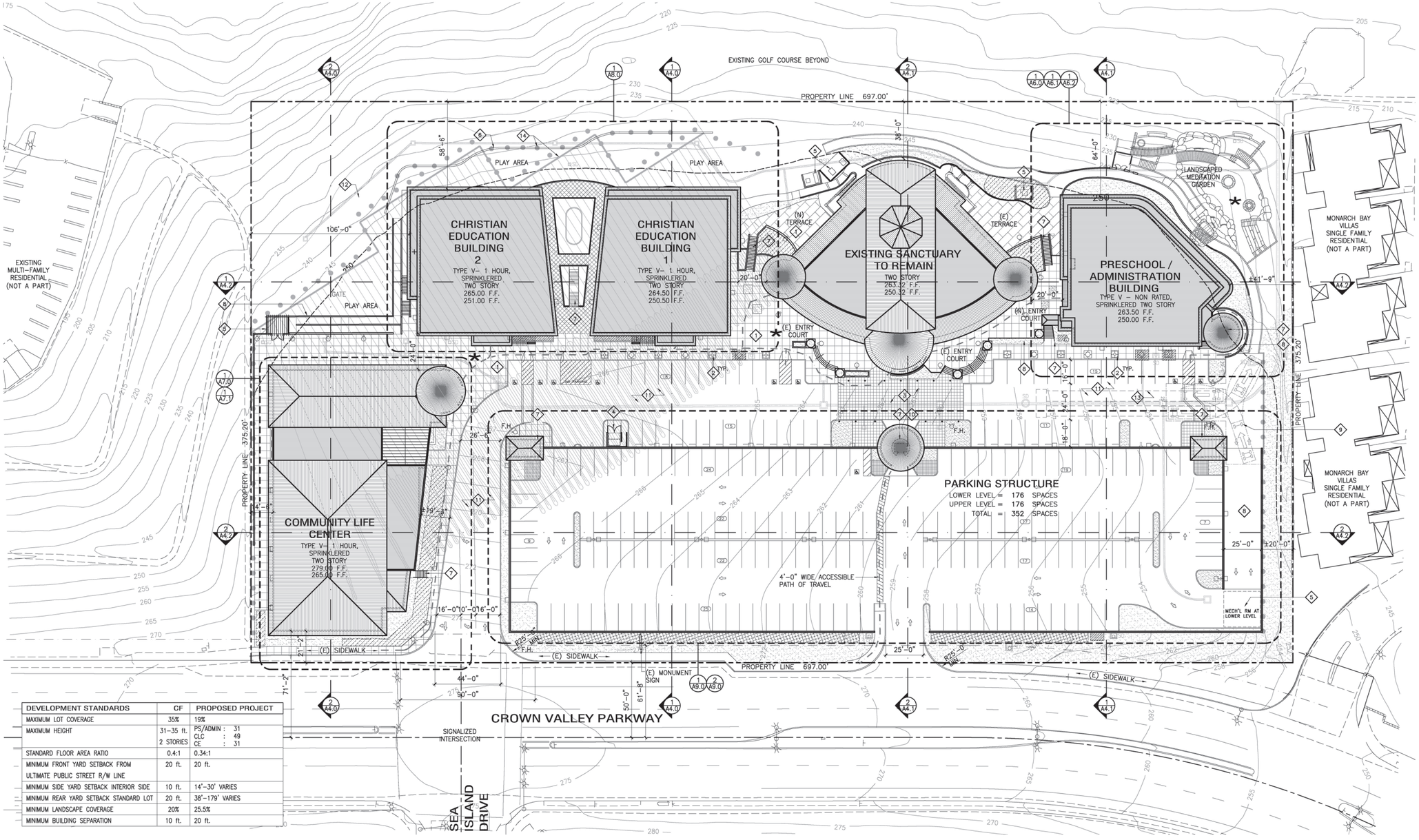

DEVELOPMENT STANDARDS	CF	PROPOSED PROJECT
MAXIMUM LOT COVERAGE	35%	19%
MAXIMUM HEIGHT	31–35 ft. 2 STORIES	PS/ADMIN : 31 CLC : 49 CE : 31
STANDARD FLOOR AREA RATIO	0.4:1	0.34:1
MINIMUM FRONT YARD SETBACK FROM ULTIMATE PUBLIC STREET R/W LINE	20 ft.	20 ft.
MINIMUM SIDE YARD SETBACK INTERIOR SIDE	10 ft.	14'–30' VARIES
MINIMUM REAR YARD SETBACK STANDARD LOT	20 ft.	38'–179' VARIES
MINIMUM LANDSCAPE COVERAGE	20%	25.5%
MINIMUM BUILDING SEPARATION	10 ft.	20 ft.

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SOURCE: Matlock Associates

KEY NOTES

1. NEW HARDSCAPE
2. NEW TREE WELL
3. NEW ENHANCED PAVING
4. NEW CMU TRASH ENCLOSURE WITH WOOD TRELLIS
5. NEW MECHANICAL EQUIPMENT ENCLOSURE BELOW
6. NEW RETAINING WALL: "SOIL RETENTION" PLANTABLE, STACKING WALL SYSTEM. WALL HEIGHT VARIES
7. NEW STAIRS
8. NEW RAMP
9. OCFA HAMMERHEAD
10. NEW ELEVATOR
11. AC PAVING
12. EARTHEN NATURE TRAIL, FIELD VERIFY
13. UNDERGROUND DETENTION BASIN, CONSTRUCTED PHASE 1A
14. CAISSONS, REACTION WALL & TIE BACKS BELOW GRADE

LEGEND

- CENTERLINE
- BUILDING SETBACK
- PROPERTY LINE
- ACCESSIBLE PATH OF TRAVEL
- 275 TOPOGRAPHIC CONTOUR LINE
- LANDSCAPED AREA
- HARDSCAPE
- BUILDING
- POLE MOUNTED AREA LIGHT
- PEDESTRIAN AREA LIGHT
- WALL MOUNTED AREA LIGHTS, SEE SHEET A15.0 LIGHTING PLAN FOR MORE INFORMATION
- PROPOSED LOCATION OF "PUBLIC ART"

BMP's

REFER TO CIVIL ENGINEERS WQMP EXHIBIT FOR PROPOSED BMP's

- BIORETENTION WITH UNDERDRAINS (BIO–1) DOWNSPOUT PLANTER BOXES – BMP–1
- VEGETATED SWALE (BIO–2) BIOSWALE / DEPRESSED LANDSCAPE – BMP–2
- PROPRIETARY BIO–FILTRATION (BIO–7) FILTERRA SYSTEM – BMP–3
- SD STORM DRAIN

PARKING COUNT

59 ON SITE PARKING SPACES
176 SPACES LOWER LEVEL PARKING STRUCTURE
176 SPACES UPPER LEVEL PARKING STRUCTURE
411 SPACES TOTAL

FIGURE 3.5

South Shores Church Master Plan
Proposed Master Plan

I:\DPC0902\G\Proposed Master Plan.cdr (8/15/14)

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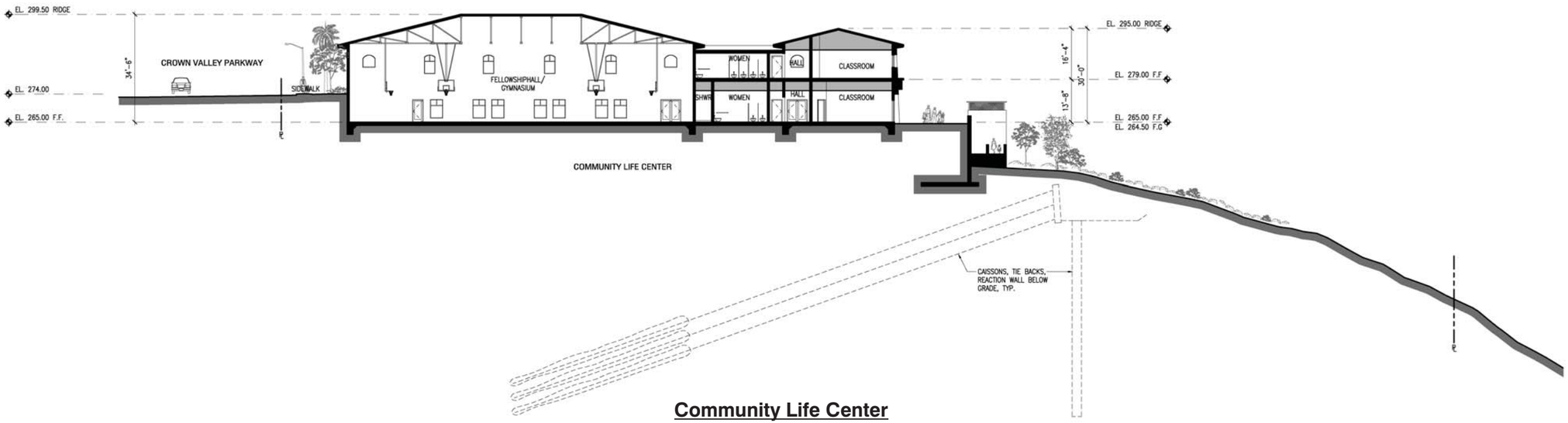
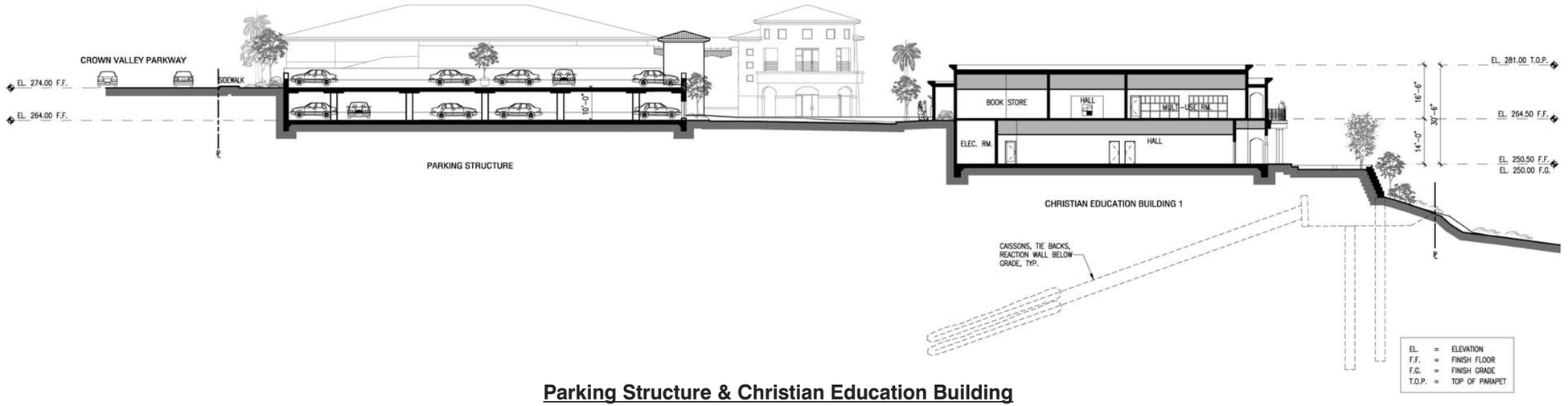


