4.0 IMPACT ANALYSIS AND MITIGATION

This Program Environmental Impact Report (EIR) includes as much detail as possible to maximize the amount and depth of information about the Project that is available for public review; refer to Section 2.0 (Introduction and Purpose) for further explanation of the EIR process. The EIR includes information gathered throughout the EIR process, including the Notice of Preparation (NOP); refer to Appendix A (Notice of Preparation and NOP Comments), correspondence from utility and service providers in Appendix H (Utility and Service Provider Correspondence), available literature and reference documents, and consultation with potentially affected agencies. Additionally, please refer to Section 2.7 (Documentation Incorporated by Reference) and Section 9.0 (Bibliography).

Technical studies completed for the proposed Project include:

- Terrestrial Biological Resources
- Marine Biological Resources
- Air Quality Data
- Noise Data
- Water Quality Assessment
- Water Quality Management Plan
- Geotechnical Study
- Signage and Lighting Study
- Preliminary Hazardous Material Assessment
- Traffic and Parking Study
- Cultural Resources Report
- Relevant Planning Consistency

BASIS OF CUMULATIVE IMPACTS ANALYSIS

Section 15355 of the *CEQA Guidelines*, as amended, provides the following definition of cumulative impacts: “Cumulative impacts refers to two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts.” Pursuant to §15130(a), cumulative impacts of a project shall be discussed when the project’s effect is cumulatively considerable, as defined in §15065(c). Section 4.0 (Impact Analysis and Mitigation) provides a cumulative impact assessment for each applicable environmental issue, and does so to a degree that reflects each impact’s severity and likelihood of occurrence.

As indicated above, a cumulative impact involves two or more individual effects. Per the *CEQA Guidelines* §15130, the discussion of cumulative impacts shall be guided by the standards of practicality and reasonableness. Per *CEQA Guidelines* Section 15130(b), the following elements are necessary for an adequate discussion of significant cumulative impacts:

1. Either:

   a. A list of relevant past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or

   b. A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact;

2. A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and

3. A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigation or avoiding the project's contribution to any significant cumulative effects.

RELATED PROJECTS

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 (refer to Exhibit 3-3, Surrounding Land Uses). The following text identifies related projects and other possible development in the area determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur.

- **Doheny State Beach Preliminary General Plan –** Doheny State Beach is located in the City of Dana Point at 25300 Dana Point Harbor Drive. The 86-acre park is adjacent to Pacific Coast Highway, with frontage along 1.2 miles of the Pacific Ocean. The new general plan for the park contains a comprehensive set of parkwide and location-specific goals and guidelines for the long-term direction of the park.

- **Dana Point Town Center Plan –** The Town Center planning area generally encompasses that area of the City between Pacific Coast Highway and Del Prado, and the adjoining properties from Street of the Green Lantern to Street of the Blue Lantern, as well as the extension area between Street of the Violet Lantern and Street of the Golden Lantern. The corridor extending from Pacific Coast Highway to Del Obispo will include recommendations for streetscape improvements only (i.e., landscaping).

- **Dana Point Headlands –** Per the *Headlands Development Conservation Plan* approved by the City in January 2002, this proposed project includes a maximum of 118 residential dwelling units, a 90-room Seaside Inn, 3,000 square feet of commercial uses, a 28-acre conservation park, and three miles of coastal trails. On January 6, 2004, the California Coastal Commission approved the project with modifications and presently underway.

Additionally, the following on-going Harbor improvements are included in the cumulative impacts analysis:

- Water and sewer improvements constructed by the SCWD to correct existing deficiencies and prevent future failures;
- Water quality BMPs (structural and nonstructural) funded by State or Federal grant programs;
- Building and deck area repair and replacement;
- Street maintenance improvements and parking area restriping;
- Landscaping and landscape irrigation replacement;
- Breakwater repairs;
- Implementation of off-site boat storage and employee parking areas to reduce parking congestion in the Harbor;
- Dredging of Planning Areas 8, 9, 10, 11, and 12;
- Boat launch ramp renovation; and
- Installation of a new restroom facility adjacent to the Ocean Institute.

Cumulative impacts associated with Project implementation were analyzed in consideration of the projects identified above, with the exception of the traffic and noise assessments. The noise assessment was based upon the forecast Year 2012 buildout traffic volumes as contained within the Traffic Impact Analysis. With respect to Traffic And Circulation, it should be noted that Year 2012 and buildout traffic volumes (with and without the proposed Project) were derived by applying an annual growth rate factor of 1.0 percent per year over existing traffic volumes to account for ambient traffic growth, as directed by City of Dana Point staff. Note that the anticipated traffic volumes from the *Headlands Traffic Study* were added to the 1.0 percent growth rate per the direction of the City of Dana Point Traffic Engineer.[1]

Quantification of cumulative impacts is difficult and often requires speculative estimates of impacts including, but not limited to, the following:

- The geographic diversity of impacts in the planning area (impacts of future development may affect different areas);
- Variations in time of impacts (many of the Project's future impacts, especially the short-term construction-related impacts, would occur at different times, and would be avoided or lessened before other short-term impacts occurred);
- Complete data are not available for all future development; and
- Data for future development may change during subsequent approvals. However, every attempt has been made to provide a qualitative judgment regarding the combined effects of, and relationship between, the different land uses.

[1] RK Engineering Group, *Headlands Traffic Study*, September 14, 2001.

MITIGATION

In accordance with §§15125 and 15126(a) to (c) of the *CEQA Guidelines*, each topical section of the EIR analyses of environmental impacts in those areas where it was determined that the proposed Project could result in "potentially significant impacts." Each topical section includes information on the description of the existing setting, identification of thresholds of significance, analysis of potential Project effects and identification of significant impacts, identification of a mitigation program (if required), to reduce the impacts, and level of significance after mitigation.

The mitigation program consists of Standard Conditions of Approval, Project Design Features, and/or additional Mitigation Measures. The components of the mitigation program are described below.

STANDARD CONDITIONS OF APPROVAL

Standard conditions of approval (SCA) are based on those contained within the *County of Orange Standard Conditions of Approval Manual*, April 2001.

PROJECT DESIGN FEATURES

The impact analyses in this EIR examine the proposed Project as set forth in the Dana Point Harbor Revitalization Plan. The Revitalization Plan includes specific design proposals that have been incorporated into the proposed Project to reduce potential environmental effects. These design components are referred to as "project design features" (PDFs).

The PDFs that apply to each environmental topic are listed in each subsection of Chapter 4.0. These features avoid or reduce environmental impacts. Because these features are part of the Project design, they do not constitute "additional mitigation measures". To ensure accountability for implementation, the PDFs specify timing mechanisms, responsible parties, and other implementation criteria as appropriate. The Mitigation Monitoring and Reporting program (MMRP), when adopted with the Final EIR, would include specific implementation components, similar to mitigation measures, for each PDF.

MITIGATION MEASURES

For each potentially significant environmental effect that has been identified, Project-specific mitigation measures (MMs) have been recommended.

EFFECTS FOUND NOT TO BE SIGNIFICANT

In accordance with §15128 of the *CEQA Guidelines*, possible environmental effects considered not to be significant or applicable to the Project and, therefore, not addressed in detail in this EIR, are discussed in Section 7.0 (Effects Found Not to be Significant), along with the reasons that they were found not to be significant.