



1.0 EXECUTIVE SUMMARY

1.1 PURPOSE OF THE EIR

The County of Orange (County) is the Lead Agency under the California Environmental Quality Act (CEQA), and is responsible for preparing the Program EIR for the Dana Point Harbor Revitalization Project (the “Revitalization Plan”) (State Clearinghouse Number 2003101142). The purpose of this Program Environmental Impact Report (EIR) is to review the existing conditions, analyze potential environmental impacts of the proposed Project, and suggest feasible Mitigation Measures and/or alternatives to reduce potentially significant effects of the proposed Dana Point Harbor Revitalization Project. For the purposes of this EIR, “Project” refers to all aspects and phases of the proposed Project, including subsequent discretionary actions by the County and other agencies, construction, and operations. This EIR has been prepared as a Program EIR for Planning Areas 1 through 12 of the Revitalization Project in accordance with §15168 of CEQA, while serving as a project-level analysis for Planning Areas 1 (except for the southern portion) and 2 in accordance with §15161 of CEQA.

The County as Lead Agency, landowner, and project proponent, has the principal responsibility for approving and implementing the Dana Point Harbor Revitalization Project. The County was designated over 30 years ago by the Tidelands Act as the trustee of the Harbor for the people of the State of California. The County is therefore acting as the Lead Agency in the preparation of the Environmental Impact Report for the Dana Point Harbor Revitalization Project to address the future use and operation of the Harbor and its facilities. The County, as Lead Agency, will use this EIR for Project approval deliberations, and for subsequent discretionary and ministerial approvals, such as grading and building permits. The City of Dana Point, the California Coastal Commission, and other Responsible Agencies will use this EIR for discretionary permits or approvals under their respective jurisdictions (for the City, this is for the forthcoming Local Coastal Plan Amendment and future Coastal Development Permits in landslide areas of the Harbor. The Coastal Commission is responsible for issuing CDP’s for all waterside areas. Similarly, Trustee Agencies, such as the State Lands Commission and California Department of Fish and Game, will use this EIR for Project-related permits and approvals. These are discussed in more detail in Section 3.6, [Agreements, Permits, and Approvals Required]).

1.2 PROJECT SUMMARY

1.2.1 EXISTING CONDITIONS

Dana Point Harbor (Harbor) is approximately 276.8 acres, owned and operated by the County of Orange (County), and located entirely in the southern portion of the City of Dana Point (City). The general configuration of the Harbor has three components: a landside area adjacent to the bluffs (consisting of open space, park, marine services, and commercial uses); the Island (consisting of marine services and restaurant/recreation uses); and the East and West Marina areas (consisting of commercial and small-craft boat slips and side tie dock facilities, federal anchorage areas, a fuel dock, and bait receiver). Off-site, on top of the bluffs to the northwest and north, restaurant, residential, and hotel uses overlook the site. The land uses



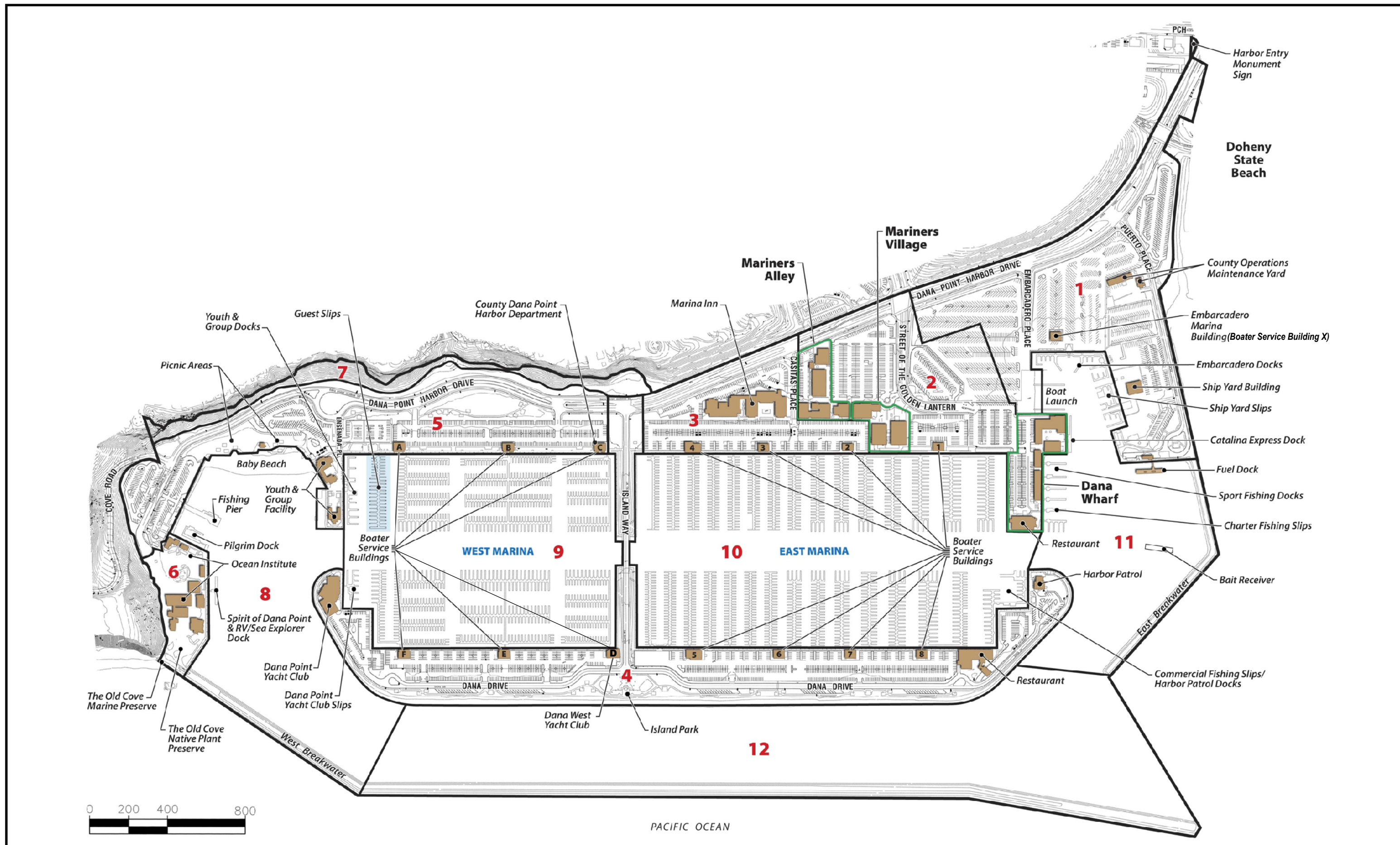
above the site, along the coastal bluffs, are generally Harbor-oriented commercial and residential properties for which the views of the Pacific Ocean and Dana Point Harbor play an important role. Adjacent land uses to the north and east include City and County parks, Doheny State Beach, and the Old Cove Marine Preserve. Refer to Exhibit 1 (Existing Conditions).

