

Final Environmental Impact Report Volume I

South Shores Church Master Plan City of Dana Point

SCH No. 2009041129



Prepared by

LSA

LSA ASSOCIATES, INC.

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TABLE OF CONTENTS

VOLUME I

1.0	EXECUTIVE SUMMARY	1-1
1.1	INTRODUCTION.....	1-1
1.2	SUMMARY OF PROJECT DESCRIPTION	1-1
1.3	SIGNIFICANT UNAVOIDABLE IMPACTS	1-3
1.4	ALTERNATIVES	1-3
1.5	AREAS OF CONTROVERSY	1-4
1.6	SUMMARY OF IMPACTS AND MITIGATION MEASURES	1-4
2.0	INTRODUCTION.....	2-1
2.1	PURPOSE AND TYPE OF EIR/INTENDED USE OF THE EIR	2-1
2.2	PUBLIC REVIEW PROCESS.....	2-2
2.2.1	Notice of Preparation	2-3
2.2.2	Scoping Meeting and Areas of Controversy	2-4
2.2.3	Public Review Period.....	2-4
2.3	EFFECTS FOUND NOT TO BE SIGNIFICANT.....	2-5
2.3.1	Agricultural and Forest Resources	2-5
2.3.2	Mineral Resources.....	2-5
2.3.3	Population and Housing	2-5
2.3.4	Recreation	2-6
2.4	FORMAT OF THE EIR.....	2-6
2.4.1	Chapter 1.0: Executive Summary	2-6
2.4.2	Chapter 2.0: Introduction	2-6
2.4.3	Chapter 3.0: Project Description	2-6
2.4.4	Chapter 4.0: Existing Environmental Setting, Environmental Analysis, Impacts, and Mitigation Measures	2-7
2.4.5	Chapter 5.0: Alternatives to the Proposed Project	2-7
2.4.6	Chapter 6.0: Long-Term Implications of the Project	2-7
2.4.7	Chapter 7.0: Mitigation Monitoring and Reporting Program.....	2-8
2.4.8	Chapters 8.0: Significant Unavoidable Impacts.....	2-8
2.4.9	Chapter 9.0: Organizations and Persons Consulted	2-8
2.4.10	Chapter 10.0: List of Preparers	2-8
2.4.11	Chapter 11.0: References	2-8
2.5	INCORPORATION BY REFERENCE.....	2-8
3.0	PROJECT DESCRIPTION	3-1
3.1	INTRODUCTION.....	3-1
3.2	PROJECT HISTORY AND BACKGROUND.....	3-1
3.3	PROJECT SETTING AND SITE DESCRIPTION	3-3
3.3.1	Project Setting	3-3
3.3.2	Project Site Description.....	3-3
3.3.3	Surrounding Land Uses.....	3-6
3.4	PROJECT DESCRIPTION	3-6
3.4.1	Phase 1: Demolition of Existing Buildings, Corrective Grading and New Construction	3-9

