CHAPTER 10.0
ALTERNATIVES TO THE PROPOSED PROJECT

10.1 Introduction

10.1.1 Purpose and Scope

CEQA requires that an EIR describe a "reasonable" range of alternatives to the project, or to the location of the project, which could feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and to evaluate the comparative merits of the alternatives. This chapter sets forth potential alternatives to the proposed project and evaluates them as required by CEQA.

Section 15126.6(c) directs that an EIR should focus on alternatives capable of: (1) eliminating or reducing significant adverse environmental effects of a proposed project and (2) feasibly accomplishing most of the basic project objectives. The discussion of alternatives in this Draft EIR reviews a range of alternatives, including the "No Project" alternative as prescribed by the State CEQA Guidelines, which satisfies this requirement.

This section analyzes several potentially feasible alternatives to the proposed project, including:

- No Project
- Alternative Design No. 1
- Alternative Design No. 2

10.1.2 Criteria for Selecting Alternatives

Given the limited nature of the proposed project (street improvements) and the limited potential for improvement options based on the Dana Point General Plan that establishes the long-range circulation requirements for the City of Dana Point, the range of potential land use alternatives is also limited to those identified above. Improvement of a roadway segment is by definition limited to the locations of the roadways, and the range of alternatives is circumscribed to consideration of a No Project alternative, or alternative design for the proposed project. These are the alternatives discussed here.

The Town Center Plan is also rather specific in its nature. The alternatives evaluated are those that are consistent with the City's General Plan, which would be adequate to accommodate future traffic volumes resulting from buildout of the Dana Point Town Center and surrounding area.

10.1.3 Evaluation of Project Alternatives

According to the CEQA Guidelines (Section 15126.6[a]), an EIR must ". . . describe a range of reasonable alternatives for the project, or to the location of the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The Guidelines go on to indicate that alternatives that are capable of substantially lessening any significant effects of the Project must be examined, ". . . even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly." The Guidelines further indicate ". . . that the EIR need examine in detail only the alternatives that the lead agency determines could feasibly attain most of the basic objectives of the project" (CEQA Guidelines Section 15126.6[c]). Thus the ability of an alternative to

attain most of the basic project objectives is central to the consideration of alternatives to the proposed project.

For each alternative, the analysis presented in this section:

- Describes the alternative;
- Discusses the impacts of the alternative and evaluates the significance of those impacts; and,
- Evaluates the alternative relative to the proposed project, specifically addressing project objectives and the elimination or reduction of potentially significant impacts.

10.1.4 Identification of Impacts

After describing the alternative, this Draft EIR evaluates the impacts of the alternative. The major resource areas included in the detailed impact analysis in Section 4.0 are included in this section. The potential environmental consequences are identified and described in the analysis for each of the alternatives identified in Section 10.1.1.

10.2 Environmentally Superior Alternative

CEQA requires that the EIR identify the environmentally superior alternative among all of the alternatives considered, including the proposed project. CEQA requires that if the "no project" alternative is the environmental superior alternative, an environmentally superior alternative among the other alternatives shall be identified.

10.3 Analysis of Alternatives

10.3.1 No Project Alternative

The No Project alternative would allow for the continuation of one-way traffic operations along Del Prado Avenue and Pacific Coast Highway through the Dana Point Town Center. Pacific Coast Highway would continue to operate as a three-lane, east-west undivided roadway between Blue Lantern and Copper Lantern Street, accommodating only one-way travel between Blue Lantern and Copper Lantern in the westbound direction. In addition, Del Prado Avenue would also operate as a three lane, east-west undivided roadway between Blue Lantern and Copper Lantern and provide only one-way travel in the eastbound direction through the study area. No other improvements would occur.

Land Use

As indicated above, continuation of the existing one-way couplet (i.e., No Project) would result in no changes to the existing circulation and access within the Dana Point Town Center. As a result, the benefits anticipated to occur with the proposed project would not be realized, including reduced congestion and speed, improved pedestrian access and safety, landscaping, and drainage and water quality. Unlike the proposed project, direct street access to the 11 existing properties located along Del Prado Avenue and PCH would remain open and would not be affected (two access points would remain rather than one). However, this alternative would not be consistent with several of the policies articulated in the City's General Plan and/or Town Center Plan, which call for improved pedestrian access and safety, improvements to the pedestrian environment, etc. Although no direct land use impacts would

occur, continuation of the No Project alternative would result in conflicts with the adopted plans and policies, and the project objectives articulated in the Town Center Plan would likely not be realized as fully.

Traffic and Circulation

As indicated above, implementation of the No Project alternative would result in a continuation of the existing traffic operations of the one-way Pacific Coast Highway-Del Prado Avenue couplet through the study area. Although this alternative could continue to accommodate vehicular traffic in the study area, traffic calming and the benefits derived from the proposed project would not occur as discussed below. The analysis summarizes both impacts of the No Project alternative based on the Peak Hour Intersection Analysis and Operations Analysis, which were conducted for both the 2015 and 2035 traffic scenarios.

Peak Hour Intersection Capacity Analysis

2015 No Project Traffic Conditions

Peak hour deficiencies forecast for 2015 are reflected in Table 10-1. As indicated in the table, the Ruby Lantern/Pacific Coast Highway and Ruby Lantern/Del Prado Avenue intersections are forecast to operate at LOS D during the p.m. peak hour based on the No Project circulation alternative; the minimum acceptable level of service for those intersections is LOS C.

Table 10-1

Year 2015 Peak Hour Intersection Capacity Analysis
No Project Alternative

Key Study Intersection	Time Period	Minimum LOS	ICU/HCM	LOS
Blue Lantern/Pacific Coast Highway	AM PM	C	0.464 0.572	A A
Ruby Lantern/Pacific Coast Highway	AM PM	C	21.6 s/v **26.3 s/v**	C **D**
Amber Lantern/Pacific Coast Highway	AM PM	C	0.423 0.450	A A
Violet Lantern/Pacific Coast Highway	AM PM	C	0.414 0.481	A A
Golden Lantern/Pacific Coast Highway	AM PM	C	0.626 0.700	B B
Copper Lantern/Pacific Coast Highway	AM PM	D	0.600 0.642	A B
Crystal Lantern/Pacific Coast Highway	AM PM	D	0.600 0.686	A B
Ruby Lantern/Del Prado Avenue	AM PM	C	21.6 s/v **32.5 s/v**	C **D**
Amber Lantern/Del Prado Avenue	AM PM	C	0.378 0.464	A A
Violet Lantern/Del Prado Avenue	AM PM	C	0.358 0.536	A A
Golden Lantern/Del Prado Avenue	AM PM	C	0.415 0.626	A B

Key Study Intersection	Time Period	Minimum LOS	ICU/HCM	LOS
Del Prado Avenue (West)/Pacific Coast Highway[1]	AM PM	C	-- --	-- --

BOLD – Unacceptable LOS

[1]This key study intersection would only exist with the proposed project.

SOURCE: Linscott, Law & Greenspan, Inc. (August 2010)

The primary reason for the unacceptable level of service is due to the side street delay (i.e., delay on Ruby Lantern Street), not main street congestion. The remaining 9 key study intersections would operate at or above the minimum level of service prescribed for the intersection.

2035 No Project Traffic Conditions

The 2035 traffic conditions without the proposed circulation improvement project are summarized in Table 10-2. Similar to the 2015 traffic conditions, the same two intersections (Ruby Lantern/Pacific Coast Highway and Ruby Lantern/Del Prado Avenue) are forecast to operate at LOS D and LOS E, respectively, during the p.m. peak hour. As indicated previously, the minimum acceptable levels of service is LOS C for both intersections.

Table 10-2

Year 2035 Peak Hour Intersection Capacity Analysis
No Project Alternative

Key Study Intersection	Time Period	Minimum LOS	ICU/HCM	LOS
Blue Lantern/Pacific Coast Highway	AM PM	C	0.504 0.630	A B
Ruby Lantern/Pacific Coast Highway	AM PM	C	23.6 s/v **30.2 s/v**	C **D**
Amber Lantern/Pacific Coast Highway	AM PM	C	0.456 0.481	A A
Violet Lantern/Pacific Coast Highway	AM PM	C	0.446 0.514	A A
Golden Lantern/Pacific Coast Highway	AM PM	C	0.673 0.751	B C
Copper Lantern/Pacific Coast Highway	AM PM	D	0.648 0.691	B B
Crystal Lantern/Pacific Coast Highway	AM PM	D	0.648 0.740	B C
Ruby Lantern/Del Prado Avenue	AM PM	C	24.2 s/v **39.2 s/v**	C **E**
Amber Lantern/Del Prado Avenue	AM PM	C	0.405 0.498	A A
Violet Lantern/Del Prado Avenue	AM PM	C	0.382 0.570	A A
Golden Lantern/Del Prado Avenue	AM PM	C	0.447 0.675	A B

Key Study Intersection	Time Period	Minimum LOS	ICU/HCM	LOS
Del Prado Avenue (West)/Pacific Coast Highway[1]	AM PM	C	-- --	-- --

BOLD – Unacceptable LOS

[1]This key study intersection would only exist with the proposed project.

SOURCE: Linscott, Law & Greenspan, Inc. (August 2010)

As previously indicated for the 2015 traffic conditions, the two impacted intersections are congested due to the side street delay (i.e., Ruby Lantern); all of the remaining 9 intersections would continue to operate at acceptable levels when compared to their respective minimum acceptable levels of service.

Operations Analysis

In addition to the ICU analysis methodology employed to evaluate the No Project alternative, the 12 key study intersections were also evaluated utilizing the HCM methodology. The results of the HCM analysis for this alternative are presented below.

2015 No Project Traffic Conditions

Table 10-3 summarizes the Year 2015 No Project alternative traffic conditions. As indicated in the table, three intersections are forecast to operate at unacceptable levels of service, including:

- Ruby Lantern/Pacific Coast Highway – LOS D during the p.m. peak hour
- Golden Lantern/Pacific Coast Highway – LOS D during the a.m. and p.m. peak hours
- Ruby Lantern/Del Prado Avenue – LOS D p.m. peak hour

The remaining 8 intersections are forecast to operate at acceptable levels of service.

Table 10-3

Year 2015 Peak Hour Intersection Capacity Analysis (HCM Methodology)
No Project Alternative

Key Study Intersection	Time Period	Minimum LOS	HCM	LOS
Blue Lantern/Pacific Coast Highway	AM PM	C	10.2 s/v 15.4 s/v	B B
Ruby Lantern/Pacific Coast Highway	AM PM	C	21.6 s/v **26.3 s/v**	C **D**
Amber Lantern/Pacific Coast Highway	AM PM	C	4.0 s/v 5.0 s/v	A A
Violet Lantern/Pacific Coast Highway	AM PM	C	5.0 s/v 6.7 s/v	A A
Golden Lantern/Pacific Coast Highway	AM PM	C	**35.3 s/v** **39.5 s/v**	**D** **D**
Copper Lantern/Pacific Coast Highway[1]	AM PM	D	19.4 s/v 21.6 s/v	B C

Key Study Intersection	Time Period	Minimum LOS	HCM	LOS
Crystal Lantern/Pacific Coast Highway	AM PM	D	8.9 s/v 11.6 s/v	A B
Ruby Lantern/Del Prado Avenue	AM PM	C	21.6 s/v **32.5 s/v**	C **D**
Amber Lantern/Del Prado Avenue	AM PM	C	11.5 s/v 12.7 s/v	B B
Violet Lantern/Del Prado Avenue	AM PM	C	5.4 s/v 10.4 s/v	A B
Golden Lantern/Del Prado Avenue	AM PM	C	25.7 s/v 23.5 s/v	C C
Del Prado Avenue (West)/Pacific Coast Highway[2]	AM PM	C	-- --	-- --

BOLD – Unacceptable LOS

[1]The delay reported for this key study intersection is based on the Synchro delay methodology. The delay reported using the HCM methodology results in an unrealistic delay value due to the intersection's unique signal phase sequence.

[2]This key study intersection would only exist with the proposed project.

