

Appendix A

Initial Study/Notice of Preparation

Notice of Completion and Environmental Document Transmittal Form SCH # _____

1. Project Title: Pacific Coast Highway/Del Prado Avenue Phase 1 Street Improvement Project
2. Lead Agency: City of Dana Point 3. Contact Person: Werner Abrajano
3a. Street Address: 33282 Street of the Golden Lantern 3b. City: Dana Point
3c. County: Orange 3d. Zip: 92629 3e. Phone: (949) 248-3577

Project Location

4. County: Orange 4a. City/Community: Dana Point
4b. Assessor Parcel No. _____ 4c. Section: _____ Twp. _____ Range: _____ Base: _____
5a. Cross Street: Pacific Coast Highway/De Prado Avenue 5b. For Rural, Nearest Community: _____
6. Within 2 Miles: a. State Hwy #: SR1 b. Airports: _____
c. Railways: _____ d. Waterways: San Juan Creek/Pacific Ocean

7. Document Type

CEQA:

- 01. NOP
- 02. Early Consultation
- 03. Neg Dec
- 04. Draft EIR
- 05. Supplemental/Subsequent

EIR (Prior SCH No.) _____

- 06. NOE
- 07. NOC
- 08. NOD

NEPA:

- 09. NOI
- 10. FONSI
- 11. Draft EIR
- 12. EA

Other:

- 13. Joint Document
- 14. Final Document
- 15. Other _____

8. Local Action Type

- 01. General Plan Update
- 02. New Element
- 03. General Plan Amendment
- 04. Master Plan
- 05. Annexation
- 06. Specific Plan
- 07. Community Plan
- 08. Redevelopment
- 09. Rezone
- 10. Land Division (Subdivision, Parcel Map, Tract Map, etc.)
- 11. Use Permit
- 12. Waste Mgmt Plan
- 13. Cancel Ag Preserve
- 14. Other Coastal Development Permits

9. Development Type

- 01. Residential: *Units* _____ *Acres* _____
- 02. Office: *Sq.ft.* _____ *Acres* _____
Employees _____
- 03. Shopping/Commercial: *Sq.ft.* _____ *Acres* _____
Employees _____
- 04. Industrial: *Sq.ft.* _____ *Acres* _____
Employees _____
- 05. Water Facilities: *Type* _____ *MGD* _____
- 06. Transportation: *Type* Street Improvements
- 07. Mining: *Mineral* _____
- 08. Power: *Type* _____ *Watts* _____
- 09. Waste Treatment: *Type* _____
- 10. OCS Related _____
- 11. Other: _____

10. Total Acres: _____ 11. Total Jobs Created: _____

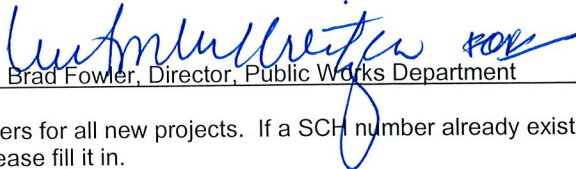
12. Project Issues Discussed in Document

- | | | | |
|---|--|---|---|
| <input checked="" type="checkbox"/> 01. Aesthetic/Visual | <input checked="" type="checkbox"/> 09. Geologic/Seismic | <input checked="" type="checkbox"/> 17. Social | <input checked="" type="checkbox"/> 25. Wetland/Riparian |
| <input checked="" type="checkbox"/> 02. Agricultural Land | <input checked="" type="checkbox"/> 10. Jobs/Housing Balance | <input checked="" type="checkbox"/> 18. Soil Erosion | <input checked="" type="checkbox"/> 26. Wildlife |
| <input checked="" type="checkbox"/> 03. Air Quality | <input checked="" type="checkbox"/> 11. Minerals | <input checked="" type="checkbox"/> 19. Solid Waste | <input checked="" type="checkbox"/> 27. Growth Inducing |
| <input checked="" type="checkbox"/> 04. Archaeological/Historical | <input checked="" type="checkbox"/> 12. Noise | <input checked="" type="checkbox"/> 20. Toxic/Hazardous | <input checked="" type="checkbox"/> 28. Incompatible Land Use |
| <input checked="" type="checkbox"/> 05. Coastal Zone | <input checked="" type="checkbox"/> 13. Public Services | <input checked="" type="checkbox"/> 21. Traffic/Circulation | <input checked="" type="checkbox"/> 29. Cumulative Effects |
| <input type="checkbox"/> 06. Economic | <input checked="" type="checkbox"/> 14. Schools | <input checked="" type="checkbox"/> 22. Vegetation | <input checked="" type="checkbox"/> 30. Other <u>Climate Change</u> |
| <input checked="" type="checkbox"/> 07. Fire Hazard | <input type="checkbox"/> 15. Septic Systems | <input checked="" type="checkbox"/> 23. Water Quality | |
| <input checked="" type="checkbox"/> 08. Flooding/Drainage | <input checked="" type="checkbox"/> 16. Sewer Capacity | <input checked="" type="checkbox"/> 24. Water Supply | |

13. Funding (approx): Federal \$ _____ State \$ _____ Total \$ _____

14. Present Land Use and Zoning: Existing Land Use: Existing Roadways; Existing Zoning: N/A; Existing General Plan: N/A

15. Project Description: See Attached

16. Signature of Lead Agency Representative: Brad Fowler, Director, Public Works Department  Date: April 16, 2010

NOTE: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g., from a Notice of Preparation or previous draft document) please fill it in.

Project Description

The project area encompasses Pacific Coast Highway (PCH) and Del Prado Avenue in the City of Dana Point, extending from Copper Lantern on the east to Blue Lantern on the west, within the Dana Point Town Center. The City of Dana Point is proposing the Pacific Coast Highway/ Del Prado Avenue Phase I streetscape improvements for the Dana Point Town Center. The Dana Point Town Center Plan was adopted by the City in 2006 to encourage the revitalization of the Dana Point Town Center, which extends over approximately a one-mile area along Pacific Coast Highway (PCH) and Del Prado. Between these two streets, PCH and Del Prado currently form a one-way "couplet" to accommodate east-west vehicular travel through the urban core of the City. This project provides the public right-of-way improvements, consistent with the Town Center Plan approved by the City and the California Coastal Commission. Further, it reflects the previous street improvement recommendations of the Town Center Subcommittee and the Construction Implementation Advisory Group. In addition, it reflects the City Council approved preliminary design and parking analysis of March 31, 2009. In the preliminary design process, minor improvements have been made to the original Town Center Plan, e.g. four way stops on Del Prado versus two-way stops, medians, revised Blue Lantern Entry configuration, etc. Review under CEQA has been undertaken to allow for full public review of, and participation in, the refined project design. The PCH/Del Prado Phase I Streetscape Improvement project is the initial project for ultimate street improvements identified in the approved Town Center Plan for these Circulation Element roadways. Implementation of the proposed project will re-establish two-way circulation for both PCH and Del Prado. In addition to the return to two-way operations, the proposed improvements along PCH include traffic signal improvements/modifications, striping, and signing modifications, improved transit stops, and initial traffic and beautification related modifications to the "gateways" at Blue Lantern and Copper Lantern. The traffic signal improvements/modifications include new signals at Ruby Lantern and a new intersection between Blue Lantern and Ruby Lantern. In addition, modifications are also proposed at other traffic signals within the project area to accommodate the two-way travel proposed for the two arterials. Other improvements include the incorporation of landscaped medians, street improvements as needed to accommodate bus turnouts and u-turns at designated locations, the modification of certain vehicular access points and the relocation of some on-street parking. Some of these improvements will require acquisition of rights of way for sidewalk easements, to accommodate the refined project design. The curb and gutter of PCH will generally remain in the existing location. A two-lane left-turn pocket will be included on southbound Golden Lantern at Pacific Coast Highway, along with other key signing and striping adjustments to accommodate the change to two way traffic and the associated traffic volumes.

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

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

Implementation of the proposed improvements is anticipated to begin in late 2011 and extend into 2012; however, implementation is dependent on several factors, including the availability of funding and prevailing economic conditions.

Reviewing Agencies

- | | |
|--|---|
| <ul style="list-style-type: none"> <input type="checkbox"/> Resources Agency <input type="checkbox"/> Boating/Waterways <input type="checkbox"/> Conservation <input type="checkbox"/> Fish and Game <input type="checkbox"/> Forestry <input type="checkbox"/> Colorado River Board <input type="checkbox"/> Reclamation <input type="checkbox"/> Parks and Recreation <input type="checkbox"/> Office of Historic Preservation <input type="checkbox"/> Native American Heritage Commission <input type="checkbox"/> S.F. Bay Cons. & Dev't Commission <input type="checkbox"/> Coastal Commission <input type="checkbox"/> Energy Commission <input type="checkbox"/> State Lands Commission <input type="checkbox"/> Air Resources Board <input type="checkbox"/> Solid Waste Management Board <input type="checkbox"/> SWRCB: Sacramento <input type="checkbox"/> RWQCB: Region # <u>8</u> <input type="checkbox"/> Water Rights <input type="checkbox"/> Water Quality | <ul style="list-style-type: none"> <input type="checkbox"/> Caltrans District <u>12</u> <input type="checkbox"/> Dept. Of Transportation Planning <input type="checkbox"/> Aeronautics <input type="checkbox"/> California Highway Patrol <input type="checkbox"/> Housing & Community Development <input type="checkbox"/> Health <input type="checkbox"/> Food and Agriculture <input type="checkbox"/> Public Utilities Commission <input type="checkbox"/> Public Works <input type="checkbox"/> Corrections <input type="checkbox"/> General Services <input type="checkbox"/> OLA <input type="checkbox"/> Santa Monica Mountains <input type="checkbox"/> TRPA <input type="checkbox"/> OPR - OLGA <input type="checkbox"/> OPR - Coastal <input type="checkbox"/> Bureau of Land Management <input type="checkbox"/> Forest Service <input type="checkbox"/> Other _____ <input type="checkbox"/> Other _____ |
|--|---|

For SCH Use Only

Date Received at SCH _____ Catalog Number _____
 Date Review Starts _____ Applicant _____
 Date to Agencies _____ Consultant _____
 Date to SCH _____ Contact _____ Phone _____
 Clearance Date _____ Address _____

Notes:



NOTICE OF PREPARATION DRAFT ENVIRONMENTAL IMPACT REPORT

Date: April 19, 2010
Subject: Notice of Intent to Prepare a Draft Environmental Impact Report
Project Title: Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project
Applicant: City of Dana Point

The City of Dana Point (City) is issuing this Notice of Preparation (NOP) for the proposed Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project located in the City of Dana Point. The City is the Lead Agency for the project and will prepare an Environmental Impact Report (EIR) in accordance with the requirements of the California Environmental Quality Act (CEQA) and the CEQA implementing guidelines (Guidelines). This NOP is being circulated pursuant to California Resources Code Section 21153(a) and CEQA Guidelines Section 15082.

The project area encompasses Pacific Coast Highway (PCH) and Del Prado Avenue in the City of Dana Point, extending from Copper Lantern on the east to Blue Lantern on the west, within the Dana Point Town Center. The City of Dana Point is proposing the Pacific Coast Highway/ Del Prado Avenue Phase I streetscape improvements for the Dana Point Town Center. The Dana Point Town Center Plan was adopted by the City in 2006 to encourage the revitalization of the Dana Point Town Center, which extends over approximately a one-mile area along Pacific Coast Highway (PCH) and Del Prado. Between these two streets, PCH and Del Prado currently form a one-way "couplet" to accommodate east-west vehicular travel through the urban core of the City. This project provides the public right-of-way improvements, consistent with the Town Center Plan approved by the City and the California Coastal Commission. Further, it reflects the previous street improvement recommendations of the Town Center Subcommittee and the Construction Implementation Advisory Group. In addition, it reflects the City Council approved preliminary design and parking analysis of March 31, 2009. In the preliminary design process, minor improvements have been made to the original Town Center Plan, e.g. four way stops on Del Prado versus two-way stops, medians, revised Blue Lantern Entry configuration, etc. Review under CEQA has been undertaken to allow for full public review of, and participation in, the refined project design. The PCH/Del Prado Phase I Streetscape Improvement project is the initial project for ultimate street improvements identified in the approved Town Center Plan for these Circulation Element roadways. Implementation of the proposed project will re-establish two-way circulation for both PCH and Del Prado. In addition to the return to two-way operations, the proposed improvements along PCH include traffic signal improvements/modifications, striping, and signing modifications, improved transit stops, and initial traffic and beautification related modifications to the "gateways" at Blue Lantern and Copper Lantern. The traffic signal improvements/modifications include new signals at Ruby Lantern and a new intersection between Blue Lantern and Ruby Lantern. In addition, modifications are also proposed at other traffic signals within the project area to accommodate the two-way travel proposed for the two arterials. Other improvements include the incorporation of landscaped medians, street improvements as needed to accommodate bus turnouts and u-turns at designated locations, the modification of certain vehicular access points and the relocation of some on-street parking. Some of these improvements will require acquisition of rights of way for sidewalk easements, to accommodate the refined project design. The curb and gutter of PCH will generally remain in the existing location. A two-lane left-turn pocket will be included on southbound Golden Lantern at Pacific Coast Highway, along with other key signing and striping adjustments to accommodate the change to two way traffic and the associated traffic volumes.

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

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

Implementation of the proposed improvements is anticipated to begin in late 2011 and extend into 2012; however, implementation is dependent on several factors, including the availability of funding and prevailing economic conditions.