3.4.2	Phase 2: Construction of Christian Education Building 1	3-11
3.4.3	Phase 3: Construction of Christian Education Building 2	3-12
3.4.4	Phase 4: Construction of the South Half of Parking Structure	3-13
3.4.5	Phase 5: Construction of the North Half of Parking Structure	3-13
3.4.6	Completed Master Plan	3-14
3.4.7	Access	3-14
3.4.8	Lighting	3-14
3.5	PROJECT DESIGN FEATURES	3-15
3.6	DISCRETIONARY ACTIONS	3-16
3.6.1	Coastal Development Permit	3-16
3.6.2	Site Development Permit	3-17
3.6.3	Conditional Use Permit	3-17
3.6.4	Variance	3-17
3.6.5	Probable Future Actions by Responsible Agencies	3-17
3.7	PROJECT OBJECTIVES	3-18
4.0	EXISTING ENVIRONMENTAL SETTING, ENVIRONMENTAL ANALYSIS, IMPACTS, AND MITIGATION MEASURES	4-1
4.1	AESTHETICS	4.1-1
4.1.1	Introduction	4.1-1
4.1.2	Methodology	4.1-1
4.1.3	Existing Environmental Setting	4.1-4
4.1.4	Regulatory Setting	4.1-8
4.1.5	Thresholds of Significance	4.1-11
4.1.6	Project Impacts	4.1-11
4.1.7	Level of Significance Prior to Mitigation	4.1-21
4.1.8	Mitigation Measures	4.1-21
4.1.9	Cumulative Impacts	4.1-21
4.1.10	Level of Significance After Mitigation	4.1-22
4.1.11	Significant Unavoidable Adverse Impacts	4.1-22
4.2	AIR QUALITY	4.2-1
4.2.1	Introduction	4.2-1
4.2.2	Methodology	4.2-1
4.2.3	Existing Environmental Setting	4.2-1
4.2.4	Regulatory Setting	4.2-7
4.2.5	Thresholds of Significance	4.2-12
4.2.6	Project Impacts	4.2-15
4.2.7	Mitigation Measures	4.2-25
4.2.8	Cumulative Impacts	4.2-26
4.2.9	Level of Significance Prior to Mitigation	4.2-26
4.2.10	Standard Conditions	4.2-26
4.2.11	Level of Significance After Mitigation	4.2-27
4.2.12	Significant Unavoidable Adverse Impacts	4.2-27
4.3	BIOLOGICAL RESOURCES	4.3-1
4.3.1	Introduction	4.3-1
4.3.2	Methodology	4.3-1
4.3.3	Existing Environmental Setting	4.3-2
4.3.4	Regulatory Setting	4.3-5

4.3.5	Thresholds of Significance.....	4.3-8
4.3.6	Project Impacts.....	4.3-9
4.3.7	Mitigation Measures	4.3-14
4.3.8	Cumulative Impacts	4.3-16
4.3.9	Level of Significance Prior to Mitigation	4.3-17
4.3.10	Level of Significance After Mitigation	4.3-17
4.3.11	Significant Unavoidable Adverse Impacts	4.3-17
4.4	CULTURAL AND PALEONTOLOGICAL RESOURCES	4.4-1
4.4.1	Introduction.....	4.4-1
4.4.2	Methodology	4.4-1
4.4.3	Existing Environmental Setting	4.4-2
4.4.4	Regulatory Setting.....	4.4-9
4.4.5	Thresholds of Significance.....	4.4-11
4.4.6	Project Impacts.....	4.4-11
4.4.7	Cumulative Impacts	4.4-13
4.4.8	Level of Significance Prior to Mitigation	4.4-14
4.4.9	Mitigation Measures	4.4-14
4.4.10	Level of Significance after Mitigation	4.4-16
4.4.11	Significant Unavoidable Adverse Impacts	4.4-17
4.5	GEOLOGY AND SOILS.....	4.5-1
4.5.1	Introduction.....	4.5-1
4.5.2	Methodology	4.5-1
4.5.3	Existing Environmental Setting	4.5-1
4.5.4	Regulatory Setting.....	4.5-6
4.5.5	Thresholds of Significance.....	4.5-9
4.5.6	Project Impacts.....	4.5-10
4.5.7	Level of Significance Prior to Mitigation	4.5-13
4.5.8	Mitigation Measures	4.5-13
4.5.9	Cumulative Impacts	4.5-15
4.5.10	Level of Significance After Mitigation	4.5-16
4.5.11	Significant Unavoidable Adverse Impacts	4.5-16
4.6	GREENHOUSE GAS EMISSIONS	4.6-1
4.6.1	Introduction.....	4.6-1
4.6.2	Methodology	4.6-1
4.6.3	Existing Environmental Setting	4.6-2
4.6.4	Regulatory Setting.....	4.6-7
4.6.5	Thresholds of Significance.....	4.6-9
4.6.6	Project Impacts.....	4.6-10
4.6.7	Mitigation Measures	4.6-14
4.6.8	Cumulative Impacts	4.6-16
4.6.9	Project Design Feature	4.6-18
4.6.10	Significant Unavoidable Adverse Impacts	4.6-18
4.7	HAZARDS AND HAZARDOUS MATERIALS	4.7-1
4.7.1	Introduction.....	4.7-1
4.7.2	Methodology	4.7-1
4.7.3	Existing Environmental Setting	4.7-1
4.7.4	Regulatory Setting.....	4.7-6