SOURCE: Linscott, Law & Greenspan, Inc. (August 2010)

2035 No Project Traffic Conditions

The analysis of the 2035 No Project traffic conditions revealed that the addition of ambient growth traffic and related projects traffic will result in unacceptable service levels at the same three intersections that were forecast to exceed the minimum LOS prescribed for the intersections.

Table 10-4

Year 2035 Peak Hour Intersection Capacity Analysis (HCM Methodology)
No Project Alternative

Key Study Intersection	Time Period	Minimum LOS	HCM	LOS
Blue Lantern/Pacific Coast Highway	AM PM	C	10.5 s/v 17.3 s/v	B B
Ruby Lantern/Pacific Coast Highway	AM PM	C	23.6 s/v **30.2 s/v**	C **D**
Amber Lantern/Pacific Coast Highway	AM PM	C	41. s/v 5.3 s/v	A A
Violet Lantern/Pacific Coast Highway	AM PM	C	5.0 s/v 7.0 s/v	A A
Golden Lantern/Pacific Coast Highway	AM PM	C	**37.0 s/v** **41.7 s/v**	**D** **D**
Copper Lantern/Pacific Coast Highway[1]	AM PM	D	20.6 s/v 23.2 s/v	C C
Crystal Lantern/Pacific Coast Highway	AM PM	D	9.8 s/v 16.4 s/v	A B

Key Study Intersection	Time Period	Minimum LOS	HCM	LOS
Ruby Lantern/Del Prado Avenue	AM PM	C	24.2 s/v **39.2 s/v**	C **E**
Amber Lantern/Del Prado Avenue	AM PM	C	12.6 s./v 13.7 s/v	B B
Violet Lantern/Del Prado Avenue	AM PM	C	5.5 s/v 9.4 s/v	A A
Golden Lantern/Del Prado Avenue	AM PM	C	25.3 s/v 25.1 s/v	C C
Del Prado Avenue (West)/Pacific Coast Highway[2]	AM PM	C	-- --	-- --

BOLD – Unacceptable LOS

[1]The delay reported for this key study intersection is based on the Synchro delay methodology. The delay reported using the HCM methodology results in an unrealistic delay value due to the intersection's unique signal phase sequence.

[2]This key study intersection would only exist with the proposed project.

SOURCE: Linscott, Law & Greenspan, Inc. (August 2010)

As indicated above, the impacted intersections and their respective levels of service include:

- Ruby Lantern/Pacific Coast Highway – LOS D during the p.m. peak hour
- Golden Lantern/Pacific Coast Highway – LOS D during the a.m. and p.m. peak hours
- Ruby Lantern/Del Prado Avenue – LOS E during the p.m. peak hour

As indicated in the analysis conducted for the No Project alternative, potential impacts would occur at three intersections, compared to no impacts at any of the intersections based on the proposed project improvements.

Air Quality

Because the No Project alternative (i.e., continuation of one-way operations) would not result in any construction activities, no short-term air quality impacts would occur. Also, because this alternative would not result in the direct generation of traffic, similar to the proposed project, no long-term project-related air pollutant emissions would occur. Future increase in traffic levels may occur due to the area buildout and are not attributed to project implementation. Microscale (i.e., CO "hot spot") air quality impacts anticipated to occur as a result of the proposed project (and the No Project alternative) are reflected in Table 4.3-8 (refer to Section 4.3 – Air Quality). As indicated in that table, implementation of the No Project alternative would result in a maximum increase of 1.1 ppm over the existing background level of 2.0 ppm in Year 2015. In 2035, the project increase with the No Project alternative is estimated to be only 0.6 ppm. Implementation of this alternative would not result in an exceedance of the one-hour CO concentration threshold (i.e., 20 ppm). Therefore, without any construction emissions, this project would result in less impact than the proposed project emissions, although the proposed project emissions were determined to be less than significant as well. No significant air quality (including microscale) impacts would occur with the implementation of the No Project alternative. In addition, it might be noted that the proposed project will result in resurfacing of the streets and related roadway renovations, which will avoid

certain road maintenance activities that would be required sooner, or more frequently, with the No Project Alternative.

No significant air quality (including microscale) impacts would occur with the implementation of the No Project alternative.

Climate Change/GHG Emissions

As indicated above for air quality, no construction would occur with the implementation of the No Project alternative. Therefore, this alternative would not generate any construction-related greenhouse gas emissions. Furthermore, similar to the proposed project, no significant long-term GHG emissions would occur. Although this alternative would not generate any construction-related GHG emissions, those generated by the proposed project do not exceed the established threshold for GHG and are less than significant as well.

Noise

No construction noise or vibration impacts would occur with the No Project alternative because the one-way traffic operations of both Pacific Coast Highway and Del Prado Avenue would continue with this alternative, and no construction would be required. In addition, because it would also not generate any new project-related traffic, no long-term noise impacts would occur. As previously indicated, long-term traffic would be generated by future development occurring within the Dana Point Town Center and surrounding areas, which was reflected in the TIA prepared for the proposed project.

- Ability to Achieve Project Objectives

  Implementation of the No Project alternative would not achieve any of the major objectives desired by the City of Dana Point, including improvement of traffic circulation and safety in the Town Center area, street beautification, pedestrian, bicycle and transit access improvements, improved drainage facilities, increased parking, improved ocean water quality, etc. As indicated in the preceding analysis, this alternative would result in a continuation of the existing one-way couplet to accommodate traffic, which would result in a continuation of the existing circulation, street, drainage, parking and water quality conditions that the City is proposing to improve.

- Elimination/Reduction of Significant Impacts

  The No project alternative would eliminate construction-related air, traffic, GHG and noise impacts when compared to the proposed project; however, all of those impacts were determined to be less than significant and, furthermore, are short-term in nature. This alternative, however, would result in intersection deficiencies at three locations, necessitating the implementation of some sort of future traffic mitigation.

- Comparative Merits

  When compared to the proposed project, the No Project alternative neither reduces significant impacts nor achieves the City's primary objectives desired for the project.

10.3.2 Alternative Design No. 1

Similar to the proposed project, Alternative Design No. 1 (refer to Exhibit 10-1) will also provide two-way operations along Pacific Coast Highway and Del Prado Avenue. However, a street section along Del Prado Avenue immediately east of Blue Lantern to Ruby Lantern will provide only one-way operation east to west between Blue Lantern and Ruby Lantern (i.e., key study intersection No. 12). The proposed traffic signal for key study intersection No. 12 (i.e. at Del Prado Avenue and Pacific Coast Highway) will be eliminated. Westbound Del Prado traffic would "jog" right to PCH at Ruby Lantern and then be required to make a left turn onto PCH from Ruby Lantern to process west (up coast). Exhibit 10-1 illustrates the improvement plan for the Alternative Design.

Land Use

Land use impacts with the Alternative Design would be similar as the proposed project. In general, the improvements would be consistent with the long-range goals, policies and objectives articulated in the relevant elements of the Dana Point General Plan. This alternative would also allow for improved pedestrian access, parking, and safety. Any additional acquisition/easements that would be required to implement the improvements for this alternative would occur within the adopted right-of-way and setback areas for the two roadways and would not significantly affect either existing or future development within the Dana Point Town Center. Private property access issues on Del Prado remain essentially the same as the proposed project, although private property visibility would be confined to one-way traffic between Ruby Lantern and Blue Lantern, resulting in a land use impact. These potential impacts would be similar to the proposed project. No significant land use impacts would occur as a result of implementing the Alternative Design.

Traffic and Circulation

Implementation of the alternative design would retain most of the features of the proposed alternative with the exception of the westbound Del Prado traffic between Ruby Lantern and Blue Lantern. However, there are adverse impacts, as discussed below.

Peak Hour Intersection Capacity Analysis

2015 Alternative Design No. 1 Traffic Conditions

Peak hour deficiencies for the Alternative Design No. 1 forecast for 2015 are reflected in Table 10-5. As indicated in the table, traffic impacts anticipated as a result of this alternative are the same as identified for the proposed project. Although some changes to the levels of service may occur, all of the key study intersections are forecast to operate at acceptable levels of service.

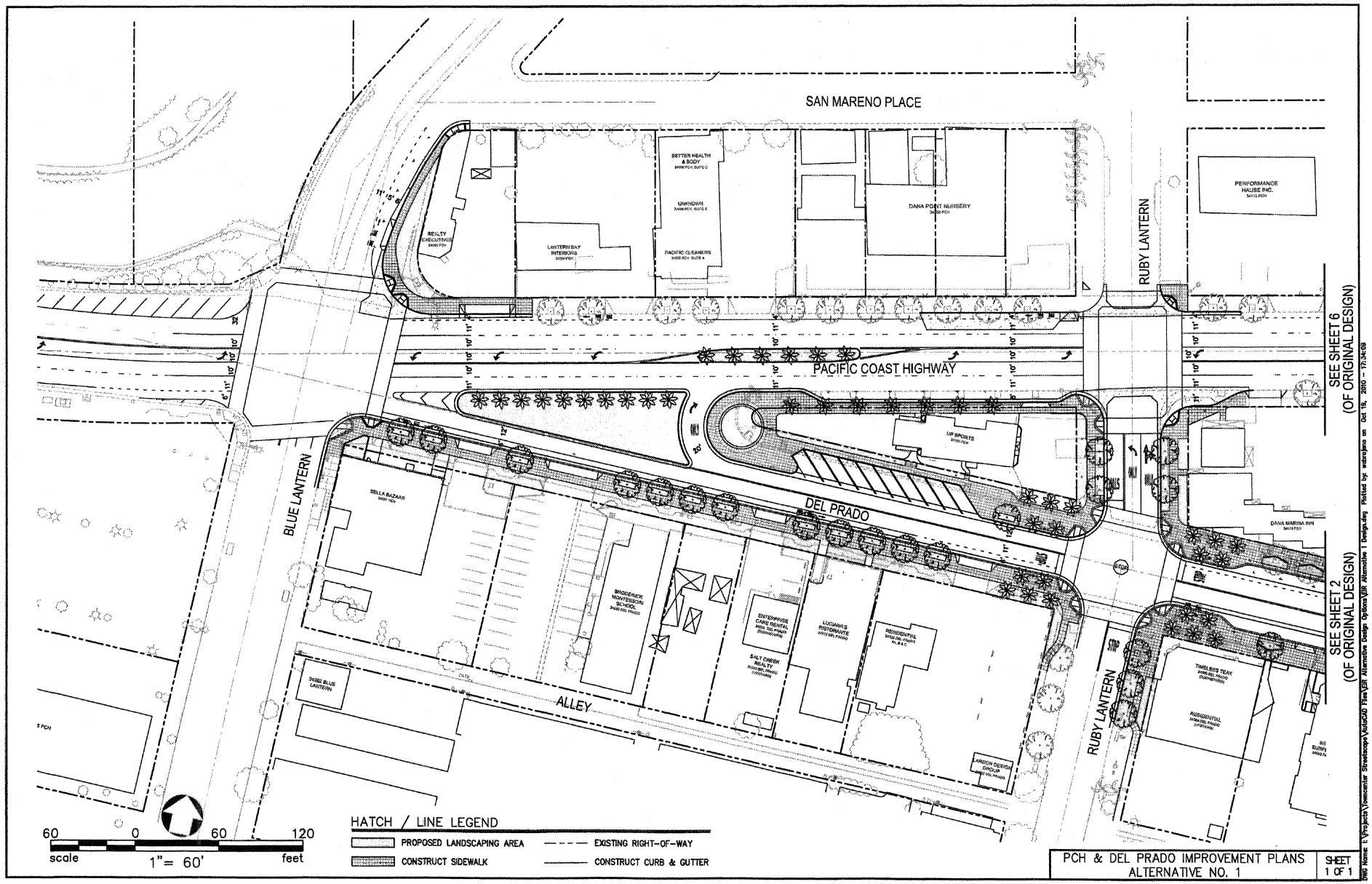

Exhibit 10-1
Alternative Design No. 1 – Western Entry to Ruby Lantern

Table 10-5

Year 2015 Peak Hour Intersection Capacity Analysis
Alternative Design No. 1

Key Study Intersection	Time Period	Minimum LOS	ICU/HCM	LOS
Blue Lantern/Pacific Coast Highway	AM PM	C	0.462 0.518	A A
Ruby Lantern/Pacific Coast Highway	AM PM	C	0.485 0.534	A A
Amber Lantern/Pacific Coast Highway	AM PM	C	0.533 0.584	A A
Violet Lantern/Pacific Coast Highway	AM PM	C	0.531 0.641	A B
Golden Lantern/Pacific Coast Highway	AM PM	C	0.672 0.738	B C
Copper Lantern/Pacific Coast Highway	AM PM	D	0.525 0.651	A B
Crystal Lantern/Pacific Coast Highway	AM PM	D	0.599 0.687	A B
Ruby Lantern/Del Prado Avenue	AM PM	C	8.5 s/v 9.7 s/v	A A
Amber Lantern/Del Prado Avenue	AM PM	C	9.7 s/v 11.1 s/v	A B
Violet Lantern/Del Prado Avenue	AM PM	C	9.5 s/v 11.6 s/v	A B
Golden Lantern/Del Prado Avenue	AM PM	C	0.378 0.527	A A
Del Prado Avenue (West)/Pacific Coast Highway[1]	AM PM	C	9.6 s/v 9.3 s/v	A A

BOLD – Unacceptable LOS

[1]This key study intersection would only exist with the proposed project.

