

CHAPTER 1.0 EXECUTIVE SUMMARY

1.1 Description of the Proposed Project

1.1.1 Project Location

The proposed project is located in the City of Dana Point in southern coastal Orange County. The project area encompasses Pacific Coast Highway and Del Prado Avenue in the City of Dana Point, extending from Copper Lantern on the east to Blue Lantern on the west, within the Dana Point Town Center.

1.1.2 Project Description

The City of Dana Point is proposing the Pacific Coast Highway (PCH)/Del Prado Avenue Phase I Streetscape Improvements for the Dana Point Town Center. The PCH/Del Prado Phase I Streetscape Improvement project ("Project") is the initial project for ultimate street improvements identified in the approved Town Center Plan for these Circulation Element roadways. Implementation of the proposed project will re-establish two-way circulation for both PCH and Del Prado Avenue.

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

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

Project implementation will necessitate the approval of the following legislative and discretionary actions by the City's Planning Commission and City Council:

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

1.1.3 Project Phasing

Implementation of the proposed improvements is anticipated to begin as early as 2012 and extend through 2013; however, implementation is dependent on several factors, including the availability of funding and prevailing economic conditions, which could delay work for two or three more years. However, once funding is secured by the City of Dana Point, the proposed improvements will move ahead expeditiously in order to secure the significant benefits that flow from the project. Once funding is secured, construction activity is estimated to last 12 months.

1.1.4 Project Objectives

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

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

1.2 Alternatives

1.2.1 Summary of Alternatives

CEQA requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, and to evaluate the comparative merits of the alternatives. Chapter 10 sets forth potential alternatives to the proposed project and evaluates them as required by CEQA. Several alternative development scenarios have been identified as a means of reducing potentially significant impacts associated with implementation of the proposed project. These alternatives include several other potentially feasible development alternatives, including:

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

1.2.2 Environmentally Superior Alternative

Chapter 10 describes the criteria that were used to select those alternatives for detailed analysis and to screen others from further detailed consideration. CEQA also requires that the EIR identify the environmentally superior alternative among all of the alternatives considered, including the proposed project. Based on the comparative analysis of alternatives provided in Chapter 10.0, the proposed project would be considered to be environmentally superior when compared to the other alternatives.

1.3 Areas of Potentially Significant Impact

The following issues/areas of significant impact were identified during the scoping process and during the Notice of Preparation (NOP) comment period, including:

- Potential short-term air quality impacts resulting from project construction.
- Potential short-term congestion and traffic impacts in the Town Center area during construction.
- Potential short-term construction period cumulative impacts.
- Potential short-term construction-related traffic and circulation impacts.
- Land use and planning.

1.4 Issues to be Resolved

The environmental analysis presented in Chapter 4.0 of the Draft EIR indicates that several potential impacts were identified; however, in those instances, specific mitigation measures have been included to reduce the potential significant adverse effects to a less than significant level. In addition, several recommendations have also been included in this document to address other impacts resulting from project implementation, which have been determined to be less than significant, to eliminate or further reduce those adverse effects.

1.5 Impact Summary Table

Table 1-1 summarizes the potential impacts and levels of significance for the proposed project. Impacts initially found to be 'potentially significant' are listed along with the proposed mitigation measures. All impacts that were identified as 'potentially significant' have listed proposed mitigation measures, which have reduced their level of significance, following mitigation, to 'less than significant'. The table also provides a summary of the potential impacts found to be less than significant, and which do not require mitigation. Each environmental resource area covered in the main text is summarized.