1.2.2 PROPOSED PROJECT

The Dana Point Harbor Revitalization Project (Revitalization Plan) will establish a Commercial Core (Planning Areas 1 and 2) at a schematic level of architectural elements and provide for the replacement and/or remodeling of all existing retail and restaurant buildings. The Commercial Core redevelopment (Phase I) also includes the reconfiguration of all existing surface parking areas to provide additional parking, new boater loading and drop-off areas, new dry-stack boat storage spaces and improvements to boater service and public restroom buildings. The first phase of the proposed Revitalization Plan will provide for the relocation of certain yacht brokerage firms and other harbor-related offices uses to the Commercial Core area. Outside the Commercial Core area (Phase II), the Revitalization Plan provides for a number of future improvements (Planning Areas 3 through 7 [landside] and 8 through 12 [waterside]). Plans for Planning Area 4 allow for the future renovation and/or expansion of the Dana Point and Dana West Yacht Clubs, restaurant renovations and modifications to the Harbor Patrol Offices to provide additional meeting rooms or staff office space. Additional work is anticipated to be performed to reconfigure and/or reconstruct the marina docks and portions of the seawall, subject to a separate permitting and environmental review process to add additional guest boater slips closer to the Commercial Core and to construct a dinghy dock area adjacent to Dana Wharf.

The proposed Revitalization Plan will occur within two phases over approximately 22 years. Phase I will take approximately 7 years to complete and consists of the development of Planning Areas 1 and 2 which would include the “Commercial Core” area of the Harbor (“Marine Services” – the Embarcadero and Shipyard area and “Day Use Commercial” – The Dana Wharf and Mariners Village area). Phase II will commence as funding sources are identified and approvals are obtained. Potential future improvements in Planning Areas 3-12 include renovations to structures and street improvements on the Island and reconfiguration of the Marinas. Future improvements may also occur in the southern portion of Planning Area 1 and may include Dry Stack Boat Storage Building #2, reconfiguration of the shipyard as well as the construction of a lighthouse facility near the end of Puerto Place.

A summary of Planning Areas 1 through 12 are as follows. Refer to Exhibit 3 (Dana Point Harbor Revitalization Proposed Plan).



EXISTING CONDITIONS

DANA POINT HARBOR REVITALIZATION PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

