

4.1 LAND USE AND PLANNING

4.1.1 Existing Conditions

Existing Land Use

Pacific Coast Highway and Del Prado Avenue between Copper Lantern and Blue Lantern are improved with three through 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 limited residential development. Land uses outside the mixed-use Town Center north and south of the project limits 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.

Land Use Planning

Dana Point General Plan

The Dana Point General Plan addresses the long-range plans and programs that will be implemented by the City that achieve the goals and objectives desired by the City that guide growth and preserve the quality of life within the community. The Dana Point General Plan, which was last adopted in 1995, addresses changes that had occurred in the City since the City incorporated in 1989. The General Plan serves as a policy guide for determining the appropriate physical development and character of Dana Point and expresses the City's long-term goals. The General Plan, which encompasses text, maps, and diagrams, provides the way the City intends to achieve the future the community has identified for itself. The Dana Point General Plan is composed of several elements, including mandatory elements (Land Use, Housing, Circulation, Public Safety, Conservation/Open Space, and Noise) and optional elements (Urban Design, Public Facilities/Growth Management, and Economic Development). Because the project includes only landscape and street improvements (i.e., no development is proposed), the project is guided by only a few of the adopted Elements of the Dana Point General Plan. A summary of each of the relevant General Plan elements and their relationship to the proposed project is presented below.

Land Use Element

The Land Use Element, which was updated in 1997, is a guide to the allocation of land use in the City and has major impacts on key issues and subject areas examined in the other Elements of the General Plan, including transportation, housing, recreation/open space, etc. The Land Use Policy Diagram, which describes future planned land uses within the City, which is a primary feature of the Element, identifies the land use designations ascribed to land throughout the Dana Point. Overall, the Land Use Element is intended to provide for a balanced, functional mixture of different types of land uses that are consistent with the City's long-range goals. The element has indirect application to the proposed project because it includes goals and policies that are intended to guide growth, development and revitalization within the City, including the provision of an adequate, efficient circulation system necessary to serve development not only in the project area but also in Dana Point.

Circulation Element

The Circulation Element addresses the circulation improvements needed in the City of Dana Point “. . . to provide a safe, sensible, and efficient circulation system” It also addresses the potential demand management strategies and mass transit services anticipated to be needed to serve residents of Dana Point. The Element establishes a hierarchy of transportation routes with specific development standards for each category or roadway within the City. The Circulation Element addresses not only vehicular circulation but also non-vehicular circulation related to bicycles, equestrians, and pedestrians. Goals and policies have

been included in the Element to ensure that all components of the City's circulation system meet the needs of residents and businesses.

The Circulation Element of the Dana Point General Plan and the County of Orange Master Plan of Arterial Highways (MPAH) generally designate the Pacific Coast Highway/Del Prado couplet as a primary arterial (meaning two lanes in each direction) through the Dana Point Town Center. At the present time, PCH and Del Prado Avenue operate as a one-way couplet, with each one-way street containing three lanes, moving traffic through the Dana Point Town Center area. The proposed project maintains three lanes in each direction, but divides the couplet streets into a Primary Arterial (PCH) of four lanes with two lanes in each direction and a collector street (Del Prado) with two lanes, one lane in each direction. This has been found to be consistent with the MPAH by OCTA.¹ The six lanes proposed in the project also conform to or exceeds the General Plan four-lane requirement and the associated performance criteria.

Noise Element

The Dana Point Noise Element serves as the City's tool for controlling and regulating noise in the City. This element identifies noise sensitive land uses and noise sources existing in the City and defines areas of noise impact. The Noise Element establishes land use compatibility standards related to noise for the range of land uses existing within the City and includes goals, policies and programs to ensure that Dana Point residents will be protected from excessive noise levels. According to the Noise Element, portions of the Town Center are located within the existing and future 65 CNEL noise contours due to the high traffic volumes that exist and are forecast along both Del Prado Avenue and Pacific Coast Highway. Noise Generated by these roadways may have an effect on existing and future development occurring with the Dana Point Town Center.

Urban Design Element

The Urban Design Element of the City's General Plan provides proposals and policies to improve the image, character and quality of life of the City. Although this element is not mandatory, urban design is important to the City because it relates directly to the physical form and character of development resulting from implementations of the Land Use, Circulation and Conservation/Open Space Elements. In particular, this element, along with the Town Center Plan, guides development within the Town Center, including along Del Prado Avenue and PCH. The Urban Design Element provides policies and design concepts for the preservation of the natural setting, public improvements (including circulation), form and character of new private development, and focused plans for areas of the City in need of special design attention. Design of the circulation system is also guided by the Urban Design Element.

Public Facilities/Growth Management Element

The Public Facilities/Growth Management Element establishes a plan for ensuring that future growth is coordinated with the provision of public services and facilities so that desirable level of service standards and community qualities important to the citizens are maintained. This element addresses growth management issues on a local and regional level. The Public Facilities/Growth Management Element has two interrelated purposes: to plan for adequate public services and facilities, and to coordinate new development with the provision of public facilities. While many public facilities issues will be addressed independently from growth management issues, a significant portion of the Element deals with the overlap between the two subjects. Although this Element addresses the provision of adequate public utilities (e.g., sewer, water, storm drainage, utilities, etc.), some policies address to the provision of adequate, efficient circulation system within Dana Point.

¹Charlie Larwood, Orange County Transportation Authority (letter dated October 14, 2010).

Dana Point Town Center Plan

The Dana Point Town Center Plan (i.e., Town Center Plan) was adopted by the Dana Point City Council in June 2008. The intent of the plan is to encourage the revitalization of the Dana Point Town Center, an area bounded on the east by Copper Lantern and on the west by Blue Lantern and generally by Del Prado Avenue and south of Pacific Coast Highway, although a small area extends north of PCH between Amber Lantern and Golden Lantern. The plan establishes a framework of public improvements, including circulation improvements that are intended to support private reinvestment and development, while re-balancing activities to encourage a pedestrian friendly environment for shopping, dining, entertainment and the wide range of activities that give meaning and identity to a town center. The California Coastal Commission approved the final plan on September 10, 2008.

In addition, the Dana Point Town Center Plan is also intended to create a vibrant, lively, pedestrian-friendly downtown area that reflects the coastal character of the City. The Town Center District includes a mix of retail businesses to serve both residents and visitors. Private development in the Town Center district will be guided by the Town Center Plan's policies, design guidelines, development standards and incentives which are meant to foster high quality, mixed-use development that is complementary to the overall goals of the Town Center Plan.