SOURCE: Linscott, Law & Greenspan, Inc. (August 2010)

2035 Alternative Design No. 1 Traffic Conditions

The 2035 traffic conditions for this alternative are summarized in Table 10-6. Similar to the 2015 traffic conditions, implementation of this alternative would not result in any significant impacts to the levels of service at the key study intersections. All of the intersections are forecast to operate at acceptable levels of service

Table 10-6

Year 2035 Peak Hour Intersection Capacity Analysis
Alternative Design No. 1

Key Study Intersection	Time Period	Minimum LOS	ICU/HCM	LOS
Blue Lantern/Pacific Coast Highway	AM PM	C	0.505 0.567	A A
Ruby Lantern/Pacific Coast Highway	AM PM	C	0.521 0.573	A A
Amber Lantern/Pacific Coast Highway	AM PM	C	0.579 0.630	A B
Violet Lantern/Pacific Coast Highway	AM PM	C	0.573 0.688	A B
Golden Lantern/Pacific Coast Highway	AM PM	C	0.719 0.742	C C
Copper Lantern/Pacific Coast Highway	AM PM	D	0.562 0.700	A B
Crystal Lantern/Pacific Coast Highway	AM PM	D	0.648 0.740	B C
Ruby Lantern/Del Prado Avenue	AM PM	C	8.7 s/v 10.2 s/v	A B
Amber Lantern/Del Prado Avenue	AM PM	C	10.2s/v 12.0 s/v	B B
Violet Lantern/Del Prado Avenue	AM PM	C	9.9 s/v 12.7 s/v	A B
Golden Lantern/Del Prado Avenue	AM PM	C	0.406 0.566	A A
Del Prado Avenue (West)/Pacific Coast Highway[1]	AM PM	C	9.7 s/v 9.2 s/v	A A

BOLD – Unacceptable LOS

[1]This key study intersection would only exist with the proposed project.

SOURCE: Linscott, Law & Greenspan, Inc. (August 2010)

As previously indicated for the 2015 traffic conditions, no significant impacts to the 12 key study intersections would occur as a result of Alternative Design No. 1.

Operations Analysis

In addition to the ICU analysis methodology employed to evaluate the Alternative Design, the 12 key study intersections were also evaluated utilizing the HCM methodology. The results of the HCM analysis for this alternative are presented below.

2015 Alternative Design No. 1 Traffic Conditions

Table 10-7 summarizes the Year 2015 Alternative Design traffic conditions. As indicated in the table, no significant traffic impacts would occur as a result of implementing this alternative; all of the key study intersections are forecast to operate at acceptable levels of service.

Table 10-7

Year 2015 Peak Hour Intersection Capacity Analysis (HCM Methodology)
Alternative Design No. 1

Key Study Intersection	Time Period	Minimum LOS	HCM	LOS
Blue Lantern/Pacific Coast Highway	AM PM	C	9.2 s/v 13.4 s/v	A B
Ruby Lantern/Pacific Coast Highway	AM PM	C	6.6 s/v 6.4 s/v	A A
Amber Lantern/Pacific Coast Highway	AM PM	C	10.7 s/v 11.60 s/v	B B
Violet Lantern/Pacific Coast Highway	AM PM	C	4.6 s/v 18.6 s/v	A B
Golden Lantern/Pacific Coast Highway	AM PM	C	27.4 s/v 31.0 s/v	C C
Copper Lantern/Pacific Coast Highway	AM PM	D	12.5 s/v 13.2 s/v	B B
Crystal Lantern/Pacific Coast Highway	AM PM	D	7.2 s/v 7.6 s/v	A A
Ruby Lantern/Del Prado Avenue	AM PM	C	8.5 s/v 9.7 s/v	A A
Amber Lantern/Del Prado Avenue	AM PM	C	9.7 s/v 11.1 s/v	A B
Violet Lantern/Del Prado Avenue	AM PM	C	9.5 s/v 11.6 s/v	A B
Golden Lantern/Del Prado Avenue	AM PM	C	18.8 s/v 28.0 s/v	B C
Del Prado Avenue (West)/Pacific Coast Highway[2]	AM PM	C	9.6 s/v 9.3 s/v	A A

BOLD – Unacceptable LOS

[1]This key study intersection would only exist with the proposed project.

SOURCE: Linscott, Law & Greenspan, Inc. (August 2010)

2035 Alternative Design No. 1 Traffic Conditions

The analysis of the 2035 Alternative Design traffic conditions revealed that the addition of ambient growth traffic and related projects traffic will not result in unacceptable service levels at any of the key study intersections. Table 10-8 summarizes the results of the 2035 Alternative Design No. 1 peak hour intersection capacity analysis based on the HCM methodology.

Table 10-8
Year 2035 Peak Hour Intersection Capacity Analysis (HCM Methodology)
Alternative Design No. 1

Key Study Intersection	Time Period	Minimum LOS	HCM	LOS
Blue Lantern/Pacific Coast Highway	AM PM	C	9.1 s/v 13.6 s/v	A B
Ruby Lantern/Pacific Coast Highway	AM PM	C	7.1 s/v 7.2 s/v	A A
Amber Lantern/Pacific Coast Highway	AM PM	C	11.9 s/v 13.4 s/v	B B
Violet Lantern/Pacific Coast Highway	AM PM	C	6.1 s/v 34.9 s/v	A C
Golden Lantern/Pacific Coast Highway	AM PM	C	27.8 s/v 34.9 s/v	C C
Copper Lantern/Pacific Coast Highway	AM PM	D	10.8 s/v 14.2 s/v	B B
Crystal Lantern/Pacific Coast Highway	AM PM	D	8.3 s/v 9.5 s/v	A A
Ruby Lantern/Del Prado Avenue	AM PM	C	8.7 s/v 10.2 s/v	A B
Amber Lantern/Del Prado Avenue	AM PM	C	10.2 s/v 12.0 s/v	B B
Violet Lantern/Del Prado Avenue	AM PM	C	9.9 s/v 12.7 s/v	A B
Golden Lantern/Del Prado Avenue	AM PM	C	19.3 s/v 29.2 s/v	B C
Del Prado Avenue (West)/Pacific Coast Highway[1]	AM PM	C	9.7 s/v 9.2 s/v	A A

BOLD – Unacceptable LOS

[1]This key study intersection would only exist with the proposed project.

SOURCE: Linscott, Law & Greenspan, Inc. (August 2010)

As indicated above, some differences would be anticipated in the delay and resulting levels of services; however, similar to the proposed project, Alternative Design No. 1 would not result in any significant adverse intersection operating conditions; all of the key study intersection are anticipated to operate at acceptable levels of service.

Queuing Analysis

Based on the queuing analysis conducted for the Alternative Design (refer to Section 9.4 in Appendix C, Traffic Impact Analysis), adequate turn pocket storage would not be provided at the Blue Lantern/Pacific Coast Highway and Ruby Lantern/Pacific Coast Highway intersections in both 2015 and 2035. However, all of the deficient turn pockets can be modified to accommodate year 2035 95th percentile queues, except for the shared northbound left/through/right lane at the Ruby Lantern/Pacific Coast Highway location. The available storage for this location cannot be increased, which would cause vehicles to

queue back onto Del Prado Avenue. As a result, this potential adverse impact would be significant and unavoidable in the Alternative Design proposal.

The northbound left-turn lane and the northbound right-turn lane at the Blue Lantern/Pacific Coast Highway intersection must be restriped to provide 100 feet and 80 feet of storage, respectively, to accommodate Year 2015 traffic volumes. In order to accommodate 2035 traffic volumes, these lanes must be restriped to provide 105 and 85 feet of storage, respectively. These improvements can be accomplished through minor striping modifications along Blue Lantern.

Air Quality

Air quality impacts associated with Alternative Design No. 1 would be virtually the same as the proposed project. Because the construction activities, equipment usage, and duration of the construction would be the same or similar, the short-term construction-related emissions would also be the same as estimated for the proposed project. Based on those generalized parameters, the construction activity emissions for this alternative, as with the proposed project, would be substantially below the SCAQMD thresholds, as reflected in Table 4.3-6 (refer to Section 4.3 – Air Quality). In addition, the construction emissions associated with the Alternative Design would also not exceed the LSTs developed for the project as reflected in Table 4.3-7. As a result, no significant construction-related air quality impacts would occur. Finally, like the proposed project, this alternative would not result in new development that would generate traffic and mobile-source emissions. Rather, future traffic volumes would result from buildout occurring in the region. The one-hour threshold of 20 ppm of CO would not be exceeded at any of the key study area intersections because the background concentration is very low (i.e., 2.0 ppm) and the incremental increase associated with future traffic within the study area would contribute a maximum of 1.3 ppm based on the proposed project. However, the CO concentrations generated as a result of the Alternative Design would be similar to those occurring from the proposed project; therefore, the CO concentrations would not exceed the threshold. No significant impacts are anticipated.

Climate Change/Greenhouse Gas Emissions

As with air quality, GHG emissions occurring as a result of the Alternative Design would be the same or similar to those generated by the proposed project and would be limited to the construction phase only. Because the construction activities, equipment usage, and duration of the construction would be similar to those necessary to implement the proposed project, this alternative would generate virtually the same amount of CO_2e as estimated for the proposed project. As indicated in Table 4.4-1, the Alternative Design would not exceed the established threshold for GHG. In addition, because the proposed project does not include development, it would not, therefore, result in additional VMT or other features that would create a demand for energy resources. As a result, no project-related GHG project-related GHG emissions will occur. There are no substantial long-term GHG implications associated with project implementation.

Noise

The project alternative is similar to the proposed project as it will provide two-way operations along PCH and Del Prado Avenue. However, a section along Del Prado Avenue immediately east of Street of the Blue Lantern will have one-way eastbound operation (i.e. between Street of the Blue Lantern and Del Prado Avenue). The proposed traffic signal for the intersection at Del Prado and Golden Lantern would not be built. The traffic noise levels along the project roadways for this alternative were calculated and are shown in Table 10-9.