4.7.5	Thresholds of Significance	4.7-13
4.7.6	Impacts.....	4.7-14
4.7.7	Mitigation Measures	4.7-19
4.7.8	Cumulative Impacts	4.7-20
4.7.9	Significant Unavoidable Adverse Impacts	4.7-21
4.8	HYDROLOGY AND WATER QUALITY	4.8-1
4.8.1	Introduction	4.8-1
4.8.2	Existing Environmental Setting.....	4.8-1
4.8.3	Regulatory Setting	4.8-2
4.8.4	Methodology.....	4.8-11
4.8.5	Thresholds of Significance	4.8-11
4.8.6	Project Impacts	4.8-12
4.8.7	Cumulative Impacts	4.8-24
4.8.8	Level of Significance Prior to Mitigation.....	4.8-24
4.8.9	Mitigation Measures	4.8-25
4.8.10	Level of Significance after Mitigation.....	4.8-28
4.8.11	Significant Unavoidable Adverse Impacts	4.8-28
4.9	LAND USE AND PLANNING.....	4.9-1
4.9.1	Introduction	4.9-1
4.9.2	Methodology.....	4.9-1
4.9.3	Existing Environmental Setting.....	4.9-1
4.9.4	Regulatory Setting	4.9-5
4.9.5	Thresholds of Significance	4.9-18
4.9.6	Impacts.....	4.9-19
4.9.7	Mitigation Measures	4.9-32
4.9.8	Cumulative Impacts	4.9-32
4.9.9	Significant Unavoidable Adverse Impacts	4.9-33
4.10	NOISE	4.10-1
4.10.1	Introduction	4.10-1
4.10.2	Methodology.....	4.10-1
4.10.3	Existing Environmental Setting.....	4.10-4
4.10.4	Regulatory Setting	4.10-8
4.10.5	Thresholds of Significance	4.10-12
4.10.6	Project Impacts	4.10-12
4.10.7	Cumulative Impacts	4.10-26
4.10.8	Standard Condition	4.10-27
4.10.9	Mitigation Measure.....	4.10-27
4.10.10	Level of Significance Prior to Mitigation.....	4.10-28
4.10.11	Level of Significance After Mitigation.....	4.10-28
4.11	PUBLIC SERVICES AND UTILITIES.....	4.11-1
4.11.1	Introduction	4.11-1
4.11.2	Methodology.....	4.11-1
4.11.3	Existing Environmental Setting.....	4.11-1
4.11.4	Regulatory Setting	4.11-11
4.11.5	Thresholds of Significance	4.11-15
4.11.6	Project Impacts	4.11-17
4.11.7	Standard Conditions	4.11-29

4.11.8	Mitigation Measures	4.11-29
4.11.9	Cumulative Impacts	4.11-29
4.11.10	Significant Unavoidable Adverse Impacts	4.11-32
4.12	TRANSPORTATION/TRAFFIC	4.12-1
4.12.1	Introduction	4.12-1
4.12.2	Methodology	4.12-1
4.12.3	Existing Environmental Setting	4.12-3
4.12.4	Regulatory Setting.....	4.12-5
4.12.5	Thresholds of Significance.....	4.12-7
4.12.6	Project Impacts.....	4.12-8
4.12.7	Standard Conditions	4.12-18
4.12.8	Mitigation Measure	4.12-19
4.12.9	Cumulative Impacts	4.12-20
4.12.10	Level of Significance Prior to Mitigation	4.12-23
4.12.11	Level of Significance After Mitigation	4.12-23
4.12.12	Significant Unavoidable Adverse Impacts	4.12-24
5.0	ALTERNATIVES	5-1
5.1	INTRODUCTION.....	5-1
5.2	SELECTION OF ALTERNATIVES	5-2
5.3	ALTERNATIVES INITIALLY CONSIDERED BUT REJECTED FROM FURTHER CONSIDERATION	5-4
5.3.1	Previous Proposal.....	5-4
5.3.2	Alternative Sites	5-4
5.4	PROPOSED PROJECT	5-5
5.4.1	Project Characteristics.....	5-5
5.4.2	Project Objectives	5-5
5.4.3	Significant Unavoidable Impacts of the Proposed Project.....	5-6
5.5	ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT ALTERNATIVE	5-7
5.5.1	Description	5-7
5.5.2	Environmental Analysis	5-7
5.5.3	Overview of Potential Impacts/Comparison to the Proposed Project	5-9
5.5.4	Attainment of Project Objectives	5-9
5.6	ALTERNATIVE 2: REDUCED PROJECT	5-9
5.6.1	Description	5-9
5.6.2	Environmental Analysis	5-14
5.6.3	Overview of Potential Impacts/Comparison to the Proposed Project	5-45
5.6.4	Attainment of Project Objectives	5-46
5.7	ENVIRONMENTALLY SUPERIOR ALTERNATIVE.....	5-46
6.0	LONG-TERM IMPLICATIONS OF THE PROJECT.....	6-1
6.1	SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES	6-1
6.2	GROWTH-INDUCING IMPACTS.....	6-2
6.2.1	Removal of Obstacles to Growth	6-3
6.2.2	Expansion of Public Services.....	6-3
6.2.3	Encouragement/Facilitation of Economic Effects.....	6-4
6.2.4	Precedent-Setting Action	6-4
6.3	SIGNIFICANT EFFECTS THAT CANNOT BE AVOIDED.....	6-4
6.3.1	Inventory of Significant Unavoidable Adverse Impacts	6-4