This plan not only addresses the long-range buildout and development of the Town Center but also addressed a variety of issues, including circulation, housing, beautification (i.e., landscaping and open space linkages), and retail development. The Town Center Plan included several policies, programs, and actions intended to transform the Town Center into a vibrant, economically successful center.

SCAG Policies and Programs

The Southern California Association of Governments (SCAG) is a Joint Powers Agency that was established under the California Government Code. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO) having the mandated roles and responsibilities described below.

As the region's MPO, SCAG is required to maintain a continuing cooperative and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program. Further, as the RTPA, SCAG is also responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Plan (RTIP).

SCAG is also responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the South Coast Air quality Management Plan and is responsible for determining conformity of projects, plans and programs to the Air Quality Management Plan prepared by the South Coast Air Quality Management District.

The Growth Management chapter of the Regional Comprehensive Plan and Guide (RCPG) contains several policies that are particularly applicable to the proposed project, including those related to population, housing and employment and the provision of adequate public facilities and infrastructure. The Growth Management chapter contains goals to improve the regional standard of living, quality of life, and to provide social, political, and cultural diversity. The Air Quality chapter of the RCPG contains core actions related to development to ensure that regional air quality goals and objectives are met. In addition, the Water Quality chapter also contains core recommendations and policy options to restore and maintain the chemical, physical and biological integrity of the nation's water and to achieve and maintain water quality objectives that are necessary to protect the beneficial uses of all waters.

4.1.2 Significance Criteria

Land use impacts are considered significant if the proposed project will conflict with the adopted plans and goals of the community as expressed in the Dana Point General Plan. In addition, the following would be considered significant adverse impacts of the proposed project related to land use:

- Conflict with an applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.
- Conflict with an adopted habitat conservation plan or natural community conservation plan.
- Physically dividing an established community.
- Substantial or extreme use incompatibility.
- Incompatible land uses in an aircraft accident potential area as defined in an airport land use plan.
- Inconsistency or conflict with established recreational, educational, religious or scientific uses of the area.

4.1.3 Standard Conditions

SC 4.1-1 Implementation of the proposed project shall comply with the development standards and design guidelines articulated in the relevant elements of the Dana Point General Plan and Town Center Plan.

4.1.4 Potential Impacts

4.1.4.1 Short-Term Construction Impacts

Substantial or extreme use incompatibility

Short-term land use incompatibility is related to the actual construction of the improvements. These conflicts include disturbances to the existing residential, commercial and business/employment uses located adjacent to the affected roadways. Specifically, the land use “conflicts” would include construction noise, air and dust emissions, and traffic conflicts, including delays and pedestrian safety in the immediate vicinity of the subject property. Each of these potential impacts is addressed in detail in Section 4.2 (Traffic and Circulation), Section 4.3 (Air Quality) and Section 4.5 (Noise) and briefly summarized below.

It is anticipated that vehicle travel lanes may be temporarily closed during construction to accommodate the roadway improvement activities, including site preparation/grading and construction. As lanes are closed to provide safe construction zones for workers and equipment, it is possible that congestion may occur, resulting in vehicles queuing along the PCH and Del Prado Avenue construction areas. The increased congestion could affect ingress and egress into the adjacent Town Center commercial uses adjacent to the two roadways. In addition, heavy trucks will be utilized during the construction phase to bring construction materials to the project area, which could potentially exacerbate congestion in the immediate vicinity of the construction activities.

As indicated in Section 4.3 (Air Quality), construction activities necessary to implement the proposed improvements would result in short-term air emissions. In particular, fugitive dust and particulates would be generated by the roadway improvement activities, as well as from construction equipment. As a result, dust, both small diameter respirable matter (PM₁₀) and larger, heavier particulates, would be carried from the construction site and ultimately settle in nearby areas, including the nearby areas. Their effects would be noticeable on automobiles and structures. However, the dust and particulate emissions would cease upon completion of the construction activities. Appropriate measures aimed at abating fugitive dust (e.g., spraying exposed areas, etc.) must be incorporated into the proposed project to ensure that these short-term impacts are minimized.

Similar to air emissions, elevated noise levels would also occur during the construction phase of the proposed project. As indicated above, the most sensitive “receptors” are the residential uses in the vicinity of the construction zone. As described in Section 4.5 (Noise), peak noise levels in the construction zone (i.e., 50 feet from the source) would range from 59 to 93 dB(A), depending on the type of equipment used (i.e., highly mobile, partly mobile, and stationary) along the construction zone. The highest noise levels would be generated by the highly mobile equipment (e.g., jack hammers, etc). However, construction activities must comply with the City’s Noise Element and Noise Ordinance and additional mitigation will be imposed to ensure that construction impacts are adequately addressed. The City’s Noise Ordinance is used to protect people from noise generated by people or machinery on adjacent property. Specifically, the ordinance addresses construction noise by regulating construction hours. Grading and construction hours will be generally restricted to those hours established by the Noise Ordinance (i.e., 7:00 a.m. to 5:00 p.m. Monday through Friday in order to minimize potential temporary noise impacts. However, limited night work will be necessary as noted in Section 4.5. In addition, the highest noise-generating activities would be limited to daytime hours.

In order to help ensure that this project is constructed in a manner that avoids impacts to businesses in the Town Center area, the City worked with a representative cross-section of the Town Center Community to develop project implementation guidelines. This Town Center Construction Implementation Advisory Group enabled City staff develop a plan that is sensitive to the need to provide continuous business operation and function during the construction phase. As a result, the proposed project will assure that physical access is maintained Town Center properties. PCH will be constructed first to establish two-way traffic operations. Del Prado Avenue will remain open during construction, albeit with a single eastbound lane. Del Prado street curb relocation work will be completed in four increments, a quarter section at a time. During construction, “Business Open” and “Parking” signage will be used as well as event publication to encourage customers to use businesses during the construction period. The City has also sought to coordinate that the SCWD Town Center related utilities distribution project is completed well ahead of the City’s project so that no overlapping construction impacts will occur.

4.1.4.2 Long-Term Operational Impacts

Conflict with an applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

The proposed circulation improvements are consistent with the long-range plans and programs adopted by the City for Del Prado Avenue and Pacific Coast Highway. A discussion of the project’s relationship to the relevant policies of the Dana Point General Plan is presented below.

Dana Point General Plan

Land Use Element

Implementation of the proposed project is entirely consistent with the Land Use Element of the Dana Point General Plan. The consistency analysis presented in Table 4.1-1 reflects the relationship of the

proposed project with the applicable policies articulated in the Land Use Element of the Dana Point General Plan.