Table 1-1
Summary of Impacts, Mitigation Measures and Level of Significance After Mitigation
Pacific Coast Highway/Del Prado Avenue Phase I Street Improvement Project

Potential Impact	Standard Conditions (SC) and Mitigation Measures (MM)	Level of Significance After Mitigation
Land Use and Planning		
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.	SC 4.1-1-1 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.	
	No mitigation measures are required.	No Impact.
Traffic and Circulation		
Project implementation will result in potential short-term (i.e., construction) impacts that may cause delays in traffic within the project area.	MM 4.2-1a Prior to initiation of the proposed project, the Contractor shall prepare a Construction Management Plan (CMP), unless all issues are already addressed in the Project Construction Documents, which will address traffic rerouting, traffic control, and construction staging. The CMP will be submitted to the City of Dana Point for review and approval. The CMP, if deemed necessary <u>and not included in the construction documents</u>, shall incorporate several measures to ensure that the construction traffic will not result in significant impacts in the project environs. Specifically, the CMP or Project Construction Documents shall include the following: - Identify a truck haul route that will be used by heavy trucks carrying construction equipment and/or materials to/from the project site. All deliveries will use the designated haul route. - Identify equipment and materials staging areas. Loading and unloading of all construction	Less than Significant

Potential Impact	Standard Conditions (SC) and Mitigation Measures (MM)	Level of Significance After Mitigation
	materials/equipment and/or construction vehicles will take place in designated parking areas or on-site or within the staging area. Once the delivery is complete, the trucks will exit the project area via the haul route identified above. All staging area delivery trucks will be required to shut off their engines during the loading/off-loading process. - Prevent obstruction of through traffic lanes adjacent to the staging site, a flag person will be retained to maintain safety adjacent to the existing roadways. - Traffic control will be coordinated with the Dana Point Police Services Department and Public Works Department, so that street traffic is not obstructed. - Address traffic control equipment needs and placement plans, if not already provided in the Project Construction Documents or City Standard Plans, for the Project. Traffic signs, signals, flagmen, and emergency vehicles shall be provided and supplied by the Contractor in accordance with the construction plans and special provisions, the standard specifications for public works construction, and other requirements prescribed by the City of Dana Point. MM 4.2-1b Prior to any construction, partial or total street closures, notices shall be provided to residents and businesses along the affected construction route at least 48 hours in advance. Residents and/or business owners whose driveways will be closed to traffic for over 24 hours shall be notified by the Contractor at least five (5) days prior to the closure date. The contractor shall plan all work in a manner that will minimize any closure period. Access to businesses and to parking areas will be maintained for pedestrians and vehicles. MM 4.2-2 The project shall be revised to restripe the Blue Lantern/Pacific Coast Highway intersection to add two-way left-turn striping that will provide 105 feet of storage to accommodate the Year 2015 and Year 2035 traffic volumes.	
Project implementation would result in inadequate stacking distance in the Blue Lantern/Pacific Coast Highway northbound left-turn lane during the a.m. and p.m. peak hours in Year 2015 and Year 2035.		Less than Significant

Potential Impact	Standard Conditions (SC) and Mitigation Measures (MM)	Level of Significance After Mitigation
	Air Quality	
Construction activities associated with the proposed project are not anticipated to cause emissions to exceed SCAQMD significance thresholds. Nevertheless, mitigation through enhanced dust control measures is recommended for use due to the "non-attainment" status of the South Coast Air Basin.	SC 4.3-1 Adherence to SCAQMD Rule 403, which sets requirements for dust control associated with grading and construction activities.	
	SC 4.3-2 Adherence to SCAQMD Rules 431.1 and 431.2, which require the use of low sulfur fuel for stationary construction equipment.	
	SC 4.3-3 Adherence to SCAQMD Rule 1108, which sets limitations on ROG content in asphalt.	
	MM 4.3-1 The following dust control measures shall be implemented during construction of the proposed street improvement project. ▪ Apply soil stabilizers or moisten inactive areas. ▪ Prepare and implement, if determined necessary, a high wind dust control plan. ▪ Address previously disturbed areas if subsequent construction is delayed. ▪ Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically three times/day). ▪ Cover all stockpiles with tarps at the end of each day or as needed. ▪ Provide water spray during loading and unloading of earthen materials. ▪ Post speed limits throughout the construction zone and approved haul route. ▪ Minimize in-out traffic from the construction zone.	Less than Significant
	MM 4.3-2 The following diesel exhaust reduction measures shall be implemented during construction of the proposed street improvement project. ▪ Require 90-day low-NOx tune-ups for off-road equipment. ▪ Limit allowable idling to five minutes for trucks and heavy equipment. ▪ Utilize equipment whose engines are equipped with diesel oxidation catalysts, if available. ▪ Utilize diesel particulate filters on heavy equipment.	Less than Significant
Diesel exhaust particulates and NOx emissions would not have significant impacts with or without stringent emissions controls. However, because the South Coast Air Basin is designated "non-attainment" for ozone, of which NOx is a precursor, and, furthermore, because it is an identified carcinogen, reasonably available control measures should be included.		