Table 10-9

Traffic Noise Impact Analysis – Alternative Design No. 1
(dBA CNEL at 50 feet from Roadway Centerline)

Roadway Segment	Existing	2015 w/o Project	2015 w/ Project	2035 w/o Project	2035 w/ Project
Pacific Coast Highway					
West of Blue Lantern	72.7	73.5	73.9	73.9	73.9
Blue Lantern to Del Prado Avenue	66.0	66.9	69.5	67.2	69.8
Del Prado Avenue to Ruby Lantern	66.0	66.9	69.2	67.2	69.5
Ruby Lantern to Amber Lantern	65.9	66.9	69.2	67.2	69.5
Amber Lantern to Violet Lantern	66.3	67.2	69.4	67.5	69.7
Violet Lantern to Golden Lantern	66.7	67.8	69.7	68.1	70.0
Golden Lantern to Copper Lantern	66.9	67.7	69.9	68.0	70.2
Copper Lantern to Crystal Lantern	68.7	69.5	70.8	69.8	71.2
Crystal Lantern to Del Obispo	70.1	70.9	70.8	71.2	71.2
East of Del Obispo	71.2	72.1	N/A	72.4	N/A
Del Prado Avenue					
Blue Lantern to Ruby Lantern	66.2	66.9	64.9	67.3	65.2
Ruby Lantern to Amber Lantern	66.3	67.1	62.2	67.4	62.5
Amber Lantern to Violet Lantern	66.4	67.2	62.9	67.6	63.3
Violet Lantern to Old Golden Lantern	66.8	67.9	63.4	68.1	63.9
Old Golden Lantern to Golden Lantern	66.7	67.8	63.9	68.1	64.4
Golden Lantern to Pacific Coast Highway	65.8	66.7	62.2	66.9	62.6
Alley					
Blue Lantern to Ruby Lantern	48.0	48.0	52.2	48.4	52.3
Ruby Lantern to Amber Lantern	49.0	49.0	52.8	49.6	53.1
Amber Lantern to Violet Lantern	49.6	49.6	51.1	50.1	51.4
Violet Lantern to Old Golden Lantern	46.3	46.3	52.2	46.6	52.4
Blue Lantern					
North of Pacific Coast Highway	56.7	58.0	57.9	58.3	58.2
Pacific Coast Highway to Alley	58.2	58.9	59.1	59.3	59.4
South of Alley	57.2	57.3	57.4	57.7	57.8
Ruby Lantern					
North of Pacific Coast Highway	53.5	53.6	53.7	54.6	54.0
Pacific Coast Highway to Del Prado Avenue	52.2	54.0	57.3	54.3	57.6
Del Prado Avenue to Alley	51.0	52.2	54.9	52.6	55.2
South of Alley	51.8	52.9	52.9	53.2	53.2
Amber Lantern					
North of Pacific Coast Highway	57.2	57.7	58.0	58.1	58.4
Pacific Coast Highway to Del Prado Avenue	58.7	60.0	59.7	60.3	60.2
Del Prado Avenue to Alley	55.1	55.3	56.5	55.8	56.8
South of Alley	51.1	51.6	52.4	51.0	52.7
Violet Lantern					
North of Pacific Coast Highway	59.0	59.5	59.2	59.9	59.7
Pacific Coast Highway to Del Prado Avenue	58.2	60.9	59.3	61.2	59.8
Del Prado Avenue to Alley	54.1	55.3	56.5	55.6	56.8
South of Alley	53.2	54.6	54.3	54.9	54.6
Old Golden Lantern					
Del Prado Avenue to Alley	49.6	50.4	54.4	50.9	54.6

Roadway Segment	Existing	2015 w/o Project	2015 w/ Project	2035 w/o Project	2035 w/ Project
South of Alley	48.2	49.1	50.5	49.6	50.9
Golden Lantern					
North of Pacific Coast Highway	66.2	66.7	66.6	67.2	66.9
Pacific Coast Highway to Del Prado Avenue	66.3	67.1	65.2	67.4	65.5
South of Del Prado Avenue	64.5	65.2	65.2	65.5	65.5
Copper Lantern					
North of Pacific Coast Highway	67.5	68.3	55.2	69.5	55.5
Crystal Lantern					
North of Pacific Coast Highway	59.1	59.4	59.4	59.7	59.7
Del Obispo Street					
North of Pacific Coast Highway	64.8	65.6	N/A	65.9	N/A
Dana Point Harbor Drive					
North of Pacific Coast Highway	66.3	67.6	N/A	67.9	N/A

SOURCE: Giroux & Associates (August 2010)

As seen in Table 10-10, implementation of the Alternative Design would result in 4 roadway segments exceeding the significance threshold of +3 dB, whereas the proposed Project would exceed the threshold along only 2 roadway segments. However, as with the project as proposed, many roadways are expected to experience a decrease in traffic noise related to traffic volume. Although the exact magnitude of the traffic noise increases and decreases related to volume are slightly altered with the Design Alternative, there is no significant difference from the Project as proposed.

Table 10-10

Traffic Noise Impact Analysis – Alternative Design and Cumulative Project (dBA CNEL at 50 Feet from Centerline)

Roadway Segment	2015 Alternative Design	2035 Alternative Design	Cumulative Impact[1]
Pacific Coast Highway			
West of Blue Lantern	0.0	0.0	1.2
Blue Lantern to Del Prado Avenue	2.6	2.6	3.9
Del Prado Avenue to Ruby Lantern	2.3	2.3	3.6
Ruby Lantern to Amber Lantern	2.3	2.3	3.6
Amber Lantern to Violet Lantern	2.2	2.2	3.5
Violet Lantern to Golden Lantern	1.9	1.9	3.3
Golden Lantern to Copper Lantern	2.2	2.2	3.4
Copper Lantern to Crystal Lantern	1.4	1.4	2.5
Crystal Lantern to Del Obispo	0.0	0.0	0.1
East of Del Obispo	N/A	N/A	N/A
Del Prado Avenue			
Blue Lantern to Ruby Lantern	-2.0	-2.1	-1.0
Ruby Lantern to Amber Lantern	-4.9	-4.9	-3.8
Amber Lantern to Violet Lantern	-4.4	-4.3	-3.2
Violet Lantern to Old Golden Lantern	-4.5	-4.3	-2.9
Old Golden Lantern to Golden Lantern	-3.9	-3.8	-2.3

Roadway Segment	2015 Alternative Design	2035 Alternative Design	Cumulative Impact[1]
Golden Lantern to Pacific Coast Highway	-4.5	-4.2	-3.2
Alley			
Blue Lantern to Ruby Lantern	4.2	3.9	4.4
Ruby Lantern to Amber Lantern	3.8	3.5	4.1
Amber Lantern to Violet Lantern	1.4	1.3	1.8
Violet Lantern to Old Golden Lantern	5.9	5.8	6.1
Blue Lantern			
North of Pacific Coast Highway	-0.1	-0.1	1.5
Pacific Coast Highway to Alley	0.2	0.2	1.2
South of Alley	0.1	0.1	0.6
Ruby Lantern			
North of Pacific Coast Highway	0.1	-0.6	0.5
Pacific Coast Highway to Del Prado Avenue	3.3	3.3	5.3
Del Prado Avenue to Alley	2.7	2.6	4.2
South of Alley	0.0	0.0	1.4
Amber Lantern			
North of Pacific Coast Highway	0.3	0.3	1.1
Pacific Coast Highway to Del Prado Avenue	-0.3	-0.1	1.5
Del Prado Avenue to Alley	1.1	1.0	1.7
South of Alley	0.8	1.8	1.6
Violet Lantern			
North of Pacific Coast Highway	-0.3	-0.2	0.7
Pacific Coast Highway to Del Prado Avenue	-1.6	-1.4	1.6
Del Prado Avenue to Alley	1.2	1.1	2.7
South of Alley	-0.3	-0.3	1.3
Old Golden Lantern			
Del Prado Avenue to Alley	4.0	3.7	4.9
South of Alley	1.3	1.2	2.7
Golden Lantern			
North of Pacific Coast Highway	-0.1	-0.3	0.7
Pacific Coast Highway to Del Prado Avenue	-1.9	-1.9	-0.8
South of Del Prado Avenue	0.0	0.0	1.1
Copper Lantern			
North of Pacific Coast Highway	-13.1	-14.0	-12.0
Crystal Lantern			
North of Pacific Coast Highway	0.0	0.0	0.6
Del Obispo Street			
North of Pacific Coast Highway	N/A	N/A	N/A
Dana Point Harbor Drive			
North of Pacific Coast Highway	N/A	N/A	N/A

[1]2035 with Project – Existing

SOURCE: Giroux & Associates (August 2010)

- Ability to Achieve Project Objectives

The Alternative Design 1 would achieve many of the objectives identified by the City (e.g., street beautification, pedestrian enhancements, improved lighting and drainage, increased parking, water quality improvements, etc.).

- Elimination/Reduction of Significant Impacts

Compared to the proposed project, this alternative would result in the same impacts short-term air quality, noise and greenhouse gas emissions. Long-term traffic impacts would be similar with the exception that queuing impacts could not be mitigated.

- Comparative Merits

Although this alternative does achieve many of the project's alternatives, it would not improve overall traffic circulation and safety within the Town Center as desired by the City and it reduces street visibility for land uses on Del Prado between Ruby Lantern and Blue Lantern. In addition, when compared to the proposed project, a significant and unavoidable long-term queuing impact at one intersection would occur that would not occur with the proposed project.

10.3.3 Alternative Design No. 2

This alternative would allow for the same proposed circulation adjustments as the proposed project by changing both Pacific Coast Highway (PCH) and Del Prado from one-way to two-way streets between Blue Lantern and Copper Lantern; however, right-of-way improvements on Del Prado between Ruby Lantern and Golden Lantern would not be implemented. PCH would consist of four lanes, two in each direction and Del Prado would consist of one lane in each direction. Proposed improvements would include all right-of-way work on PCH to facilitate two-way travel flow, which is the same as in the proposed project alternative. Town Center gateways at both ends (Blue Lantern and Copper Lantern) would also be the same as the proposed project, with like improvements to both PCH and to Del Prado. These gateway street and right-of-way improvements would extend into the Town Center to Ruby Lantern on the up coast (i.e., east) end and Golden Lantern on the down coast (i.e., west) end. Also on Del Prado, the three traffic signals at Ruby Lantern, Amber Lantern and Violet Lantern would be replaced with stop signs. All existing driveways would remain open with the exception of those on Del Prado between Blue Lantern and Ruby Lantern. Exhibit 10-2A through Exhibit 10-2K illustrate Alternative Design No. 2.

Land Use

Land use impacts with Alternative Design No. 2 would provide two-way traffic on both PCH and Del Prado Avenue, similar to the proposed project. In general, the improvements would be consistent with the Circulation Element of the Dana Point General Plan. However, this alternative would not fully realize objectives for a pedestrian friendly Del Prado Avenue or meet Town Center Plan policies for landscaping, water quality, noise, etc. Similar to the proposed project, any additional acquisition/easements that would be required to implement the improvements for this alternative would occur within the adopted right-of-way and setback areas for the two roadways and would not significantly affect either existing or future development within the Dana Point Town Center. These potential impacts would be similar to the proposed project. No significant land use impacts would occur as a result of implementing the Alternative Design.