Table 4.1-1

**Land Use Element Consistency Analysis
 Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project**

GP Policy No.	General Plan Policy	Policy Analysis
GOAL 1: Achieve a desirable mixture of land uses to meet the residential, commercial, industrial, recreational, open space, cultural and public service needs of the City residents.		
1.9	New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the certified local coastal program. Special districts which include the coastal zone shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with the City of Dana Point certified local coastal program. (Coastal Act/30254)	The proposed project includes circulation improvements along Del Prado Avenue and PCH that are intended to facilitate traffic through the Dana Point Town Center. The conversion of the one-way couplet to two-way traffic will be improved when compared to the existing traffic operations by increasing the efficiency of the roadway segments and intersections and calming traffic speeds. All of the intersections, roadways, and alleys are forecast to operate at acceptable levels of service. These improvements are consistent with the City's long-range plans, including the certified local coastal program.
GOAL 2: Achieve compatibility and enhance relationships among land uses in the community.		
2.1	Consider the impacts on surrounding land uses and infrastructure when reviewing proposals for new development. (Coastal Act/30250)	Although the proposed project does not include new development, it is intended to accommodate future development within the City and, specifically, within the Town Center. Project implementation also includes other infrastructure improvements, including storm drainage and water quality features that will improve surface runoff and water quality emanating within the Town Center area. Although the project would result in improvements that would affect vehicular access to several properties, adequate access to those properties would be available at either alternate or new locations.
2.2	Encourage the use of shared parking facilities, such as through parking districts or other mechanisms, in a manner that maintains and, where feasible, improves public access to the coast. (Coastal Act/30212.5/30252)	No new parking structures are proposed. The proposed project would result in improvements to the existing on-street parking conditions. The threshold of significance would be loss of marked parking stalls. However, following completion of the proposed project marked parking spaces would increase, supplementing existing business parking within the Town Center area, parking of which is well underutilized. Parking spaces are added from the Town Center Plan to San Juan Avenue as well.
GOAL 3: Direct growth of the community so as to maintain and improve the quality of life.		
3.7	Encourage safe and convenient bicycle and pedestrian access throughout the community. Coastal Act/30210-212.5, 30250, 30252)	The proposed improvements are intended to not only accommodate vehicular traffic but also facilitate bicycle and pedestrian access and safety throughout the Town Center. The improvements include features (e.g., crosswalks, new bike lanes, transit stops, etc.) that improve pedestrian and bicycle safety through the project area.
GOAL 6: Achieve development in the Town Center area that enhances the area as a primary business district in the City.		
6.1	Provide a diversity of retail office and residential land uses that establish the Town Center as a major center of social and economic activity in the community.	As previously indicated, the proposed project does not include development; however, the improvements are intended to ensure that future development occurring pursuant to the Town Center Plan can be adequately accommodated by the project improvements.

GP Policy No.	General Plan Policy	Policy Analysis
6.2	Encourage retail businesses and mixtures of land uses that help to generate positive pedestrian activity in the area.	The improvements proposed by the City include features intended to facilitate pedestrian circulation and safety in the Town Center. These improvements include new wider sidewalks, shorter crosswalks, and related amenities.
6.3	Establish patterns of land use and circulation that promote the desired pedestrian character of the area.	The proposed improvements will result improved pedestrian features, including new wider sidewalks, shorter crosswalks, stop signs, and related amenities that are intended to facilitate pedestrian access and circulation within the Town Center.
6.6	Provide opportunities for shared parking facilities in the Town Center, such as through the establishment of an off-street parking district.	No new parking structures are proposed. The proposed project would result in improvements to the existing on-street parking conditions. The threshold of significance would be loss of marked parking stalls. However, following completion of the proposed project marked parking spaces would increase, supplementing existing business parking within the Town Center area, parking of which is well underutilized. Parking spaces are added from the Town Center Plan to San Juan Avenue as well.

Circulation Element

As articulated in the Circulation Element, development occurring in the City should provide and maintain an extensive trails network that supports not only motorized vehicles but also bicycles, pedestrians, etc. Table 4.1-2 summarizes the relationship of the proposed project with the relevant policies of the Circulation Element.

Table 4.1-2

**Circulation Element Consistency Analysis
 Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project**

GP Policy No.	General Plan Policy	Policy Analysis
GOAL 1: Provide a system of streets that meets the needs of current and future residents and facilitates the safe and efficient movement of people and goods throughout the City. (Coastal Act/30252)		
1.1	Develop and maintain a road system that is based upon and is in balance with the Land Use Element of the General Plan. (Coastal Act/30250)	The City is proposing to convert the existing one-way couplet created by Del Prado Avenue and PCH into a two-way system in order to provide more efficient and calmer vehicular circulation within the Dana Point Town Center. The capacity of the circulation system will accommodate buildout based on the Land Use Element of the City's General Plan and, in particular, on the future land use scenario anticipated to occur within the Town Center area. All of the intersections and roadway/alley segments are forecast to operate at acceptable levels of services as prescribed in the Circulation Element.
1.2	Develop circulation system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity, maximum grades and associated features such as medians and bicycle lanes. (Coastal Act/30252)	The Circulation Element prescribes the roadway classifications and rights-of-way for the backbone circulation network. The proposed improvements are consistent with the classifications adopted for the two roadways. Furthermore, other features that include pedestrian and bicycle facilities and medians are also provided in accordance with the Circulation Element.
1.4	Develop thresholds and performance standards for acceptable levels of service. (See "Performance Criteria" in next chapter).	As indicated above, all of the intersections within the project area are forecast to operate at equal or better levels of service prescribed in the Circulation Element. (LOS "C" is the minimum acceptable