Potential Impact	Standard Conditions (SC) and Mitigation Measures (MM) where feasible.	Level of Significance After Mitigation
Noise		
Although the majority of construction work will occur during daytime hours, a portion of the work would occur during the nighttime hours. As a result, it is possible that noise standards could be temporarily exceeded at any noise receptor location within approximately 1,600 feet of the construction activity source.	SC 4.5-1 In accordance with the Dana Point Municipal Code, construction shall normally be restricted to between the hours of 7:00 a.m. and 5:00 p.m. on weekdays. (The Director of Public Works may also approve construction on Saturdays <u>or at night</u> .) No construction shall occur at any time on Sundays or on federal holidays. These days and hours shall also apply any <u>to</u> servicing of equipment and to the delivery of materials to or from the site.	Less than Significant
	SC 4.5-2 All powered equipment operating within 1,000 feet of a dwelling must have a properly operating and maintained muffler. <u>However, if determined absolutely necessary, the Public Works Director may also approve construction at night and on Saturdays.</u>	
	SC 4.5-3 Stockpiling and staging activities shall be located as far as practicable from dwellings.	
	MM 4.5-1 The highest noise-generating activities, which include demolition and jack hammering, shall be limited to daytime hours.	
Climate Change/Green House Gas Emissions		
The greenhouse gas emissions analysis conducted for the proposed project concluded that the short-term construction-related GHG emissions anticipated to occur as a result of project implementation will not exceed the screening threshold recommended by the SCAQMD. Therefore, no significant impacts are anticipated.	No mitigation measures are required.	No Significant Impact.
Public Health and Safety		
The proposed roadway improvements identified and described above will utilize materials typically of roadway improvements projects and would not utilize toxic or hazardous materials that pose a health risk to the public, either during construction or subsequent to the completion of the improvements. No other hazardous or potentially hazardous materials will be stored on the site and no significant impacts will occur.	No mitigation measures are required.	No Significant Impact
A Montessori preschool is located within one-quarter mile of the project area; however, with the exception of petroleum products (tar,	No mitigation measures are required.	No Significant Impact

Potential Impact	Standard Conditions (SC) and Mitigation Measures (MM)	Level of Significance After Mitigation
asphalt, gasoline and diesel fuels, motor oil, etc.), which would be stored and used within the limits of the project area, no toxic or hazardous materials would be utilized to implement the proposed roadway improvements. As a result, no potential significant release of toxic or hazardous emissions would occur in proximity to an existing school as a result of project implementation.		
Neither the roadway nor any of the land uses located along the affected roadways are listed on any of the hazardous materials sites compiled pursuant to Government Code Section 65962.5.	No mitigation measures are required.	No Significant Impact
The affected PCH and Del Prado rights-of-way are not located within the limits of the John Wayne Airport land use plan or other public airport. Neither that commercial airport nor any other public airport is located within two miles of the site. As a result, project implementation will not result in potential adverse impacts, including safety hazards, to people traveling along PCH and/or Del Prado or visiting or working in the project area.	No mitigation measures are required.	No Significant Impact
Hydrology and Water Quality		
	SC-1 Prior to the commencement of any activities that would result in soil disturbance of one acre or more of land, the City shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number. The City of Dana Point shall have prepared a Storm Water Pollution Prevention Plan (SWPPP). A copy of the current SWPPP shall be kept at the project site and shall be available for review on request. In addition, designated construction specific BMPs are required. The City's LIP lists a series of BMPs that address control of erosion, sediment, wind erosion, tracking, non-storm water and waste management and materials pollution. The Storm Water Pollution Prevention Plan (SWPPP) will meet the requirements of the California General Permit for Stormwater Discharges Associated with Construction Activity, and will detail the appropriate BMPs.	
	SC-2 Prior to commencement of the roadway improvements, the City shall design a project that:	