Community Life Center



Parking Structure & Christian Education Building

LSA

FIGURE 3.6a

South Shores Church Master Plan

Site Plan Cross Sections

SOURCE: Matlock Associates, Inc.

I:\DPC0902\G\Sections-a.cdr (6/13/14)

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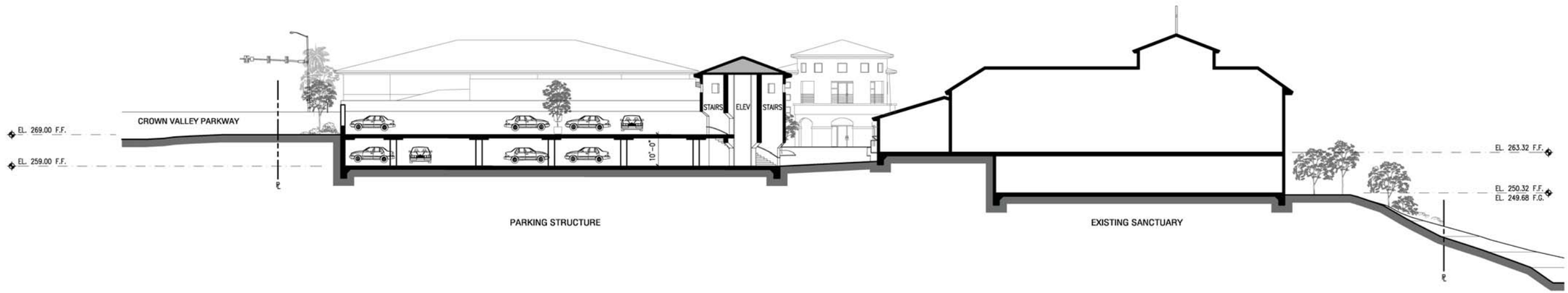
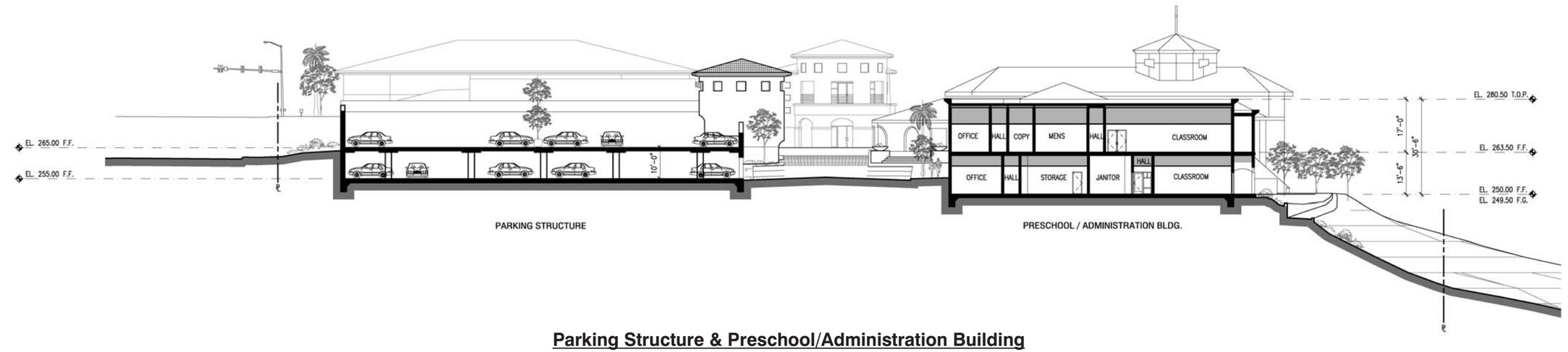


Parking Structure & Existing Sanctuary



Parking Structure & Preschool/Administration Building

LSA

FIGURE 3.6b

South Shores Church Master Plan

Site Plan Cross Sections

SOURCE: Matlock Associates, Inc.

I:\DPC0902\G\Sections-b.cdr (6/13/14)

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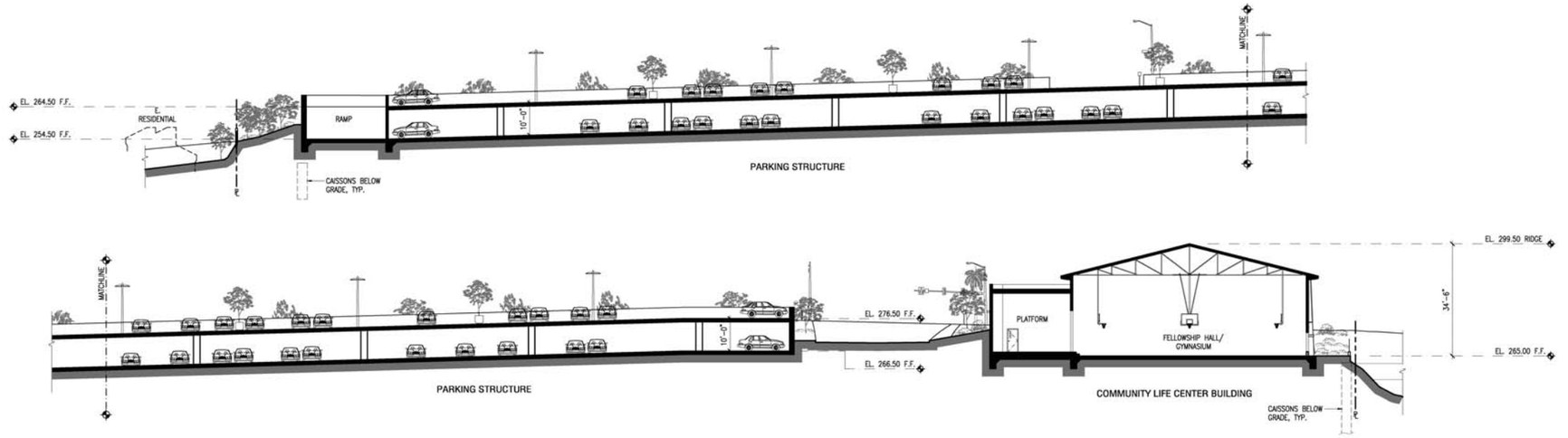
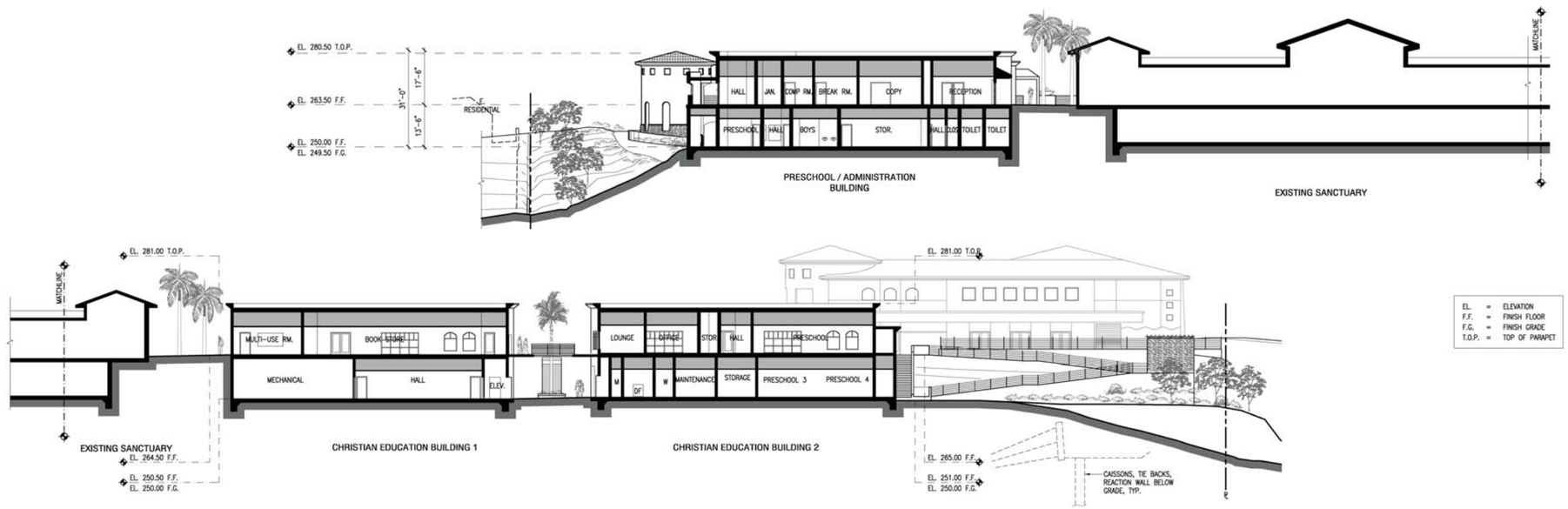