GP Policy No.	General Plan Policy	Policy Analysis
		condition that should be maintained during the peak commute hours for primary arterials, secondary arterials and local streets. LOS “D” is the minimum acceptable condition that should be maintained during the peak commute hours for major arterials and state highways. LOS “E” is the minimum acceptable condition that should be maintained during the peak commute hours for CMP designated roadways.)
1.5	Develop a program to identify, monitor and make recommendations for improvements to roadways and intersections that are approaching, or have approached unacceptable levels of service or are experiencing higher than expected accident rates.	The City constantly monitors traffic conditions to ensure that intersections operating conditions can be adjusted to meet the City’s minimum acceptable operating conditions. The proposed improvements have been designed to accommodate existing and future traffic volumes efficiently and to meet or exceed the minimum acceptable levels of service.
1.6	Develop a transportation network that is capable of meeting the needs of projected increases in the population and in non-residential development. (Coastal Act/30252)	As indicated above, the proposed improvements are designed to meeting future traffic volumes resulting from buildout of the City, including the Town Center area. The TIA prepared for the proposed project revealed that all of the intersections, alleys, and roadway segments will operate at acceptable levels of service (i.e., LOS “C” and “D,” depending on the classification of the affected roadways.
1.9	Limit driveway access on arterial streets to maintain a desired quality of flow.	Implementation of the proposed project will help eliminate several driveways along Del Prado Avenue and Pacific Coast Highway in order to achieve and maintain the desired quality of flow desired for those arterials and improve pedestrian flow and safety
1.13	Minimize pedestrian and vehicular conflicts. (Coastal Act/30252)	The proposed project has been designed to minimize pedestrian and vehicular conflicts by providing designated crosswalks at strategic locations along Del Prado Avenue and PCH and removing some driveways on Del Prado
1.15	Develop a circulation system which highlights environmental amenities and scenic areas. (Coastal Act/30251)	Both Del Prado Avenue and Pacific Coast Highway have been designed in accordance with the landscape design guidelines articulated in the Town Center Plan, adding medians and parkways, along with water quality enhancements. As State Scenic Highways, these roadways have been designed to preserve views.
GOAL 2: Support development of a network of regional transportation facilities which ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and which accommodates the regional travel demands of developing areas outside the City.		
2.1	Support the completion of the Orange County Master Plan of Arterial Highways.	The proposed project is consistent with the City’s Circulation Element, which is the basis for the Orange County Master Plan of Arterial Highways (MPAH). The proposed project is also consistent with the MPAH, maintaining three travel lanes in each direction rather than two.
GOAL 3: Maximize the efficiency of the circulation system through the use of Transportation System Management and Demand Management strategies.		
3.2	Implement intersection capacity improvements where feasible.	The project has been designed to ensure that all of the intersections within the study area operate at acceptable or improved levels of service. Traffic impediments have been eliminated and the proposed two-way system will efficiently accommodate vehicular traffic anticipated through buildout of the City’s General Plan.
GOAL 4: Support development of a public transportation system that provides mobility to all City residents and encourages use of public transportation as an alternative to automobile travel.		
4.7	Encourage the provision of safe, attractive and clearly identifiable transit stops and related high	As previously indicated, the proposed project includes improved pedestrian circulation and safety.

GP Policy No.	General Plan Policy	Policy Analysis
	quality pedestrian facilities throughout the community. (Coastal Act/30252)	Sidewalks and crosswalks are provided through the study area to efficiently and safely accommodate pedestrian traffic. New transit stops will be built with cutouts. The City will continue to coordination with the Orange County Transportation Authority (OCTA) to identify transit needs and improve service to meet those needs in the Town Center.
GOAL 5: Encourage non-motorized transportation, such as bicycle and pedestrian circulation.		
5.1	Promote the safety of pedestrians and bicyclists by adhering to national standards and uniform practices.	All of the pedestrian and bicycle amenities, bicycle lanes, and traffic calming initiatives proposed throughout the project area are consistent and compatible with the City's established criteria and standards to ensure that safe and efficient travel through the project area has been provided.
5.4	Support and coordinate the development and maintenance of bikeways in conjunction with the County of Orange Master Plan of Countywide Bikeways to assure that local bicycle routes will be compatible with routes of neighboring jurisdictions.	The bicycle routes along Pacific Coast Highway and Del Prado Avenue are reflected in the City's Circulation Element and the project. These facilities connect to other bikeway facilities in Dana Point
5.8	Improve the safety of pedestrians crossing Pacific Coast Highway. (Coastal Act/30252)	The proposed project includes shorter crosswalks, new crosswalks, new traffic signals/stop signs, and related pedestrian safety features on Del Prado Avenue and Pacific Coast Highway that are intended to minimize impacts and improve safety to pedestrians in the Town Center area.
5.12	Provide for a non-vehicular circulation system that encourages mass-transit, bicycle transportation, pedestrian circulation. (Coastal Act/30252, 30253)	The proposed project addresses the relevant non-vehicular circulation with improved transit, pedestrian and bicycle routes in the Town Center along Del Prado Avenue and Pacific Coast Highway. Accessibility and safety of these features has been improved with the proposed project.
GOAL 6: Provide for well-designed and convenient parking facilities.		
6.1	Consolidate parking, where appropriate, to reduce the number of ingress and egress points onto arterials.	Project implementation will eliminate several driveways along Del Prado Avenue (11) to improve the efficiency of those arterial roadways.
6.3	Provide sufficient off-street parking. (Coastal Act/30250)	The project scope is confined to the public right-of-way with additional on-street marked parking provided. The threshold of significance would be loss of marked parking spaces. The Town Center Parking Study indicates that the existing Town Center parking is significantly underutilized. However, the City is looking for opportunities to add public parking off-street for the future.
6.4	Encourage the use of shared parking facilities, such as through parking districts or other mechanisms.	As indicated above, no shared parking facilities are proposed with the project. However, some additional on-street marked parking will be created as a result of eliminating some driveways and other improvements located along Del Prado Avenue and Pacific Coast Highway. Marked parking on San Juan Avenue is increased over the original Town Center Plan. This additional parking will serve the existing and proposed businesses in the Town Center.
GOAL 7: Provide for a truck circulation system that provides for the effective transport of commodities while minimizing the negative impacts throughout the City.		
7.2	Provide appropriately designed and maintained roadways for the primary truck routes. (Coastal Act/30254)	Both Del Prado Avenue and Pacific Coast Highway serve as truck routes through the City and accommodate truck traffic. The roadways have been designed to continue to be truck routes and to accommodate truck traffic more efficiently than would occur without the improvements.

Noise Element

The Noise Element includes several goals and policies that are intended to minimize the effects of noise within the community, including those generated by both construction activities and operational activities, including transportation-related noise impacts. As indicated previously and in Section 4.5 (Noise), with the exception of construction-related noise, which is temporary in nature, no significant long-range noise impacts would occur as a result of the proposed project. The project will comply with the City’s Noise Ordinance and related regulatory requirements. As a result, the proposed project is consistent with the Dana Point Noise Element. Relevant Noise Element policies are identified and addressed in Table 4.1-2.