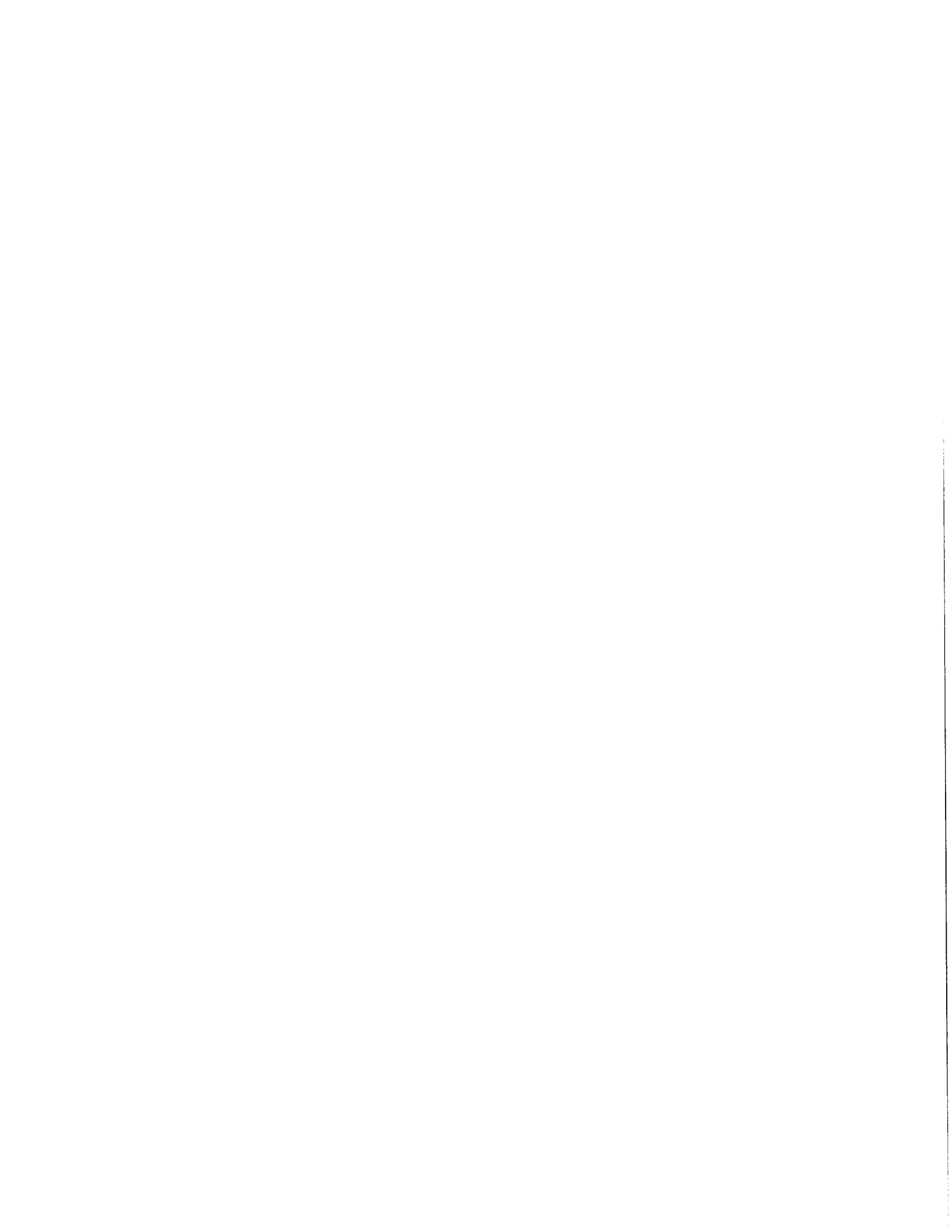
Based on the analysis contained in the project's Initial Study, the probable environmental effects of the project to be analyzed in the Draft EIR include the following: air quality, greenhouse gas emissions, land use and planning, noise, and transportation and circulation. Responses received to this NOP may modify or add to the preliminary assessment of potential issues addressed in the EIR. The Initial Study is available for public review at the City's website, the Community Development Department's public information counter, and the Dana Point Library.

This NOP will be submitted to the State Clearinghouse, Responsible and Trustee Agencies, and other interested parties that have specifically requested a copy of the NOP. Public agencies and the public are invited to comment on the proposed scope and content of the environmental information to be included in the Draft EIR. A Public Scoping Meeting will be held on May 3rd at 10:30 a.m. at the Community House, 24642 San Juan Ave, Dana Point. Due to the time limits mandated by State law, your comments must be received by the close of business on May 20, 2010. All comments to this notice must be submitted in writing to the following address or by email, as indicated below:

City of Dana Point
Attention: Werner Abrajano
33282 Golden Lantern
Dana Point, CA 92629-1805
Phone (949) 248-3577
E-mail: wabrajano@danapoint.org


Brad Fowler
Director, Public Works Department

April 15, 2010
Date



CITY OF DANA POINT ENVIRONMENTAL CHECKLIST FORM

I. INTRODUCTION

1. Project Title: Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project
2. Lead Agency Name and Address: City of Dana Point, Public Works Department, 33282 Golden Lantern, Dana Point, CA 92629
3. Contact Person and Phone Number: Brad Fowler, Director of Public Works (949) 248-3582
Matthew Sinacori, City Engineer (949) 248-3574
4. Project Location: Pacific Coast Highway/Del Prado Avenue extending from Copper Lantern on the east to Blue Lantern on the west
5. Project Sponsor's Name and Address: City of Dana Point, Public Works Department, 33282 Golden Lantern, Suite 212, Dana Point, CA 92629
6. General Plan Designation: Not applicable
7. Zoning: Not Applicable
8. Description of Project:

Project Location

The project area encompasses Pacific Coast Highway and Del Prado Avenue in the City of Dana Point, extending from Copper Lantern on the east to Blue Lantern on the west, within the Dana Point Town Center as illustrated in Exhibit 1.

Environmental Land Use

At the present time, Pacific Coast Highway and Del Prado Avenue between Copper Lantern and Blue Lantern are improved with three thru lanes, generally within an 80-foot right-of-way. Land uses along Pacific Coast Highway and Del Prado between Copper Lantern and Blue Lantern include tourist-related retail, commercial uses, and residential. The area surrounding the project boundary is designated as Mixed Use Commercial/Residential, and currently supports such development. The roadway segments that are the subject of this analysis are currently characterized by moderate traffic volumes with little congestion.



Exhibit 1
Project Location Map

Project Description

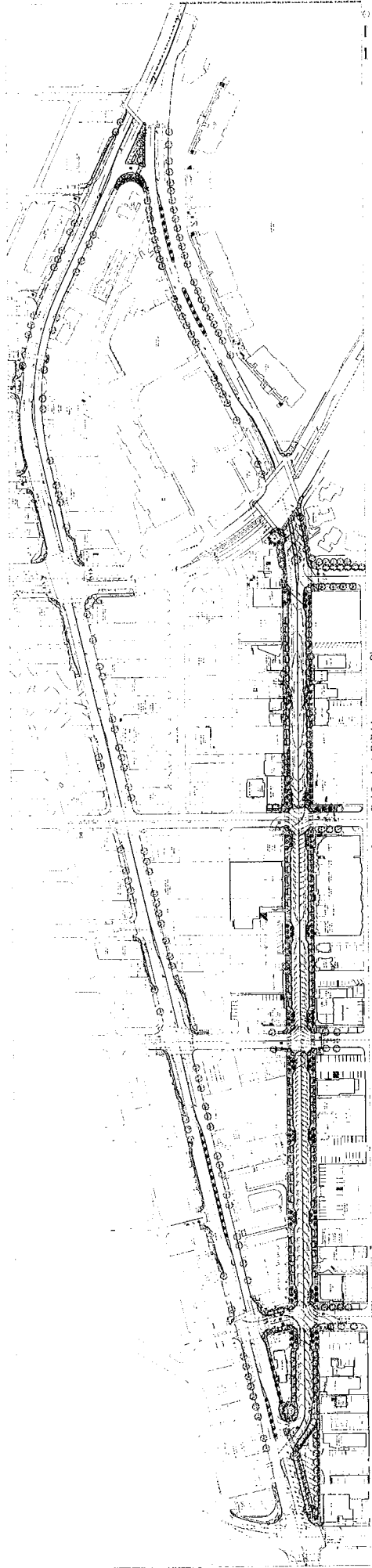
The City of Dana Point is proposing the Pacific Coast Highway/ Del Prado Avenue Phase I streetscape improvements for the Dana Point Town Center. The Dana Point Town Center Specific Plan was adopted by the City in 2006 to encourage the revitalization of the Dana Point Town Center, which extends over approximately a one-mile area along Pacific Coast Highway (PCH) and Del Prado. Between these two streets, PCH and Del Prado currently form a one-way "couplet" to accommodate east-west vehicular travel through the urban core of the City. This project provides the public right-of-way improvements, consistent with the Town Center Plan approved by the City and the California Coastal Commission. Further, it reflects the previous street improvement recommendations of the Town Center Subcommittee and the Construction Implementation Advisory Group. In addition, it reflects the City Council approved preliminary design and parking analysis of March 31, 2009. In the preliminary design process, minor improvements have been made to the original Town Center Specific Plan, e.g. four way stops on Del Prado versus two way stops, medians, revised Blue Lantern Entry configuration, etc. Review under CEQA has been undertaken to allow for full public review of, and participation in, the refined project design.

The PCH/Del Prado Phase I Streetscape Improvement project is the initial project for ultimate street improvements identified in the approved Town Center Plan for these Circulation Element roadways. Implementation of the proposed project will re-establish two-way circulation for both PCH and Del Prado. Exhibit 2 illustrates the Phase I improvements proposed by the City.

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

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Dana Point Town Center - Del Prado & PCH Improvement Plan
1/27/2010 10:00 AM
1/27/2010 10:00 AM

Exhibit 2 Phase I Street Design

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

Proposed Phasing

Implementation of the proposed improvements is anticipated to begin in 2011 and extend through 2012; however, implementation is dependent on several factors, including the availability of funding and prevailing economic conditions.

Project Objectives

Implementation of the proposed project will achieve the following intended specific objectives, which have been identified by the City of Dana Point.

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

Discretionary Approvals

- Acquisition of rights-of-way
- Preparation of project construction drawings and approval of contracts for same
- Bidding and awarding of project construction contract
- Coastal Development Permits

9. Surrounding Land Uses and Setting (Briefly describe the project’s surroundings):

Land uses outside the mixed-use town center north and south of the project are zoned for single-family and multiple-family residential as well as mixed-use commercial/residential. Land uses east and west of the project are zoned commercial/retail.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

None

II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | |
| <input checked="" type="checkbox"/> Mandatory Findings of Significance | | |

III. DETERMINATION: (To be completed by the Lead Agency.)

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project **COULD** have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to be the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to the applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

April 15, 2010

Date


 Brad Fowler *FOR*

City of Dana Point

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analysis,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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IV. EVALUATION OF ENVIRONMENTAL IMPACTS:

1. AESTHETICS – Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

2. AGRICULTURE RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

3. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4. BIOLOGICAL RESOURCES – Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5. CULTURAL RESOURCES – Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

6. GEOLOGY AND SOILS – Would the project:

a) 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 Fault Zoning Map issued by the State Geologist for the area of based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off- site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

7. GREENHOUSE GAS – Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
8. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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, would the project result in safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g. heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
l) Result in significant alteration of receiving water quality during or following construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
m) Could the proposed project result in increased erosion downstream?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
n) Result in increased impervious surfaces and associated increased runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o) Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
p) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
q) Tributary to other environmentally sensitive areas? If so, can it exacerbate already existing sensitive conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
r) Have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
s) Have a potentially significant adverse impact on groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
t) Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
u) Impact aquatic, wetland, or riparian habitat?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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 an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) 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, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

13. POPULATION AND HOUSING – Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

14. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact Less than Significant with Mitigation Incorporated Less Than Significant Impact No Impact

15. RECREATION

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated?
- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

16. TRANSPORTATION/TRAFFIC – Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?
- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion/management agency for designated roads or highways?
- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- e) Result in inadequate emergency access?
- f) Result in inadequate parking capacity?
- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

17. UTILITIES AND SERVICE SYSTEMS – Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- b) 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?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

18. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulative considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

V. DETERMINATION

Based upon the evidence in light of the whole record documented in the above evaluation and cited references, I find that the proposed project would not have a significant impact on the environment and an Environmental Impact Report has been prepared.

VI. REFERENCES

City of Dana Point General Plan, 1993

City of Dana Point Town Center Plan, 2006

City of Dana Point Zoning Code, 1996

City of Dana Point Local Coastal Plan, 1980

California Environmental Quality Act Guidelines, as amended

Kimley Horn and Associates, Inc.; City of Dana Point Town Center Traffic Impact Analysis; August 2006.

Water Quality Control Plan for the San Diego Basin (Region 9); California Regional Water Quality Control Board.

VII. PREPARERS

Keeton K. Kreitzer, Principal – Keeton Kreitzer Consulting

VIII. CITY STAFF

Brad Fowler, P.E., Director of Public Works and Engineering Services

Matthew Sinacori, P.E., City Engineer

Werner Abrajano, Public Works Department

IX. CONSULTANTS

Richard Barretto, Principal, Linscott, Law & Greenspan Engineers, Inc.