Community Life Center & Parking Structure



Preschool/Administration Building, Existing Sanctuary & Christian Education Buildings

LSA

FIGURE 3.6c

South Shores Church Master Plan

Site Plan Cross Sections

SOURCE: Matlock Associates, Inc.

I:\DPC0902\G\Sections-c.cdr (6/13/14)

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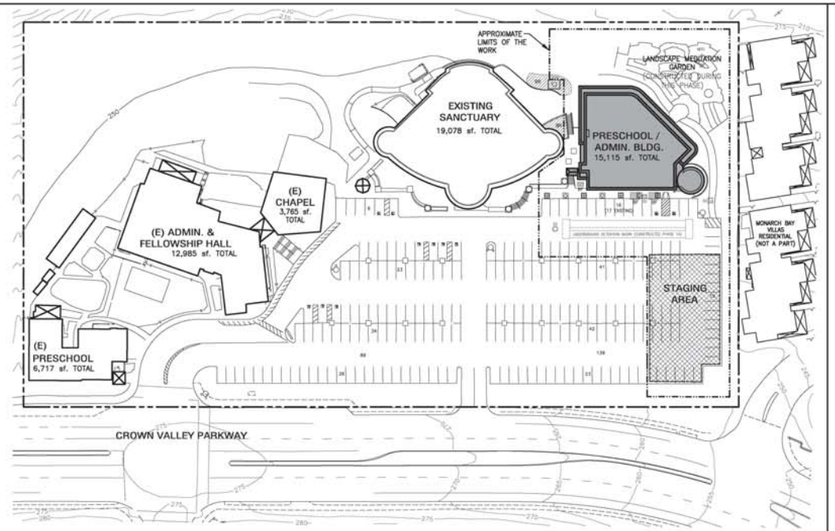
GENERAL NOTES:

1. ADJUSTMENTS IN THE FENCING WILL BE MADE, AS NECESSARY, FOR ANY DEAD-END PARKING AISLE(S) CREATED BY THE STAGING AREAS OR THE PRE-SCHOOL TEMPORARY PLAY AREA SHOWN TO ALLOW FOR PROPER VEHICULAR OPERATION AND THE SAFE USE OF PARKING SPACES.

2. PROPOSED BMPS:
BR : BIO-RETENTION AREA
BS : BIO-SWALE
BF : BIO-FILTRATION
SD : STORM DRAIN
FOR MORE DETAIL REGARDING BMP'S REFER TO SHT A3.0 AND DRWGS BY ADAMS-STREETER, CIVIL ENGINEERS.



- **CONSTRUCT PRESCHOOL / ADMINISTRATION BUILDING**
  - EXISTING PARKING SPACES 228
  - SPACES TAKEN FOR STAGING AREA 34
  - SPACES TAKEN FOR NEW CONST. 33
  - PARKING SPACES AVAILABLE.....161
  - PARKING SPACES AVAILABLE AT COMPLETION 226
  - TOTAL BUILDING AREA .....57,660 sq.ft.
  - PROJECTED START .....MAY 2015
  - PRESCHOOL LOCATION IS INTERIM UNTIL PHASE 3 IS CONSTRUCTED.

	EXPORT	STOCKPILE	IMPORT
PLAN	0	0	700

CROSS-REFERENCE ADAMS STREETER C2.0

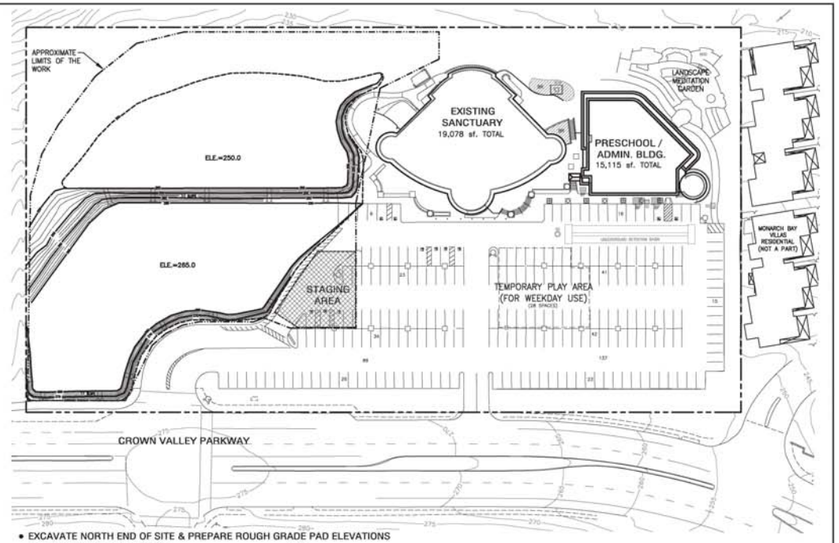
Construct New Preschool / Administration Bldg. - Phase 1A | 1

GENERAL NOTES:

1. ADJUSTMENTS IN THE FENCING WILL BE MADE, AS NECESSARY, FOR ANY DEAD-END PARKING AISLE(S) CREATED BY THE STAGING AREAS OR THE PRE-SCHOOL TEMPORARY PLAY AREA SHOWN TO ALLOW FOR PROPER VEHICULAR OPERATION AND THE SAFE USE OF PARKING SPACES.

2. PROPOSED BMPS:
BR : BIO-RETENTION AREA
BS : BIO-SWALE
BF : BIO-FILTRATION
SD : STORM DRAIN
FOR MORE DETAIL REGARDING BMP'S REFER TO SHT A3.0 AND DRWGS BY ADAMS-STREETER, CIVIL ENGINEERS.

3. TEMPORARY PLAY AREA WILL BE "IN PLACE" MONDAY THRU FRIDAY & WILL BE "REMOVED" FOR PARKING AVAILABILITY ON SATURDAY & SUNDAY.



- **EXCAVATE NORTH END OF SITE & PREPARE ROUGH GRADE PAD ELEVATIONS**
  - EXISTING PARKING SPACES 226
  - SPACES TAKEN FOR STAGING AREA 7
  - SPACES TAKEN FOR NEW CONST. 3
  - PARKING SPACES AVAILABLE 216
  - PARKING SPACES AVAILABLE AT COMPLETION 216
  - TOTAL BUILDING AREA.....34,193 sq.ft.
  - PROJECTED START.....SEPT 2016

	EXPORT	STOCKPILE	STOCKPILE CAPACITY
PLAN	17,000	0	N/A

CROSS-REFERENCE ADAMS STREETER C2.2

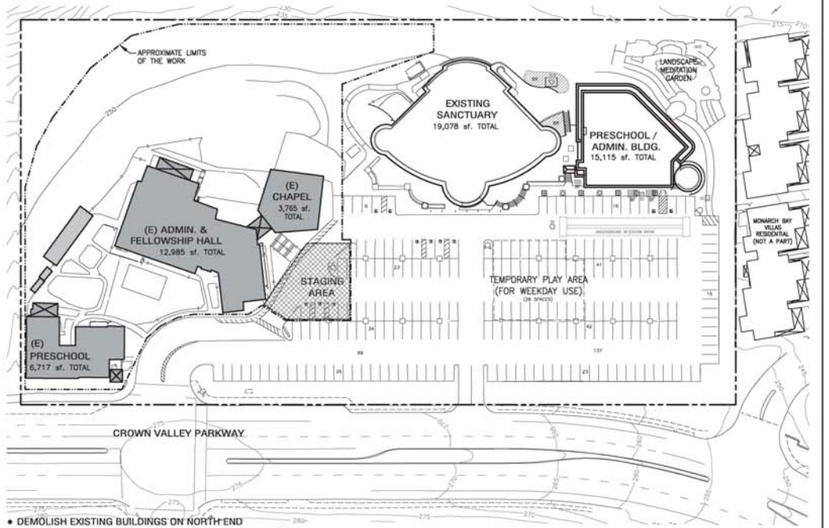
Earthwork North End of Site - PHASE 1B.E1 | 3

GENERAL NOTES:

1. ADJUSTMENTS IN THE FENCING WILL BE MADE, AS NECESSARY, FOR ANY DEAD-END PARKING AISLE(S) CREATED BY THE STAGING AREAS OR THE PRE-SCHOOL TEMPORARY PLAY AREA SHOWN TO ALLOW FOR PROPER VEHICULAR OPERATION AND THE SAFE USE OF PARKING SPACES.