Table 4.1-3

**Noise Element Consistency Analysis
 Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project**

GP Policy No.	General Plan Policy	Policy Analysis
Goal 1: Provide for measures to reduce noise impacts from transportation noise sources.		
1.2	Ensure the inclusion of noise mitigation measures in the design of new roadway projects in Dana Point.	Although not new, the improvements proposed for the two affected arterial roadways would result only in short-term (i.e., construction) impacts. Construction activities will be subject to the City’s Noise Ordinance and related requirements to ensure that construction noise is controlled. No significant long-noise impacts would occur. Future development and/or redevelopment occurring within the Town Center area would be required to comply with the City’s Noise Element requirements for exterior and interior noise along the two roadways.
1.3	Reduce transportation noise through proper design and coordination of transportation facilities and circulation.	Project traffic calming elements should result in a reduction in vehicle speed-related noise levels.
Goal 3: Develop measures to control non-transportation noise impacts.		
3.2	Evaluate and develop measures to reduce noise generated by construction activities.	As indicated in Section 4.5 (Noise), construction-related noise would occur as a result of project implementation. However, the project would be subject to the Dana Point Noise Ordinance. In addition, the use of the highest noise-generating equipment would be limited to daytime hours only. Compliance with these measures will be adequate to maintain noise levels in the project area.

Urban Design Element

The proposed project is generally consistent with the policies articulated in the Urban Design Element. Specifically, the City of Dana Point has designed the circulation improvements to reflect not only landscaping but also other pedestrian-friendly elements that retain the character of the community. Table 4.1-4 provides a summary of the project’s consistency with the goals and policies articulated in the Urban Design Element.

Table 4.1-4

**Urban Design Element Consistency Analysis
 Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project**

GP Policy No.	General Plan Policy	Policy Analysis
GOAL 1: Create Citywide visual linkages and symbols to strengthen Dana Point's identity as a city.		
1.1	Develop citywide linkages through landscaping and lighting along major street corridors. (Coastal Act/30251)	Pacific Coast Highway and Del Prado Avenue are designated as State Scenic Highways. The landscape plan prepared by the City of Dana Point includes landscaping and new lighting that is consistent with the landscape design and character articulated in the Town Center Plan. The landscaping will create linkages to the surrounding areas and will enhance the aesthetic character of the Town Center.
1.2	Improve the visual character of major street corridors.	Landscaped medians have been added to PCH and Del Prado Avenue. The proposed project reflects a landscape concept that is consistent with the Town Center Plan. Street trees and landscape within the Town Center are in scale with existing buildings and have be selected from an approved list of recommended trees and plant materials appropriate to the Town Center. Street landscaping selected for the project is appropriate for sidewalks and medians.
1.3	Make focused improvements at major City entrance points such as landscaped open space and signage.	Landscaping and signage are provided throughout the Town Center area, including at the entries to the area, along the streets and in the medians; open space is not included in the proposed plant. In addition, new signage and lighting will also be included as identified in the Town Center Plan to enhance the character of the area.
1.4	Preserve public views from streets and public places. (Coastal Act/30251)	As indicated above, Pacific Coast Highway is a State-designated Scenic Highway. The proposed project does not contain any development or other elements that would impacts from the street. Views from PCH will be preserved.
1.6	Develop a citywide public signage system with identity and directional graphics to mark public places, recreational opportunities and principal attractions.	Signage will be included in the project design to enhance the overall character of the streetscape, and provide directional information and notification to residents that businesses continue to operate during construction..
GOAL 3: Improve the Town Center as one of the City's primary shopping districts with a small town "village" atmosphere.		
3.1	Increase the Town Center's economic vitality and its contribution to the City's economic development goals.	Project implementation is intended to facilitate and efficiently accommodate vehicular traffic through the Town Center through the elimination of traffic conflicts (e.g., ingress/egress locations, etc.). In addition, The incorporation of pedestrian features to facilitate pedestrian access/circulation, landscaping and signage, etc., into the project design is intended to create a vibrant commercial core, and make the Town Center a destination.
3.2	Reduce the disruptive and negative impact of traffic movements and high traffic speeds in the Town Center.	Project implementation is intended to better move traffic through the Town Center area more calmly but facilitate both vehicular and pedestrian traffic within the area.
3.3	Improve pedestrian opportunities and create an attractive pedestrian environment within the Town Center. (Coastal Act/30250)	One of the objectives of the proposed project is to provide improved pedestrian-friendly opportunities in the Town Center. The proposed project will include wider sidewalks, shorter crosswalks, street furniture, lighting, signage, and related pedestrian amenities, which are intended to enhance pedestrian travel and improve safety to the pedestrians in the Town

GP Policy No.	General Plan Policy	Policy Analysis
		Center.
3.5	Develop a parking concept that emphasizes shared parking facilities.	The Town Center Plan identifies the potential for shared parking; however, the proposed project scope is confined to the public right-of-way. Nonetheless, project implementation will result in an increase in on-street parking that would be available to existing and future land uses.
3.6	Create safety buffers of street trees, planters and street furniture between pedestrian walks and the street along both Pacific Coast Highway and Del Prado. Provide widened sidewalks with a special Town Center streetscape design.	The proposed project includes the amenities identified in the policy. The landscape concept plan includes street streets identified in the Town Center Plan as well as planters, street furniture and pedestrian walks along both Del Prado Avenue.
3.7	Develop pedestrian courtyards and other outdoor spaces with planting and street furniture.	Project implementation will allow for additional landscape amenities in the form of street furniture, signage, as well as entry features and related amenities along Del Prado Avenue and Pacific Coast Highway.

Public Facilities/Growth Management Element

The proposed project addresses aspects of the public facilities and growth management through the provision of safe and efficient circulation as well as storm drains and water quality features that will result in the efficient collection and treatment of storm runoff in the Town Center consistent with the Public Facilities/Growth Management Element as indicated in Table 4.1-5.