Potential Impact	Standard Conditions (SC) and Mitigation Measures (MM)	Level of Significance After Mitigation
	• Incorporates applicable Site Design BMPs • Incorporates Source Control BMPs as defined in the Local Implementation Plan (LIP) meeting NPDES requirements. • Incorporates Treatment Control BMPs as defined in the LIP. • Provides catch basin drainage insert filters to address bacteria and trash. SC-3 Prior to commencement of the roadway improvements, the City shall require the following to be included as general or special notes on the plan sheets: • Sediment from areas disturbed by construction shall be retained on-site using structural drainage controls to the Maximum Extent Practicable (MEP). • Stockpiles of soil shall be properly contained to eliminate or reduce minimize sediment transport from the site to streets, drainage facilities or adjacent properties via runoff, vehicle tracking, or wind. • Appropriate BMPs for construction-related materials, wastes, spills or residues shall be implemented to minimize transport from the site to streets, drainage facilities, or adjoining properties by wind or runoff. • Runoff from equipment and vehicle washing shall be contained at construction sites unless treated to remove sediment and other pollutants. • All construction contractor and sub-contractor personnel are to be made aware of the required BMPs and good housekeeping measures for the project site and any associated construction staging areas. • At the end of each day of construction activity, all construction debris and waste materials shall be collected and properly disposed in trash or recycle bins. • Construction sites shall be maintained in such a	

Potential Impact	Standard Conditions (SC) and Mitigation Measures (MM)	Level of Significance After Mitigation
	condition that an anticipated storm does not carry wastes or pollutants off the site. Discharges other than stormwater (non-stormwater discharges) are authorized under California's General Permit for Storm Water Discharges Associated with Construction Activity only where they do not cause or contribute to a violation of any water quality standard and are controlled through implementation of appropriate BMPs for elimination or reduction of pollutants. Non-stormwater discharges must be eliminated or reduced to the extent feasible. Potential pollutants include but are not limited to: solid or liquid chemical spills; wastes from paints, stains, sealants, solvents, detergents, glues, lime, pesticides, herbicides, fertilizers, wood preservatives and solvents, asbestos fibers, paint flakes or stucco fragments; fuels, oils, lubricants, and hydraulic, radiator or battery fluids; concrete, and related cutting or curing residues; floatable wastes; wastes from any engine/equipment steam cleaning or chemical degreasing; wastes from street cleaning; and superchlorinated potable water line flushings. During construction, disposal of such materials should occur in a specified and controlled temporary area on-site physically separated from potential stormwater runoff, with ultimate disposal in accordance with local, state and federal requirements. Discharging contaminated groundwater produced by dewatering groundwater that has infiltrated into the construction site is prohibited. Discharging of contaminate soils via surface erosion is also prohibited. Discharging non-contaminated groundwater produced by dewatering activities requires a National Pollutant Discharge Elimination System (NPDES) permit from the San Diego Regional Water Quality Control Board.	
	SC-4 Pursuant to the City of Dana Point LIP for Urban Runoff/Water Quality, all private and public works construction projects are required, at a minimum, to	