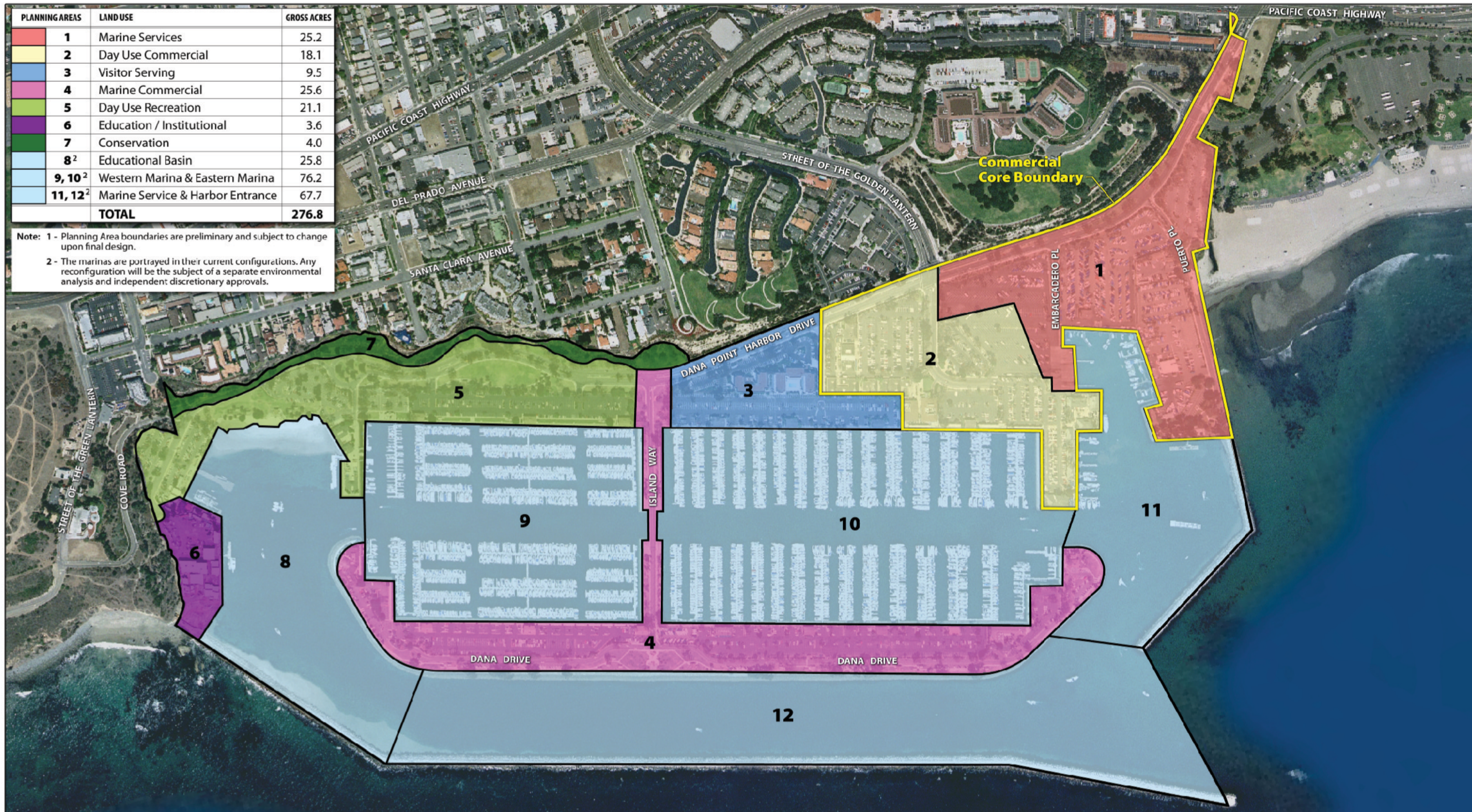


Source: RBF Consulting, August 1, 2005.

PLANNING AREAS	LAND USE	GROSS ACRES
1	Marine Services	25.2
2	Day Use Commercial	18.1
3	Visitor Serving	9.5
4	Marine Commercial	25.6
5	Day Use Recreation	21.1
6	Education / Institutional	3.6
7	Conservation	4.0
8 ²	Educational Basin	25.8
9, 10 ²	Western Marina & Eastern Marina	76.2
11, 12 ²	Marine Service & Harbor Entrance	67.7
TOTAL		276.8

Note: 1 - Planning Area boundaries are preliminary and subject to change upon final design.

2 - The marinas are portrayed in their current configurations. Any reconfiguration will be the subject of a separate environmental analysis and independent discretionary approvals.



Source: RBF Consulting, August 1, 2005.

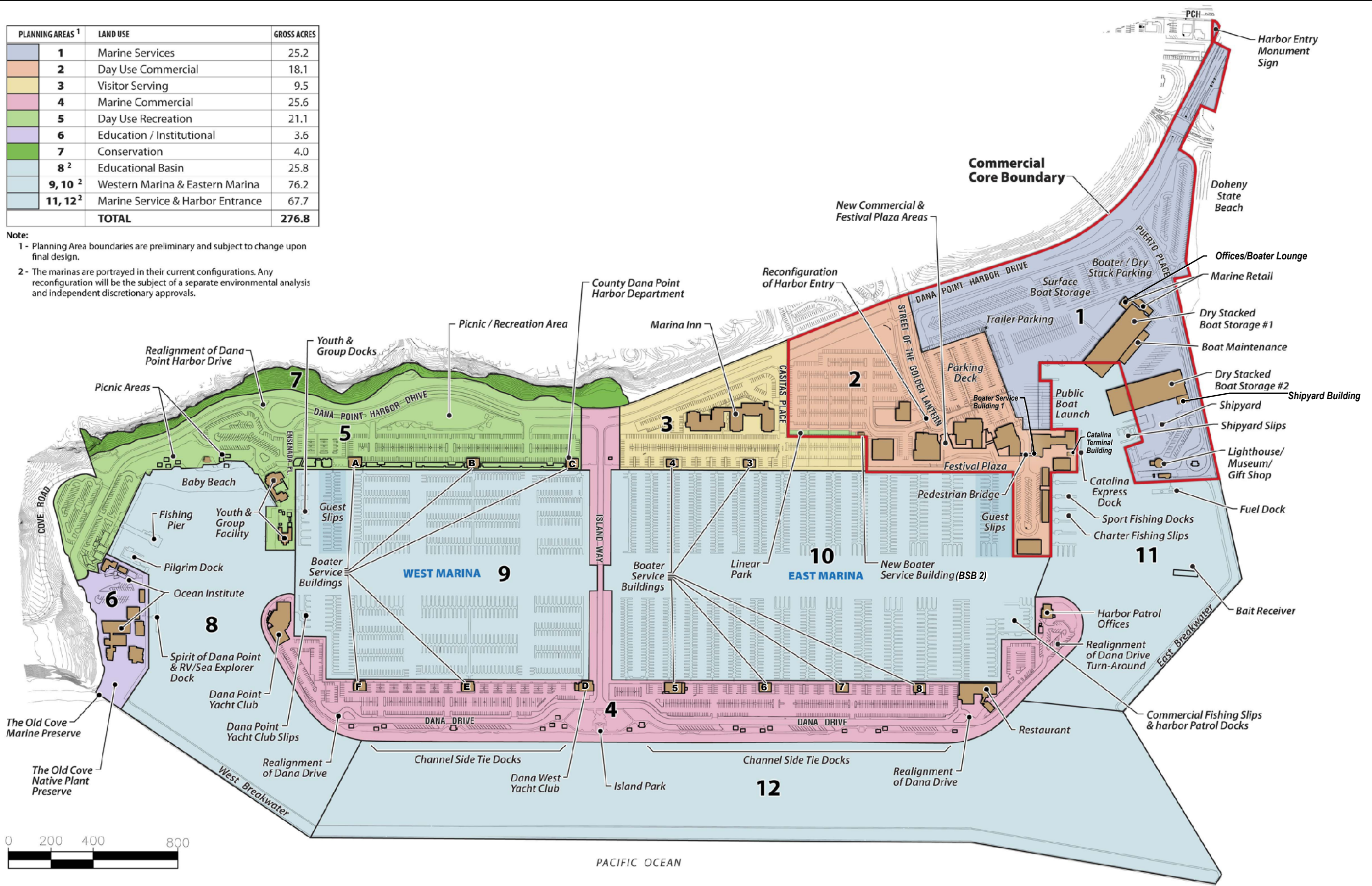
PLANNING AREA OVERVIEW

DANA POINT HARBOR REVITALIZATION PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

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DANA POINT HARBOR REVITALIZATION PROPOSED PLAN

DANA POINT HARBOR REVITALIZATION PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT



Source: RBF Consulting, August 1, 2005.