CHECKLIST EXPLANATION

1. Aesthetics

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- Changes at the site substantially degrade the character of the site, degrade an existing public viewshed, or alter the character of a public viewshed by the introduction of anomalous structures or elements.
- Changes at the site would result in changes in the expectations of viewers (measured against the relative importance of those views) and would result in a negative impression of the viewshed. (The emphasis of this criterion is on views from public areas, not views from individual lots unless view easements are involved.)
- Changes at the site substantially conflict with and/or do not uphold the scenic and visual quality objectives for development, as articulated in the City's General Plan goals, objectives and policies.

Analysis:

a. Less than Significant Impact

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

b. Less than Significant Impact

Project implementation will not result in any significant landform alterations to the existing roadway. As indicated above, the City has identified PCH/Del Prado (a state scenic highway) as a scenic roadway and as "type three" urbanscape corridor. No heritage trees or significant rock outcroppings exist between Copper Lantern and Blue Lantern and no historic buildings or structures that exist along either arterial roadway that would be adversely affected by the proposed circulation improvements. No significant impacts are anticipated and no mitigation measures are required.

c. Less than Significant Impact

As discussed in I.a., above, no significant public visual impacts will occur as a result of project implementation, and the proposed project will be consistent with the long-range goals and objectives identified in the Conservation/Open Space Element, Urban Design, and Circulation Elements of the City's General Plan, which are intended to improve the aesthetic character of the area. None of the improvements proposed for PCH or Del Prado will result in a change in the character of the roadways or the character of the views either within or from the project area. Therefore, the introduction of the circulation improvements will not detract from the character of the area, which is dominated by retail commercial and professional office uses. Therefore, no significant impacts are anticipated and no mitigation measures are required.

d. Less than Significant Impact

Construction activities necessary to implement the proposed circulation improvements would generally occur during daytime hours, although night work may be needed at times. If night work is needed, care will be taken to avoid light spilling into adjacent homes/businesses. Further, the street lighting and pedestrian lighting system planned to be constructed will be undertaken in a manner that directs light downward, and is shielded to avoid adverse impacts. As a result, no new sources of lighting are included in the proposed project that would alter the nighttime views within the project area. Therefore, no significant impacts are anticipated and no mitigation measures are required.

Mitigation Measures:

Project implementation will not result in any potentially significant visual impacts, including those on the aesthetic character of the area. Therefore, no mitigation measures are required.

2. Agriculture Resources

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if the following occurs:

- Loss or elimination of "prime" agricultural lands as designated by the State of California and/or County of Orange and such designated soils are capable of sustained, viable agricultural production.

Analysis:

a. No Impact

Project implementation will not result in the conversion of any prime or otherwise significant farmland. The entire project area is improved currently with right-of-way improvements on PCH and Del Prado. According to the Orange County Important Farmland Map, the entire area, including the project area, is designated as "Urban and Built Up Land," which encompasses land occupied by structures with a building density of at least one dwelling unit to one and one-half acres. Improvements proposed for the site will not result in any significant impacts to significant farmland.

b. No Impact

As indicated above, the subject property encompasses the rights-of-way within PCH and Del Prado, and immediately adjacent areas. Neither the affected arterial roadways nor the adjacent properties are zoned for agricultural uses and/or included in a Williamson Act contract. Project implementation will not require changes either to the existing zoning classifications or land use designations reflected in the Dana Point

General Plan. Therefore, no conflicts with the adopted short- and long-range plans will occur and no direct or indirect impacts are anticipated to occur to existing agricultural uses as a result of project implementation.

c. No Impact

Implementation of the proposed roadway improvements will not result in the conversion of existing agricultural uses or prime farmland to non-agricultural uses. No portion of the subject property or areas within the project environs are currently designated for agricultural purposes or are in an agricultural use. The subject property neither contains prime farmland nor supports existing agricultural uses. The site is not located in proximity to existing agricultural uses that would be affected if the project were approved. Therefore, no significant impacts are anticipated and no mitigation measures are required.

Mitigation Measures:

No significant impacts to agricultural soils and/or resources are anticipated as a result of project implementation. Therefore, no mitigation measures are required.

3. Air Quality

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- The project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation.
- The project could result in population increases within the regional statistical area that would be in excess of that projected in the AQMP.
- The project could generate vehicle trips that cause a localized violation of CO standards.
- The project might have the potential to create or be subjected to objectionable odors.
- The project could have hazardous materials on-site and could result in an accidental release of air toxic emissions.
- The project could emit an air toxic contaminant regulated by District rules or that is on a federal or State air toxic list.
- The project could be occupied by sensitive receptors near a facility that emits air toxics or near CO "hot spots."
- The project could emit carcinogenic air contaminants that could pose a cancer risk.

The 1993 SCAQMD CEQA Air Quality Handbook states that any projects in the South Coast Air Basin (SCAB) with daily emissions that exceed any of the following thresholds during construction activities should be considered as having an individually and cumulatively significant air quality impact:

- 75 Pounds/day of ROG
- 100 pounds/day NOx
- 550 pounds/day of CO
- 150 pounds/day of PM₁₀
- 150 pounds/day of SOx

The project proposes only street and circulation improvements along PCH and Del Prado. As a result, now new emission sources will be added to the Town Center area and no new emissions would occur following construction because no development that would generate stationary- or mobile-source pollutant emissions is proposed.

Analysis:

a. Less than Significant Impact

The proposed project is consistent with the adopted Dana Point General Plan. This long-range plan (i.e., General Plan) has been utilized by the South Coast Air Quality Management District (SCAQMD) to prepare the Air Quality Management Plan (AQMP). Project implementation does not include either development or use changes that would conflict with the long-range air quality projections; rather, the proposed project encompasses only roadway right-of-way improvements that are consistent with the Circulation Element of the General Plan. Further, the alterations to the circulation system (e.g., two-way travel, medians, curbs and gutters, etc.) created by the improvements to PCH and Del Prado are anticipated to improve the flow of traffic. It is anticipated that the improved traffic flow will result in reductions in idling and vehicle emissions. Project implementation is consistent with the strategies and programs included in the AQMP, which include measures to minimize pollutant emissions and to cooperate with the SCAQMD and other regional agencies that implement and enforce regional air quality management plans through such mechanisms as industrial emission levels, transportation systems management plans, etc. The reduction of asphalt surface area and the addition of landscaped areas are expected to help improve air quality overall. As a result, no significant long-term air quality adverse impacts are anticipated and the project would not obstruct the implementation of applicable air quality plans and/or programs.

b. Potentially Significant Impact

As previously indicated, the proposed project encompasses the implementation of several circulation improvements on PCH and Del Prado in the City of Dana Point. Approval of the proposed project would result in conformity with the long-range land use plan (i.e., General Plan Circulation Element) adopted for the PCH and Del Prado by the City. The Circulation Element adopted by the City anticipated that PCH and Del Prado would be improved as currently proposed. Project implementation would not conflict with any future/long-range land use projections assumed by the General Plan for the area in which the project is located. The project will be consistent with the policies and requirements established by the Circulation Element (refer to Section 10 of the analysis). The segments of PCH and Del Prado through the Dana Point Town Center are located within an urbanized area in the City of Dana Point. The land uses adjacent to the subject roadway segments include a variety of retail/commercial, residential, and professional office land uses. Approval of the proposed project would not result in any land use conflicts with existing, surrounding development. As indicated above, the proposed improvements are consistent with the Town Center Plan adopted by the City and approved by the California Coastal Commission.

Because the proposed project includes only roadway improvements, project implementation will result in temporary construction activity emissions only; no direct significant operational impacts would occur because the project does not include development that would generate either mobile- or stationary-source pollutant emissions. The construction emissions include on-site generation of dust and equipment exhaust, and off-site emissions from construction employees commuting and/or trucks delivering building materials. Post-construction air emissions could shift slightly in location resulting from the redistribution of traffic utilizing PCH and/or Del Prado, which may result in potentially significant impact as discussed in Section 3.c., below.

Construction activity emissions can be difficult to quantify, since the exact type and amount of equipment that will be used or the acreage that may be disturbed on any given day in the future is not known with certainty. The emphasis in environmental documents relative to construction activity emission impacts has, therefore, been to minimize the emissions as much as possible through comprehensive mitigation even if the exact amount of emissions cannot be precisely quantified. Therefore, the potential project-related air quality impacts resulting from construction of the proposed project will be evaluated in the Draft EIR.

c. Potentially Significant Impact

As indicated above, the City is proposing to implement several circulation improvements to facilitate the vehicular travel through the Dana Point Town Center area of the City. Some temporary air pollutant emissions would be anticipated as a result of the site preparation and grading in order to accommodate the proposed improvements. Because it is possible that construction related emissions could exceed thresholds established by the South Coast AQMD, an air quality analysis will be conducted to evaluate the proposed construction impacts. The findings and recommendations of that analysis will be presented in the Draft EIR. As indicated previously, the proposed project will not generate any direct vehicular trips when fully implemented because no development is proposed; therefore, project implementation would not result in any direct long-term mobile-source pollutant emissions. However, implementation of the roadway improvements could result in some change in traffic distribution that could result in some increase in vehicle emissions and/or pollutant concentrations occurring along the affected arterials roadways within the project environs. Therefore, the Draft EIR will present an analysis of post-construction air quality impacts that could be anticipated as a result of project implementation.

d. Potentially Significant Impact

Residential development and a Montessori School, which are classified as “sensitive receptors,” are located along PCH and Del Prado within the limits of the project area. As indicated previously, pollutants would be generated directly by the proposed project only during the construction phase because no land uses are proposed that would result in the generation of new vehicular trips and, therefore, additional operational pollutant emissions. The emissions will be composed of dust and particulate materials as well as pollutants emitted by the construction equipment that will be dispersed in the area of operations. However, such emissions will be controlled through the implementation of standard conditions and rules prescribed by the South Coast Air Quality Management District and will be short-term in nature. The use of dust control measures can substantially reduce the generation of fugitive dust. Watering reduces dust generation by up to 50 percent when implemented in accordance with SCAQMD Rule 403. The air quality analysis will evaluate the potential impacts to sensitive receptors during the construction phase. The implementation of the dust-reducing measures described above, which are standard conditions, would aid in further reducing pollutant emissions resulting from the proposed project. Although project implementation will result in activities that could affect sensitive receptors (e.g., dust and particulate emissions during construction activities, etc.), the release of particulate matter would be controlled through the mandatory spraying and related measures prescribed by the South Coast AQMD. Based on past experience with construction and dust control measures in the City, it is expected that such measures will reduce the impact to one of “less than significant,” but this will be analyzed in the Draft EIR.

e. Less than Significant Impact

Objectionable odors are not currently present within the project site or environs. Approval of the proposed project would not ultimately result in the creation of objectionable odors. Apart from vehicle emissions and temporary construction emissions that will be analyzed under the Air Quality Section of the Draft EIR, the project includes no odor-generating uses. No long-term odors would occur as a result of project implementation. No mitigation measures are required.

Mitigation Measures:

The analysis included in the Draft EIR will identify specific mitigation measures that must be implemented to reduce potential impacts to a less than significant level.

4. Biological Resources

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- The project would result in a direct loss of individuals of a state or federal listed threatened or endangered species.
- The project would result in the direct loss of a significant or important biological habitat for any sensitive, threatened, or endangered species of plant or animal.
- The project would have a substantial adverse effect on habitat essential for state or federal listed fish, wildlife, or plants.

Analysis:

a. No Impact

The subject property (i.e., PCH and Del Prado between Copper Lantern on the east and Blue Lantern on the west) is located within an urbanized area in the City of Dana Point. The City's Conservation/Open Space Element of the Dana Point General Plan indicates that no portion of the project area is designated as a "biologically sensitive area." Further, because the project area is covered with impervious surfaces that characterize street rights-of-way, it has no potential to support plant species considered to be of special interest by the U.S. Fish and Wildlife Service, California Department of Fish and Game, and California Native Plant Society due to both the exotic (i.e., non-native) nature of the plant species observed, and the overall highly disturbed nature of the habitats within the survey area. The entire project areas are improved. Due to the highly disturbed nature of project area and the existence of only non-native species occurring along the affected rights-of-way, no special status wildlife species are expected to occur. Project implementation will result in roadway improvements to PCH and Del Prado in accordance with the Circulation Element of the Dana Point General Plan. Therefore, given the absence of sensitive plant and/or animal species and sensitive habitat, no significant impacts to biological resources would occur; no mitigation measures are required.

b. No Impact

As indicated above, the subject property has been altered and is virtually covered with impervious surfaces as a result of the PCH and Del Prado roadway improvements that have been implemented. As such, the site does not contain riparian habitat or other sensitive natural community. Circulation improvements within the rights-of-way and immediately adjacent areas as proposed by the City of Dana Point will not result in significant adverse impacts to riparian or sensitive habitats. Therefore, no mitigation measures are required.

c. No Impact

No portion of the project area contains federally protected wetlands as defined by Section 404 of the Clean Water Act. Specifically, no marshes, vernal pools or other wetlands defined by either the U.S. Army Corps of Engineers or the California Department of Fish and Game are located within the limits of the project site, which has been extensively altered and is devoid of natural habitat and does not support sensitive species. No significant impacts will occur as a result of project implementation and no mitigation measures are required. No mitigation measures are required.

d. No Impact

The PCH and Del Prado rights-of-way extend through an area of the City that is intensively developed with predominantly commercial, professional office, and retail uses. No large area of natural habitat or similar

feature exists that would facilitate wildlife movement. Neither PCH nor Del Prado acts as a wildlife corridor nor facilitates wildlife movement. The high volume arterials act as a deterrent to wildlife movement. No significant adverse impacts will occur as a result of project implementation and no mitigation measures are required.

e. No Impact

As indicated in the preceding assessment, no significant biological resources exist within the limits of the project area, including heritage trees and no significant impacts to sensitive biological resources will occur as a result of project implementation. Therefore, no mitigation measures are required.

f. No Impact

The project area does not support any coastal sage scrub or other sensitive habitat and species of vegetation and/or wildlife. Further, the project area is not included in the southern Orange County NCCP and, therefore, is not protected by an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other local, regional, or state habitat conservation plan. Implementation of the proposed roadway improvements will not conflict with local, regional or state resource preservation and conservation policies. No significant impacts will occur as a result of project implementation and no mitigation measures are required.