Table 4.1-5

**Public Facilities/Growth Management Element Consistency Analysis
Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project**

GP Policy No.	General Plan Policy	Policy Analysis
GOAL 2: Maintain and improve portions of the storm drainage system for which the City is responsible and encourage adequate maintenance of other portions of that system.		
2.1	Identify local storm drainage deficiencies and develop a capital improvements program for the correction and replacement of aging or inadequate drainage system components. (Coastal Act/30233, 30235, 30236, 30253)	Project implementation includes storm drainage facilities that will accommodate surface runoff. Appropriate best management practices shall be implemented during construction that may include, but are not limited to silt fences, street sweeping and vacuuming, storm drain inlet protection, wind erosion control, materials and water management measures, and other means of minimizing or eliminating the potential harmful pollutants, including siltation, that could result from 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.
GOAL 7: Develop a Growth Management Plan which ensures that growth and development are based upon the City's ability to provide an adequate circulation system and public facilities pursuant to the Countywide Growth Management Plan Component and the Traffic Improvement and Growth Management Ordinance (Measure M), and which preserves the City's quality of life and natural resources while protecting its fiscal well-being.		
7.2	Within three years of the issuance of the first building permit for a development project or within five years of the first grading permit for said development project, whichever occurs first, the necessary improvements to transportation facilities to which the project contributes measurable traffic must be constructed and completed to attain Level	Although no development is proposed, the circulation improvements will facilitate traffic calming and vehicular circulation within the Town Center for projected future growth. Specifically, all of the key study intersections will have adequate capacity to accommodate the future traffic volumes based on buildout of the Town Center. These intersections

GP Policy No.	General Plan Policy	Policy Analysis
	of Service (LOS) "C" at the intersections on primary arterials, secondary arterials and local streets, and LOS "D" at intersections on major arterials and State highways under the sole control of the City/County.	will operate at LOS "C" or LOS "D," depending on the roadways classifications

Town Center Plan

This section provides a discussion of the relationship of the proposed project and the policies contained within the Town Center Plan that are intended to guide the transformation of the Town Center into a sociable, pedestrian-oriented place. As indicated in the discussion, the proposed project is consistent with the goals, policies and objectives articulated in the Town Center Plan.

Table 4.1-6

**Dana Point Town Center Plan Consistency Analysis
Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project**

GP Policy No.	General Plan Policy	Policy Analysis
GOAL: Improve the Town Center as one of the city's primary shopping districts with a small town "village" atmosphere.		
2.1	Improve pedestrian opportunities and create an attractive pedestrian environment within the Town Center. (Coastal Act/30250)	The proposed improvements include the incorporation of pedestrian walks, street furniture, and related opportunities to accommodate pedestrians within the Town Center in an effort to create a pedestrian friendly environment.
2.2	Create safety buffers of street trees, planters and street furniture between pedestrian walks and the street along both Pacific Coast Highway and Del Prado. Provide widened sidewalks with a special Town Center streetscape design.	Both Del Prado Avenue and Pacific Coast Highway have been designed to include street trees and a common landscape theme that unifies the Town Center area. Landscaping also includes street furniture, pedestrian walks and related amenities consistent with the character identified for the Town.
2.10	Address the impact of delivery trucks on the circulation system for new development and for new businesses. Encourage deliveries to utilize the alleyways when feasible.	The two arterials will accommodate delivery trucks. Future levels of service will operate at adequate levels of service as prescribed by the Dana Point Circulation Element. Access to the alleys is also adequate to accommodate delivery trucks and the alley level of service operations is also adequate to accommodate trucks.
GOAL: Slow down the speed of traffic through Town Center while maintaining efficient and safe vehicular, pedestrian and bicycle travel.		
3.1	Reduce the disruptive and negative impact of traffic movements and high traffic speeds in the Town Center.	The street improvements have been designed to facilitate calmer and more efficient traffic flow in the Town Center. Impediments to traffic flow, including an abundance of driveways, have been reduced. Intersections will operate at an adequate or improved level of service.
3.2	Establish patterns of land use and circulation that promote the desired pedestrian character of the area.	The one-way couplet will be converted to two-way traffic operations on both Del Prado Avenue and Pacific Coast Highway to achieve better access. As previously indicated, both of the arterial roadways have been designed with appropriate landscaping and related features to achieve the pedestrian character identified in the Town Center (i.e., more "dynamic, interesting and attractive place for residents and visitors to the area).
3.3	Improve pedestrian circulation in the Town Center, including pedestrian linkages with the bluff top lookouts, Heritage Park, and Dana Point Harbor.	Pedestrian sidewalks and signage will be designed to meet this element.

GP Policy No.	General Plan Policy	Policy Analysis
3.4	Encourage the use of alleys as pedestrian pathways through alleyway beautification and through upgrades to the rear facades of buildings with alley frontage, when appropriate.	This project is Phase 1 of the Town Center Public Right-of-Way Improvements and does not affect this element. Future phases will do so. This element addresses private property improvements and as such is outside the scope of the project.
3.6	Where alley access is available, locate parking areas in the rear of the property.	Project implementation will not alter existing alley parking that is available within the Town Center. As indicated in Section 4.2 (Traffic and Circulation), intersection operations at alley locations will continue to operate efficiently and without any conflicts. Therefore, access to parking located in the rear of properties along Del Prado Avenue and Pacific Coast Highway would not be adversely affected by the proposed project.
GOAL: Create and implement a parking program that ensures adequate and convenient parking is made available with the creation of centrally located public parking facilities.		
4.6	Create additional public parking which would include one and preferably two facilities prior to beginning roadway construction.	Although no new off-street parking facilities are proposed with the circulation improvements in phase 1, project implementation would result in an increase in on-street marked parking in the Town Center, in this first phase. Currently, public parking is significantly underutilized in the Town Center according to the Town Center Parking Study. However, the City is also looking for opportunities to acquire additional off-street public parking for the future. Parking on San Juan Avenue is increased from the Town Center Plan.
4.7	Parking areas shall be located in the rear of properties, where alley access is available.	No development is proposed that would generate a demand for additional parking; however, access to existing and future alley parking would continue to be provided without conflicts at the affected intersections and alleyways.
4.8	Prevent excessive Town Center parking in adjacent residential areas.	As previously indicated, project implementation does not include development that would require additional parking and Town Center parking is significantly underutilized. However, should future parking growth further infringe into residential street, preferential parking districts may be necessary.
GOAL: Promote an economically viable downtown through uses that serves both residents and visitors.		
5.3	Promote public and private cooperative efforts to provide ongoing aesthetic improvements in the Town Center.	The proposed improvements include features that address the aesthetic character of the Town Center, including the provision of street trees and related landscaping, as well as pedestrian friendly elements that are intended to enhance the character of the area in accordance with the Town Center Plan.
GOAL: Require signs to contribute to the atmosphere and to serve as symbols of quality for commercial establishments.		
6.1	Create a public signage and banner program, which creates a unified design reflecting the character of the Town Center for street signage, and direction signs to public parking locations and community serving uses (i.e., public buildings, parks, harbor, scenic attractions, coastal access points, bike and pedestrian paths, cultural/historic structures).	In addition to the circulation improvements, street light improvements, signage and banner poles will also be incorporated into the project design.
GOAL: Require landscape improvements and incorporated amenities that improve the pedestrian environment and create a strong sense of place for the Town Center.		
9.1	Benches, kiosks or art features should be incorporated into the landscaping as amenities to pedestrians.	Implementation of the proposed project will allow for the provision of benches, kiosks and/or art features along the pedestrian paths/sidewalks.
9.2	Nighttime illumination of landscaping, paths, trees or art features shall be designed to contribute to the safety and beauty of the downtown, but should not overflow onto residential areas.	As indicated above, lighting improvements that are intended to facilitate safety and enhance the aesthetic character of the Town Center will be included in the project design. As previously