2. PROPOSED BMPS:
BR : BIO-RETENTION AREA
BS : BIO-SWALE
BF : BIO-FILTRATION
SD : STORM DRAIN
FOR MORE DETAIL REGARDING BMP'S REFER TO SHT A3.0 AND DRWGS BY ADAMS-STREETER, CIVIL ENGINEERS.

3. TEMPORARY PLAY AREA WILL BE "IN PLACE" MONDAY THRU FRIDAY & WILL BE "REMOVED" FOR PARKING AVAILABILITY ON SATURDAY & SUNDAY.



- **DEMOLISH EXISTING BUILDINGS ON NORTH END**
  - EXISTING PARKING SPACES 226
  - SPACES TAKEN FOR STAGING AREA 7
  - SPACES TAKEN FOR NEW CONST. 1
  - PARKING SPACES AVAILABLE.....218
  - PARKING SPACES AVAILABLE AT COMPLETION 216
  - TOTAL BUILDING AREA.....34,193 sq.ft.
  - PROJECTED START.....JUNE 2016
  - ADMINISTRATION MOVES TO UPPER LEVEL OF NEW PRESCHOOL/ADMINISTRATION BLDG.
  - PRESCHOOL MOVES TO LOWER LEVEL OF NEW PRESCHOOL/ADMINISTRATION BLDG.

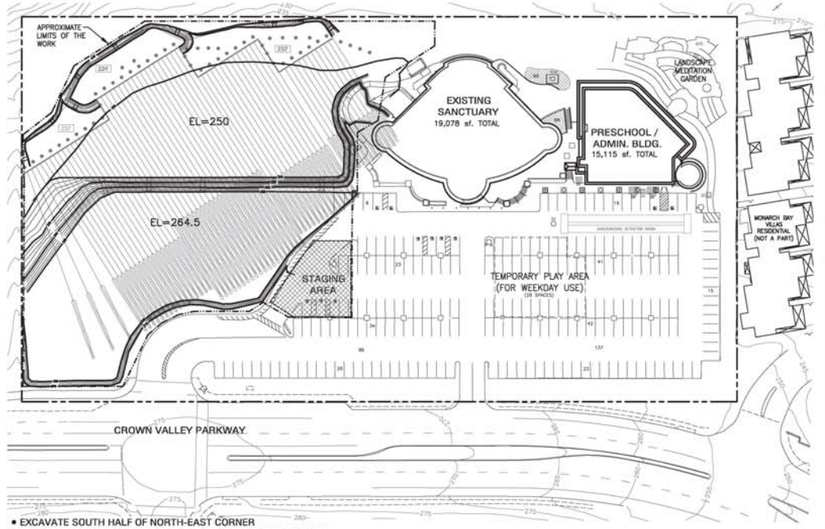
Demolition of Existing Buildings - Phase 1B | 2

GENERAL NOTES:

1. ADJUSTMENTS IN THE FENCING WILL BE MADE, AS NECESSARY, FOR ANY DEAD-END PARKING AISLE(S) CREATED BY THE STAGING AREAS OR THE PRE-SCHOOL TEMPORARY PLAY AREA SHOWN TO ALLOW FOR PROPER VEHICULAR OPERATION AND THE SAFE USE OF PARKING SPACES.

2. PROPOSED BMPS:
BR : BIO-RETENTION AREA
BS : BIO-SWALE
BF : BIO-FILTRATION
SD : STORM DRAIN
FOR MORE DETAIL REGARDING BMP'S REFER TO SHT A3.0 AND DRWGS BY ADAMS-STREETER, CIVIL ENGINEERS.

3. TEMPORARY PLAY AREA WILL BE "IN PLACE" MONDAY THRU FRIDAY & WILL BE "REMOVED" FOR PARKING AVAILABILITY ON SATURDAY & SUNDAY.



- **EXCAVATE SOUTH HALF OF NORTH-EAST CORNER TO A DEPTH OF 45' AND STOCKPILE EXCAVATED EARTH ON SITE**
  - EXISTING PARKING SPACES 226
  - SPACES TAKEN FOR STAGING AREA 7
  - SPACES TAKEN FOR NEW CONST. 3
  - PARKING SPACES AVAILABLE 216
  - PARKING SPACES AVAILABLE AT COMPLETION.....216
  - TOTAL BUILDING AREA.....34,193 sq.ft.
  - PROJECTED START.....DECEMBER 2016

	EXPORT	STOCKPILE	STOCKPILE CAPACITY
PLAN	0	0	0

CROSS-REFERENCE ADAMS STREETER C2.2

Remedial Earthwork North End of Site - PHASE 1B.E2 | 4

LSA

SOURCE: Matlock Associates, Inc.

I:\DPC0902\G\Const Phasing-a.cdr (8/15/14)

FIGURE 3.7a

South Shores Church Master Plan
Construction Phasing

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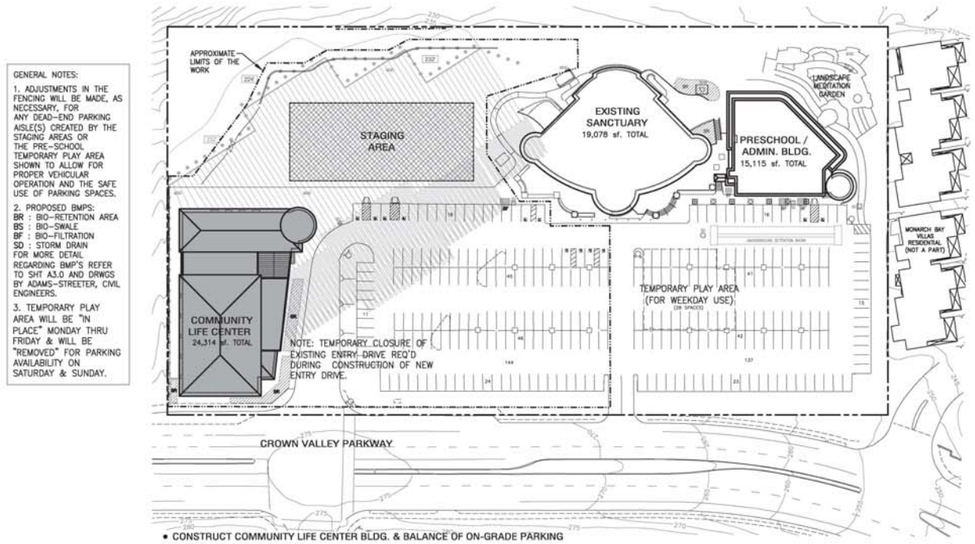
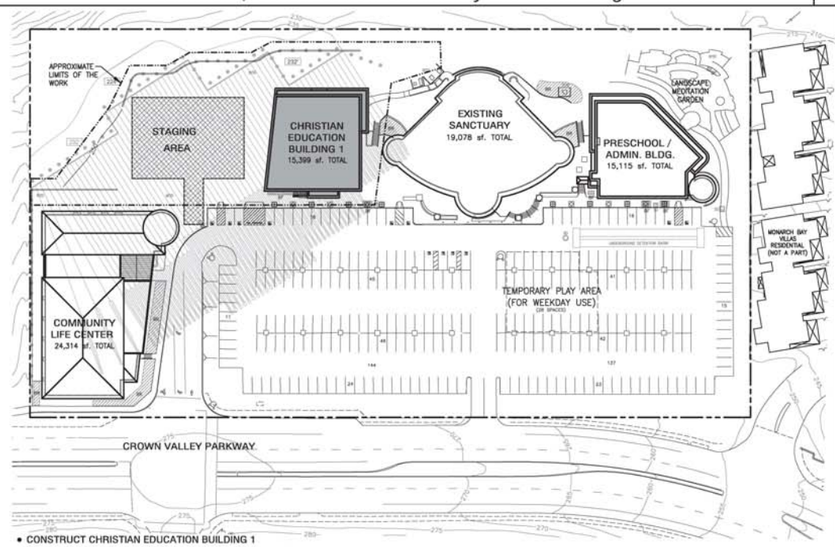


- CONSTRUCT COMMUNITY LIFE CENTER BLDG. & BALANCE OF ON-GRADE PARKING
  - EXISTING PARKING SPACES 216
  - SPACES TAKEN FOR NEW CONST. 79
  - PARKING SPACES AVAILABLE 1st 2 MO. OF CONSTRUCTION 137
  - PARKING SPACES AVAILABLE AFTER 2 MO. OF CONSTRUCTION 281
  - PARKING SPACES AVAILABLE AT COMPLETION 281
  - TOTAL BUILDING AREA ..... 58,507 sq.ft.
  - PROJECTED START ..... FEBRUARY 2017