Mitigation Measures:

No significant impacts to biological resources are anticipated and no mitigation measures are required.

5. Cultural Resources

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- Project implementation will disrupt or adversely affect an archaeological or historic site, structure, or artifact.
- Project Implementation will disrupt or adversely affect a paleontological site.

Analysis:

a. No Impact

The project limits encompass the PCH and Del Prado rights-of-way between Copper Lantern on the east and Blue Lantern on the west. No historic structures exist within or adjacent to the affected rights-of-way that would be adversely affected by the proposed circulation improvements to the affected project area. Implementation of the proposed improvements will not adversely affect any existing historical resource in the City of Dana Point. As a result, no significant impacts to historic resources are anticipated and no mitigation measures are required.

b. No Impact

The PCH and Del Prado rights-of-way that would be affected by the project have been extensively altered as a result of the construction of the existing roadway improvements and development located along those roadways. Any archaeological resources that may have existed at one time have likely been unearthed or disturbed as a result of prior landform alteration necessary to construct PCH, Del Prado, and adjacent land uses. Although improvements to both PCH and Del Prado will be implemented as a result of the

proposed project, no significant excavation and/or grading activities are anticipated that would affect areas that have not previously been altered by grading and/or development. The anticipated grading area is the landscaped locations on Exhibit 2. As a result, no significant impacts to archaeological/cultural resources would occur and no mitigation measures are required.

c. No Impact

As indicated above, the subject property is located within an urbanized area and has been previously altered. Any surficial paleontological resources that may have existed at one time have likely been unearthed or disturbed as a result of prior landform alteration necessary to construct PCH and Del Prado. Although circulation improvements would be implemented along both roadways, no significant excavation and/or grading activities are anticipated that would affect areas that have not previously been altered by grading and/or development. Therefore, similar to potential impacts described for archaeological resources, it is not likely that implementation of the proposed project will result in any potential significant impacts to paleontological resources because the affected rights-of-way are not identified as a paleontologically sensitive area. As a result, no significant impacts are anticipated and no mitigation measures are required.

d. No Impact

The project limits encompass only improved rights-of-way that accommodate PCH and Del Prado and immediately adjacent areas. There are no known ethnic cultural values attributable to the project area, including the affected arterial roadways, that extend through the Dana Point Town Center. No human remains are known to have been discovered during prior activities on the site when the existing improvements were implemented. Project implementation will not necessitate extensive grading or significant additional improvements. Therefore, human remains are not expected to be encountered and no significant impacts are expected to occur. No mitigation measures are required.

Mitigation Measures:

As indicated in the discussion presented above, no significant impacts to cultural, paleontological, and/or historic resources have been identified or are likely to exist within the area of potential effect. Therefore, no mitigation measures are required.

6. Geology and Soils

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- Groundshaking and/or secondary seismic effects (e.g., liquefaction, slope failure, etc.) could cause substantial structural damage and/or an unmitigated risk to human safety, even after implementation of the recommended geotechnical measures, required local and state seismic design parameters, and common engineering practices for seismic hazard abatement.
- Adverse soil conditions such as compressible, expansive, or corrosive soils present a damage hazard to occupied structures or infrastructure facilities.

Analysis:

a.i. No Impact

Dana Point is located in a seismically active area; however, no known active faults extend through the City and, in particular, the subject property. Therefore, potential fault rupture as a result of activity on an

Alquist-Priolo Earthquake Fault is considered to be negligible and would not be anticipated, as no such faults traverse the project area.

a.ii. Less than Significant Impact

The project area and region are subject to seismic activity, including moderate to heavy groundshaking. The nearest significant active fault is the Newport-Inglewood fault, which is located approximately five miles southwest of the site. The Newport-Inglewood fault zone is capable of generating a peak site acceleration of 0.43g. Other major active faults that may affect Dana Point include the Palos Verdes, Coronado Bank, Whittier-Elsinore, and the San Andreas faults. The potential for surface rupture on the site is believed to be limited; however, groundshaking, liquefaction, landslides, and rockfalls along coastal bluffs are the primary hazards that affect the City as a whole. Of those effects, only groundshaking and liquefaction have the likely potential to affect the project area.

Although potential damage from groundshaking may occur, no habitable structures are proposed that would be significantly affected by the effects of seismic activity. Based on the seismic history of the region and proximity, the Newport-Inglewood Fault Zone has the greatest potential for causing earthquake damage related to ground shaking at the subject site. The occurrence of ground failure associated with severe ground shaking (e.g., landsliding, ground subsidence, ground lurching, shallow ground rupture, liquefaction, and soil strength loss) depends on the severity of the earthquake, distance from the causative fault, topography, subsoils and groundwater conditions, and other related factors. Table 1 reflects the earthquake events associated with the potential causative faults based on the California Geological Survey Seismic Source Characterization for California.

Table 1
Maximum Earthquakes
Pacific Coast Highway/Del Prado Phase I Project Street Design

Fault Name	Approximate Distance (km)	Maximum Magnitude
Newport-Inglewood (offshore)	9.0	6.9
Newport-Inglewood (L.A. Basin)	24.0	6.9
Palos Verdes	28.7	7.1
Coronado Bank	30.3	7.4
Chino-Central Ave. (Elsinore)	35.6	6.7
Elsinore-Glen Ivy	36.4	6.8
Elsinore-Temecula	38.8	6.8
Compton Thrust	39.6	6.8
Whittier	42.5	6.8
Elysian Park Thrust	45.2	6.7
Rose Canyon	47.2	6.9
San Jose	64.3	6.5
Elsinore-Julian	66.2	7.1
Sierra Madre	71.9	7.0
Cucamonga	72.1	7.0
San Jacinto-San Jacinto Valley	73.8	6.9
San Jacinto-San Bernardino	74.0	6.7
San Jacinto-Anza	79.7	7.2

SOURCE: City of Dana Point General Plan

Although the roadways would be subject to the effects of ground shaking associated with seismic events on one of the active faults in the region, it will be no different than baseline conditions already in existence. Project implementation would not result in potentially significant structural damage or loss of life. The roadways and related facilities will be designed in accordance with City standards. No significant impacts are anticipated and no mitigation measures are required.

a.iii. Less than Significant Impact

The probability of occurrence of ground failure associated with severe ground shaking (e.g., ground subsidence, ground lurching, shallow ground rupture, liquefaction, and soil strength loss) depends on the severity of the earthquake, distance from the causative fault, topography, subsoils and groundwater conditions, and other related factors. The proposed project area consists of surficial Tertiary marine terrace deposits and Capistrano and San Onofre Formation geologic bedrock.¹ No structures are proposed as part of the project that would be subject to liquefaction or related soil failure. No liquefaction impacts are anticipated to occur as a result of project implementation, and no mitigation measures are required.

a.iv. No Impact

The PCH and Del Prado rights-of-way and adjacent areas are characterized by gentle topography. No landslides have been mapped within the project site and, none were observed during the geotechnical field investigation conducted for the proposed project. In addition, the site is not located within an area of potential landsliding due to seismic shaking. The proposed project does not include extensive grading and/or excavation and no manufactured slopes are proposed. As indicated previously, no structures are proposed in areas that would be subject to slope failure. Therefore, no significant impacts are anticipated as a result of potential landsliding.

b. Less than Significant Impact with Mitigation Incorporated

The project area is relatively flat with some undulation; but no significant slopes exist. Implementation of the proposed project will not necessitate extensive grading and excavation that would expose soils for extended periods of time while construction of the proposed project takes place. No grading will occur where significant areas of bare soils would be exposed to the elements for extended periods of time. However, in the interim construction period, it is possible that some erosion may occur, resulting in some sedimentation. In order to ensure that potential erosion and sedimentation associated with the imported fill material are minimized, the City will be required to prepare and submit a Notice of Intent for coverage under the General Construction Activity Storm Water Runoff Permit to the Regional Water Quality Control Board prior to initiation of construction activities. As required by the NPDES permit, a Storm Water Pollution and Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) will be prepared and will establish Best Management Practices (BMPs) intended to reduce sedimentation and erosion (refer to Section 9 – Hydrology). Although it is possible that some erosion could occur without the incorporation of appropriate measures, implementation of the mandatory BMPs will avoid potential erosion impacts associated with site grading and development. Therefore, the potential erosion impacts will be avoided.

c. Less than Significant Impact

As previously indicated, the project area is not characterized by adverse soils and/or a geologic unit that is or will become unstable due to project implementation. The circulation improvements would not be subject to the effects of liquefaction, landslides, or unstable conditions. Therefore, no significant impacts are anticipated and no mitigation measures are required.

¹Cotton/Beland/Associates, Inc.; *City of Dana Point General Plan Program Master Environmental Assessment*; 1990.

d. Less than Significant Impact

The proposed development will not be located on expansive soil and will not create substantial risks to life or property (no structures are proposed). The proposed structural improvements (i.e., circulation improvements) will be required to comply with the City's roadway design standards. No significant impacts are anticipated as a result of project implementation.

e. No Impact

The proposed project does not include any habitable structures that would generate sewage. Sanitary sewer facilities exist in the PCH and Del Prado rights-of-way that collect and convey raw sewage generated in the project environs. Care will be taken to ensure that existing sewer lines located within the affected rights-of-way are not damaged during the implementation of the proposed improvements. A septic tank or alternative system will not be required and no impacts are anticipated to the existing soils comprising the site.

Mitigation Measures:

No significant impacts soils and/or geologic impacts are anticipated; no mitigation measures are required.

7. Greenhouse Gas

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- Generate greenhouse gas emissions, either directly or indirectly that may have a significant impact on the environment.
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

a. Potentially Significant Impact

Project implementation will result in short-term construction-related emissions associated with the operation of construction equipment and vehicles. Although the emissions of CO₂ would cease with the completion of the street improvements, the emissions would result in a temporary incremental increase in the amount of CO₂e emitted into the air basin. The Draft EIR will evaluate the potential effects of the short-term greenhouse gas emissions resulting from project implementation. The project proposes a significant increase in landscaped areas that will help reduce greenhouse emission impacts long-term.

b. Less than Significant Impact

The proposed project, which includes only roadway improvements pursuant to the City's Circulation Element, is consistent with the long-range plans for the project area. As indicated above, project implementation will result in some short-term increase in greenhouse gas. No direct long-term CO₂e emissions would result from the project because no development is proposed that would generate vehicle emissions or long-term demands for energy resources.

8. Hazards and Hazardous Materials

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- 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.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site that 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.
- Result in a safety hazard for people residing or working in the project area if located within two miles of a public airport or public use airport.

Analysis:

a. Less than Significant Impact

Project implementation will not result in the creation of any potential impacts related to the transport, use, or disposal of hazardous materials. The proposed project includes circulation improvements to both PCH and Del Prado, including returning to two-way traffic on those roadways, construction of medians, the placement of signals, street improvements, etc., in order to facilitate vehicular circulation within the Dana Point Town Center area, consistent with the Circulation Element of the Dana Point General Plan. Implementation of the proposed roadway improvements would not result in the use of hazardous materials. Asphalt, concrete, and materials and equipment that are used in roadway construction, including motor fuel, diesel fuel, and related petroleum products used to service vehicles and equipment, would be utilized within the project area; however, the storage and use of these materials will be subject to City requirements to follow MSDS recommendations to ensure that the potential release into the environment is minimized and does not pose a significant environmental hazard. No other hazardous or potentially hazardous materials will be stored on the site and no significant impacts will occur. No mitigation measures are required.

b. Less than Significant Impact

As indicated above, the proposed roadway improvements identified and described above will utilize materials typically of roadway improvements projects and would not utilize toxic or hazardous materials that pose a health risk to the public, either during construction or subsequent to the completion of the improvements. Therefore, implementation of the project will not create a significant hazard to the public or the environment through the potential release of hazardous materials as a result of an accident. No significant impacts are anticipated as a result of project implementation.

c. Less than Significant Impact

Project implementation will not require any demolition of structures or other activities that could result in the release of toxic or hazardous materials (e.g., asbestos, lead-based paint, etc.) into the environs. The project will utilize diesel and gasoline fuels and related petroleum-based products to operate the construction equipment. As previously indicated, a Montessori preschool is located within one-quarter mile of the project area; however, with the exception of petroleum products (tar, asphalt, gasoline and diesel fuels, motor oil, etc.), which would be stored and used within the limits of the project area, no toxic or hazardous materials would be utilized to implement the proposed roadway improvements. As a result,

no potential significant release of toxic or hazardous emissions would occur in proximity to an existing school as a result of project implementation. Therefore, no mitigation measures are required.