GP Policy No.	General Plan Policy	Policy Analysis
		indicated, other features include the provision of street trees and related landscaping.
9.3	Landscaping shall be designed so it does not interfere with pedestrian circulation.	The proposed project includes landscaped medians, parkway landscaping, installation of new trees, protection of existing trees where possible, and related features that would not conflict with the pedestrian circulation along either Del Prado Avenue or Pacific Coast Highway.
9.4	Best Management Practices (BMPs) for landscaping, in addition to those required by the City's Local Implementation Plan, shall be considered.	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. Several BMPs and related water quality enhancement features (e.g., catch basin filters, street sweeping and vacuuming, etc.) will be implemented in accordance with the City's LIP, to ensure that no reduction in the quality of surface runoff occur.
9.8	Street trees shall be limited to the maximum allowed building height (40 feet).	Street trees incorporated into the proposed project will be selected to allow for conformance with this element.
9.9	Street landscaping elements (i.e., trees/shrubs) shall be selected which are appropriate for sidewalk environments to limit the potential of root systems which may buckle sidewalks.	Only landscape materials determined to be appropriate for the sidewalk environment will be incorporated into the project design.
9.10	In addition to the adopted Zoning Code Landscape Design Standards that encourage use of drought tolerant landscaping as well as protection, preservation and enhancement of native species, the use of non-invasive plant species shall be required.	Drought-tolerant landscape materials will be incorporated into the streetscape design.
Goal: Continue the City's commitment to protecting water quality by seeking strict standards and subsequent enforcement of those standards for all new public and private development and significant redevelopment.		
9.11	In addition to CEQA as applied to specific project development, projects will be consistent with Sections 30230 and 30231 of the California Coastal Act for water quality.	As required in this policy, the proposed project will be designed to enhance water quality objectives.
9.12	All development within the Town Center shall meet the requirements of the San Diego Regional Water Quality Control Board (SDRWQCB) National Pollutant Discharge Elimination System (NPDES) permit.	The City is required to meet the requirements of the NPDES Permit that is 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.
9.13	All development within the Town Center shall be consistent with water quality related provisions in Chapter 15.10 of the City of Dana Point Municipal Code, the City's Standard Urban Stormwater Mitigation Plan (SUSMP) and the City's "Local Implementation Plan (LIP)."	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. 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. Several BMPs and related water quality enhancement features (e.g., catch basin filters, street sweeping and vacuuming, etc.) will be

GP Policy No.	General Plan Policy	Policy Analysis
		implemented to ensure that no reduction in the quality of surface runoff occurs.
9.14	All development shall incorporate Best Management Practices (BMPs) designed to minimize or avoid the runoff of pollutants from structures, landscaping, parking and loading areas.	The BMPs that will be implemented during construction will be described in the Storm Water Pollution Prevention Plan (SWPPP) prepared for the proposed project. 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.

SCAG Policies and Programs

Table 4.1-7 provides a discussion of the project’s consistency with the goals, objectives, policies and programs reflected in the Regional Comprehensive Plan and Guide. As indicated in that analysis, the proposed project is consistent with the SCAG projections, plans and policies and no significant impacts will occur as a result of project implementation.

Table 4.1-7

**Regional Comprehensive Plan and Guide (RCPG) Consistency Analysis
Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project**

Policy No.	RCPG Policy	Consistency Analysis
Growth Management Chapter		
3.01	The population, housing and jobs forecasts, which are adopted by SCAG’s Regional Council and that reflected in local plans and policies, shall be used by SCAG in all phases of implementation and review.	The circulation improvements proposed by the City are intended to accommodate buildout of the City’s General Plan, including the Dana Point Town Center development, which is anticipated to occur in accordance with the adopted Town Center Plan. These improvements are consistent with the City’s Circulation Element and will provide for adequate levels of service as prescribed by the City’s Circulation Element and Public Facilities/Growth Management Element.
3.03	The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region’s growth policies.	As indicated above, the proposed improvements are consistent with all of the City’s long-range plans and programs for circulation and will be the basis for growth policies that may be developed by SCAG.
Regional Transportation Plan		
4.01	Transportation investments shall be based on SCAG’s adopted Regional Performance indicators (i.e., mobility, accessibility, environment, reliability, safety, livable communities, equity, and cost-effectiveness).	The proposed project will result in more efficient circulation, enhanced safety, and improved access. All of the roadways and key study intersections are forecast to operate at acceptable levels of service or better as a result of project implementation. Without the proposed project, some intersection operational deficiencies would occur.
4.02	Transportation investments shall mitigate environmental impacts to an acceptable level.	As indicated above, the proposed project will avoid future deficiencies at three intersections if the project were not implemented.
4.04	Transportation control measures shall be a priority.	Private development is not proposed. Project transportation control measures will be designed by a licensed Traffic Engineer. The proposed project includes only circulation improvements that are intended to enhance vehicular and non-vehicular travel in the Town Center area.