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	implement and be protected by an effective combination of erosion and sediment controls and waste and materials management BMPs. The minimum requirements include: - Sediments from areas disturbed by construction shall be retained on-site using an effective combination of erosion and sediment controls to the maximum extent practicable, and stockpiles of soil shall be properly contained to minimize sediment transport from the site to streets, drainage facilities or adjacent properties via runoff, vehicle tracking, or wind. - Construction-related materials, wastes, spills or residues shall be retained on site to minimize transport from the site to streets, drainage facilities, or adjoining property by wind or runoff.	
After the improvements are implemented, it is anticipated that the amount of impervious surfaces in this area, which has been extensively developed, will be reduced with landscaped zones approximately 28,700 square feet. As a result, the quantity and quality of the surface water runoff that will be generated will be improved from that occurring at the present time. Therefore, it is not anticipated that there would be any increase in the amount, or reduction in the quality of, surface runoff.	Implementation of the standard conditions identified above will ensure that potential impacts to water quality are avoided.	Less than Significant
As proposed, implementation of the proposed project would not substantially alter the existing drainage pattern that characterizes the project area. Although some of the construction activities could result in the potential for some erosion or siltation on- or off-site, the City of Dana Point will consider these factors. The project will include all appropriate construction and post-construction Best Management Practices (BMPs) including site design, treatment control, and source control.	Implementation of the standard conditions identified above will ensure that potential impacts to water quality are avoided.	Less than Significant
Project implementation will not result in any degradation of the quality of surface water that could affect water quality at other nearby locations. The types of pollutants will be virtually the same as those entering the street storm drain system at the present time (e.g., silt, heavy metals, petroleum hydrocarbons, pesticides, herbicides and fertilizers, and other pollutants common to automobile usage, landscaped areas and urban development along PCH and Del Prado), although in some areas runoff will be reduced.	Implementation of the standard conditions identified above will ensure that potential impacts to water quality are avoided.	Less than Significant
The project area (i.e., PCH and Del Prado between Copper Lantern and Blue Lantern) is not located within the 100-year flood plain as delineated by the Federal Emergency Management Agency (FEMA)	No mitigation measures are required.	No Significant Impact

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on the Flood Insurance Rate Map (FIRM) for the City of Dana Point or other areas subject to inundation identified by the City. The proposed project includes only roadway improvements to PCH and Del Prado; no residential development is proposed by the City for the project area. Therefore, the improvements proposed for the two roadways will not result in the placement of housing within the 100-year flood plain area identified by FEMA or the City of Dana Point.		
Pollutant discharges to receiving waters would not increase, either during or after construction. The types of pollutants that have the potential to be transported downstream include silt during construction activities, the use of fertilizers, pesticides and herbicides required to maintain the proposed landscaped areas and to control weeds, pests and undesirable vegetation, heavy metals and petroleum hydrocarbons washed from PCH and Del Prado, and other sources typical of urban development.	Implementation of the standard conditions identified above will ensure that potential impacts to water quality are avoided.	Less than Significant
The proposed project is not located within an area on the City of Dana Point that has been identified as an ESA. However, it is not within proximity of identified ESAs along the coastline of the Pacific Ocean, as identified in the City's Local Implementation Plan (LIP) for Urban Runoff/Water Quality. In order to address the potential impact of the project on the indicated areas, the City of Dana Point will focus on post-construction BMPs that will mitigate anthropogenic (i.e., impacts resulting from human activity) sources of fecal coliform, total coliform, and Enterococcus. Therefore, the implementation of the specific post-construction BMPs will reduce the potential impacts to a less than significant level.	Implementation of the standard conditions identified above will ensure that potential impacts to water quality are avoided.	Less than Significant
Biological Resources		
The City's Conservation/Open Space Element of the Dana Point General Plan indicates that no portion of the project area is designated as a "biologically sensitive area." Further, because the project area is covered with impervious surfaces that characterize street rights-of-way, it has no potential to support plant species considered to be of special interest by the U.S. Fish and Wildlife Service, California Department of Fish and Game, and California Native Plant Society due to both the exotic (i.e., non-native) nature of the plant species observed, and the overall highly disturbed nature of the habitats within the survey area. The entire project areas are improved. Due to the highly disturbed nature of project area and the existence of only non-native species occurring along the affected rights-of-way, no special status wildlife species are expected to occur.	No mitigation measures are required.	No Significant Impact
No portion of the project area contains federally protected wetlands	No mitigation measures are required.	No Significant Impact