1.2.2.1 PLANNING AREA 1 (MARINE SERVICES) 25.2 ACRES

The Revitalization Plan will add two dry stack boat storage facility buildings in the northeast marine services area (near the intersection of Puerto Place and Dana Point Harbor Drive) with a capacity to store up to 800 boats, when both buildings are completed, ranging in size from 20 to 40 feet as well as provide boat launching capabilities directly into the water. At full buildout, Planning Area 1 will include an expansion of marine retail uses, reconfiguration of Embarcadero boat storage/launch and dock facilities, consolidation of the shipyard area, a designated boat washdown area, and demolition of the existing County Maintenance Yard (to a location remaining to be determined). The marine services area parking will include 458 vehicle parking spaces. There will be approximately 93 surface boat storage spaces and 230 car with trailer parking spaces. This reallocation results in the addition of 170 parking spaces and 47 car with trailer spaces, within Planning Area 1. However, there will be a decrease of 130 car with trailer spaces currently located within Planning Area 2. Surface boat parking will decrease by approximately 423 spaces, but will be partially off-set by the dry stack boat storage. Additional alterations to Planning Area 1 would include development of a 5,600 square foot Administrative offices/boater lounge; relocation and expansion of the marine retail uses from Planning Area 2 of 3,387 square feet to 9,100 square feet in Planning Area 1; new lighting and signage; reconfiguration/relocation of the rental docks; demolition of Boater Services Building X; and downsizing the shipyard building from 5,000 square feet to 2,500 square feet.

In addition to the boater services, a lighthouse may be constructed at the southern area of Planning Area 1 and will include a structure of up to 2,500 square feet, housing a nautical museum, a small retail gift shop, a meeting room, kitchen, and restrooms.

1.2.2.2 PLANNING AREA 2 (DAY USE COMMERCIAL) 18.1 ACRES

The Dana Point Harbor Revitalization Plan establishes a large, centralized outdoor Festival Plaza, located at the southern terminus of Street of the Golden Lantern, within the central portion of the Harbor's Commercial Core. The Festival Plaza provides direct views across the Commercial Core area to the Harbor by creating an open plaza area along the waterfront. The Festival Plaza adds a central gathering space for Harborwide events, activities, and celebrations throughout the year. The Festival Plaza area will compromise approximately 35,000 square feet, with a combination of landscaping, paving, and seating areas. A Pedestrian Promenade will extend from Casitas Place, west to Dana Wharf, and will vary in width from 15 feet to 50 feet. Adjacent to the commercial area is a two-level parking deck, which will provide an estimated 610 parking spaces on two levels. The lower level of the parking deck is set slightly into the ground, affording direct access from Street of the Golden Lantern to the upper and lower deck levels. Also, Planning Area 2 will replace and/or rehabilitate 26,600 sq. ft. of existing retail uses and 51,300 sq. ft. of existing restaurant uses, create a net additional 6,200 sq. ft. of retail and 27,100 sq. ft. of restaurant uses, provide new boater service facilities, relocate certain yacht brokers, and reconfigure surface parking. Additional alterations to Planning Area 2 include the addition of a Catalina Terminal Building of 1,000 square feet and the relocation and expansion of Boater Service Building 1 to total 8,000 square feet; a



linear park; adding public restrooms; and comprehensive lighting signage improvements.

1.2.2.3 PLANNING AREA 3 (VISITOR SERVING) 9.5 ACRES

The Dana Point Harbor Revitalization Plan provides for the potential future replacement of the Marina Inn with a new facility located in the present hotel location or relocated closer to the waterfront to promote a stronger pedestrian connection with the promenade and Festival Plaza in front of the new Commercial Core area. Although not yet designed, the new hotel is planned to consist of a multi-story building with a maximum height of 50 feet which provides up to a maximum of 220 guest rooms with full-service amenities, including expanded lobby area with guest services, food and beverage facilities, 12,000 square feet of function and meeting room areas, 500 square feet of ancillary retail space, a 2,750 square foot specialty restaurant, health and fitness club, pool, and other outdoor activity facilities (sand volleyball court, etc.). The new hotel facility may be built by the County or developed as a joint venture partnership with a hotel partner that would build and manage the facilities under a long-term lease agreement. In the event the hotel is relocated closer to the waterfront, Boater Service Buildings 3 and 4 may be relocated and/or replaced with new facilities that are designed with the hotel. Boater parking areas may also be reconfigured or a parking deck constructed to allow for the re-siting of the hotel.

1.2.2.4 PLANNING AREA 4 (MARINE COMMERCIAL) 25.6 ACRES

The Revitalization Plan includes an improved turn-around for the eastern part of the Island, resolving a major visitor and emergency response constraint. The Harbor Patrol facility is proposed to be expanded from 6,000 square feet to 7,500 square feet. Additionally, a potential seasonal water taxi is being considered that may have pick-up/drop-off locations along the Harbor Patrol facility, Island Park, and the Dana Point Yacht Club. The improvements at the Dana Point Yacht Club and Dana West Yacht Club will provide storage for kayaks, rowboats, and other small craft used by the yacht clubs, as well as an increase in the overall square footage. Additional alterations to Planning Area 4 would include the future expansion of all Boater Service Buildings between 2,000 square feet and 3,000 square feet; expansion of the Dana Point Yacht Club by approximately 5,600 square feet; expansion of the Dana West Yacht Club by approximately 5,000 square feet; reconfiguration of Dana Drive to provide pedestrian access and additional parking and/or boater parking for the Channel Side Tie Docks; and expansion of an existing restaurant by 5,000 square feet.