4.06	Implementing transit restructuring, including Smart Shuttles, freight improvements, advanced transportation technologies, airport ground access and traveler information services are RTP priorities.	The proposed project includes only improvements to existing roadways, which are consistent with the City's Circulation Element and MPAH. New transit stops will be provided.
4.16	Maintaining and operating the existing transportation system will be a priority over expanding capacity.	Del Prado Avenue and Pacific Coast Highway exist today through the Town Center area of the City. The circulation improvements will result in converting the existing two-way couplet into two-way circulation operations with the intent of creating a more efficient system and able to accommodate future traffic volumes generated by buildout of the City. All of the roadway improvements will occur within the public rights-of-way.
Improvement of Regional Standard of Living		
3.05	Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	Development in the Dana Point Town Center is guided by the Town Center Plan, which addresses this element. Future development in the study area would occur in accordance with the land uses and densities allocated in that plan. The circulation system has been designed based on future buildout. The proposed improvements are proposed to existing roadways (i.e., Del Prado Avenue and Pacific Coast Highway). The conversion of this one-way couplet to two way traffic operations is intended to make circulation more efficient, safer, and calm traffic.
Improvement of Regional Quality of Life		
3.12	Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	No development is proposed that would generate new traffic. The improvements are intended to increase the efficiency, improve safety, and create a compatible vehicular and non-vehicular circulation system to serve the business and residential development in the Town Center and outlying areas served by the arterial roadway system. The project will ensure acceptable levels of service on both the roadway segments and at the key intersections and will also provide new efficient and safe pedestrian and bicycle facilities to increase non-vehicular travelers through the Town Center. New transit facilities are included.
3.13	Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	As indicated above, no development or redevelopment is proposed; however, the improvements are proposed for existing roadways serving the Town Center and the Town Center Plan facilitates attainment of this element.
3.14	Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.	Future development within the Town Center will be based on the land use designations assigned in the Town Center Plan. As indicated in Section 4.2 (Traffic and Circulation), the proposed project will accommodate future traffic volumes based on buildout of those land uses.
3.23	Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	The proposed circulation improvements would result in some elevated construction-related noise levels along the Del Prado Avenue and Pacific Coast Highway corridors. However, noise will be controlled by compliance with the existing Noise Ordinance as well as restrictions on the use of the highest noise level-generating equipment (e.g., jackhammers, etc.) as noted in Section 4.5. Project traffic calming features will help reduce vehicle-related noise. No other important resources, including biological or ecological, seismic hazards, etc., would affect or be affected by the proposed project. Emergency response and recovery plans would not be adversely affected because the proposed improvements will facilitate circulation and, as a result, emergency response, within the Town Center area.

Air Quality Chapter Core Actions		
5.07	Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management-based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.	The proposed project will result in only short-term (i.e., construction-related) air pollutant emissions associated with the use of construction equipment, demolition of existing pavement, and related activities necessary to implement the improvements to Del Prado Avenue and Pacific Coast Highway. However, these emissions are short-term in nature and they would not exceed the significance thresholds established by the SCAQMD for the various air pollutants. No long-term emissions will occur because no development that would generate vehicle trips and require energy resources is included in the project. Finally, CO “hot spot” concentrations resulting from the redistribution of the traffic associated with the two-way traffic would not exceed the 1-hour threshold.
	Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.	As indicated in Section 4.3 (Air Quality) and summarized above, project-related air quality emissions would not exceed established thresholds and are temporary in nature. All of the requisite SCAQMD rules intended to minimize fugitive dust and construction equipment emissions will be employed to ensure that the project complies with local, regional, state and federal requirements to minimize conflicts.

Existing Land Use

Conflict with an adopted habitat conservation plan or natural community conservation plan

The proposed project would not conflict with an adopted plan of this type. The Dana Point General Plan identifies the City’s open space and conservation areas designated within the City. The project area includes only existing roadway rights-of-way and setback areas that do not encompass any significant natural features and/or habitat that supports sensitive species. No portion of the affected project area is located within a Natural Community Conservation Plan or Habitat Conservation Plan. Therefore, project implementation will not adversely affect such a plan, sensitive habitat and/or resources. No significant impacts are anticipated as a result of project implementation; no mitigation measures are required.

Physically divide an established community.

The proposed project will not physically divide an established residential community. The project has been designed to avoid conflicts with the adjacent uses within the Dana Point Town Center surrounding the PCH and Del Prado Avenue arterials. These roadways will be converted from a one-way couplet operation to two-way traffic to facilitate vehicular and pedestrian circulation within the Town Center and to avoid conflicts with existing and future development. No features are proposed within the project area that would physically divide an established residential neighborhood.

Substantial or extreme land use incompatibility.

As previously indicated, the proposed project does not include any development that would conflict with existing and/or future land uses within the Dana Point Town Center. Rather, project implementation will result in roadway improvements along both Del Prado Avenue and Pacific Coast Highway that will take place within the public rights-of-way of those arterial roadways and is designed to complement Town Center land use. Therefore, no adverse land use impacts would be anticipated. However, as a result of the improvements, which include drainage, water quality, (on-street) parking, and landscape features consistent with the long-range plans adopted by the City, several driveways along Del Prado Avenue and Pacific Coast Highway would be closed, which could affect up to 11 individual properties on Del Prado

Avenue. These potential impacts were evaluated in Section 4.2 (Traffic and Circulation) and are summarized below.

With the exception of the former UP Sports property and Dana Marina Hotel, the circulation analysis concluded that the remaining nine properties would take access via the existing alley located immediately south of Del Prado Avenue between Blue Lantern and Old Golden Lantern Street or from north-south streets for corner lots at intersections. Although one of two direct access driveways would be eliminated for these properties, the alternate access will be adequate and would avoid potential significant impacts. In the case of the Dana Marina Hotel, the elimination of the Del Prado access would not adversely affect the property because two driveway locations will remain along Pacific Coast Highway and will provide access and visibility from both traffic directions. Finally, because the Del Prado driveway is the only point of ingress/egress for the former UP Sports property (a driveway does not exist for this property along PCH), the proposed improvements include the provision of a new driveway to be provided along PCH, which will avoid potential impacts at this location. As a result, no significant impacts will occur and no mitigation measures are required. Del Prado on-street parking in front of businesses will increase. Additional directional signage will be designed into the project to advise where parking access is available from the alley.

Incompatible land uses in an aircraft accident potential area as defined in an airport land use plan.

The project area is not located within two miles of any existing public airport. John Wayne Airport, which is located approximately 20 miles northwest of the subject property, is the nearest aviation facility. No portion of the project site is located within the accident potential area of such a plan. Further, the project area is not located within two miles of a public airport, public use airport, or private airstrip. 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 land use impacts would occur as a result of project implementation and no mitigation measures are required.

4.1.5 Mitigation Measures

The proposed project is consistent with the long-range goals, policies and objectives articulated in the relevant elements of the Dana Point General Plan as well as the policies of the Town Center Plan that was adopted by the City to guide development. The proposed project is also compatible with the existing land uses in the area and it will comply with the applicable land use and circulation regulations prescribed by the City for the Town Center. As a result, no significant land use impacts are anticipated and no mitigation measures are required, beyond the project features noted above.

4.1.6 Level of Significance after Mitigation

As indicated above, the project is consistent with the long-range plans and programs adopted by the City. Further, implementation of the standard condition identified for the project will ensure that no significant impacts will occur. No significant unavoidable adverse impacts will occur as a result of project implementation.