Potential Impact	Standard Conditions (SC) and Mitigation Measures (MM)	Level of Significance After Mitigation
as defined by Section 404 of the Clean Water Act. Specifically, no marshes, vernal pools or other wetlands defined by either the U.S. Army Corps of Engineers or the California Department of Fish and Game are located within the limits of the project site, which has been extensively altered and is devoid of natural habitat and does not support sensitive species. No significant impacts will occur as a result of project implementation.		
Neither PCH nor Del Prado acts as a wildlife corridor nor facilitates wildlife movement. The high volume arterials act as a deterrent to wildlife movement. No significant adverse impacts will occur as a result of project implementation.	No mitigation measures are required.	No Significant Impact
The project area does not support any coastal sage scrub or other sensitive habitat and species of vegetation and/or wildlife. Further, the project area is not included in the southern Orange County NCCP and, therefore, is not protected by an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other local, regional, or state habitat conservation plan. Implementation of the proposed roadway improvements will not conflict with local, regional or state resource preservation and conservation policies.	No mitigation measures are required.	No Significant Impact
Cultural/Scientific Resources		
The project limits encompass the PCH and Del Prado rights-of-way between Copper Lantern on the east and Blue Lantern on the west. No historic structures exist within or adjacent to the affected rights-of-way that would be adversely affected by the proposed circulation improvements to the affected project area. Implementation of the proposed improvements will not adversely affect any existing historical resource in the City of Dana Point.	No mitigation measures are required.	No Significant Impact
The PCH and Del Prado rights-of-way that would be affected by the project have been extensively altered as a result of the construction of the existing roadway improvements and development located along those roadways. Any archaeological resources that may have existed at one time have likely been unearthed or disturbed as a result of prior landform alteration necessary to construct PCH, Del Prado, and adjacent land uses. Although improvements to both PCH and Del Prado will be implemented as a result of the proposed project, no significant excavation and/or grading activities are anticipated that would affect areas that have not previously been altered by grading and/or development.	No mitigation measures are required.	No Significant Impact
Although circulation improvements would be implemented along both roadways, no significant excavation and/or grading activities are anticipated that would affect areas that have not previously been altered by grading and/or development. Therefore, similar to	No mitigation measures are required.	No Significant Impact

Potential Impact	Standard Conditions (SC) and Mitigation Measures (MM)	Level of Significance After Mitigation
potential impacts described for archaeological resources, it is not likely that implementation of the proposed project will result in any potential significant impacts to paleontological resources because the affected rights-of-way are not identified as a paleontologically sensitive area. As a result, no significant impacts are anticipated. The project limits encompass only improved rights-of-way that accommodate PCH and Del Prado and immediately adjacent areas. There are no known ethnic cultural values attributable to the project area, including the affected arterial roadways that extend through the Dana Point Town Center. No human remains are known to have been discovered during prior activities on the site when the existing improvements were implemented. Project implementation will not necessitate extensive grading or significant additional improvements. Therefore, human remains are not expected to be encountered and no significant impacts are expected to occur.	No mitigation measures are required.	No Significant Impact
Soils and Geology		
Although the roadways would be subject to the effects of ground shaking associated with seismic events on one of the active faults in the region, it will be no different than baseline conditions already in existence. Project implementation would not result in potentially significant structural damage or loss of life. The roadways and related facilities will be designed in accordance with City standards.	No mitigation measures are required.	No Significant Impact
The proposed project area consists of surficial Tertiary marine terrace deposits and Capistrano and San Onofre Formation geologic bedrock. No structures are proposed as part of the project that would be subject to liquefaction or related soil failure. No liquefaction impacts are anticipated to occur as a result of project implementation.	No mitigation measures are required.	No Significant Impact
No landslides have been mapped within the project site and, none were observed during the geotechnical field investigation conducted for the proposed project. In addition, the site is not located within an area of potential landsliding due to seismic shaking. The proposed project does not include extensive grading and/or excavation and no manufactured slopes are proposed. No structures are proposed in areas that would be subject to slope failure. Therefore, no significant impacts are anticipated as a result of potential landsliding.	No mitigation measures are required.	No Significant Impact
Implementation of the proposed project will not necessitate extensive grading and excavation that would expose soils for extended periods of time while construction of the proposed project takes place. No grading will occur where significant areas of bare soils would be exposed to the elements for extended periods of time. However, in the interim construction period, it is possible that some erosion may occur, resulting in some sedimentation.	Implementation of the standard conditions identified above for Hydrology and Water Quality will ensure that potential impacts to water quality are avoided.	Less than Significant