d. No Impact

The subject property encompasses the PCH and Del Prado rights-of-way and immediately adjacent areas. Land uses adjacent to the roadway include retail commercial and professional office as well as residential uses and a Montessori pre-school within the Dana Point Town Center. Neither the roadway nor any of the land uses located along the affected roadways are listed on any of the hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no significant impacts are anticipated as a result of project implementation.

e. No Impact

The affected PCH and Del Prado rights-of-way are not located within the limits of the John Wayne Airport land use plan or other public airport. Neither that commercial airport nor any other public airport is located within two miles of the site. As a result, project implementation will not result in potential adverse impacts, including safety hazards, to people traveling along PCH and/or Del Prado or visiting or working in the project area. No significant impacts will occur as a result of project implementation and no mitigation measures are necessary.

f. No Impact

The affected PCH and Del Prado rights-of-way are not located in the vicinity of a private airstrip. Therefore, implementation of the proposed roadway improvements will not result in potential adverse impacts, including safety hazards, to people residing, visiting, or working in the project area. Therefore, no significant impacts will occur as a result of project implementation and no mitigation measures are necessary.

g. Less than Significant Impact

The City of Dana Point has prepared an emergency response and action plan that designates proper procedures to be followed in case of a major emergency. PCH is designated as an evacuation route in the City. Emergency shelters are also designated on the plan and include Dana Hills High School, Richard Henry Dana School, and Palisades Elementary School. As previously indicated, the project area is located between Copper Lantern and Blue Lantern. Improvements proposed by the City include roadway and circulation improvements that are intended to facilitate and enhance vehicular traffic along PCH and Del Prado within the Dana Point Town Center. It is anticipated that construction activities will result in lane closures to implement the proposed improvements, resulting in some temporary congestion; however, the City will require the contractor to provide traffic control and ensure that emergency access is not adversely affected on PCH or Del Prado during the project construction. Further, City staff will temporarily alter signal timing to better handle traffic during construction and reduce any congestion potential. When complete, these improvements will have the added benefit of facilitating emergency response by improving vehicular access and circulation within the Town Center area. Therefore, the proposed improvements will not adversely affect either the evacuation routes or shelters. As a result, project implementation will not physically interfere with the City's emergency planning program. No significant impacts will occur as a result of project implementation.

h. No Impact

The subject property is located within an urbanized area of the City of Dana Point and not within an area that is subject to wildland fire hazards. As a result, the site is not subject to the potential for wildland fires; however, as indicated above, implementation of the roadway improvements would result in improved circulation between Copper Lantern and Blue Lantern, which will facilitate emergency access, including responses by the Orange County Fire Authority and the Orange County Sheriff Department. No significant

impacts as a result of wildland fires will occur if the project is implemented and no mitigation measures are necessary.

Mitigation Measures:

No significant public health and safety impacts are anticipated as a result of project implementation and no mitigation measures are required.

9. Hydrology and Water Quality

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- Substantial and adverse increased inundation, sedimentation and/or damage from water forces to the subject project and/or other properties are caused by improvements such as grading, construction of barriers or structures.
- Development within the 100-year flood plain as delineated by FEMA that would expose people and/or property to potential serious injury and/or damage.
- Impervious surfaces increase and/or divert storm water runoff that results in the inability of the existing collection and conveyance facilities to effectively accommodate the increased flows.
- Project implementation will cause a violation of water quality objectives and impede the existing beneficial uses of on-site surface waters or off-site coastal waters.
- A usable groundwater aquifer for municipal, private, or agricultural purposes is substantially and adversely affected by depletion or recharge.
- Storm water and/or induced runoff mixes with a tidal habitat or pond causing instability to the existing water quality (e.g., reduction of salinity, increase of dissolved solids, introduction of sediments, etc.), which, in turn, substantially and adversely affects the habitat.
- Sediments are increased and/or diverted by proposed improvements and cause sediment deposition in sensitive habitat areas (e.g., riparian, etc.) to the detriment of the habitat and/or sensitive species.

Analysis:

a. No Impact

Project implementation includes roadway improvements to PCH and Del Prado, which are intended to not only improve vehicular access and circulation within and through the Dana Point Town Center area of the City, but improve water quality as well. . After the improvements are implemented, it is anticipated that the amount of impervious surfaces in this area, which has been extensively developed, will be reduced with landscaped zones approximately 28,700 square feet. As a result, the quantity and quality of the surface water runoff that will be generated will be improved from that occurring at the present time. Therefore, it is not anticipated that there would be any increase in the amount, or reduction in the quality of, surface runoff. Appropriate best management practices shall be implemented during construction (refer to Mitigation Measures) that may include, but are not limited to silt fences, street sweeping and vacuuming, storm drain inlet protection, wind erosion control, materials and water management measures, and other means of minimizing or eliminating the potential harmful pollutants, including siltation, that could result from project implementation. Post-construction best management practices will be implemented and may include, but are not limited to: biofiltration, enhanced inlet filter/screening devices, drought tolerant landscaping, and water efficient irrigation systems.

b. No Impact

The PCH and Del Prado rights-of-way and related project area are not located within a groundwater recharge basin. Project implementation does not include any significant excavation and/or development that would affect groundwater supplies or interfere with groundwater recharge. The landscaped areas will be irrigated using excess reclaimed water capacity and planters will use drought-tolerant materials. Therefore, the proposed street improvements do not include any uses that would create a demand for water that would result in a lowering of a groundwater table. Therefore, no significant impacts will occur as a result of project implementation.

c. Less than Significant Impact

As proposed, implementation of the proposed project would not substantively alter the existing drainage pattern that characterizes the project area. Although some of the construction activities could result in the potential for some erosion or siltation on- or off-site, the City of Dana Point will consider these factors. The project will include all appropriate construction and post-construction Best Management Practices (BMPs) including site design, treatment control, and source control. Appropriate construction best management practices that shall be implemented (refer to Mitigation Measures) may include, but are not limited to silt fences, street sweeping and vacuuming, storm drain inlet protection, wind erosion control, materials and water management measures, and other means of minimizing or eliminating the potential harmful pollutants, including salutation, that could result from project implementation. Post-construction best management practices will be implemented and may include, but are not limited to: biofiltration, enhanced inlet filter/screening devices, drought tolerant landscaping, and water efficient irrigation systems. The implementation of the BMPs will reduce the potential for erosion and siltation to a less than significant level.

d. Less than Significant Impact

As indicated above in 9.d, implementation of the proposed roadway improvements will not result in the significant alteration of any drainage patterns that exist within the project area. As a result, no significant additional impervious surfaces would be created that would increase the amount of surface runoff that will be generated on the site. With the replacement of impervious surfaces with landscaping, it is anticipated that surface runoff quantities will be reduced. Existing storm drain facilities (i.e., curb and gutter improvements and catch basins) along PCH and Del Prado will be improved. The City will nominally relocate storm drain improvements along the rights-of-way where necessary in order to accommodate the proposed street width adjustments; however, project implementation would not result in a significant alteration in flow and direction of runoff or other drainage pattern or hydrologic characteristics. Several of the existing storm drain facilities (i.e., catch basins) will be relocated and improved as identified above to accommodate surface runoff, which will ensure that no significant impacts occur.

e. Less than Significant Impact

As indicated in 9.d, project implementation will not result in an increase in either the volume or rate of storm water runoff as a result of the roadway improvements proposed by the City. The chemical composition of the surface water will not be changed and would include the same pollutants that are generated at the present time (e.g., silt, pesticides and fertilizers, heavy metals, and petroleum hydrocarbons associated with automobile usage and adjacent landscaped areas along PCH and Del Prado). The addition of landscaped areas absorb and help treat portions of the runoff. However, care will be taken to avoid the introduction of landscaped area fertilizers, pesticides, excess reclaimed water, herbicides, etc., through the implementation of the BMPs that will be implemented as required in the NPDES Permit. As previously indicated, the City of Dana Point will incorporate requisite BMPs and other features that are intended to reduce the amount and concentration of potential pollutants in the surface water before it enters the storm water collection system and is discharged in the Ocean. As previously indicated, the incorporation of the BMPs prescribed in the WQMP will reduce the potential impacts both during construction and in the post-construction phase.

f. Less than Significant Impact

Project implementation will not result in any degradation of the quality of surface water that could affect water quality at other nearby locations. The types of pollutants will be virtually the same as those entering the street storm drain system at the present time (e.g., silt, heavy metals, petroleum hydrocarbons, pesticides, herbicides and fertilizers, and other pollutants common to automobile usage, landscaped areas and urban development along PCH and Del Prado), although in some areas runoff will be reduced. It is important to note that no unusual contamination or pollutant is anticipated, either during the construction or post-construction phases as a result of implementing the proposed project. Further, the pollutants and/or contaminant concentrations associated with the storm runoff will be addressed in the requisite BMPs and other mitigation measures that have been prescribed for the proposed project. Therefore, the potential impacts will be reduced to a less than significant level.

g. No Impact

The project area (i.e., PCH and Del Prado between Copper Lantern and Blue Lantern) is not located within the 100-year flood plain as delineated by the Federal Emergency Management Agency (FEMA) on the Flood Insurance Rate Map (FIRM) for the City of Dana Point or other areas subject to inundation identified by the City. The proposed project includes only roadway improvements to PCH and Del Prado; no residential development is proposed by the City for the project area. Therefore, the improvements proposed for the two roadways will not result in the placement of housing within the 100-year flood plain area identified by FEMA or the City of Dana Point. No significant impacts are anticipated as a result of project implementation.

h. No Impact

The proposed project does not include the construction of any residential dwelling units. Most importantly, the project area (is not located with the 100-year flood plain as delineated by FEMA. None of the proposed improvements are "habitable" and, further, these features will not be located within a flood plain that would impede or redirect flood surface flows. Therefore, no significant impacts will occur as a result of project implementation.

i. No Impact

The improvements proposed to PCH and Del Prado will not expose either people or structures to flood hazards because the subject rights-of-way and project area are not located within the limits of the 100-year flood plain or other designated flood hazard zone. No significant impacts will occur as a result of project implementation.

j. No Impact

A seiche involves the oscillation of a body of water in an enclosed basin, such as a reservoir, storage tank, or lake. According to the City's General Plan, no enclosed bodies of water are located in the immediate vicinity of the segment of PCH or Del Prado for which the improvements are proposed. A tsunami, commonly referred to as a tidal wave, is a sea wave generated by submarine earthquakes, major landslides, or volcanic action. Great magnitude waves have not historically been recorded in Orange County because the coastline is somewhat protected from the north by the coastal configuration (Palos Verdes Peninsula and Point Conception) and the offshore islands (Santa Catalina and San Clemente Islands). Locally, the Headlands also protects most of the Dana Point coastline from tsunamis that might originate from the north. Although Dana Point is a coastal community, the proposed project includes only roadway and pedestrian circulation improvements at significant elevation. The area within which the improvements are proposed is not located within the area designated by the City as the "Tsunami Zone." Because the potential for a tsunami is considered rare, and because the project area is not located within the Tsunami Zone, there is virtually no potential for damage and/or inundation from that phenomenon to

affect the project area. Implementation of the proposed PCH/Del Prado improvement project will not expose people or structures to seiches, tsunamis or mudflows. Therefore, no significant impacts will occur as a result of project implementation.

k. Less than Significant Impact

Pollutant discharges to receiving waters would not increase, either during or after construction. The types of pollutants that have the potential to be transported downstream include silt during construction activities, the use of fertilizers, pesticides and herbicides required to maintain the proposed landscaped areas and to control weeds, pests and undesirable vegetation, heavy metals and petroleum hydrocarbons washed from PCH and Del Prado, and other sources typical of urban development. However, the incorporation of appropriate features (i.e., BMPs) to improve the quality of surface runoff that may contain such pollutants will ensure that no significant water quality impacts will occur. The BMPs that will be implemented during construction (refer to Section 9.c) will be described in the Storm Water Pollution Prevention Plan (SWPPP). Some BMPs that address these pollutants include, but are not limited to the use of silt fences; sediment and erosion control, non-storm water management; and material management. The implementation of the SWPPP and the indicated BMPs during construction will reduce the potential impacts to a less than significant level.

As previously indicated, implementation of the circulation improvements will result in a decrease in urban runoff. The proposed improvements will result in an increase of approximately 28,700 square feet of pervious surfaces, which would reduce the amount of surface runoff from within the project area. The BMPs will also help to minimize or eliminate the potential pollutant loads in the surface runoff emanating from the site upon completion of the improvements. BMPs that address the pollutants specified above include, but are not limited to the use of catch basin filters; the proper disposal of litter, debris, organic matter and other materials during construction; the use of pesticides, herbicides, fertilizers, and other chemical products in accordance with manufacturer recommendations; street sweeping; etc. Implementation of these BMPs are intended to minimize eliminate pollutants and erosion, will reduce the potential construction and post-construction impacts to a less than significant level.

l. Less than Significant Impact

The City is required to meet the requirements of the NPDES Permits that are issued by the Regional Water Quality Control Board to the County of Orange, the County Flood Control District and the incorporated cities of south Orange County. This project goes further, given the additional pervious landscaped areas that will replace impervious pavement. The requirements include compliance with receiving water limits based on applicable water quality objectives during construction and post-construction activities to ensure that discharges will not cause or contribute to violations of water quality objectives and the creation of conditions of pollution.