1.2.2.5 PLANNING AREA 5 (DAY USE RECREATION) 21.1 ACRES

Planning Area 5 will include an expansion of the Youth and Group Facility, which currently offers meeting rooms for recreational activities, community events, and private parties, as well as sailing and ocean-related educational programs. The Youth and Group Facility may increase by approximately 6,000 square feet to a total of 17,000 square feet. A seasonal water taxi pick-up/drop-off station may be located adjacent to the facility. Dana Point Harbor Drive will be slightly realigned adjacent to the facility to remove the existing traffic circle to improve traffic circulation and large vehicle access (including emergency vehicles and buses). Also included will be the



expansion of boater service buildings by 2,000 square feet each. Additional enhancements will include picnic area improvements, upgraded restrooms, and reconfigured parking areas. Additional improvements to Planning Area 5 include development of a water quality filter to assist with the development of the Headlands project.

1.2.2.6 PLANNING AREA 6 (EDUCATIONAL/INSTITUTIONAL) 3.6 ACRES

The Ocean Institute consists of a series of buildings devoted to creating unique marine laboratory environments that serve as learning centers for the At Sea, Ecology, and SurfScience/Overnight programs. Other support buildings house a bookstore (Campus Store), a multipurpose room, a main lobby, an exhibit area, student services, administration, a library and conference room, and other support spaces. Recreational uses within the vicinity of the Ocean Institute include the old Cove Native Plant Preserve and the Old Cove Marine Preserve. To facilitate access to the Ocean Institute, a seasonal water taxi stop may be located adjacent to the Ocean Institute's Tall Ship dock area. No additional facilities are presently contemplated.

1.2.2.7 PLANNING AREA 7 (CONSERVATION) 4.0 ACRES

The Revitalization Plan preserves the coastal bluff Area of the Harbor as an important coastal resource. In addition to its visual significance, Planning Area 7 includes a small amount of coastal sage scrub, which is a sensitive plant species that provides habitat for other sensitive plant and animal species. Only limited maintenance-related improvements to surface drainage facilities are contemplated.

1.2.2.8 PLANNING AREA 8 (EDUCATIONAL BASIN) 25.8 WATERSIDE ACRES

The Revitalization Plan would provide for the limited future renovation of the marine portions of Baby Beach ranging from on-going water quality Best Management Practices (BMPs) to provide artificial water circulation devices to enhance water circulation in this area of the Harbor if determined feasible.

1.2.2.9 PLANNING AREAS 9 AND 10 (WEST MARINA AND EAST MARINA) 76.2 WATERSIDE ACRES

Proposed as part of a subsequent phase of the Revitalization Plan are provisions for the reconfiguration and/or reconstruction of the East and West Marinas and seawall repairs. To meet boater needs, reconfiguration of the slips is being contemplated to accommodate larger boats. Proposed plans for the East Marina include the addition of visitor slips and dinghy docks adjacent to the Commercial Core and, improving visitor access.

1.2.2.10 PLANNING AREAS 11 AND 12 MARINE SERVICES AND HARBOR ENTRANCE 67.7 WATERSIDE ACRES

To improve circulation within the Harbor, the Revitalization Plan contemplates the modernization of the docks in the shipyard area, sportfishing docks and charter fishing slips, and the potential reorientation of the existing fuel dock facility to improve the efficiency for vessels fueling there. The construction of the Channel



Side Tie Docks and access paths are also being considered on a temporary basis to provide facilities for the storage of boats during construction of the marina improvements. Following completion of the marina reconfiguration projects, the long-term use of the side-tie docks will be evaluated to determine the feasibility of their permanent use.

1.2.2.11 OFF-SITE AREAS

To minimize the disruption of the Harbor facilities for marina users and visitors during construction operations, the County proposes implementation of a Construction Parking Management Plan. This plan will provide a combination of on- and off-site parking areas will be used for the temporary storage of boats and vehicles, and for employee parking. Two potential off-site parking locations, presently under consideration, include the South Coast Water District (SCWD) property, located north of Pacific Coast Highway and east of San Juan Creek; and the County operated Selva Parking Lot, located near the southern terminus of Selva Road (approximately 1.5 miles west of the Harbor). Up to 250 boats could be stored at the SCWD Lot during the intermediate phase of the Revitalization Plan. The Selva Parking Lot will be utilized as an alternative site should overflow parking be needed.

1.3 PROJECT IMPACTS

This Environmental Impact Report analyzes the potential environmental impacts associated with the proposed Project. Where impacts are identified as potentially significant, Mitigation Measures are recommended to avoid or reduce impacts to a less than significant level. The analysis included in Section 4.0 (Environmental Analysis), concludes that potentially significant impacts may occur as a result of Project implementation for the following types of environmental impacts.

Project elements evaluated at a program level (Planning Areas 3-12 and the southern portion of Planning Area 1) are anticipated to require further environmental review. For more detailed information regarding the location and nature of the proposed Project, refer to Section 3.0 (Project Description).

1.3.1 LAND USE AND RELEVANT PLANNING

No unavoidable significant impacts related to Land Use have been identified related to consistency with the California Coastal Act, County of Orange General Plan and other relevant planning policies and plans, upon implementation of Project Design Features and Standard Conditions of Approval. Implementation of the Dana Point Harbor Revitalization Plan will require a series of subsequent approvals by the City of Dana Point and the California Coastal Commission to modify existing regulatory documents to include the proposed Harbor improvements. Refer to Section 4.1 (Land Use and Relevant Planning), for a complete analysis of the land use and relevant planning impacts.