Potential Impact	Standard Conditions (SC) and Mitigation Measures (MM)	Level of Significance After Mitigation
The project area is not characterized by adverse soils and/or a geologic unit that is or will become unstable due to project implementation. The circulation improvements would not be subject to the effects of liquefaction, landslides, or unstable conditions. Therefore, no significant impacts are anticipated.	No mitigation measures are required.	No Significant Impact
The proposed development will not create substantial risks to life or property (no structures are proposed). The proposed structural improvements (i.e., circulation improvements) will be required to comply with the City's roadway design standards. No significant impacts are anticipated as a result of project implementation.	No mitigation measures are required.	No Significant Impact
The proposed project does not include any habitable structures that would generate sewage. Sanitary sewer facilities exist in the PCH and Del Prado rights-of-way that collect and convey raw sewage generated in the project environs. Care will be taken to ensure that existing sewer lines located within the affected rights-of-way are not damaged during the implementation of the proposed improvements. A septic tank or alternative system will not be required and no impacts are anticipated to the existing soils comprising the site.	No mitigation measures are required.	No Significant Impact
Police Protection Service and Facilities		
The proposed roadway and pedestrian circulation facilities will have positive impacts upon completion of the project and will facilitate the manner in which the law enforcement and police protection services can respond within the project area as a result of the two-way travel direction on the roadway segments. However, as indicated above for temporary lane closures to accommodate construction activities could result in delays along the affected arterials. The City will require the contractor to provide traffic control and limit the work activities to ensure that emergency access is not adversely affected on PCH or Del Prado during the project construction. The proposed improvements would not result in any significant long-term changes either to the uses along PCH and Del Prado or the manner in which law enforcement/police protection services are provided.	No mitigation measures are required.	No Significant Impact
Fire Protection Service and Facilities		
	SC-5 The City shall require the construction contractor to follow City-furnished construction phasing specifications, which shall address issues pertaining to potential traffic conflicts during peak traffic periods, temporary displacement of on-street parking, access to public transportation, and safety. This plan shall identify lane closures; the proposed construction staging area(s); construction crew parking area(s); estimated number and types of vehicles that will	

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Implementation of the proposed improvements/enhancements would not change the manner in which fire protection service is provided in the City, but could improve the response time with the installation of two-way streets, providing a more direct route to properties. During construction, it is anticipated that lanes along the affected arterial roadways (i.e., PCH and Del Prado) would be closed temporarily to accommodate construction of the proposed improvements; however, the City will require the construction contractor to provide traffic control and limit the work activities to ensure that emergency access is not adversely affected on PCH or Del Prado during the project construction.	occur during that phase; operational safeguards (e.g. flagmen, barricades, shuttle services, etc.) that will be implemented; relocation of public transportation facilities during construction; hourly restrictions, if necessary, to avoid traffic conflicts during peak traffic periods; and displacement of on-street parking and to ensure safety.	No Significant Impact
School Facilities		
The proposed circulation improvements do not include any development that would generate school-age children (i.e., residential, commercial, industrial, etc.) and, therefore, will not directly result in potentially significant impacts because no school-age students will be generated by the roadway and pedestrian circulation improvements proposed by the City of Dana Point. No significant impacts are anticipated.	No mitigation measures are required.	No Significant Impact
Parks and Recreational Facilities		
Implementation of the proposed project does not include any residential development that would create a demand for additional park space (refer to Section 15). Therefore, no significant impacts are anticipated.	No mitigation measures are required.	No Significant Impact
Sewer Facilities and Service		
Improvements proposed by the City for PCH and Del Prado between Copper Lantern and Blue Lantern will not result in any interruption of service and none of the existing or future facilities proposed by the SCWD would require relocation by the proposed project. SCWD will undertake distribution system improvements prior to implementation of the proposed project. Therefore, no significant impacts to the District's ability to provide adequate sewage collection and treatment are anticipated.	No mitigation measures are required.	No Significant Impact
Water Facilities and Service		
Although the proposed project would result in the need to relocate several water facilities in a minor way (e.g., fire hydrants, water	No mitigation measures are required.	No Significant Impact