	EXPORT	STOCKPILE	STOCKPILE CAPACITY	IMPORT
PLAN	0	0	0	3,500

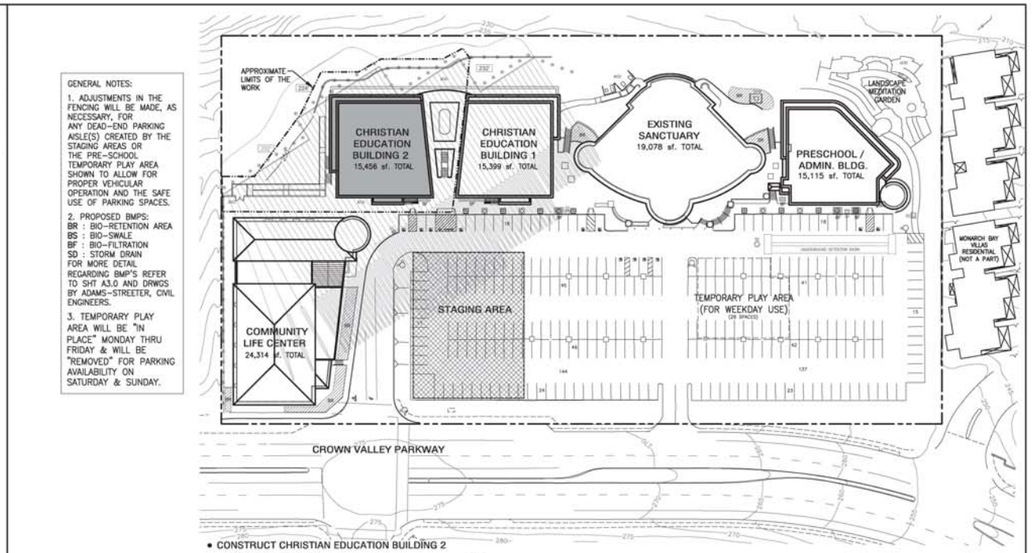
CROSS-REFERENCE ADAMS STREETER C2.0

Earthwork / Construct New Community Life Center Bldg. PHASE 1C | 1



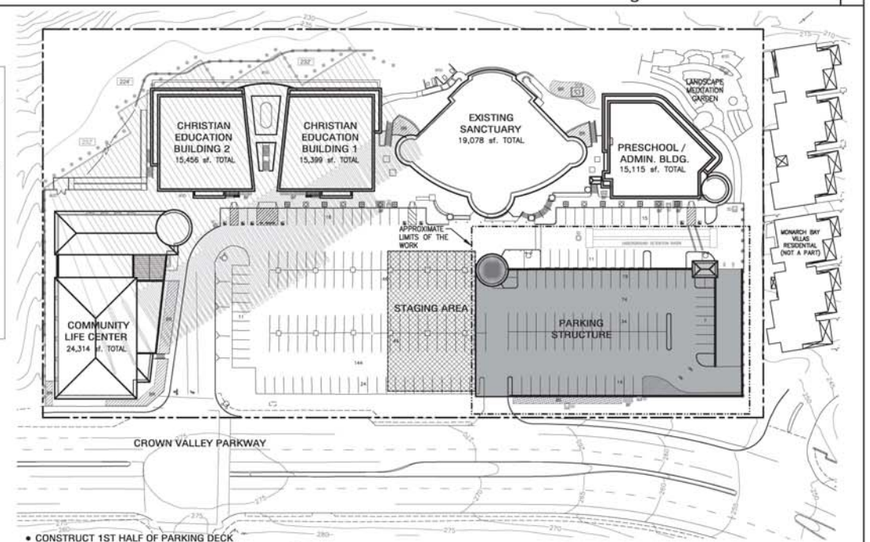
- CONSTRUCT CHRISTIAN EDUCATION BUILDING 1
  - PARKING SPACES 281
  - SPACES TAKEN FOR STAGING AREA 0
  - SPACES TAKEN FOR NEW CONST. 0
  - PARKING SPACES AVAILABLE 281
  - PARKING SPACES AVAILABLE AT COMPLETION 281
  - TOTAL BUILDING AREA ..... 73,906 sq.ft.
  - PROJECTED START ..... JANUARY 2020

Construct New Christian Education Bldg. 1 - Phase 2 | 2



- CONSTRUCT CHRISTIAN EDUCATION BUILDING 2
  - PARKING SPACES 281
  - SPACES TAKEN FOR STAGING AREA 57
  - SPACES TAKEN FOR NEW CONST. 0
  - PARKING SPACES AVAILABLE 224
  - PARKING SPACES AVAILABLE AT COMPLETION 281
  - TOTAL BUILDING AREA ..... 89,362 sq.ft.
  - PROJECTED START ..... JANUARY 2021
  - PRESCHOOL RELOCATES FROM ADMIN. BLDG. TO C.E. BLDG. No.2

Construct New Christian Education Bldg. 2 - Phase 3 | 3



- CONSTRUCT 1ST HALF OF PARKING DECK
  - PARKING SPACES 281
  - SPACES TAKEN FOR STAGING AREA 44
  - SPACES TAKEN FOR NEW CONST. 146
  - PARKING SPACES AVAILABLE 91
  - PARKING SPACES AVAILABLE AT COMPLETION 316
  - TOTAL BUILDING AREA ..... 89,362 sq.ft.
  - PROJECTED START ..... JANUARY 2023
  - INTERIOR RENOVATION OF ADMIN. BLDG. AREA PREVIOUSLY OCCUPIED BY PRESCHOOL, SHT. A6.2

NOTE: TEMPORARY CLOSURE OF EXISTING DRIVE ENTRY REQ'D DURING CONSTRUCTION OF NEW PARKING STRUCTURE.

	EXPORT	STOCKPILE	STOCKPILE CAPACITY
PLAN	8,000	0	0

CROSS-REFERENCE ADAMS STREETER C2.0

Construct South Half of Parking Structure - Phase 4 | 4

LSA

SOURCE: Matlock Associates, Inc.

FIGURE 3.7b

South Shores Church Master Plan
Construction Phasing

I:\DPC0902\G\Const Phasing-b.cdr (8/15/14)

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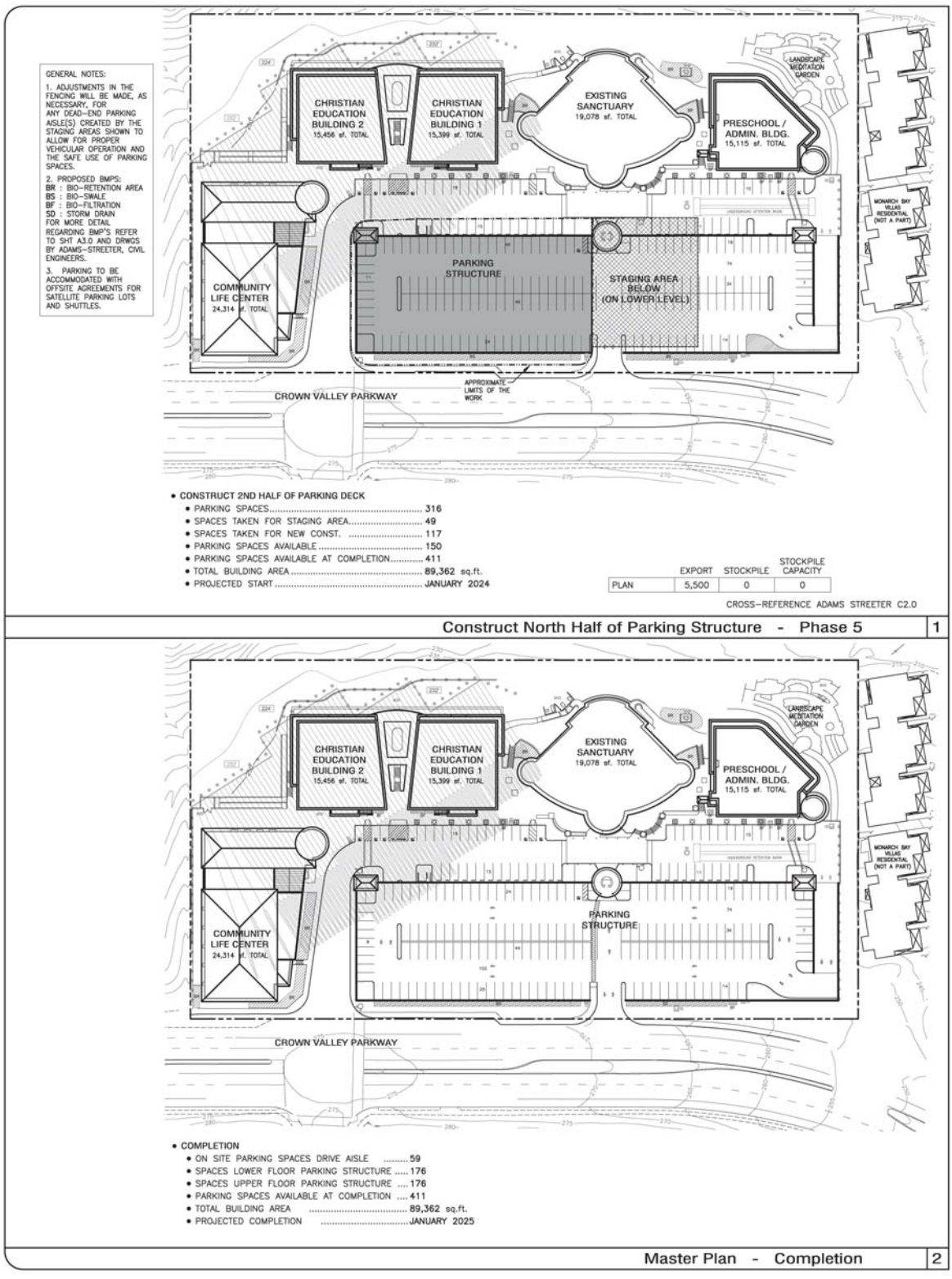

LSA

FIGURE 3.7c

N

South Shores Church Master Plan
Construction Phasing

SOURCE: Matlock Associates, Inc.