1.3.2 AESTHETICS, VISUAL, AND GLARE

Grading and construction activities will temporarily affect the existing visual character and quality of the Project site and its surroundings. The incorporation of the Mitigation Measures will reduce short-term impacts to a less than significant level.



Long-term aesthetic impacts include obstruction of Harbor views from the east (including Doheny State Beach) and from Lantern Bay Park due to the proposed height of the dry stack boat storage buildings. Views from the Commercial Core and the Street of the Golden Lantern will also be altered. These impacts will be reduced to the maximum extent possible with the implementation of landscaping improvements along the northern and eastern sides of the facilities and incorporating architectural design features to break up the effects of building massing. A comprehensive signage program will be implemented in order to inform the public of the availability of, and provide direction to, public parking areas, coastal access and on-site recreational amenities. Despite Mitigation Measures, visual impacts to off-site areas to the east (including Doheny State Beach), views from public roadways, and views from parks and open space will be considered significant and unavoidable impacts due to the development of dry stack boat storage structures that would obstruct scenic vistas. The proposed Project also includes development of a Master Lighting Plan that would reduce night lighting impacts and provide better safety to Harbor users. The incorporation of the Mitigation Measures will reduce on-site and other off-site visual impacts to a less than significant level and implementation of the Project Design Features would ensure that lighting and glare impacts would remain below a level of significance. Refer to Section 4.2 (Aesthetics), for a complete analysis of the aesthetic impacts and the recommended Mitigation Measures.

1.3.3 GEOLOGY, SOILS, AND SEISMICITY

Mitigation measures will be required to ensure that all structures are designed to withstand anticipated ground shaking caused by future earthquakes. In addition, the potential effects of seismic settlement, liquefaction, and lateral spreading may require mitigation. Development on-site will be subject to the standards and policies of the County of Orange Zoning Code, the Uniform Building Code, site-specific standard conditions of approval, and Project Design Features. No significant impacts related to geology, soils, and seismicity are anticipated following implementation of Mitigation Measures and/or compliance with applicable standards and policies of the County of Orange Grading Manual. Refer to Section 4.3 (Geology, Soils, and Seismicity), for a complete analysis of the geology and soils impacts and the recommended Mitigation Measures.

1.3.4 DRAINAGE AND WATER QUALITY

Short-term water quality impacts could occur in construction areas due to sheet erosion of exposed soils. Long-term drainage and water quality impacts are anticipated to be similar to existing conditions, except in the commercial core area of the Harbor, due to the quality of stormwater and urban runoff, the alteration of drainage patterns, increased erosion and runoff amounts, flood hazards from San Juan Creek, and increased sedimentation. No significant impacts related to hydrology and drainage are anticipated following implementation of Best Management Practices (BMPs), Mitigation Measures, and compliance with applicable County, State, and Federal standards. Refer to Section 4.4 (Drainage and Water Quality), for a complete analysis of the impacts to drainage and water quality and the recommended Mitigation Measures. Appendix F contains the Program and Project level WQMP.

1.3.5 TRAFFIC AND PARKING



Construction activities will affect the level of service at intersections and roadways as well as parking capacities. Development on-site will be subject to a Construction Management Plan. Implementation of Mitigation Measures, Project Design Features, and Standard Conditions of Approval will reduce short-term impacts to less than significant levels. Long-term impacts will include greater levels of service at intersections and roadways as well as additional parking demand. Development on-site will be subject to preparing a Traffic Management Plan (TMP) to include operational strategies to reduce vehicle trips within the Harbor (i.e., seasonal water taxi service, shuttle bus service to off-site overflow parking areas and boat storage facilities), manage on-site parking. Additionally, a queuing analysis for the parking deck located at Street of the Golden Lantern and Dana Point Harbor Drive will be conducted. Implementation of Mitigation Measures, Project Design Features, and Standard Conditions of Approval will reduce long-term traffic, circulation, and parking impacts to a less than significant level. No significant and unavoidable traffic and parking impacts will occur. Refer to Section 4.5 (Traffic and Parking), for a complete analysis of the impacts to traffic and parking and the recommended Mitigation Measures.

1.3.6 AIR QUALITY

Temporary construction-related dust and vehicle emissions will occur during site preparation and Project construction. Despite implementation of Project Design Features, Standard Conditions of Approval, and Mitigation Measures, construction emissions are predicted to exceed SCAQMD thresholds for NO_x, resulting in a significant and unavoidable impact. Operational impacts would be below the SCAQMD thresholds, and thus are considered less than significant. Therefore, the proposed Project will be inconsistent with the AQMP also resulting in significant and unavoidable impacts. Refer to Section 4.6 (Air Quality), for a complete analysis of the impacts to air quality and the recommended Mitigation Measures.

1.3.7 BIOLOGICAL RESOURCES

Implementation of the proposed Project could impact special status plants, wildlife species, and/or marine biological resources. Development on-site will be subject to BMPs. Mitigation measures require that focused surveys be conducted to identify the presence of any sensitive species on-site. If sensitive species are determined to occur on-site, Mitigation Measures will be required to reduce impacts to biological resources to a less than significant level. Implementation of BMPs, Mitigation Measures, Project Design Features, and Standard Conditions of Approval will reduce impacts to biological resources to a less than significant level. Refer to Section 4.7 (Biological Resources), for a complete analysis of the impacts to biological resources and the recommended Mitigation Measures.

1.3.8 PUBLIC HEALTH AND SAFETY

Implementation of the proposed Project will have the potential to create a significant hazard to the public or the environment in relation to hazardous materials, odors or foster disease vectors associated with the implementation of BMPs, a significant hazard to the public or the environment through the release of asbestos-containing materials (primarily during construction activities), as well as a significant hazard to the public or the environment through the release of lead-based paints (LBPs) into



the environment. Implementation of Mitigation Measures, Project Design Features, and Standard Conditions of Approval will reduce impacts to public health and safety to a less than significant level. Development of the proposed Project could physically interfere with an adopted emergency response plan or emergency evacuation plan, however, a less than significant impact will occur in this regard. Refer to Section 4.8 (Public Health and Safety), for a complete analysis of the impacts to public health and safety and the recommended Mitigation Measures.