Potential Impact	Standard Conditions (SC) and Mitigation Measures (MM)	Level of Significance After Mitigation
meters, cross connection units, etc, excluding distribution mains and laterals) along PCH and del Prado, the relocation of these facilities will not adversely affect existing water service to the existing properties and no significant impacts would be anticipated. SCWD distribution system water improvements will be completed prior to implementation of the proposed project. Therefore, no significant project-related impacts to water service will occur as a result of project implementation.		
Solid Waste Disposal Facilities		
Implementation of the proposed project would result in the generation of a modest amount of construction and/or demolition debris associated with the improvements to both PCH and Del Prado. Although some construction/demolition debris (e.g., asphalt, concrete, etc.) would be generated as a result of the circulation improvement project, the increase would not be significant and 75 percent construction/demolition waste must be recycled. The County landfill system (i.e., three landfill sites) has available capacity to accommodate any increase in non-recyclable solid waste resulting from project implementation. In addition, operations within the City and, therefore, in the project area, would be subject to requirements set forth by the CIWMP to reduce solid waste, including construction debris, as required by AB939. The construction/demolition debris could be recycled, which would result in a reduction in the amount of refuse that would be landfilled. Therefore, implementation of the proposed project would not result in a significant impact to the provision of solid waste disposal services.	No mitigation measures are required.	No Significant Impact
Aesthetics		
Although construction activities would result in some temporary changes to the visual character of the area (e.g., construction equipment, staging areas, etc.), no structures or other elements are proposed that would result in long-term significant negative visual impacts to the scenic character along PCH (or Del Prado). Upon completion of the construction activities, the overall character of the roadways, particularly on Del Prado, would not be permanently altered negatively, but improved with a number of beautification elements, including but not limited to enhanced sidewalks and hardscape, landscaping, improved light fixtures, and improved signage. The proposed improvements would not degrade an existing public viewshed or alter the character of a public viewshed.	No mitigation measures are required.	No Significant Impact
Project implementation will not result in any significant landform alterations to the existing roadway. Furthermore, no heritage trees or	No mitigation measures are required.	No Significant Impact

Potential Impact	Standard Conditions (SC) and Mitigation Measures (MM)	Level of Significance After Mitigation
significant rock outcroppings exist between Copper Lantern and Blue Lantern and no historic buildings or structures that exist along either arterial roadway that would be adversely affected by the proposed circulation improvements. No significant impacts are anticipated. Construction activities necessary to implement the proposed circulation improvements would generally occur during daytime hours, although night work may be needed at times. If night work is needed, care will be taken to avoid light spilling into adjacent homes/businesses. Further, the street lighting and pedestrian lighting system planned to be constructed will be undertaken in a manner that directs light downward, and is shielded to avoid adverse impacts. As a result, no new sources of lighting are included in the proposed project that would alter the nighttime views within the project area.	No mitigation measures are required.	No Significant Impact
Population and Housing		
Project implementation does not include the private development of the project area for residential or other land uses that would be considered growth-inducing. The proposed circulation improvements to PCH and Del Prado have been contemplated by the City and are consistent with the Town Center plans adopted for the affected arterial roadways.	No mitigation measures are required.	No Significant Impact
The project site generally encompasses improvements only within the existing rights-of-way and setback areas for PCH and Del Prado extending from Copper Lantern on the east to Blue Lanterns on the west. Implementation of the street improvements and proposed circulation improvements along PCH will not result in the elimination of any existing residential dwelling units. Therefore, no existing housing will be displaced if the project is approved and implemented and no residents would be displaced as a result of project implementation. Therefore, no significant impacts will occur.	No mitigation measures are required.	No Significant Impact
Agricultural Resources		
Project implementation will not result in the conversion of any prime or otherwise significant farmland. The entire project area is improved currently with right-of-way improvements on PCH and Del Prado. According to the Orange County Important Farmland Map, the entire area, including the project area, is designated as "Urban and Built Up Land," which encompasses land occupied by structures with a building density of at least one dwelling unit to one and one-half acres. Improvements proposed for the site will not result in any significant impacts to significant farmland.	No mitigation measures are required.	No Significant Impact

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