I:\DPC0902\G\Const Phasing-c.cdr (8/15/14)

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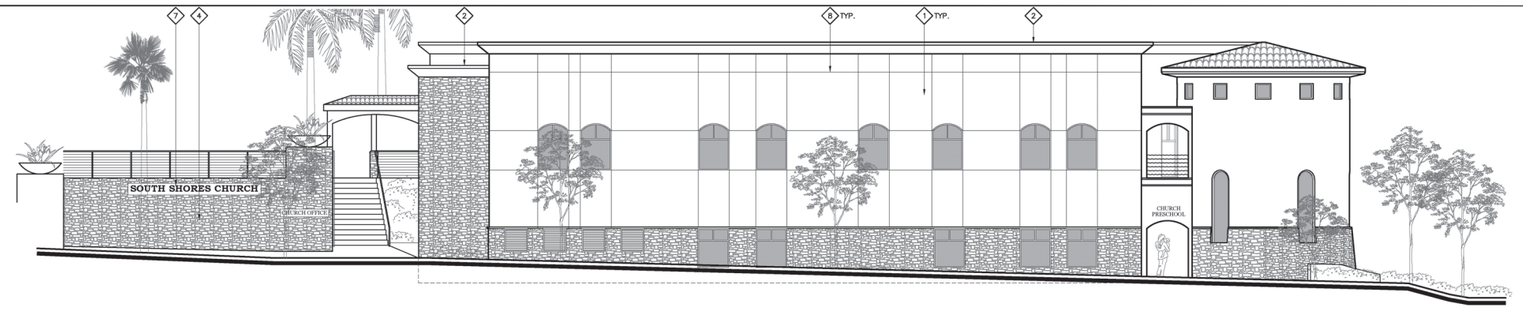
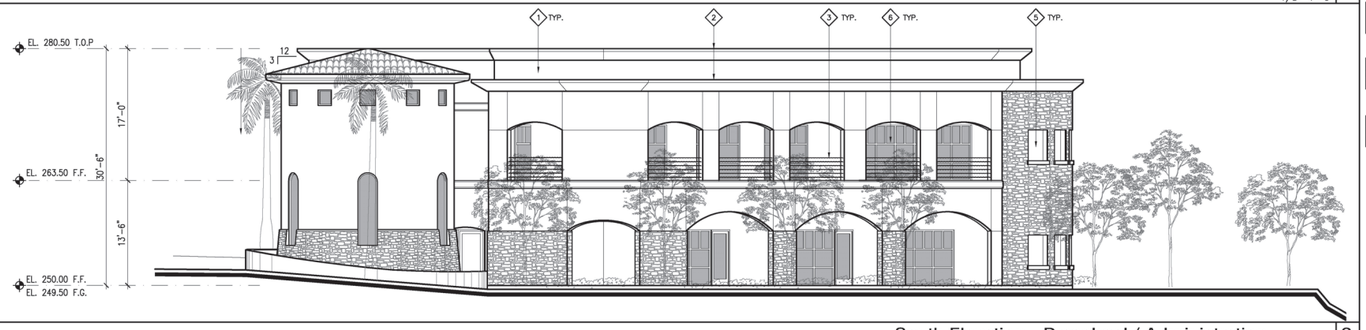
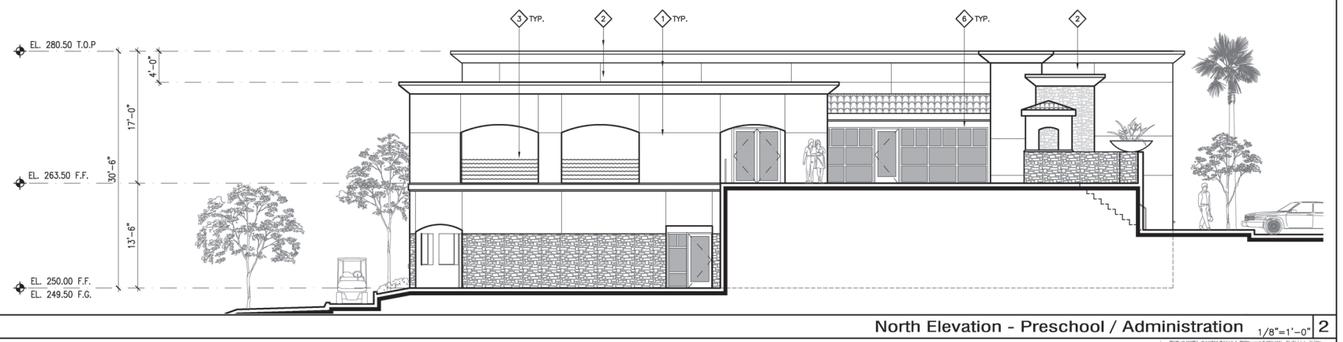


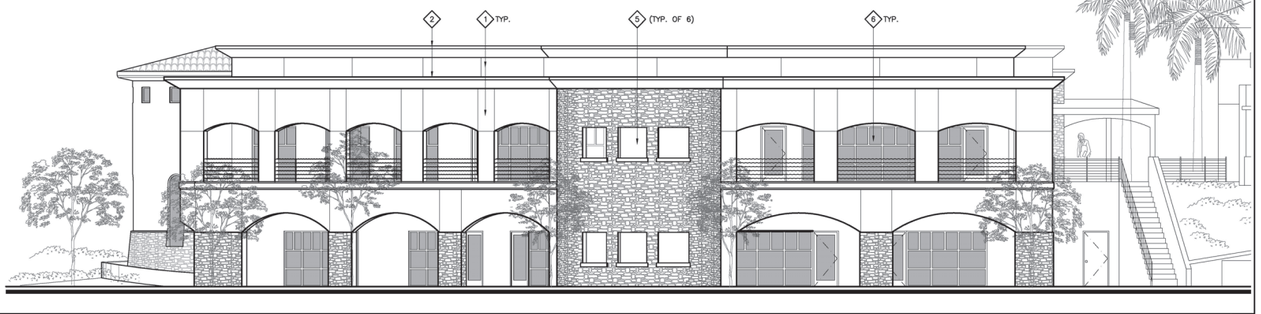
West Elevation - Preschool / Administration 1/8"=1'-0" 4



South Elevation - Preschool / Administration 1/8"=1'-0" 3



North Elevation - Preschool / Administration 1/8"=1'-0" 2



East Elevation - Preschool / Administration 1/8"=1'-0" 1

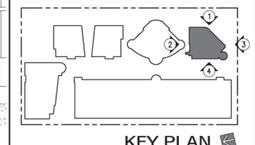
KEY NOTES

1. SMOOTH PLASTER FINISH
2. PARAPET ROOF
3. HANDRAIL
4. RETAINING WALL
5. OPENING THRU WALL
6. ALUMINUM WINDOW SYSTEM
7. SIGNAGE UNDER SEPERATE PERMIT
8. CONTROL JOINT REVEAL

LEGEND

- BRONZE TINTED GLAZING TO MATCH EXISTING SANCTUARY
- CULTERED STONE BY "EL DORADO" CUSTOM COLOR BLEND TO MATCH BOULDERS FOUND NATURALLY ON THE SITE
- TERRA-COTTA ROOF TO MATCH EXISTING SANCTUARY

EL.	=	ELEVATION
F.F.	=	FINISH FLOOR
F.G.	=	FINISH GRADE
T.O.P.	=	TOP OF PARAPET



KEY PLAN

LSA

N

SOURCE: Matlock Associates, Inc.

FIGURE 3.8

South Shores Church Master Plan

Preschool/Administration Building Elevations

I:\DPC0902\G\Elevations-Preschool&Admin.cdr (6/13/14)