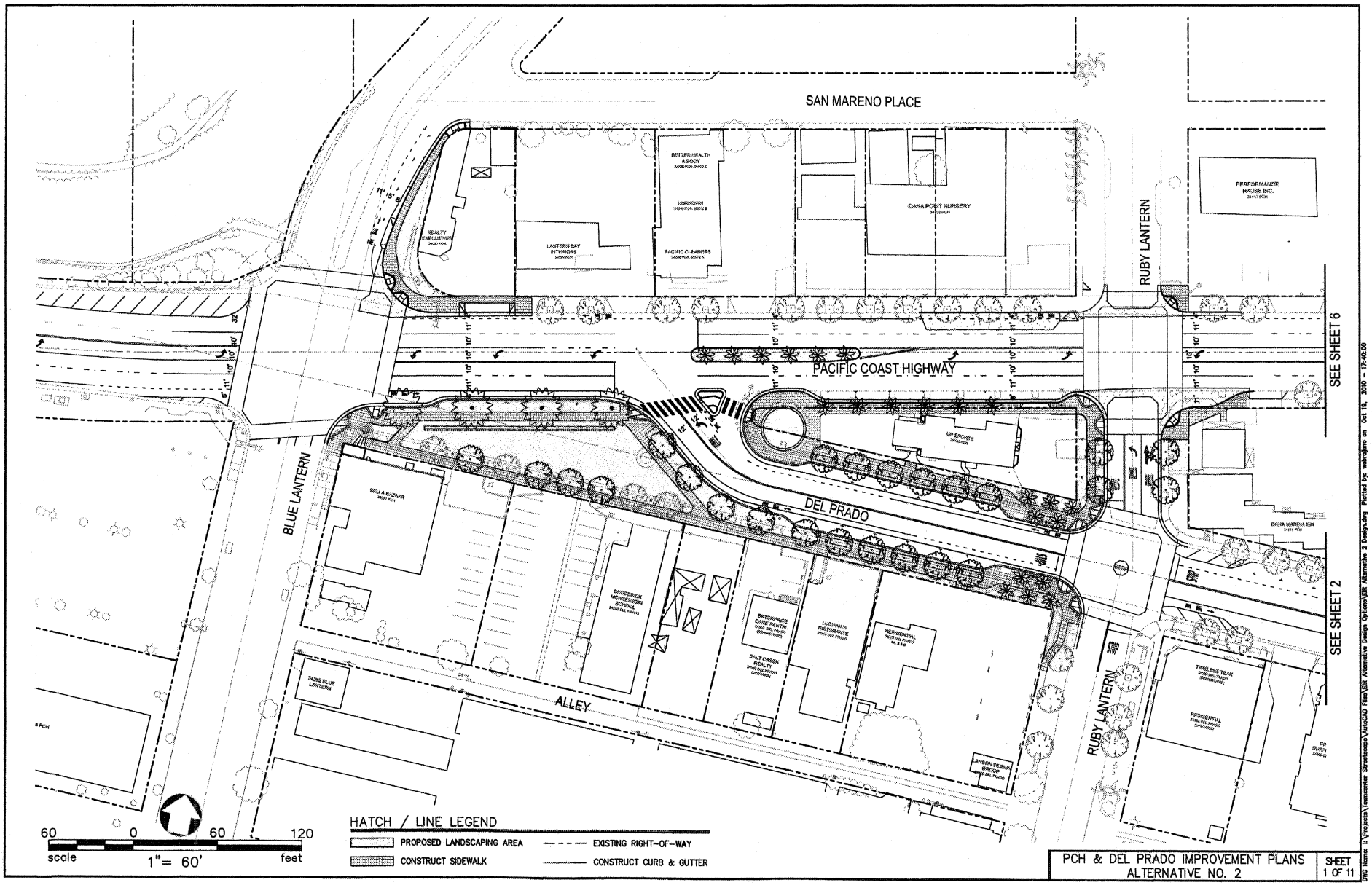

Exhibit 10-2A
Alternative Design No. 2 – Western Entry to Town Center

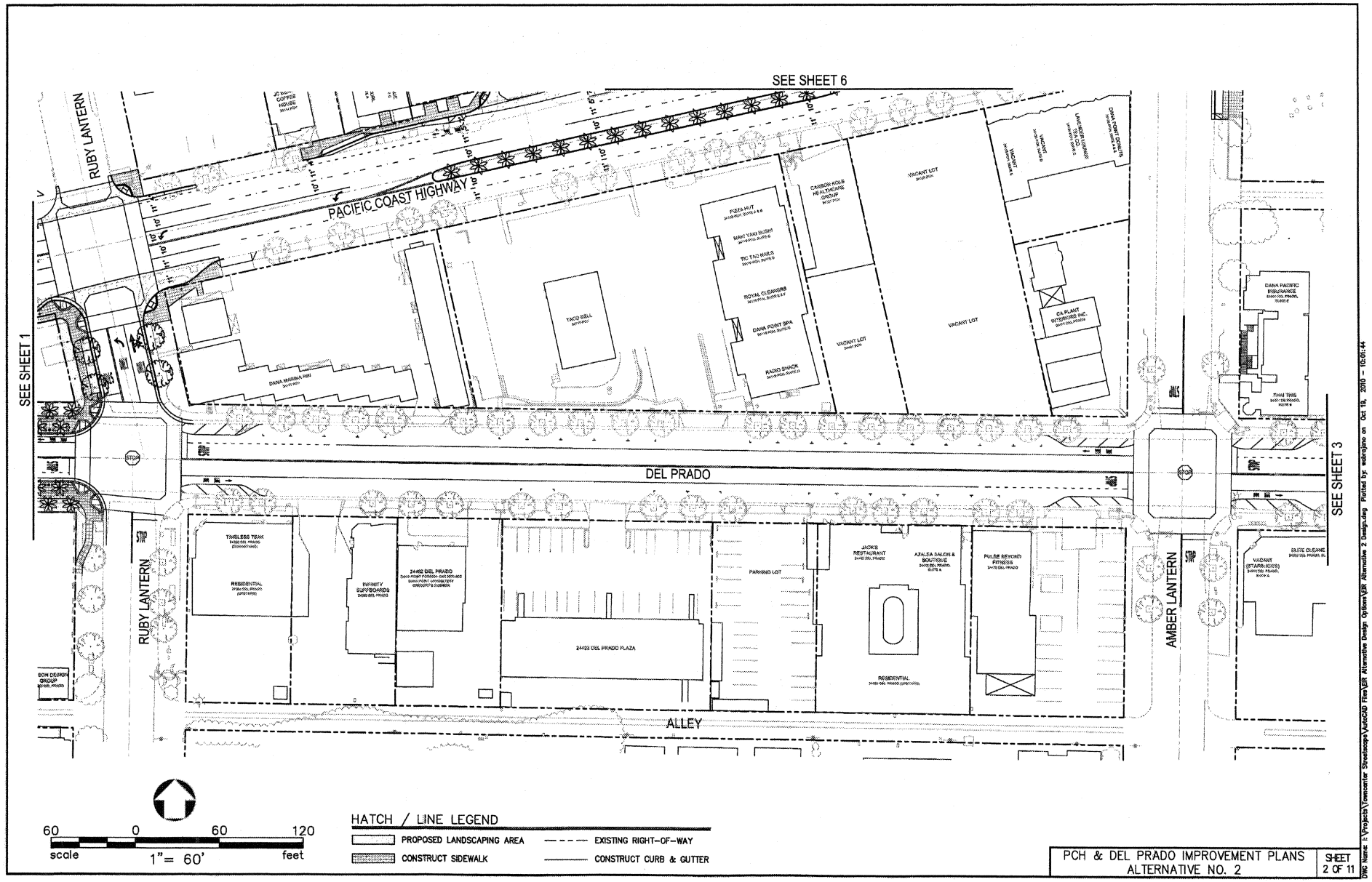

Exhibit 10-2B

Alternative Design No. 2/Del Prado Avenue – Ruby Lantern to Amber Lantern

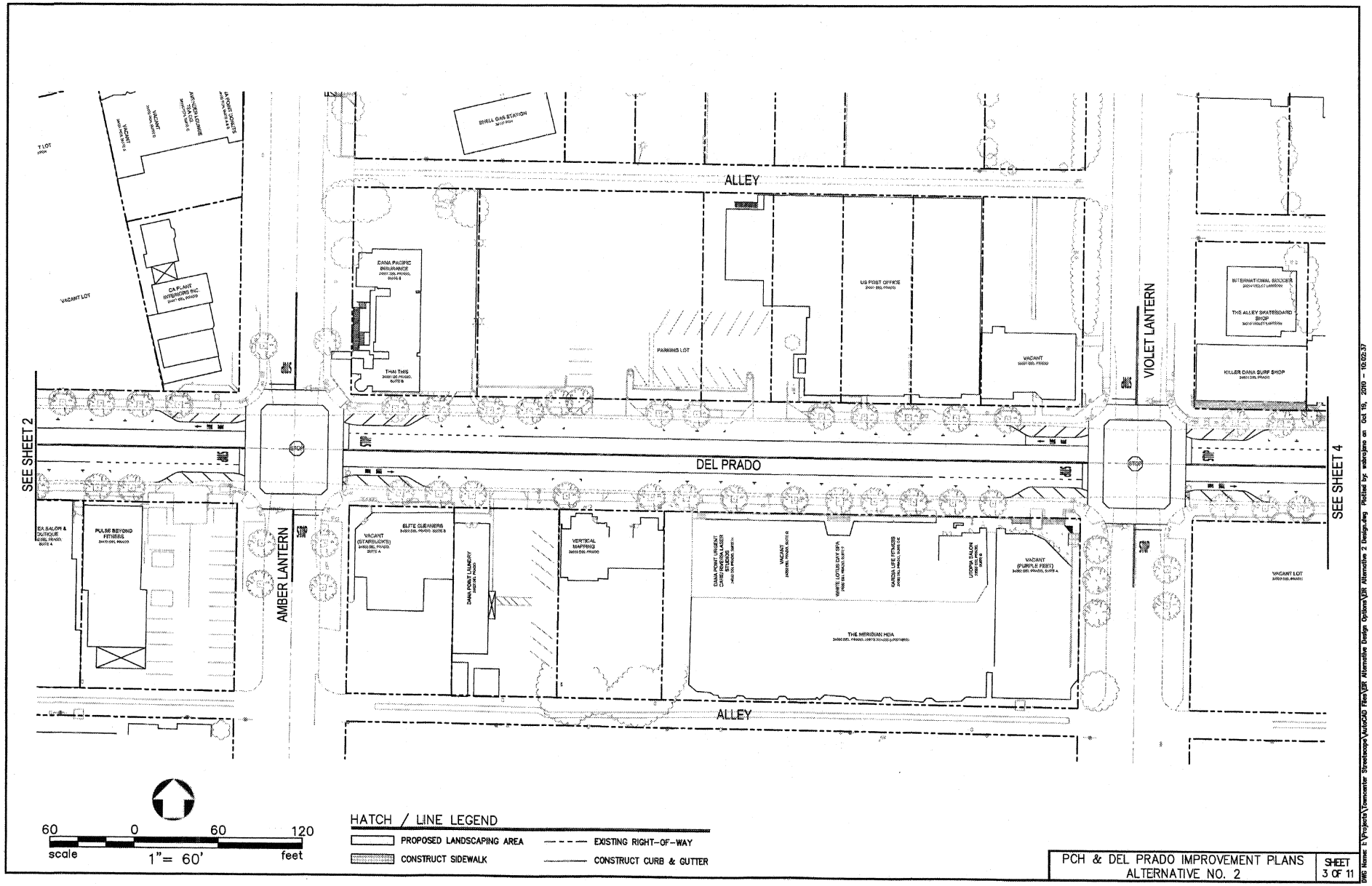

Exhibit 10-2C

Alternative Design No. 2/Del Prado Avenue – Amber Lantern to Violet Lantern