1.3.9 NOISE

Short-term impacts will occur with regard to temporary noise and/or vibration impacts on nearby noise-sensitive receptors. Despite compliance with Standard Conditions of Approval and Mitigation Measures, impacts will be significant and unavoidable due to the duration of construction activities. Long-term (mobile) noise impacts will be less than significant for roadway segments under buildout traffic scenarios. Long-term (stationary) impacts will generate on-site noise associated with commercial activities, which include loading and unloading activities, mechanical equipment operation, and activity in parking lots. Analysis has concluded that stationary source impacts will be reduced to less than significant levels with adherence to the County of Orange Noise Ordinance requirements. Refer to Section 4.9 (Noise), for a complete analysis of the noise impacts and the recommended Mitigation Measures.

1.3.10 PUBLIC SERVICES AND UTILITIES

Implementation of the proposed Project will incrementally increase the demand for natural gas facilities, domestic water, electricity, sewer facilities, additional telephone facilities, and additional cable television facilities. Impacts related to Public Services and Utilities will be less than significant with the implementation of the Project Design Features, Standard Conditions of Approval, and recommended Mitigation Measures. Refer to Section 4.10 (Public Services and Utilities), for a complete analysis of the impacts to public services and utilities and the recommended Mitigation Measures.

1.3.11 CULTURAL RESOURCES

Implementation of the proposed Project is not anticipated to impact archaeological and/or historical resources located within the SCWD Lot, impact paleontologically sensitive soils within the Project area, or potentially disturb unknown locations of human remains within the Project area. However, implementation of the Standard Conditions of Approval and Mitigation Measures are recommended in order to ensure impacts related to cultural resources remain below a level of significance. Refer to Section 4.11 (Cultural Resources), for a complete analysis of the impacts to cultural resources and the recommended Mitigation Measures.

1.3.12 RECREATION

Implementation of the proposed Project will improve the recreational facilities within the Project area, thereby reducing impacts on surrounding recreational facilities. In addition, implementation of the Standard Condition of Approval (SCA) will ensure adequate access to the proposed recreational facilities. Implementation of the Project Design Features, Standard Conditions of Approval, and Mitigation Measures will reduce impacts in this regard to a less than significant level. Refer to Section



4.12 (Recreation), for a complete analysis of the impacts to recreational facilities and the recommended Mitigation Measures.

1.4 CUMULATIVE IMPACTS ANALYSIS

1.4.1 BASIS OF CUMULATIVE IMPACTS ANALYSIS

Related projects include primarily only those determined to be at least indirectly capable of interacting with the Dana Point Harbor Revitalization Project (Project) within a one-mile radius. Doheny State Beach Preliminary General Plan, Dana Point Town Center Plan, and the Dana Point Headlands are related projects or other possible development in the area, which were determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The cumulative impacts analysis was based upon the development of the abovementioned projects. However, cumulative impacts for traffic were based upon the Project traffic volumes with the addition of a one percent growth rate per year and the Dana Point Headlands traffic volumes. Forecast traffic was generated for year 2012 and 2030. The cumulative noise impacts were then based on the cumulative projected traffic volumes.

1.4.2 IMPACTS ANALYSIS

Implementation of the proposed Project will not result in significant land use impacts with the incorporation of the Project Design Features. Implementation of the proposed Project may result in alterations to the aesthetic character and quality of the Project area due to greater urbanization, increased short-term geological impacts such as erosion and sedimentation, and long-term seismic impacts within the area, increased hydrology and drainage impacts in the area, potentially affect cultural resources, and increase the use of existing recreational areas and facilities, thereby creating the potential for physical deterioration, which may include recreational facilities (e.g., marina) that could have physical impacts on the environment as well. All cumulative impacts referenced above will be mitigated to less than significant levels on a project-by-project basis.

The proposed Project will generate additional trips on the adjacent roadways, thus affecting the level of service at intersections and roadways. Impacts related to traffic trip generation, distribution, and assignment will be reduced to less than significant with implementation of Project Design Features, Standard Conditions of Approval, and Mitigation Measures. The proposed Project will also generate a greater parking demand. Conformance with Project Design Features and Mitigation Measure 4.5-7 will ensure that impacts will be less than significant. The proposed Project, including other cumulative projects, will incrementally increase air emissions within the surrounding areas. Cumulative development (including the proposed Project) in the Harbor and Off-Site areas will impact the area's biological resources; however, analysis has concluded that Project implementation will not result in significant cumulative biological impacts with implementation of Mitigation Measures. The proposed Project, including other cumulative projects, will increase exposure to the public of hazardous substances; compliance with Federal, State, and local requirements will reduce cumulative impacts to a less than significant level. Implementation of the proposed Project, including other cumulative projects, will not



result in a significant impact on the demand of public services and utilities. Implementation of Standard Conditions of Approval, Project Design Features, and Mitigation Measures will reduce impacts to a less than significant level.

Implementation of the proposed Project, including other cumulative projects, will increase the ambient noise levels in the site vicinity. Analysis has concluded that these noise impacts will be significant and unavoidable; no feasible mitigation within the purview of the lead agency exists to reduce this impact to a less than significant level.

1.5 ALTERNATIVES ANALYSIS

1.5.1 NO PROJECT/NO DEVELOPMENT

The No Project and No Development Alternative assumes the Revitalization Plan will not be implemented and that land uses and other improvements identified in the Revitalization Plan will not be constructed. Additionally, no infrastructure improvements (such as water, wastewater, drainage and circulation facilities) will be constructed. The No Project and No Development Alternative is considered neither environmentally superior nor inferior with regards to land use and relevant planning. The No Project and No Development Alternative will be considered environmentally superior to the proposed Project with regards to aesthetics, visual, and glare; geology, soils, and seismicity; air quality; biological resources; noise; public services and utilities; and cultural resources. Finally, the No Project and No Development Alternative can be considered environmentally inferior to the proposed Project with regards to traffic and parking; drainage and water quality; public health and safety; and recreation. The No Project and No Development Alternative will not fulfill the Project objectives.