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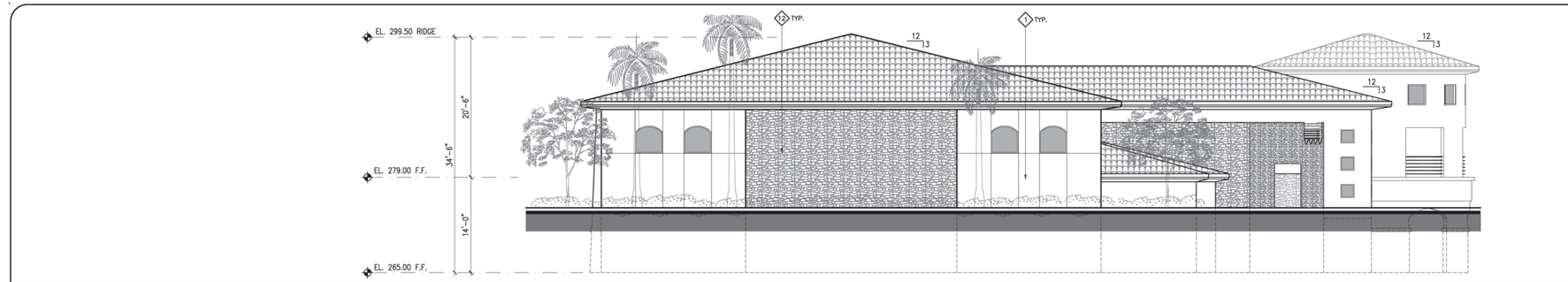
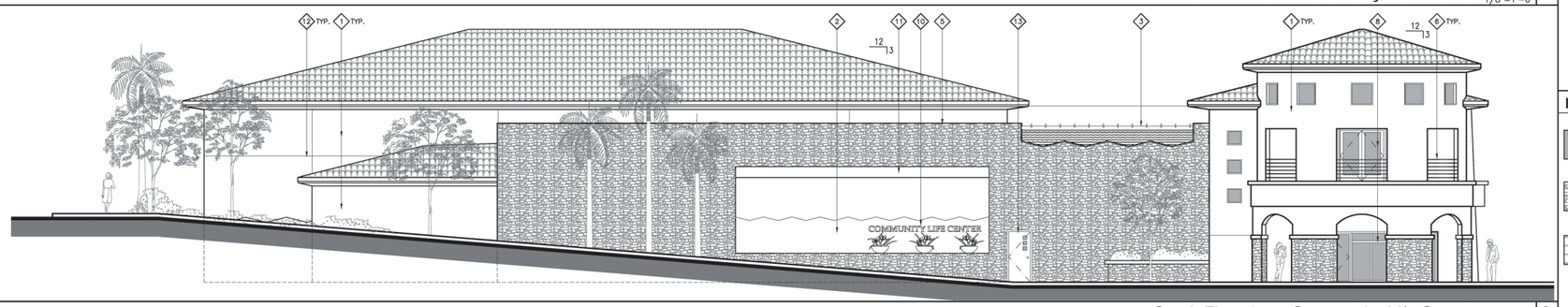
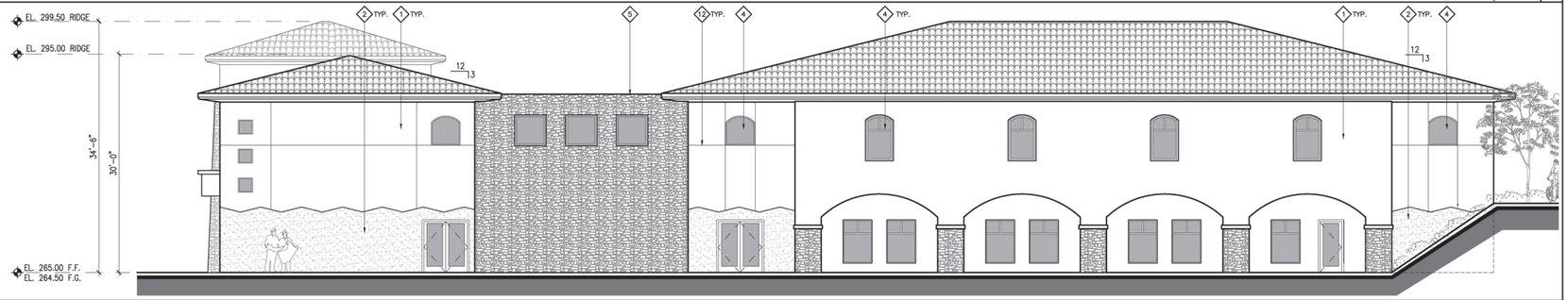


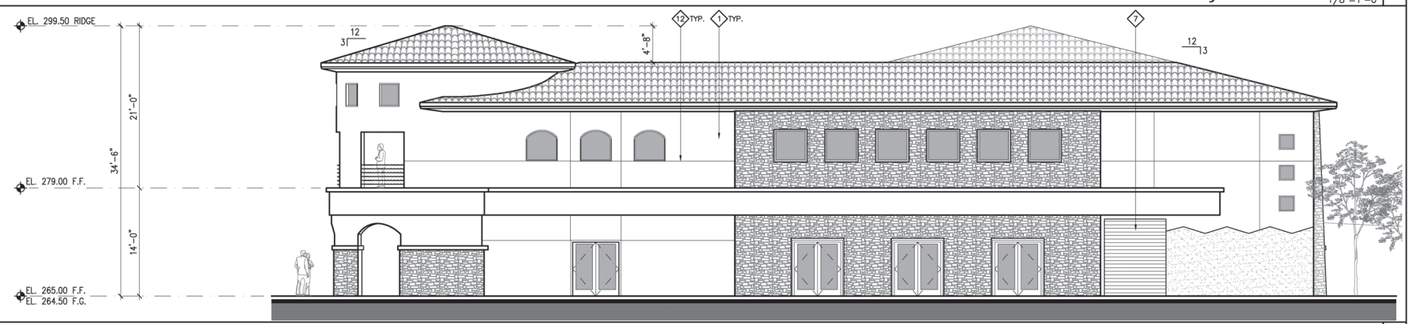
West Elevation - Community Life Center 1/8"=1'-0" 4



South Elevation - Community Life Center 1/8"=1'-0" 3



North Elevation - Community Life Center 1/8"=1'-0" 2



East Elevation - Community Life Center 1/8"=1'-0" 1

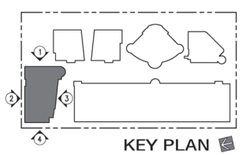
KEY NOTES

1. SMOOTH PLASTER FINISH
2. TEXTURED PLASTER FINISH
3. WOOD CANOPY TO SCREEN MECHANICAL UNITS OVER EXTERIOR PATIO
4. CLERESTORY WINDOWS
5. PARAPET ROOF
6. HANDRAIL
7. METAL ROLL UP DOOR
8. ALUMINUM WINDOW SYSTEM
9. NOT USED
10. SIGNAGE UNDER SEPERATE PERMIT
11. WOOD BEAM WITH FINISH TO MATCH EXISTING SANCTUARY
12. CONTROL JOINT REVEAL
13. PAINTED METAL DOOR

LEGEND

- BRONZE TINTED GLAZING TO MATCH EXISTING SANCTUARY
- CULTERED STONE BY "EL DORADO" COLOR BLEND TO MATCH BOULDERS FOUND NATURALLY ON THE SITE
- TERRA-COTTA ROOF TO MATCH EXISTING SANCTUARY

EL.	=	ELEVATION
F.F.	=	FINISH FLOOR
F.G.	=	FINISH GRADE
T.O.P.	=	TOP OF PARAPET



LSA

N

SOURCE: Matlock Associates, Inc.

I:\DPC0902\G\Elevations-Comm Life Ctr.cdr (6/13/14)

FIGURE 3.9

South Shores Church Master Plan

Community Life Center Elevations

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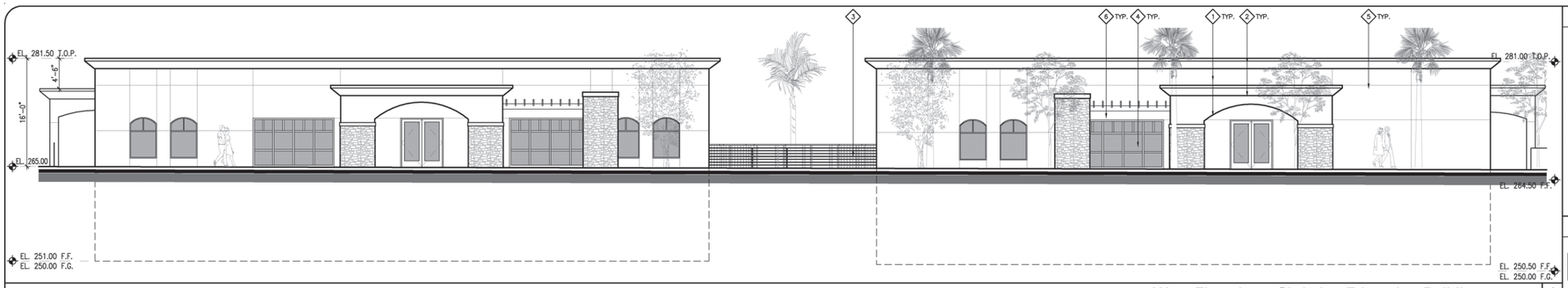
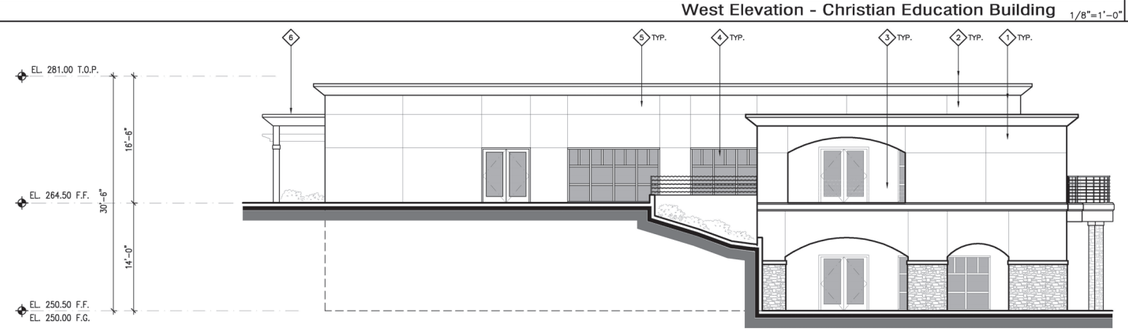
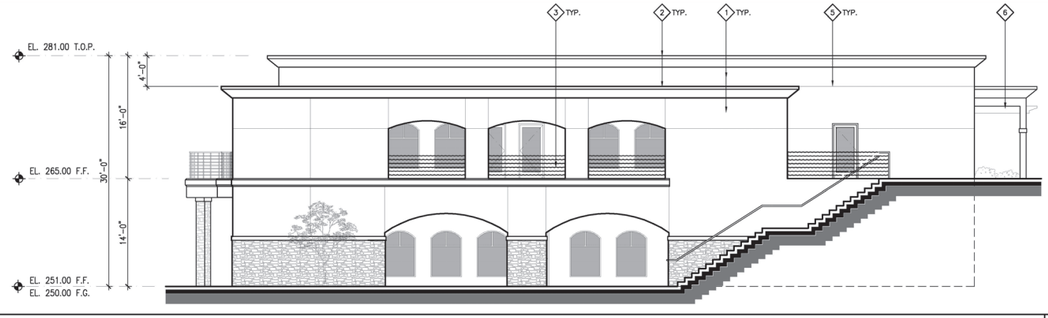