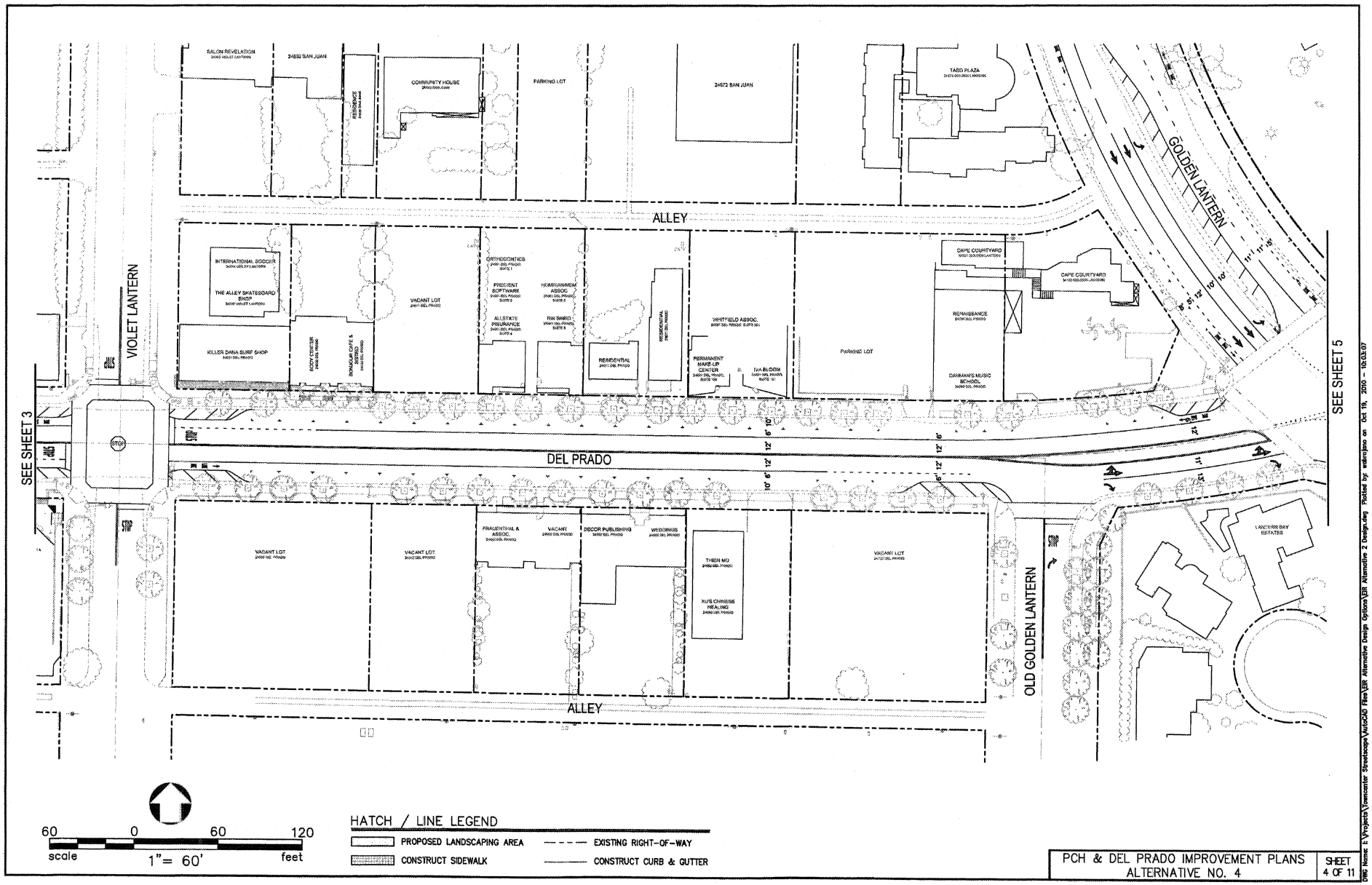

Exhibit 10-2D

Alternative Design No. 2/Del Prado Avenue – Violet Lantern to Old Golden Lantern

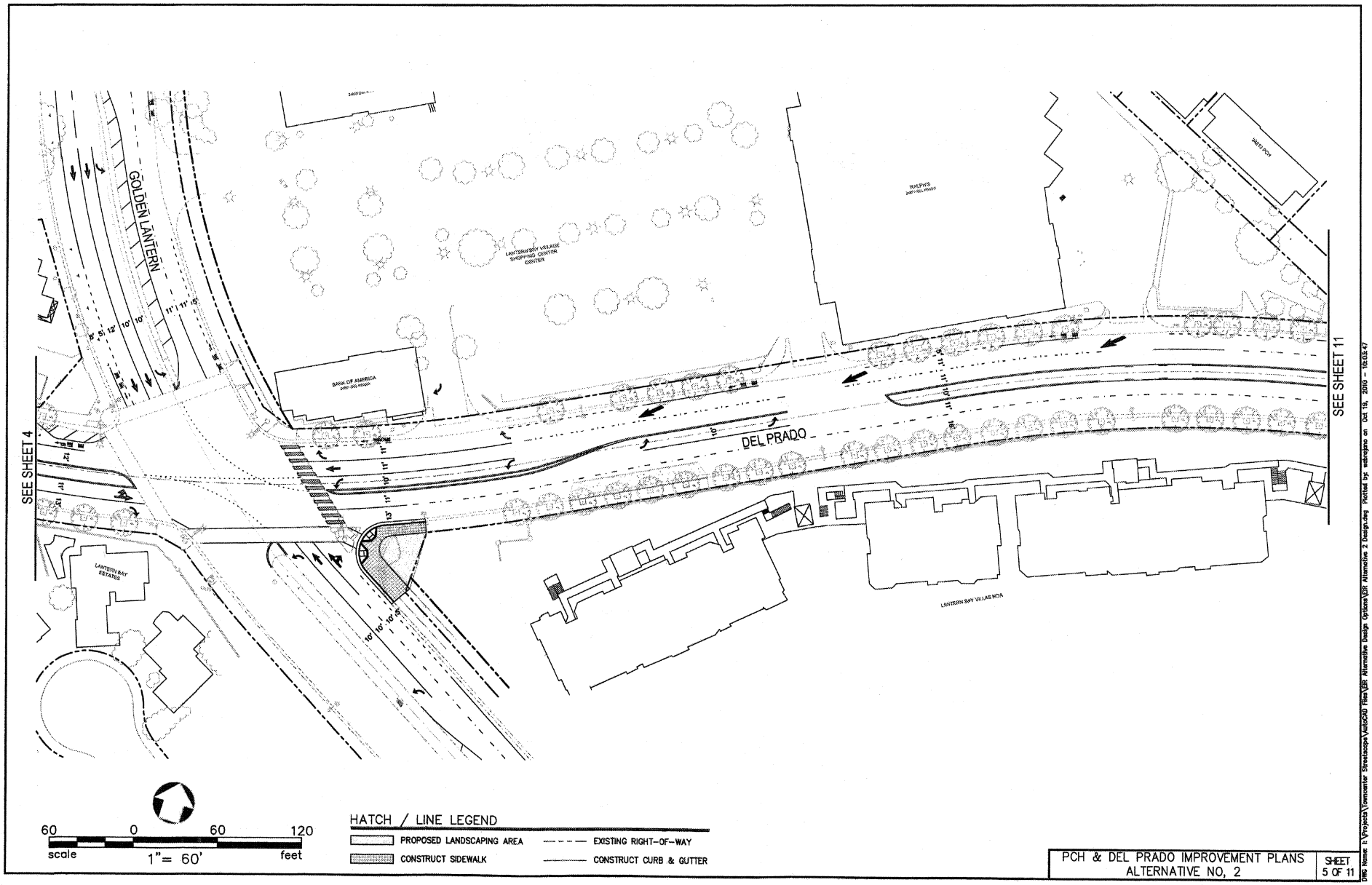

Exhibit 10-2E
Alternative Design No. 2/Del Prado Avenue – Golden Lantern East

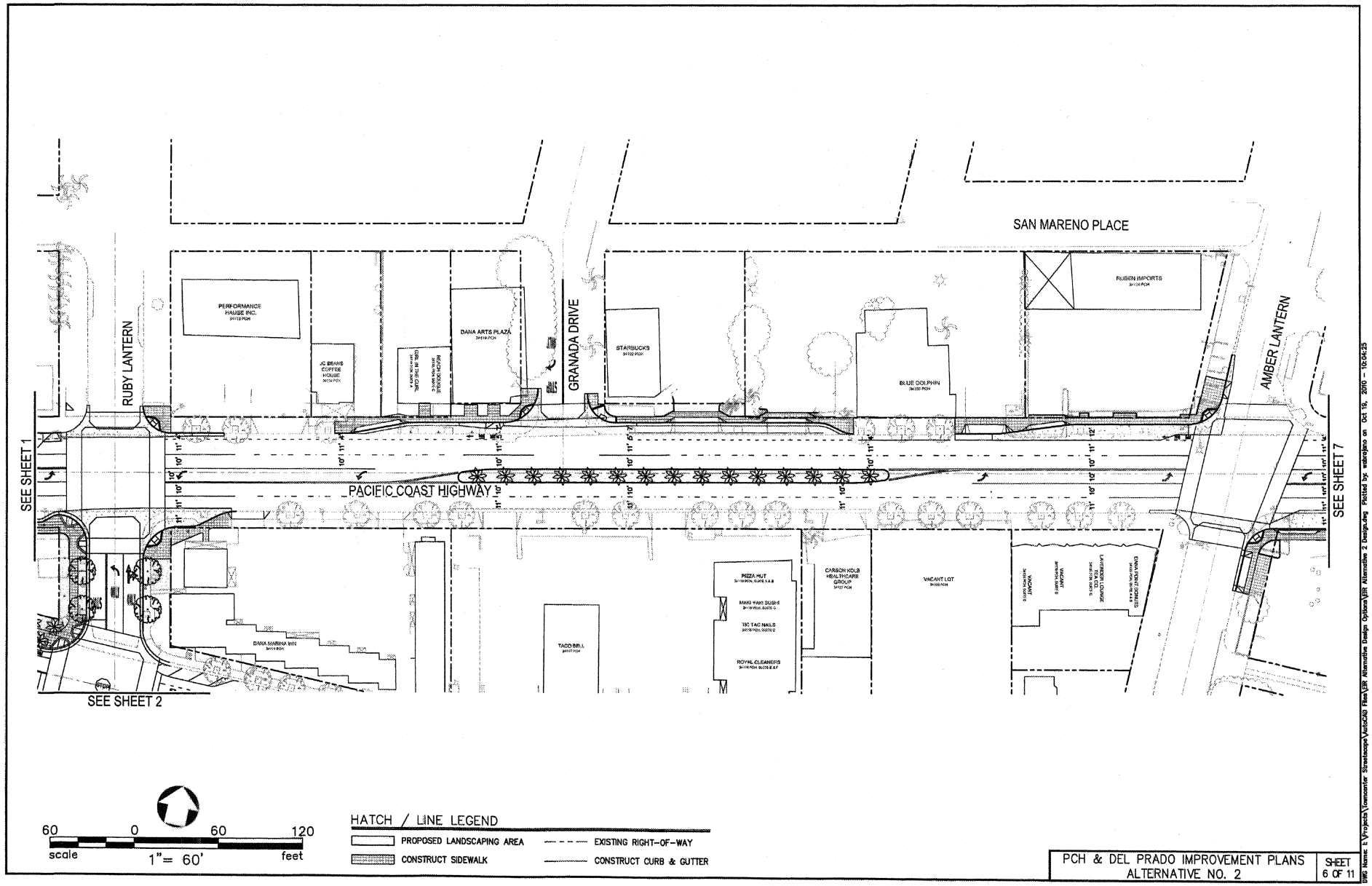

Exhibit 10-2F

Alternative Design No. 2/Pacific Coast Highway – Ruby Lantern to Amber Lantern