The construction process has the potential to generate pollutants that could be conveyed off-site as a result of water-transporting soil during the site preparation and grading activities. Other materials utilized during the construction process could also enter off-site locations. As described in 9.k, a SWPPP will be developed by the City that will address the appropriate BMPs that will need to be implemented in order to mitigate the alteration of receiving water quality during construction. Implementation of erosion and sediment control, non-stormwater management, and material management BMPs will reduce the potential impacts to a less than significant level for the project following construction as well.

m. No Impact

Because all of the proposed improvements would occur within the existing PCH and Del Prado rights-of-way and/or areas immediately adjacent to the roadways, project implementation would not result in a significant increase in impervious surfaces and, therefore, result in a decrease in the rate and volume of runoff leaving the subject property. A reduction in impervious surface by approximately 28,700 square feet will occur with the removal of pavement/concrete improvements, which will be replaced with

landscaping. Regardless, the City will ensure that downstream erosion is minimized or avoided through the implementation of on-site features that would achieve the intended goals and objectives prescribed in the City's Water Quality Local Implementation Plan. Implementation of these measures and features will reduce the potential impacts to a less than significant level.

n. No Impact

As previously indicated (refer to 9.d and 9.e), project implementation will result in the implementation of circulation improvements that will decrease the amount of impervious surfaces by approximately 28,700 square feet within the area of potential affect along the affected segments of PCH and Del Prado (i.e., Copper Lantern to Blue Lantern). As indicated previously, it is anticipated that a reduction in impervious surface will occur with the removal of existing pavement/concrete improvements, which will be replaced with landscaping. Therefore, project implementation will not result in a significant increase in the potential volume and rate of runoff generated on the site. Nonetheless, several BMPs have been identified in order to minimize both construction and post-construction impacts.

o. No Impact

As indicated in Sections 9.c and 9.d., flow runoff rates and volumes will be decreased by the addition of approximately 28,700 square feet of previously landscaped area as a result of project implementation. The existing on-site general plan drainage would not be altered as a result of the circulation improvements proposed for PCH and Del Prado. However, the City will ensure that both construction and post-construction drainage facilities accommodate the proposed improvements through the relocation of several storm drains and related facilities along to affected arterial roadways, which will avoid any potential impacts.

p. No Impact

Under Section 303(d) of the 1972 Clean Water Act, states, territories and authorized tribes are required to develop lists of water quality limited segments. These waters on the list do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution control technology. Several areas along the coast have been listed on the Environmental Protection Agency's 303(d) list for pollutants. Construction of the proposed project will decrease the potential runoff of these pollutants due to reduced runoff rates and volumes.

q. No Impact

The San Diego Regional Water Quality Control Board (RWQCB) defines environmentally sensitive areas (ESAs) as those that include, but are not limited to:

- All Clean Water Act Section 303(d) impaired waters
- Areas designated as Areas of Special Biological Significance by the State Water Resources Control Board (RWRCB) in the Water Quality Control Plan for the San Diego Basin Plan
- Water bodies designated with the RARE Beneficial Use category by the SWRCB in the Basin Plan
- Areas designated as preserves or their equivalent under the Natural Communities Conservation Planning Program (NCCP)
- Any other Environmentally Sensitive Areas (ESAs) identified by the City of Dana Point

The proposed project is not located within an area on the City of Dana Point that has been identified as an ESA. However, it is not within proximity of identified ESAs along the coastline of the Pacific Ocean, as identified in the City's Local Implementation Plan (LIP) for Urban Runoff/Water Quality. In order to address the potential impact of the project on the indicated areas, the City of Dana Point will focus on post-construction BMPs that will mitigate anthropogenic (i.e., impacts resulting from human activity)

sources of fecal coliform, total coliform, and Enterococcus. Therefore, the implementation of the specific post-construction BMPs will reduce the potential impacts to a less than significant level. Construction of this project will decrease the potential runoff of these pollutants due to reduced runoff rates and volumes. No significant impacts are anticipated as a result of project implementation. (Refer to Section 9.p., regarding 303(d) list.

r. Less than Significant Impact

The area that is the subject of the proposed improvements ultimately discharges into the Pacific Ocean. A myriad of beneficial uses has been identified for the Pacific Ocean, including: IND (Industrial Service Supply), NAV (Navigation), REC-1 (Contact Water Recreation), REC-2 (Non-Contact Water Recreation), COMM (Commercial and Sport Fishing), BIOL (Preservation of Biological Habitats of Special Significance) (Pacific Ocean only), WILD (Wildlife Habitat), RARE (Rare, Threatened, or Endangered Species), MAR (Marine Habitat), AQUA (Aquaculture) (Pacific Ocean only), MIGR (Migration of Aquatic Organisms), SPWN (Spawning, Reproduction, and/or Early Development), and SHELL (Shellfish Harvesting). As previously indicated, the proposed project will generate reduced surface flows from those that currently exist and improve the quality of the storm runoff. Appropriate BMPs that address both construction and post-construction activities are intended to ensure that degradation of marine, fresh, and/or wetland waters downstream from the subject site are not adversely impacted will be implemented. Implementation of these BMPs, which will be incorporated in to the requisite SWPPP and related plans as prescribed by the City and Regional Water Quality Control Board.

s. Less than Significant Impact

Groundwater is defined as subsurface water that occurs beneath the water table in soils and geologic formations that are fully saturated. As indicated previously, neither PCH nor Del Prado in the vicinity of the area of potential affect is located within an aquifer from which domestic water supplies are extracted. Therefore, the potential impacts will be less than significant.

t. Less than Significant Impact

Refer to 9.r and 9.s. Water quality objectives are necessary to protect existing and potential beneficial uses described in the City's Local Implementation Plan (LIP) for Urban Runoff/Water Quality and to protect existing high quality waters of the State of California. The objectives address surface waters, enclosed bays and estuaries, coastal lagoons, and ground waters. As previously indicated, implementation of the proposed project will not contribute significant additional pollutants via surface water generated within the limits of the project area but in fact will reduce receiving water impacts. However, several BMPs and related water quality enhancement features (e.g., catch basin filters, street sweeping and vacuuming, etc.) will be implemented to ensure that no reduction in the quality of surface runoff occur. As a result, the potential impacts to surface and groundwater quality will be less than significant.

u. Less than Significant Impact

Refer to 9.c. The project area is located in an area of the City and coast that supports aquatic, wetland, and riparian habitat. Although the improvements proposed for PCH and Del Prado result in temporary surface water discharges into offsite features and facilities that support such habitats, no significant impacts are anticipated because there will be a reduction in project runoff quantity. As previously indicated, water quality impacts would continue to be addressed through the incorporation of BMPs that will be prescribed in the WQMP and related programs prepared for the project by the City. Therefore, potential impacts to aquatic, wetland, or riparian habitats will be less than significant.

Mitigation Measures:

The project will be designed to address surface water and runoff associated with the proposed project. Adequate storm drainage and flow control facilities exist in the project area to accommodate the proposed project. In addition, the incorporation of BMPs as prescribed by the City of Dana Point, County of Orange, and San Diego Regional Water Quality Control Board will ensure that no significant water quality impacts will occur. Implementation of the following standard conditions imposed by the City will ensure that no impacts to surface drainage and/or water quality will occur.

- SC-1 Prior to the commencement of any activities that would result in soil disturbance of one acre or more of land, the City shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number. The City of Dana Point shall have prepared a Storm Water Pollution Prevention Plan (SWPPP). A copy of the current SWPPP shall be kept at the project site and shall be available for review on request.

In addition, designated construction specific BMPs are required. The City's LIP lists a series of BMPs that address control of erosion, sediment, wind erosion, tracking, non-storm water and waste management and materials pollution. The Storm Water Pollution Prevention Plan (SWPPP) will meet the requirements of the California General Permit for Stormwater Discharges Associated with Construction Activity, and will detail the appropriate BMPs.

- SC-2 Prior to commencement of the roadway improvements, the City shall design a project that:

- Incorporates applicable Site Design BMPs
- Incorporates Source Control BMPs as defined in the Local Implementation Plan (LIP) meeting NPDES requirements.
- Incorporates Treatment Control BMPs as defined in the LIP.
- Provides catch basin drainage insert filters to address bacteria and trash.

- SC-3 Prior to commencement of the roadway improvements, the City shall require the following to be included as general or special notes on the plan sheets:

- Sediment from areas disturbed by construction shall be retained on-site using structural drainage controls to the Maximum Extent Practicable (MEP).
- Stockpiles of soil shall be properly contained to eliminate or reduce minimize sediment transport from the site to streets, drainage facilities or adjacent properties via runoff, vehicle tracking, or wind.
- Appropriate BMPs for construction-related materials, wastes, spills or residues shall be implemented to minimize transport from the site to streets, drainage facilities, or adjoining properties by wind or runoff.
- Runoff from equipment and vehicle washing shall be contained at construction sites unless treated to remove sediment and other pollutants.
- All construction contractor and sub-contractor personnel are to be made aware of the required BMPs and good housekeeping measures for the project site and any associated construction staging areas.

- At the end of each day of construction activity, all construction debris and waste materials shall be collected and properly disposed in trash or recycle bins.
- Construction sites shall be maintained in such a condition that an anticipated storm does not carry wastes or pollutants off the site. Discharges other than stormwater (non-stormwater discharges) are authorized under California's General Permit for Storm Water Discharges Associated with Construction Activity only where they do not cause or contribute to a violation of any water quality standard and are controlled through implementation of appropriate BMPs for elimination or reduction of pollutants. Non-stormwater discharges must be eliminated or reduced to the extent feasible.

Potential pollutants include but are not limited to: solid or liquid chemical spills; wastes from paints, stains, sealants, solvents, detergents, glues, lime, pesticides, herbicides, fertilizers, wood preservatives and solvents, asbestos fibers, paint flakes or stucco fragments; fuels, oils, lubricants, and hydraulic, radiator or battery fluids; concrete, and related cutting or curing residues; floatable wastes; wastes from any engine/equipment steam cleaning or chemical degreasing; wastes from street cleaning; and superchlorinated potable water line flushings.

During construction, disposal of such materials should occur in a specified and controlled temporary area on-site physically separated from potential stormwater runoff, with ultimate disposal in accordance with local, state and federal requirements.

- Discharging contaminated groundwater produced by dewatering groundwater that has infiltrated into the construction site is prohibited. Discharging of contaminate soils via surface erosion is also prohibited. Discharging non-contaminated groundwater produced by dewatering activities requires a National Pollutant Discharge Elimination System (NPDES) permit from the San Diego Regional Water Quality Control Board.

SC-4 Pursuant to the City of Dana Point LIP for Urban Runoff/Water Quality, all private and public works construction projects are required, at a minimum, to implement and be protected by an effective combination of erosion and sediment controls and waste and materials management BMPs. The minimum requirements include:

- Sediments from areas disturbed by construction shall be retained on-site using an effective combination of erosion and sediment controls to the maximum extent practicable, and stockpiles of soil shall be properly contained to minimize sediment transport from the site to streets, drainage facilities or adjacent properties via runoff, vehicle tracking, or wind.
- Construction-related materials, wastes, spills or residues shall be retained on site to minimize transport from the site to streets, drainage facilities, or adjoining property by wind or runoff.

10. Land Use and Planning

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- Physically divide an established community.
- Conflict with the City of Dana Point General Plan, Zoning Code, or Local Coastal Program.
- Conflict with the Natural Community Conservation Plan/Habitat Conservation Plan for Orange County.
- Be incompatible with adjacent land uses.

Analysis:

a. Potentially Significant Impact

Project implementation will not divide an established community. The subject property encompasses the PCH and Del Prado rights-of-way extending from Copper Lantern on the east to Blue Lantern on the west within the Dana Point Town Center area of the City. The project includes only roadway improvements to the two arterial roadways intended to improve vehicular access and circulation within the Town Center. The proposed project is consistent with and complementary to the adopted long-range plans and programs prescribed in the General Plan (Circulation Element) that address vehicular circulation. Further, no feature of the proposed project would physically divide an existing, established residential community. The area in which the project is located is characterized by retail commercial and professional office development with some residential and a Montessori preschool on Del Prado. Virtually all of the proposed improvements would be constructed within the existing or planned right-of-way for PCH and Del Prado. However, it is anticipated that some minor right-of-way acquisition for sidewalk use will be required that could affect existing development. The Draft EIR will evaluate the potential impacts associated with the proposed improvements and their effect on the adjacent land uses within the Dana Point Town Center.

b. No Impact

Several elements of the Dana Point General Plan guide development implementation of the proposed roadway and related circulation improvements. As indicated above, the proposed project is consistent with the City's adopted Circulation Element of the General Plan.

c. No Impact

The subject project encompasses only roadway rights-of-way and areas adjacent to the rights-of-way. The project area is not located in an area of the City of Dana Point and County of Orange that is addressed either in a habitat conservation plan or natural community conservation plan. As a result, project implementation will not conflict with any policies established for such plans. As previously indicated, the site does not include any sensitive habitat and/or species. Therefore, no significant impacts will occur if the project is implemented and no mitigation measures are required.

Mitigation Measures:

Implementation of the proposed project is entirely consistent with the long-range plans adopted by the City of Dana Point, including the General Plan and Urban Design Guidelines. The Draft EIR will include an evaluation of the proposed street and circulation improvements and their effect on land use in the project area.

11. Mineral Resources

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- Project implementation will result in the loss of availability of a mineral resource identified on the City's General Plan and/or State of California documents that has economic values both locally and regionally.