1.5.2 REDUCED DENSITY

The Reduced Density Alternative will include limited expansion of existing uses, but will not develop any additional retail or commercial space, nor will it demolish and reconstruct existing Commercial Core buildings. In addition, this alternative will not develop a parking deck but instead will utilize a Parking Management Plan and restriping in order to improve parking and traffic distribution throughout the Harbor. The Reduced Density Alternative will not develop dry stacked-boat storage, nor expand the hotel. Infrastructure improvements will involve only reconstruction of currently deficient utilities, and will not include providing additional capacity. The Reduced Density Alternative will be considered neither environmentally superior nor inferior to the proposed Project with regards to cultural resources. The Reduced Density Alternative is considered environmentally superior to the proposed Project with regards to land use and relevant planning; aesthetics, visual, and glare; geology, soils, and seismicity; air quality; biological resources; noise; and public services and utilities. The Reduced Density Alternative can be considered environmentally inferior to the proposed Project with regards to traffic and parking; public health and safety; drainage and water quality; and recreation. This Alternative will not fulfill the Project objectives to the full extent of the proposed Project.

1.5.3 COMMERCIAL CORE ONLY



This alternative consists of a phased demolition of the existing facilities; construction of the Commercial Core retail area and parking deck; construction of a dry-stacked boat storage building; remodel of existing commercial/restaurant buildings; Catalina Express Service facility improvements; construction of new boater service facilities; modification of the boat slips to be in conformance with ADA requirements, street and infrastructure improvements; and implementation of all required Mitigation Measures (on and off-site) involving construction of improvements. This alternative will have similar impacts as the Project as the demolition, renovation, and expansion it proposes for the Commercial Core is almost as great as with the proposed Project. There will be slightly less overall buildout square footage because it will not have certain “Program-level” elements described above. This alternative will have similar construction-related impacts, and slightly less long-term operational impacts. As this will achieve some of the Project objectives while generating slightly less air quality and noise impacts, it is considered Environmentally Superior and may be considered by the decision-makers.

1.5.4 INFRASTRUCTURE ONLY

This alternative consists of projects that are contemplated either by the County or other utility and service agencies as part of ongoing maintenance operations throughout the Harbor, and excludes all proposed commercial renovation and new building construction (i.e., no changes in existing buildings, and no new or renovated buildings). The impacts of this alternative will be identical to those identified in Section 6.2, No Project/No Development Alternative; therefore no analysis is required for each environmental impact area. Compared to the proposed Project, this alternative will substantially reduce or avoid many of the significant impacts, particularly those related to building demolition, renovation and construction. In addition, this alternative will avoid the potentially significant visual impacts associated with the addition of dry stack boat storage facilities. This alternative will have fewer operational impacts due to not including the additional 6,200 square feet of retail and 27,100 square feet of restaurant uses and other Project-related structures. This alternative is considered the environmentally superior alternative, however, this alternative may not be feasible, due to limited funding available for Harbor improvements, as well as failure to meet several key Project objectives.

1.5.5 ALTERNATIVE SITE

The purpose and goal of the proposed Project is to enhance the specific existing facilities and services provided at Dana Point Harbor. Therefore, any alternative sites proposed will not fulfill the objectives of the Project. In addition, Dana Point is already heavily developed; no additional area exists to increase marina services and provide additional commercial opportunities within the City. Any alternative site will have greater construction-related air quality and noise impacts because it will require construction within developed areas that will require greater demolition and construction. Finally, enhancement of the proposed Project site will limit the environmental impacts associated with developing an undeveloped area. Therefore, this alternative will be considered environmentally inferior to the proposed Project.

1.6 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED



The Dana Point Harbor Revitalization Plan has been subject to extensive public outreach, beginning in 1997 with the Dana Point Harbor Task Force and continuing through the current process with numerous meetings with various stakeholders and the City of Dana Point. In addition, the Program EIR included a formal public scoping meeting as part of the Notice of Preparation public review process. The Project has been designed to address the 1998 Task Force goals as well as respond to stakeholder input regarding important issues such as:

- Adequacy of parking;
- Construction phasing that minimizes business impacts; and
- Improving Harbor water quality.

As the Project includes various conceptual design elements (referred to as “Phase II”, addressed at a programmatic level in the EIR), these potential future improvements will require separate environmental review, and may be modified from the conceptual descriptions noted in this Program EIR. In addition, through the normal course of final engineering and construction, certain Project improvements, even for the more detailed Phase I (Commercial Core) area, may be refined from the description contained in this Program EIR. In addition, a key approval needed by the Project is a Local Coastal Plan Amendment, which requires approval from the City of Dana Point and California Coastal Commission certification. It should also be noted that the settlement agreement between the County and City of Dana Point regarding ownership and maintenance of facilities in the Harbor (including roads, traffic signals, and drainage improvements, etc.) is scheduled to expire next year. Issues related to the implementation of the Revitalization Plan improvements may require negotiation and result in an amendment agreement.

Significant irreversible environmental changes that would result from the proposed Project, should it be implemented, consist of the following. Construction-related (temporary) air quality impacts due to building demolition, asphalt, grading, and related construction activities; long-term air quality impacts associated with construction of new buildings, due to exceedance of SCAQMD thresholds; construction-related (temporary) noise impacts due to building demolition and related construction activities; cumulative off-site traffic noise impacts would exceed the 65 dBA CNEL level; construction-related (temporary) impacts on parking and circulation within the Harbor area; long-term parking impacts during peak Harbor events; and aesthetic impacts on views at certain locations.