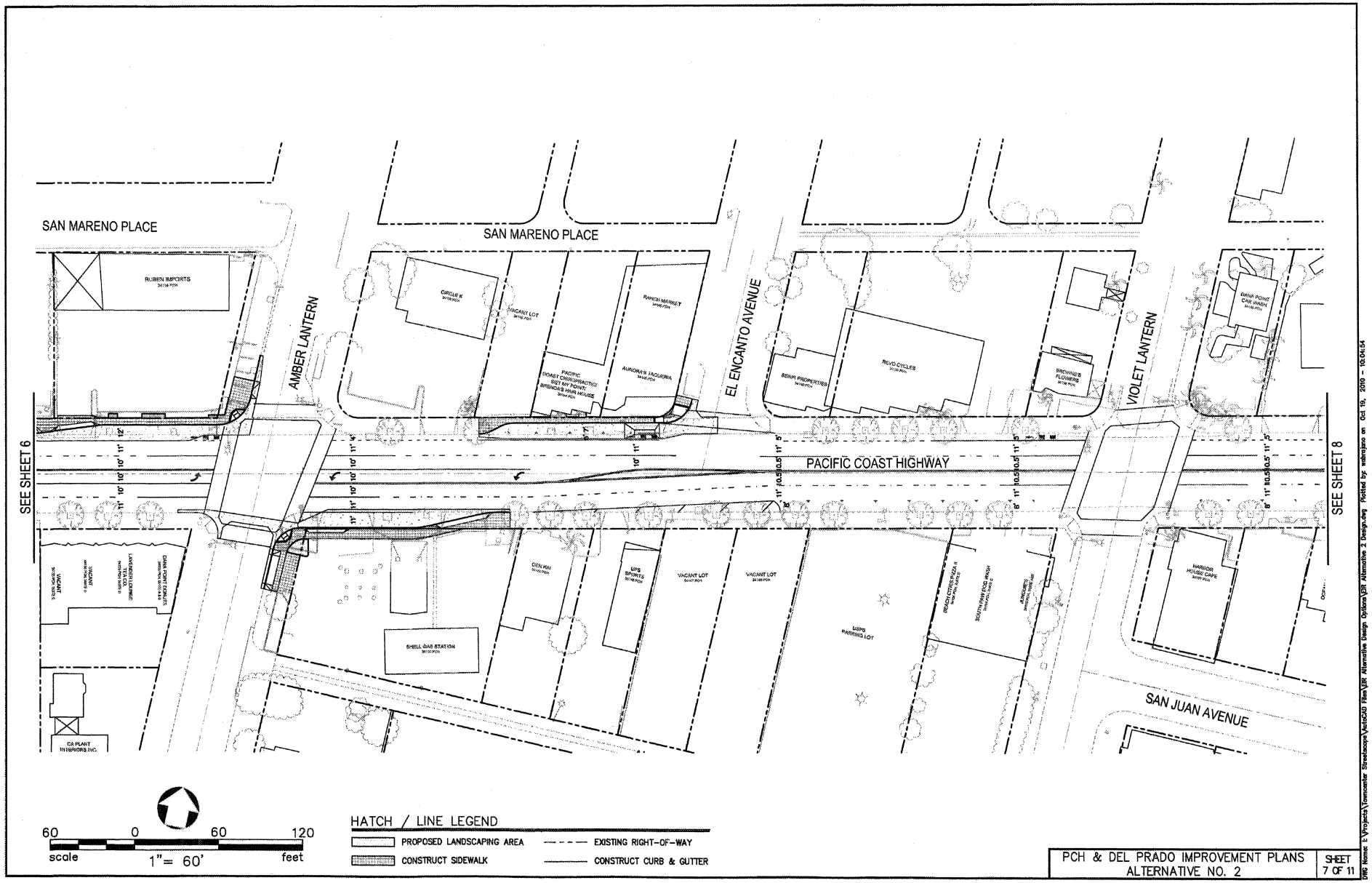

Exhibit 10-2G

Alternative Design No. 2/Pacific Coast Highway – Amber Lantern to Violet Lantern

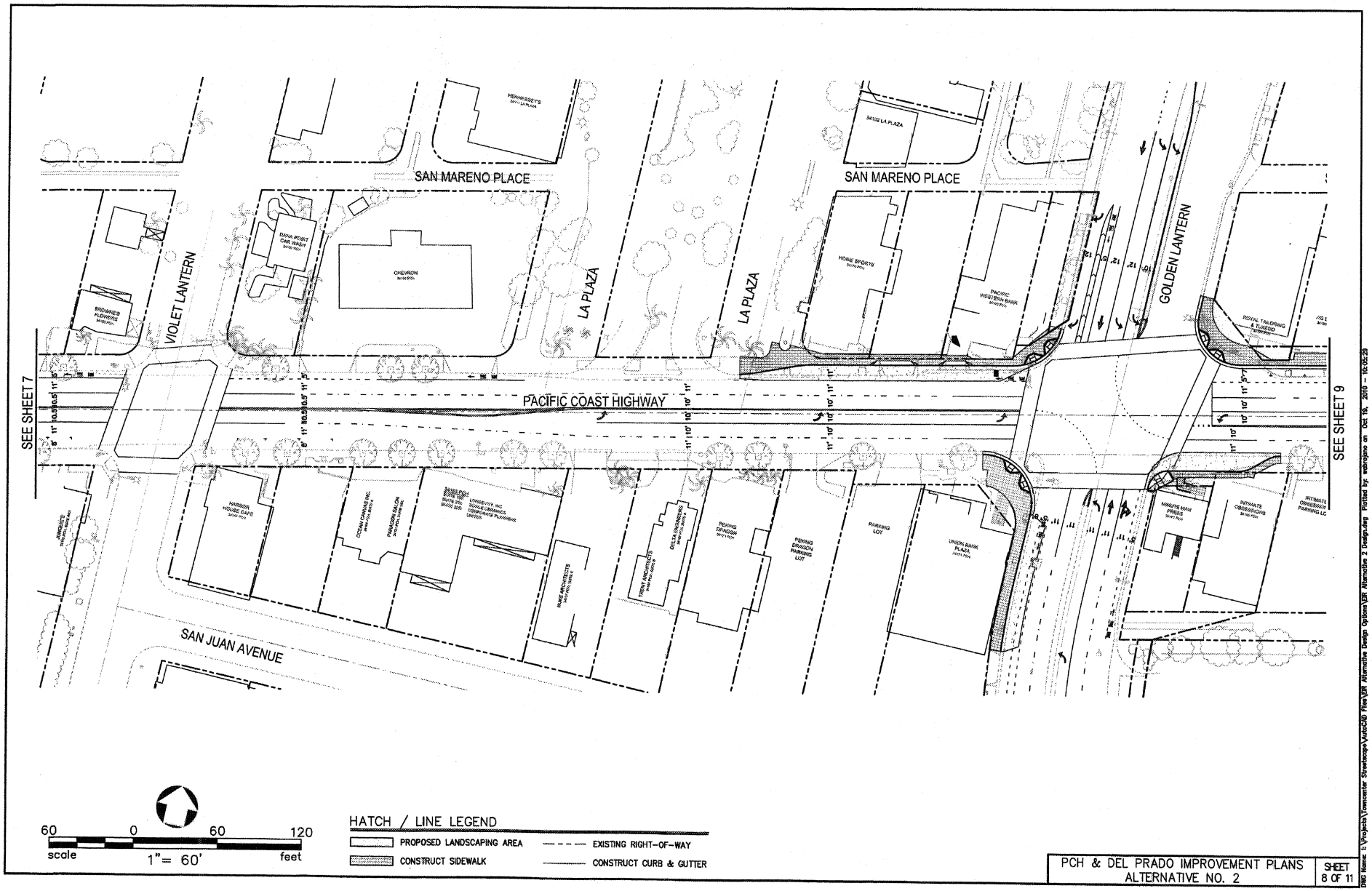

Exhibit 10-2H

Alternative Design No. 2/Pacific Coast Highway – Violet Lantern to Golden Lantern

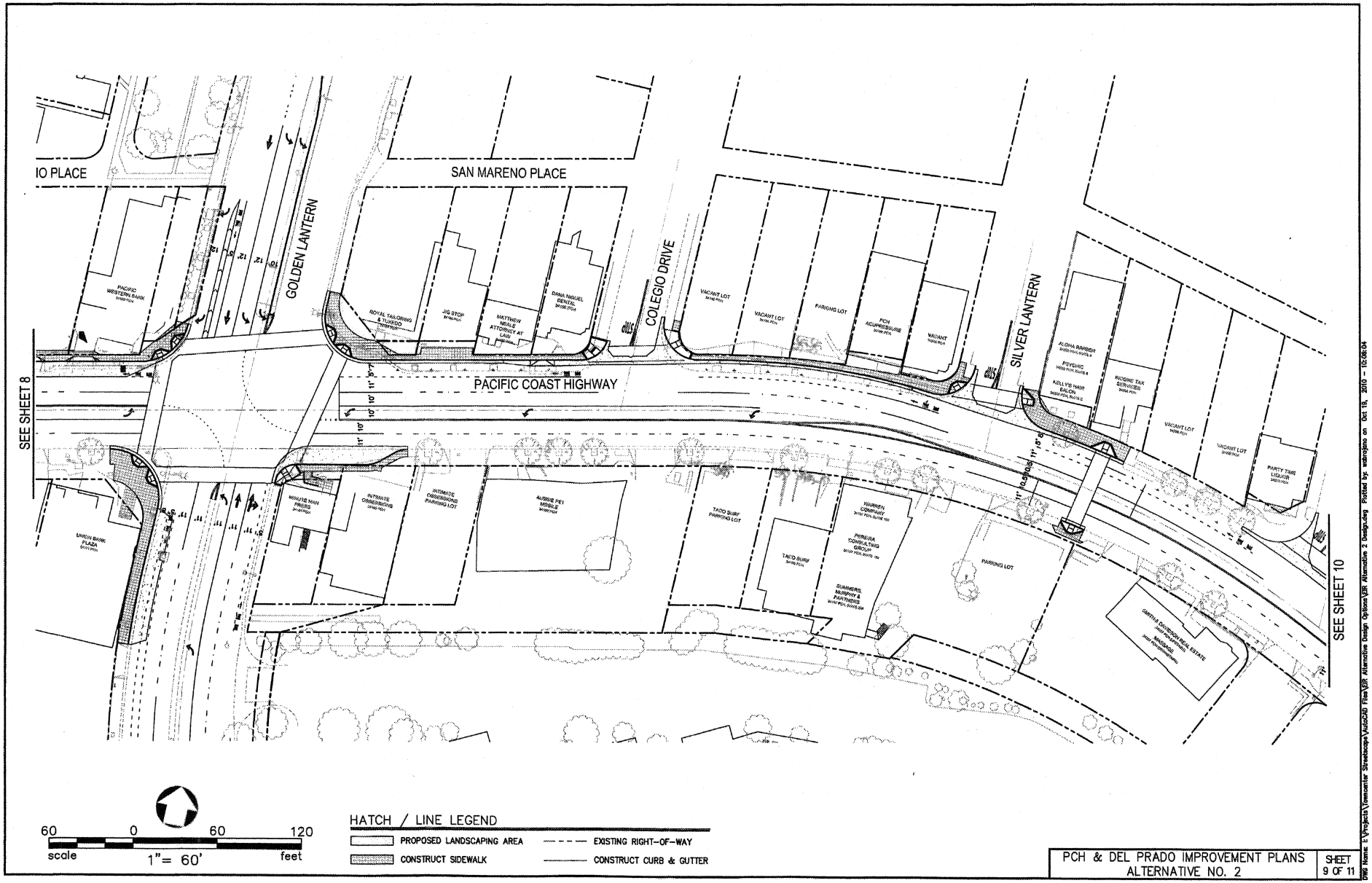

Exhibit 10-2I
Alternative Design No. 2/Pacific Coast Highway – Golden Lantern East