Analysis:

a. No Impact

The project area encompasses the PCH and Del Prado rights-of-way between Copper Lantern and Blue Lantern within the Dana Point Town Center area, which is developed with urban uses, including retail commercial and office professional uses that are located adjacent to the two arterial roadways. Neither the City's General Plan nor the State of California has identified the project area and/or environs as a potential mineral of State-wide or regional significance. No mineral resources are known to exist and, therefore, no significant impacts will occur as a result of project implementation.

b. No Impact

As indicated above, the Dana Point General Plan does not acknowledge the project area and/or environs as having a potential to have value as a locally important mineral resource site. Implementation of the proposed circulation improvements as proposed will not result in the loss of any locally important mineral resource recovery site and, therefore, no significant impacts will occur as a result of project implementation.

Mitigation Measures:

As indicated above, project implementation will not result in any significant impacts to mineral resources. Therefore, no mitigation measures are required.

12. Noise

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- For existing residential and hotel development, project traffic increases exterior CNEL from below 65 dB to above 65 dB; and project traffic increases CNEL by 3 dB or more (i.e., a noticeable change).
- For existing residential development, park activity noise levels exceed City's exterior Municipal Code standards; and park activity noise levels increase ambient noise level by 3 dB or more (a noticeable change).
- For existing hotel development, park activity noise levels exceed State's model noise ordinance standards at exterior locations; and park activity noise level increase ambient noise level by 3 dB or more (a noticeable change).

Analysis:

a. Potentially Significant Impact

Project implementation would result in short-term (i.e., construction-related) impacts. The potential increase in noise will cease upon completion of construction activities necessary to implement the improvements proposed on PCH and Del Prado by the City of Dana Point. Construction noise is generally high level, short-term duration noise, which represents a potential short-term impact to the ambient noise levels near the site. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels, which could temporarily affect nearby residential development and the Montessori preschool. Although no direct (long-term) operational impacts would occur as a result of project implementation because no development is proposed that would generate additional vehicular trips, it is possible that the redistribution of traffic that may occur as a result of the proposed improvements could adversely affect adjacent land uses. The Draft EIR will include a complete analysis of potential noise impacts associated with project implementation, including mobile-source noise generated by traffic after the implementation of the proposed circulation improvements.

b. Potentially Significant Impact

Construction activities can have the potential to generate noise and vibration levels that can impact nearby land uses. A noise analysis will be prepared that evaluates the potential noise and vibration levels associated with the short- and long-term impacts resulting from project implementation.

c. No Impact

the existing public right-of-way consists of streets and sidewalks. This condition will not change. However, traffic calming affects of the north entry route would change and the narrowing of Del Prado will reduce vehicle speed and the resulting noise on Del Prado Avenue. Therefore, long-term vehicular noise reductions are anticipated as a result of project implementation and no mitigation measures are required.

d. Potentially Significant Impact

As indicated above, it is likely that short-term noise levels may increase during the construction preparation phase of the proposed project. These events have the potential to generate noise levels that could affect nearby land uses in the vicinity of the project site. The severity of the construction noise will be dictated by the type and amount of construction equipment used, the proximity to a noise sensitive land use area (e.g., residential, school, etc.), and the duration of the construction activities. Noise levels may reach 95 dBA at 50 feet from the source for some types of equipment. These short-term noise levels are permitted by the City during normal working hours established by the Noise Control Ordinance; however, the noise analysis conducted for the proposed project and summarized in the Draft EIR will identify the nature and extent of any potential significant noise increases resulting from construction of the proposed circulation improvements and recommend mitigation, if determined necessary.

e. No Impact

No portion of the project area is located within or immediately adjacent to an airport land use plan, or within two miles of a public airport or public use airport. John Wayne Airport (JWA) is located approximately 12 miles northwest of the project area. The proposed circulation improvements would neither affect nor be affected by aircraft operations at such a facility that would generate noise in excess of regulatory standards. Therefore, no significant impacts would occur as a result of project implementation and no mitigation measures are required.

f. No Impact

No portion of the project area is located in the vicinity of a private airstrip. The proposed improvements would neither affect nor be affected by aircraft operations at such a facility that would generate noise in excess of regulatory standards. Therefore, no significant impacts would occur as a result of project implementation and no mitigation measures are required.

Mitigation Measures:

Potentially significant noise impacts will be addressed in the noise analysis that will be conducted for the proposed project. If significant noise impacts are identified, mitigation measures will be prescribed to ensure that noise impacts are reduced to a less than significant level.

13. Population and Housing

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- Induce substantial growth or concentration of population.
- Displace a large number of people.
- Disrupt or divide the physical arrangement of an established community.
- Be substantially inconsistent with long-range, adopted City goals and/or policies.

Analysis:

a. No Impact

Project implementation does not include the private development of the project area for residential or other land uses that would be considered growth-inducing. The proposed circulation improvements to PCH and Del Prado have been contemplated by the City and are consistent with the Town Center plans adopted for the affected arterial roadways. Although utilities located in PCH and Del Prado between Copper Lantern and Blue Lantern may be relocated as necessary to accommodate the roadway improvements and irrigation water support systems installed, adequate capacity exists in the infrastructure systems that serve the existing project area (e.g., sewer, potable water, storm drainage). The South Coast Water District (SCWD) has plans to upgrade sewer, potable water, and reclaimed water for irrigation facilities in PCH, which are intended to meet future demands based on buildout of the Dana Point Town Center and nearby areas served by the SCWD; however, these facilities will be upgraded prior to the commencement of roadway improvement projects and will result in benefits and the improvements, including the relocation and replacement of existing catch basins and filters proposed by the City of Dana Point, which do not increase the capacity of the facilities, will be adequate to meet future demands. No additional growth would be anticipated to occur as a direct result of the street improvements proposed to PCH and/or Del Prado. The area along PCH and Del Prado between Copper Lantern and Blue Lantern is developed with a variety of retail commercial and professional office uses. Any future growth that would occur in the City or project environs would be the result of zoning changes, social, and economic conditions that are conducive to development, unrelated to the proposed project, which would be anticipated to be consistent with the adopted long-range plans. Therefore, no significant growth-inducing impacts are anticipated as a result of project implementation.

b. No Impact

As indicated above, the project site generally encompasses improvements only within the existing rights-of-way for PCH and Del Prado extending from Copper Lantern on the east to Blue Lanterns on the west.

Implementation of the street improvements and proposed circulation improvements along PCH will not result in the elimination of any existing residential dwelling units. Therefore, no existing housing will be displaced if the project is approved and implemented and no significant impacts will occur.

c. No Impact

No residential structures exist within the limits of the project area and no housing will be displaced if the proposed circulation improvements are implemented. The proposed project will permit the implementation of roadway improvements that will result in improved vehicular movement and circulation along PCH and Del Prado. The City is proposing to implement these pedestrian, transit, and bicycle improvements to improve traffic conditions, enhance safety, and facilitate vehicular and pedestrian access within the Dana Point Town Center served by PCH and Del Prado. These improvements will not require the elimination of any residential dwelling units. Therefore, no people will be displaced and no significant impacts are anticipated.

Mitigation Measures:

No significant impacts to population and housing will occur as a result of project implementation. Therefore, no mitigation measures are required.

14. Public Services

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- An increase in the demand for fire protection services to such a degree that accepted service standards (e.g., manpower, equipment, response times, etc.) are not maintained.
- The interference with emergency response or evacuation plan(s) in the community or not provide internally consistent analysis or policies to guide future development.
- Expose people or structures to significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.
- Result in response times that exceed the City's adopted maximum emergency response criteria.
- An increase in the demand for law enforcement services to such a degree that accepted service standards are not maintained without an increase in manpower and/or equipment.
- Create student enrollments that exceed available capacities of school facilities or educational services and would require the construction of new school facilities.

Analysis:

a. Less than Significant Impact

Fire protection facilities and service in Dana Point are provided by the Orange County Fire Authority (OCFA) under contract to the City of Dana Point. Four fire stations respond to emergency calls within the City. The OCFA operates and maintains two of those fire stations within the City boundary. Fire Station No. 30 is located at the northwest corner of Stonehill Drive and Niguel Road, approximately two miles northwest of the project area. In addition, Fire Station No. 29, which is located at Victoria and Santa Rosa, is located two miles east of the project area. Project implementation would not result in new development or the intensification of existing development on the site. Implementation of the proposed improvements/enhancements would not change the manner in which fire protection service is provided in the City, but could improve the response time with the installation of two-way streets, providing a more

direct route to properties. During construction, it is anticipated that lanes along the affected arterial roadways (i.e., PCH and Del Prado) would be closed temporarily to accommodate construction of the proposed improvements; however, the City will require the construction contractor to provide traffic control and limit the work activities to ensure that emergency access is not adversely affected on PCH or Del Prado during the project construction. Project plans will be reviewed by the OCFA.

The Orange County Sheriff's Department (OCSD) provides law enforcement services, under contract, for the entire City of Dana Point. The Dana Point Police Services Department currently provides all law enforcement services to the project site and adjacent areas, which include, but is not limited to, handling all calls for service, investigating criminal matters, apprehending criminal offenders, handling non-criminal matters, enforcing traffic and parking regulations, and investigating traffic accidents. Programs implemented by Dana Point Police Services include the Special Enforcement Team (SSET), the Community Support Unit, bicycle patrol and Volunteer Interest Program for Seniors (VIPS). Dana Point is supported by Sheriff's Department services, including the Gang Enforcement Team, Mounted Unit, Crime Prevention Unit, DUI teams, and DUI checkpoints. The City has experienced a decline in Part I crimes (i.e., homicide, rape, robbery, assault, burglary, theft and auto theft), which fell from 1.86 per 100 residents in 2000 to 1.6 per 100 residents in 2005, a decrease of eight percent. As indicated above for fire protection services, the proposed roadway and pedestrian circulation facilities will have positive impacts upon completion of the project and will facilitate the manner in which the law enforcement and police protection services can respond within the project area as a result of the two-way travel direction on the roadway segments. However, as indicated above for, temporary lane closures to accommodate construction activities could result in delays along the affected arterials. The City will require the contractor to provide traffic control and limit the work activities to ensure that emergency access is not adversely affected on PCH or Del Prado during the project construction. The proposed improvements would not result in any significant long-term changes either to the uses along PCH and Del Prado or the manner in which law enforcement/police protection services are provided. Nonetheless, the improvement plans will be reviewed by the OCSD to ensure that adequate emergency access and related features are provided to maintain an adequate level of service during the construction phase of the project. The CEQA document and project scope has been forwarded to the Orange County Sheriff Department, which provides police services to this area, for review.

It is important to note that the segment of PCH and Del Prado between Copper Lantern and Blue Lantern, which is the subject of the proposed street right-of-way circulation improvement project, will remain open to through traffic in each one-way direction throughout the construction period; and access to each of the properties will also be maintained. Therefore, no significant impact is anticipated. As indicated above, in order to ensure that the effects of any temporary closure can be minimized, the City will prepare a construction management plan that addresses lane closures that may affect access along the affected arterials during the construction phase.

The provision of educational services in the City of Dana Point is the responsibility of the Capistrano Unified School District. Because the District's facilities are overcrowded, residential, commercial and industrial developments are assessed statutory school fees to offset the direct and indirect impacts (i.e., the addition of student-age children). Payment of the State-mandated statutory school fees is the manner by which potential impacts to the District's educational facilities are mitigated. However, the proposed circulation improvements do not include any development that would generate school-age children (i.e., residential, commercial, industrial, etc.) and, therefore, will not directly result in potentially significant impacts because no school-age students will be generated by the roadway and pedestrian circulation improvements proposed by the City of Dana Point. No significant impacts are anticipated and no mitigation measures are required. Access to the existing Montessori preschool parking lot on Del Prado will be maintained throughout the construction period and after project completion.

The City of Dana Point maintains an extensive system of local park facilities. In addition, the joint use of existing public schools supplements the existing inventory of active recreational facilities within City. Implementation of the proposed project does not include any residential development that would create a demand for additional park space (refer to Section 15). Therefore, no significant impacts are anticipated

and no mitigation measures are required. City evacuation plans currently anticipate using three vehicular travel lanes in each direction through Town Center. Three lanes are maintained in each direction with the proposed plan, maintaining the current lane capacity, albeit split between PCH and Del Prado. Therefore, no adverse impact is anticipated.

Mitigation Measures

The following standard conditions are required to ensure that adequate fire protection service can be provided.

- SC-5 The City shall require the construction contractor to follow City-furnished construction phasing specifications, which shall address issues pertaining to potential traffic conflicts during peak traffic periods, temporary displacement of on-street parking, access to public transportation, and safety. This plan shall identify lane closures; the proposed construction staging area(s); construction crew parking area(s); estimated number and types of vehicles that will occur during that phase; operational safeguards (e.g. flagmen, barricades, shuttle services, etc.) that will be implemented; relocation of public transportation facilities during construction; hourly restrictions, if necessary, to avoid traffic conflicts during peak traffic periods; and displacement of on-street parking and to ensure safety.

15. Recreation

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- Create a demand for recreation services that exceeds the design or use standards of existing and/or planned facilities on the adopted Recreation Element of the City for the area.