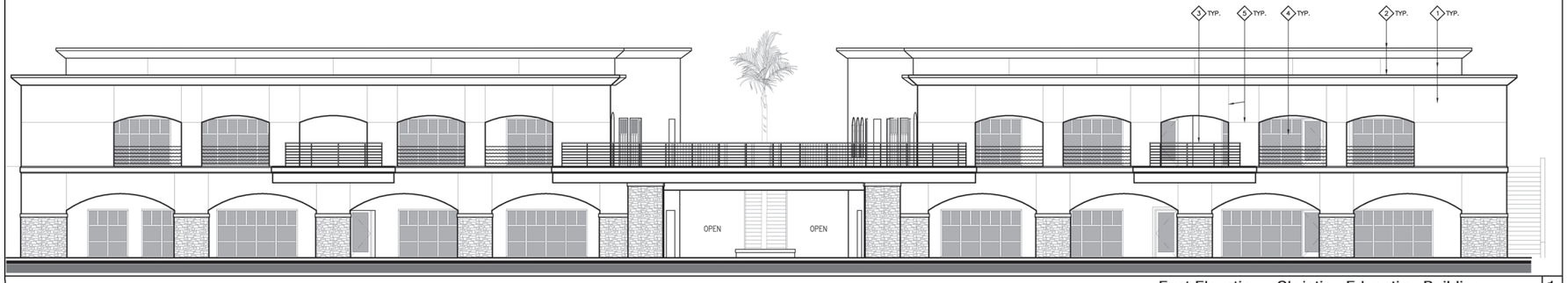
West Elevation - Christian Education Building 1/8"=1'-0" 4



South Elevation - Christian Education Building 1/8"=1'-0" 3



North Elevation - Christian Education Building 1/8"=1'-0" 2



East Elevation - Christian Education Building 1/8"=1'-0" 1

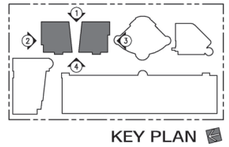
KEY NOTES

1. SMOOTH PLASTER FINISH
2. PARAPET ROOF
3. HANDRAIL
4. ALUMINUM WINDOW SYSTEM
5. CONTROL JOINT REVEAL
6. VINE COVERED WOOD TRELLIS

LEGEND

- BRONZE TINTED GLAZING TO MATCH EXISTING SANCTUARY
- CULTERED STONE BY "EL DORADO" CUSTOM COLOR BLEND TO MATCH BOULDERS FOUND NATURALLY ON THE SITE
- TERRA-COTTA ROOF TO MATCH EXISTING SANCTUARY

EL. = ELEVATION
F.F. = FINISH FLOOR
F.G. = FINISH GRADE
T.O.P. = TOP OF PARAPET



KEY PLAN

LSA

N

SOURCE: Matlock Associates, Inc.

I:\DPC0902\G\Elevations-CE Bldgs-1&2.cdr (6/13/14)

FIGURE 3.10

South Shores Church Master Plan

Christian Education Buildings 1 and 2 Elevations

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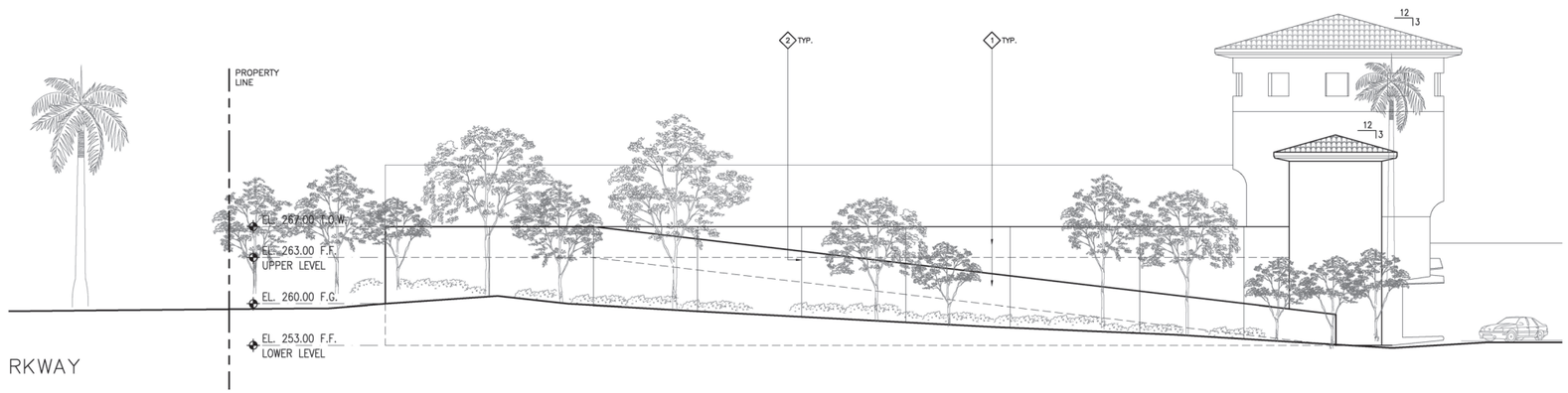
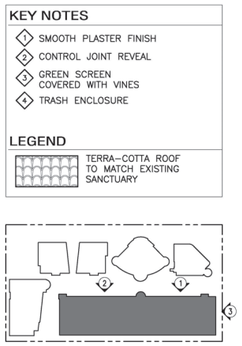
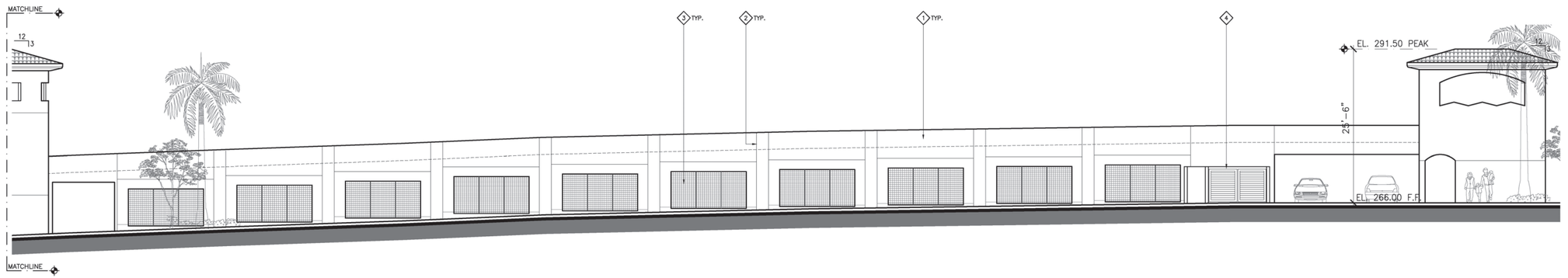
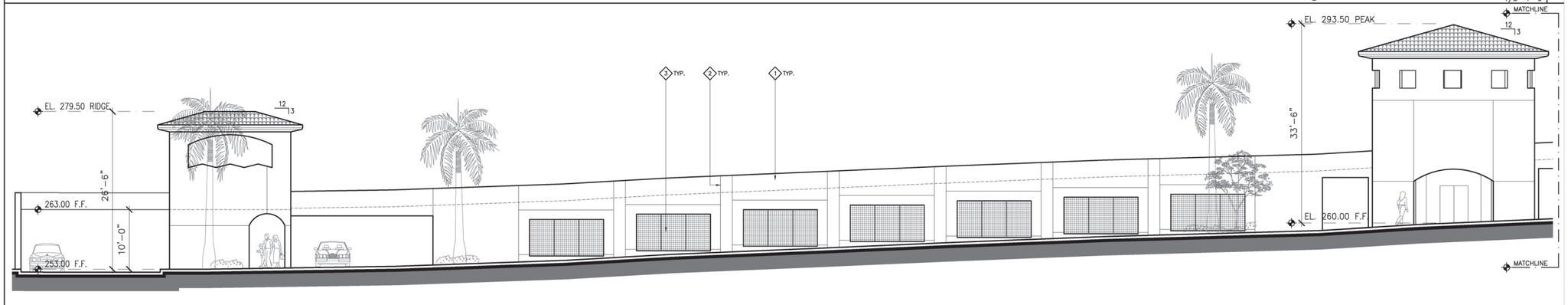




Parking Structure - South Elevation 1/8"=1'-0" 3



Parking Structure - East Elevation 1/8"=1'-0" 2



Parking Structure - East Elevation 1/8"=1'-0" 1

LSA

SOURCE: Matlock Associates, Inc.

I:\DPC0902\G\Elevations-Parking Structure.cdr (6/13/14)

FIGURE 3.11

South Shores Church Master Plan

Parking Structure Elevations

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