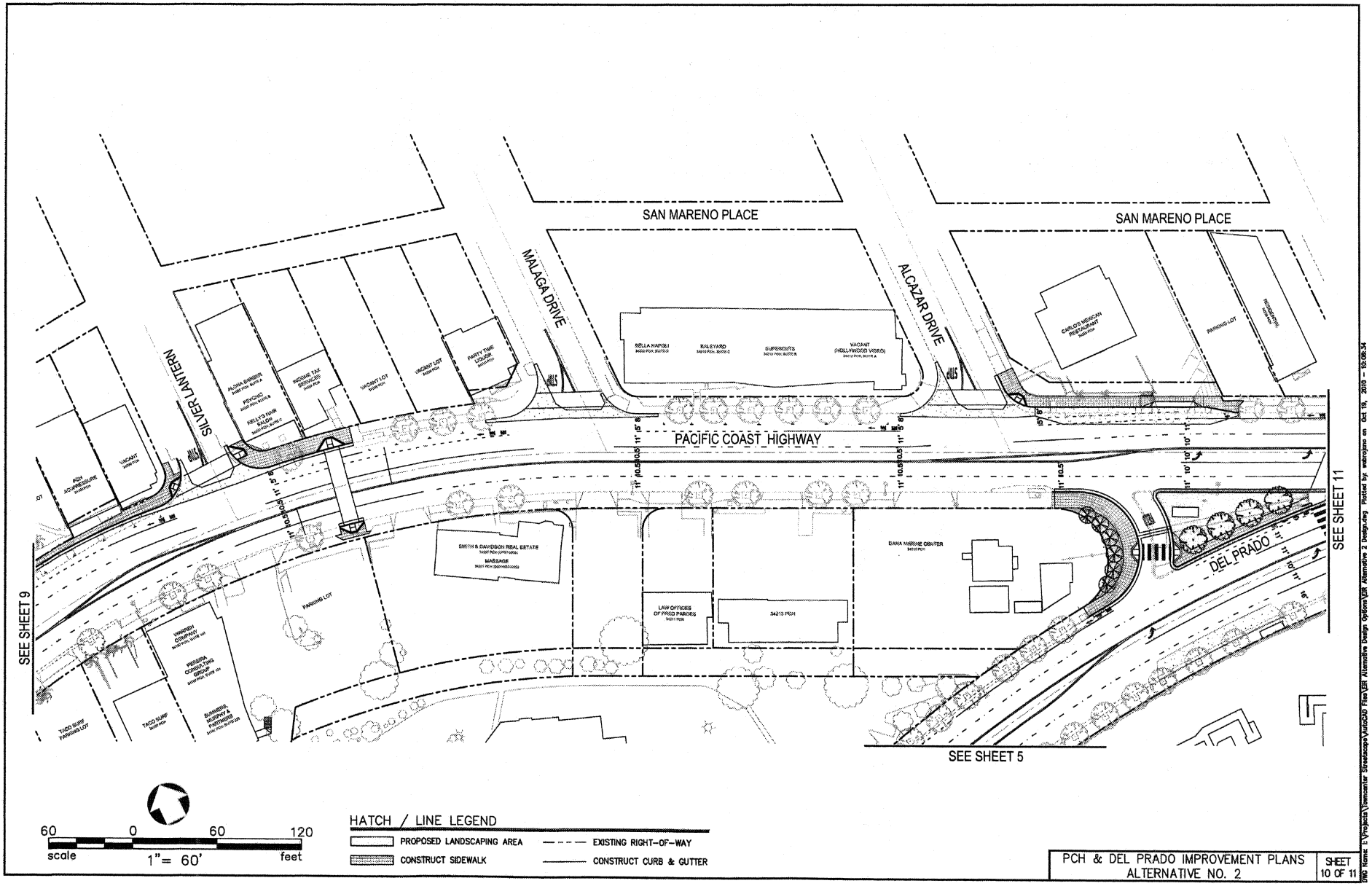

Exhibit 10-2J

Alternative Design No. 2/Pacific Coast Highway – East to Del Prado Avenue

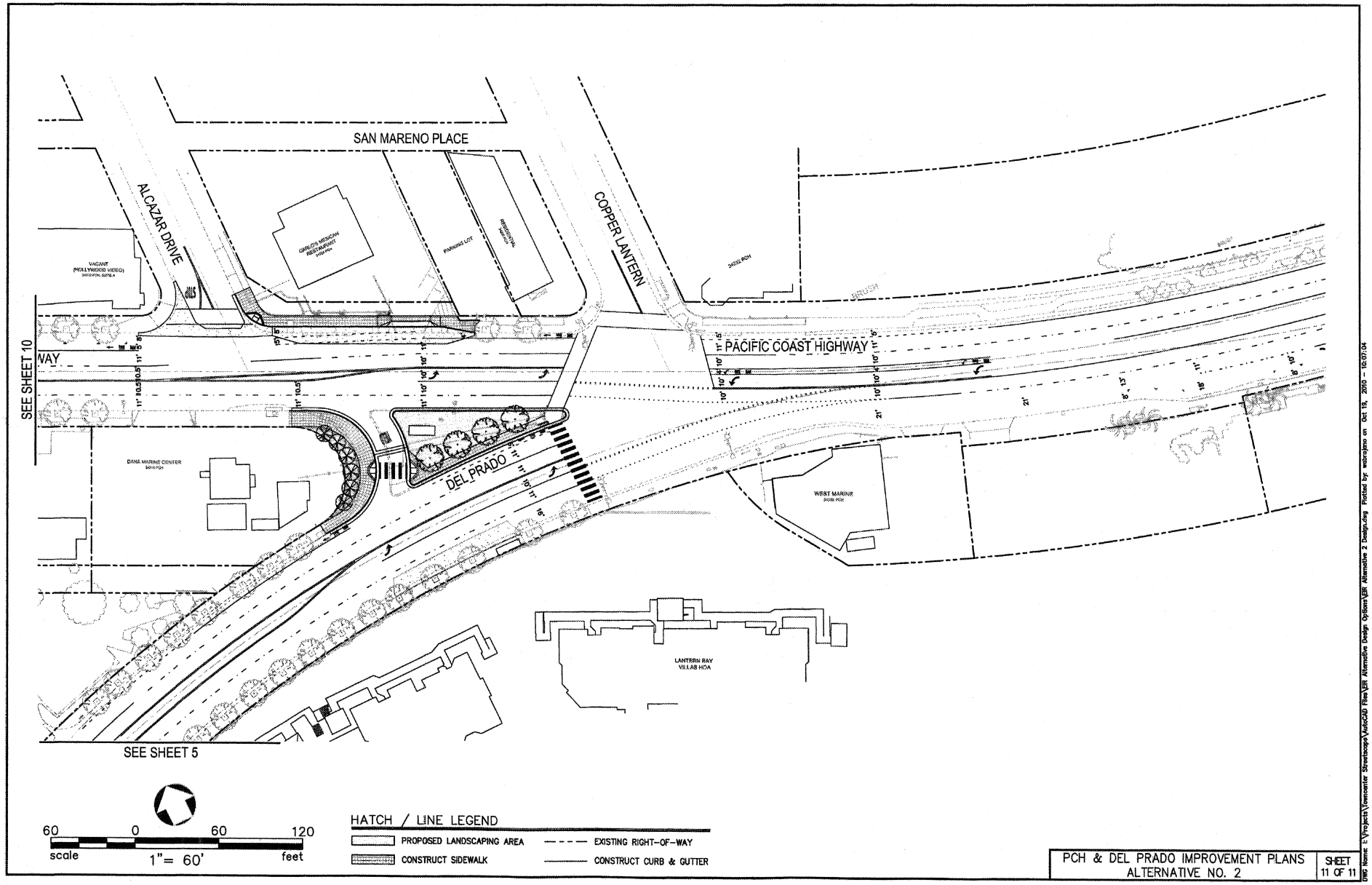

Exhibit 10-2K
Alternative Design No. 2/Eastern Entry to Town Center

Traffic and Circulation

Traffic impacts identified for Alternative Design No. 2 would be similar to those identified for proposed project and presented in Section 4.2 (Traffic and Circulation). Specifically, the construction-related impacts would be the same for PCH and Del Prado Avenue between Blue Lantern and Ruby Lantern and between Golden Lantern and Copper Lantern, necessitating the same level of mitigation to ensure that traffic operations during the construction phases would be maintained and impacts minimized. Long-range traffic impacts would also be similar as reflected in Tables 4.2-2, 4.2-3, and 4.2-4. As indicated in that analysis, all of the intersections would operate at acceptable levels of service. Allowing all the driveways to remain open on Del Prado Avenue between Ruby Lantern and Golden Lantern will not meet the pedestrian friendly pathways goal as well as the proposed project.

Air Quality

As indicated for Alternative Design No. 1, air quality impacts associated with this alternative would also be the same as the proposed project. Because the construction activities, equipment usage, and duration of the construction would be similar, except for the section of Del Prado Avenue between Ruby Lantern and Golden Lantern, the short-term construction-related emissions would be the similar to those estimated for the proposed project, except for a shorter construction period duration. Based on those generalized parameters, the construction activity emissions for this alternative, as with the proposed project, would be substantially below the SCAQMD thresholds. In addition, the construction emissions associated with this alternative design would also not exceed the LSTs developed for the project. Therefore, no significant construction-related air quality impacts would occur. Finally, like the proposed project, this alternative would not result in new development that would generate traffic and mobile-source emissions. Rather, future traffic volumes would only result from buildout occurring in the region. The one-hour threshold of 20 ppm of CO would not be exceeded at any of the key study area intersections because the background concentration is very low (i.e., 2.0 ppm) and the incremental increase associated with future traffic within the study area would contribute a maximum of 1.3 ppm based on the proposed project. Because the CO concentrations generated as a result of this alternative would be similar to those occurring from the proposed project, no significant impacts associated with CO concentrations would occur.

Climate Change/Greenhouse Gas Emissions

GHG emissions occurring as a result of Alternative Design No. 2 would be somewhat lessened when compared to those generated by the proposed project due to the reduction in work scope between Ruby Lantern and Golden Lantern on Del Prado Avenue, and would be limited to the construction phase only. As indicated for Alternative Design No. 1, the construction activities, equipment usage, and duration of the construction would be somewhat lessened when compared to those necessary to implement the proposed project. Therefore, this alternative would also generate less CO_2e than the amount estimated for the proposed project and would not, therefore, exceed the established threshold for GHG. In addition, because the proposed project does not include development, this alternative design would not, therefore, result in additional VMT or other features that would create a demand for energy resources. As a result, no project-related GHG emissions will occur. There are no substantial long-term GHG implications associated with the implementation of Alternative Design No. 2.

Noise

Because traffic volumes would be the same as indicated for the proposed project, it is anticipated that potential traffic-related noise impacts along both PCH and Del Prado Avenue would also be similar to the proposed project, particularly between Copper Lantern and Ruby Lantern. However, not all traffic calming initiatives on Del Prado Avenue (bulb outs/narrower lanes) would be realized so noise reduction benefits would not be as great in comparison with the proposed project. Potential noise impacts would not be significant in either case.

- Ability to Achieve Project Objectives

This alternative design would also achieve some of the objectives identified by the City (e.g., circulation entry beautification), but will not meet all traffic calming benefits, beautification, noise reduction, pedestrian enhancements, improved lighting, and water quality objectives). Similar to the proposed project, implementation of this alternative would not result in intersection deficiencies.

- Elimination/Reduction of Significant Impacts

Compared to the proposed project, this alternative would result in some less than significant impacts on Del Prado Avenue between Ruby Lantern and Golden Lantern (e.g., short-term air quality, noise, greenhouse gas emissions, and traffic impacts), although somewhat reduced with the elimination of all but the stop sign/signal work on Del Prado Avenue between Ruby Lantern and Golden Lantern.

- Comparative Merits

Although this alternative does achieve some of the project's objectives, it would not meet many objectives as noted above, and while this alternative may be marginally better as regards less than significant short-term construction impacts, it does not provide the long-term environmental benefits to water quality and noise when compared to the proposed project.

10.4 Summary of Alternatives

An EIR is required to identify the "environmentally superior" alternative among those evaluated from the reasonable range of alternative analyzed. Section 15126.6(e)(2) of the State CEQA Guidelines mandates that in the event ". . . the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. In addition, alternatives identified and evaluated are also intended to achieve project objectives. As indicated in Table 10-11, none of the three alternatives meet the proposed project objectives fully. Implementation of the "No Project" alternative would eliminate the potential short-term (construction) impacts related to noise, air quality and greenhouse gas emissions anticipated to occur as a result of the proposed project; however, this alternative would result in potentially significant impacts at three traffic intersections that would not occur with the proposed project and would not provide traffic calming, noise or water quality benefits provided by the proposed project. Alternative Design No. 1 is similar to the proposed project and would result in similar impacts when compared to the proposed project; however, this alternative would also result in potentially significant impacts at the same three intersections as the No Project Alternative, an not provide proposed water quality enhancements.. Alternative Design No. 2 lessens the less than significant, short-term construction impacts of traffic, air quality, and greenhouse gas emissions, but does not provide the long-term water quality benefits nor improve the long-term noise reduction benefits to the extent of the proposed project.

Table 10-11

Comparison of Alternatives
PCH/Del Prado Street Improvement Project

Environmental Issue	Alternative		
	No Project	**Alt. Design No. 1**	**Alt. Design No. 2**
Land Use	+	+	+
Traffic and Circulation	+	+	[1]
Air Quality	[1]	o	[1]
Climate Change/Greenhouse Gas	[1]	o	[1]
Noise	+	o	+
Water Quality	+	o	+

[1]Less than significant short-term, construction-related impacts only due to reduced construction scope between Ruby Lantern and Golden Lantern on Del Prado Avenue.

LEGEND
– Lesser Impact than the Proposed Project
o Same impacts as the Proposed Project
+ Greater impact than the Proposed Project