Analysis:

a. No Impact

Project implementation includes only street right-of-way and circulation improvements and does not include any land uses (i.e., residential development) that would either directly or indirectly create a demand for recreational amenities and/or services. Rather, the proposed project includes the implementation of improvements to PCH and Del Prado to facilitate better vehicular and pedestrian circulation in the Town Center area of the City. The proposed circulation improvements along PCH and Del Prado would not adversely affect either existing or proposed recreation facilities in the project environs. No significant impacts are anticipated and no mitigation measures are required.

b. No Impact

As indicated above, the City is proposing several improvements within the PCH and Del Prado rights-of-way and adjacent areas that would result in physical changes to the environment. However, the street right-of-way and circulation improvements will not require extensive landform alteration that would change the character of the project area, including the existing recreational amenities within the project environs. Therefore, no significant impacts would occur as a result of project implementation and no mitigation measures are required.

Mitigation Measures:

Project implementation will not result in potential significant impacts to recreational facilities. No mitigation measures are required.

16. Transportation/Traffic

Significance Criteria:

Implementation of the proposed project would result in a significant adverse environmental impact if any of the following occurs as a result of project implementation:

- The project will generate an increase in traffic at intersections in the City of Dana Point, which results in an intersection capacity utilization (ICU) change of 0.01 or more and the resulting ICU is 0.91 (LOS E) or greater.
- The project will generate an increase in traffic at a CMP intersection resulting in a LOS E, or if a CMP intersection maintains an existing LOS F and an increase in traffic results in an ICU change beyond 0.10.
- The project will result in inadequate access or a decrease in parking capacity.

a. Potentially Significant Impact

PCH is a two-way, four-lane roadway west/north of Blue Lantern and east/south of Copper Lantern; however, within the Town Center area, PCH and Del Prado form a couplet with three lanes of traffic flowing westbound on PCH and three lanes flowing eastbound on Del Prado. The couplet diverges at Blue Lantern and converges at Copper Lantern. The proposed project will not result directly in the generation of any vehicle trips because no development is proposed that would generate new vehicular trips. Project implementation includes the conversion of PCH and Del Prado to two-way operations (from the current one-way status). Based on preliminary analysis that was conducted within the project area, it is anticipated that intersections and alleys in the study area would operate at acceptable levels of service with the circulation improvements. Levels of service for the intersections along PCH and Del Prado would operate at LOS C or better with the improvements.² Nonetheless, the original Town Center traffic impact analysis (TIA) will be updated to reflect both current and future conditions and to evaluate alley use and capacity. The nature and extent of any potential impacts (i.e., unacceptable intersection levels of service) will be identified in the traffic impact analysis.

b. Potentially Significant Impact

As indicated in 16.a., project implementation will not directly contribute any additional new traffic to the circulation system, including alleyways, PCH, and Del Prado because no new development is proposed; however, it is possible that the redistribution of existing and future traffic volumes anticipated to occur along the proposed two-way operations on PCH and Del Prado could affect roadway and/or intersection operations. Although no potential cumulative impacts are anticipated as a result of project implementation, the updated traffic analysis prepared for the proposed project will evaluate both existing and future traffic conditions with and without the proposed improvements and the potential redistribution of traffic along the streets and alleyways. The results of the TIA will be reflected in the Draft EIR.

c. No Impact

Project implementation will not result in any changes to air traffic patterns. The project area encompasses segments of PCH and Del Prado in the Town Center area within the City of Dana Point and is not located within the immediate environs of John Wayne Airport (JWA) or other facility that would be affected by site

²Kimley Horn and Associates, Inc.; City of Dana Point Town Center Plan Traffic Impact Analysis; August 2006.

development. Air traffic patterns into and out of JWA will not change if the project is developed as proposed. No significant impacts will occur as a result of project implementation.

d. Less than Significant Impact

As previously indicated, project implementation is intended to accomplish several objectives, including improvements to facilitate vehicular traffic movement along PCH and Del Prado. Although some potential safety impacts (which will be mitigated) may occur during the construction phases of the project while work is underway to implement the improvements, no long-term safety impacts would be anticipated. With the implementation of the proposed improvements that include signals at designated locations, curbs and gutters, etc., traffic flow would be improved along the affected arterials as anticipated by the adopted Circulation Element. The improvements are also intended to accommodate improved pedestrian flow and safety within the Dana Point Town Center area. Therefore, no significant safety impacts are anticipated and no mitigation measures are required.

e. Less than Significant Impact

Implementation of the roadway improvements will not only enhance safety and improve traffic flow but also facilitate emergency access to the businesses and properties located along PCH and Del Prado. As previously indicated, some congestion may occur during the construction phase that could affect emergency access; however, implementation of SC-6 will address potential safety impacts. No long-term impacts are anticipated as a result of implementing the circulation improvements along the two arterial roadways. No significant impacts are anticipated as a result of the proposed project.

f. Less than Significant Impact

The conversion of PCH and Del Prado from one-way to a two-way streets will result in an overall increase in on-street parking spaces although the locations of the parking will be shifted somewhat due to new U-turn locations, bus stop relocations, driveway shifts, etc. There is currently excess underutilized street parking on PCH and Del Prado. Project construction plans have been proposed to limit temporary construction parking losses to one quarter of each street at a time in order to avoid potential impacts to parking. The Draft EIR will evaluate the interim parking plan and include an assessment of potential parking increases associated with the proposed circulation improvement project.

g. Less than Significant Impact

Project implementation includes several improvements to PCH and Del Prado. The proposed project is entirely consistent with the policies articulated in the City's General Plan related to alternative transportation. The improvements will accommodate bicycle and pedestrian movement in the Town Center area of the City. Implementation of these bicycle and pedestrian facilities is consistent with the goals of facilitating alternative modes of transportation in the City. PCH and Del Prado and the surrounding area are currently and will continue to be served by public transportation and no significant impacts will occur as a result of project implementation with the exception of during construction. However, the Construction Management Plan (refer to SC-6) will address the manner in which public transit will be addressed during the construction phase. As a result, no significant impacts are anticipated.

Mitigation Measures:

Construction phasing plans will limit work to one street at a time (PCH first, then Del Prado) and approximately one quarter of the Del Prado street curb work to be undertaken at a time to allow approximately three quarters of the parking capacity to remain. As indicated above, a traffic impact analysis will be prepared to address the issues of vehicular circulation and parking. The nature and extent of potential circulation/parking impacts will be identified in that analysis.

17. Utilities and Services Systems

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- The project-related demand caused an increase in wastewater treatment that reached or exceeded the current capacity of existing or planned treatment facilities or caused a reduction in the level of service, thereby requiring substantial expansion of existing facilities or the construction of new facilities.
- The proposed project's use of water resources will substantially and adversely deplete existing sources of domestic water.
- The proposed project will require the construction of new water facilities beyond those already planned and the cost of which would not be borne by the City.
- The project will generate solid waste that exceeds the capacity of the landfill to accept and disposal of the waste.

Analysis:

a. Less than Significant Impact

The City of Dana Point, including the project area, is located within the service area of the South Coast Water District (SCWD). The SCWD owns and maintains several sewer mains in the vicinity of the subject property, including those in PCH and Del Prado. The SCWD has a separate project for upgrading those facilities to accommodate future development anticipated in the Dana Point Town Center based on the long-term plan and zoning adopted for that area. Implementation of the proposed project does not include development that would generate additional raw sewage. Furthermore, the proposed project would not induce additional growth within the area that would affect the adequacy either of the existing facilities or those currently proposed by the SCWD. The sewer facilities that will be constructed by the SCWD as well as the sewage treatment plant capacity owned by SOCWA are adequate to accommodate the existing raw sewage that is generated by existing development in the project area (and that permitted within the Dana Point Town Center "buildout" parameters permitted by the approved Specific Plan). Improvements proposed by the City for PCH and Del Prado between Copper Lantern and Blue Lantern will not result in any interruption of service and none of the existing or future facilities proposed by the SCWD would require relocation by the proposed project. Therefore, no significant impacts to the District's ability to provide adequate sewage collection and treatment are anticipated and no mitigation measures are required.

b. Less than Significant Impact

As indicated above, the project area is currently served by an existing system of sewer mains maintained and operated by the SCWD. In addition, the SCWD is also responsible for providing domestic water to development in the City of Dana Point. Domestic water is provided to the existing development along PCH and Del Prado from the existing water supply and distribution system in those arterial roadways and adjacent alleys. As indicated above, the SCWD is separately proposing to upgrade the sewer, water, and reclaimed water facilities in the project area in order to meet future demands generated within the Town Center and adjacent areas of the City. The infrastructure improvements proposed by the SCWD will be constructed prior to the implementation of the roadway improvements proposed by the City. Although the proposed project would result in the need to relocate several water facilities in a minor way (e.g., fire hydrants, water meters, cross connection units, etc, excluding distribution mains and laterals) along PCH and Del Prado, the relocation of these facilities will not adversely affect existing water service to the existing properties and no significant impacts would be anticipated. Therefore, no significant project-related impacts to either domestic water service or sewage service will occur as a result of project implementation.

c. Less than Significant Impact

The runoff will be directed to the same storm drain facilities that exist in PCH and Del Prado. As indicated in Section 9, project implementation will result in the reduction of impervious surfaces within the area encompassing the affected roadway rights-of-way that are the subject of the proposed circulation improvements. Therefore, runoff flows will decrease. As previously indicated, the improvements to PCH and Del Prado may require the relocation of one or more of the existing catch basins and related drainage facilities. However, the City will ensure that the downstream storm drains and off-site facilities have adequate capacity to continue to accommodate the surface runoff. As a result, no significant impacts to storm drain facilities are anticipated and no mitigation measures are required.

d. Less than Significant Impact

Project implementation will not adversely affect existing water supplies. The project is consistent with the City's General Plan Circulation Element. The proposed project includes only circulation improvements and does not include development that would create a demand for domestic water. As previously indicated, the SCWD, which owns and maintains facilities in the vicinity of the subject property that serve the existing development in the vicinity of the proposed project, is currently proposing upgrades to water facilities located within PCH and Del Prado; however, the proposed project will not affect either the existing or proposed water facilities in the affected roadways. Furthermore, project implementation will not increase the demand for potable water because no development is proposed and new landscaped areas will be serviced by reclaimed water. Project implementation will not require the construction of new potable water or wastewater treatment facilities. Existing supplies are adequate to ensure the provision of adequate fire flows and domestic water service for current uses to the site. No significant impacts are anticipated as a result of project implementation.

e. Less than Significant Impact

The SOCWA has adequate capacity at the existing treatment facilities to continue to provide sanitary treatment for SCWD service for the land uses that exist in the project area. As previously indicated, the street right-of-way improvement and circulation improvements proposed are consistent with the City's long range plans for the area and will neither generate raw sewage nor adversely affect the ability of the SCWD to provide sewage collection or SOCWA to provide treatment within the project area. Therefore, no significant impacts are required as a result of project implementation.

f. Less than Significant Impact

Implementation of the proposed project would result in the generation of a modest amount of construction and/or demolition debris associated with the improvements to both PCH and Del Prado. Although some construction/demolition debris (e.g., asphalt, concrete, etc.) would be generated as a result of the circulation improvement project, the increase would not be significant and 75 percent construction/demolition waste must be recycled. The County landfill system (i.e., three landfill sites) has available capacity to accommodate any increase in non-recyclable solid waste resulting from project implementation. In addition, operations within the City and, therefore, in the project area, would be subject to requirements set forth by the CIWMP to reduce solid waste, including construction debris, as required by AB939. The construction/demolition debris could be recycled, which would result in a reduction in the amount of refuse that would be landfilled. Therefore, implementation of the proposed project would not result in a significant impact to the provision of solid waste disposal services.

g. Less than Significant Impact

As indicated above, the City is required to comply with AB939, which requires reducing the amount of solid waste by 50 percent. However, City ordinance requires that 75 percent of construction demolition material be diverted to a recycling center. Improvements proposed for the two arterial roadways will be subject to the requirements established in the City's Source Reduction and Recycling Element) SRRE and the

effective ordinance that reflect the manner in which solid waste (i.e., construction/demolition debris) reduction will occur. Compliance with the SRRE and City ordinance, which must include recycling of the demolished materials (e.g., asphalt, concrete, etc.), will facilitate such reductions, not only at the project site but also throughout the City of Dana Point. Therefore, no significant impacts are anticipated to occur as a result of project implementation.

Mitigation Measures

No significant impacts are anticipated to utilities and service systems; therefore, no mitigation measures are required.

18. Mandatory Findings of Significance

a. Less than Significant Impact

The project area encompasses rights-of-way along PCH and Del Prado between Copper Lantern and Blue Lantern. Implementation of the proposed street right-of-way and circulation improvements will not significantly degrade the quality of the environment because the entire area has been previously improved with the two arterial roadways. No portion of the project site is located within a Natural Community Conservation Plan area. Further, no cultural or historical resources are known to be located within the affected rights-of-way. Project implementation will not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory. No significant impacts are anticipated as a result of project implementation.

b. Potentially Significant Impact

Although project implementation is intended to improve vehicular and pedestrian access along PCH and Del Prado in the Dana Point Town Center area, implementation of the proposed project may result in potentially significant short-term cumulative impacts. In particular, the proposed improvements may result in temporary (i.e., construction-related) noise and air quality impacts that could exceed significance thresholds identified by the City that would contribute to the cumulative degradation of the environment. The Draft EIR will evaluate the potential construction-related impacts.

c. Potentially Significant Impact

Although implementation of the proposed street right-of-way and circulation improvements is consistent with the Circulation Element of the Dana Point General Plan, potential short-term noise and air impacts may contribute to the degradation of the ambient environment. The potential impacts of the improvements will be evaluated in a Draft EIR to determine the nature and extent of their potential significance.