7.0	MITIGATION MONITORING AND REPORTING PROGRAM	7-1
7.1	MITIGATION MONITORING REQUIREMENTS	7-1
7.2	MITIGATION MONITORING PROCEDURES	7-2
8.0	SIGNIFICANT UNAVOIDABLE IMPACTS	8-1
8.1	INTRODUCTION	8-1
8.2	SIGNIFICANT UNAVOIDABLE ADVERSE PROJECT IMPACTS	8-1
9.0	ORGANIZATIONS AND PERSONS CONSULTED	9-1
10.0	LIST OF PREPARERS	10-1
10.1	CITY OF DANA POINT	10-1
10.2	CONSULTANT TEAM	10-1
10.2.1	LSA Associates, Inc.	10-1
10.2.2	South Shores Church	10-2
10.2.3	Soft Mirage	10-2
10.2.4	Adams-Streeter Civil Engineers, Inc.	10-2
10.2.5	LGC Geotechnical, Inc.	10-2
11.0	REFERENCES	11-1
12.0	LIST OF ACRONYMS AND ABBREVIATIONS	1

FIGURES AND TABLES

FIGURES

Figure 3.1: Master Plan Evolution.....	3-19
Figure 3.2: Regional Location.....	3-21
Figure 3.3: Project Vicinity.....	3-23
Figure 3.4: Existing Site Plan.....	3-25
Figure 3.5: Proposed Master Plan.....	3-27
Figure 3.6a: Site Plan Cross Sections.....	3-29
Figure 3.6b: Site Plan Cross Sections.....	3-31
Figure 3.6c: Site Plan Cross Sections.....	3-33
Figure 3.7a: Construction Phasing.....	3-35
Figure 3.7b: Construction Phasing.....	3-37
Figure 3.7c: Construction Phasing.....	3-39
Figure 3.8: Preschool/Administration Building Elevations.....	3-41
Figure 3.9: Community Life Center Elevations.....	3-43
Figure 3.10: Christian Education Buildings 1 and 2 Elevations.....	3-45
Figure 3.11: Parking Structure Elevations.....	3-47
Figure 4.1: Cumulative Project Locations.....	4-5
Figure 4.1.1: Key View Locations.....	4.1-23
Figure 4.1.2: Key View 1.....	4.1-25
Figure 4.1.3: Key View 2.....	4.1-27
Figure 4.1.4: Key View 3.....	4.1-29
Figure 4.1.5: Key View 4.....	4.1-31
Figure 4.1.6: Key View 5.....	4.1-33
Figure 4.1.7: Key View 6.....	4.1-35
Figure 4.1.8: Key View 7.....	4.1-37
Figure 4.1.9: Preliminary Landscape Plan.....	4.1-39
Figure 4.1.10: Conceptual Lighting Plan.....	4.1-41
Figure 4.3.1: Plant Communities.....	4.3-3
Figure 4.6.1: Tiered Decision Approach to GHG Methodology and Significance Thresholds.....	4.6-19
Figure 4.9.1: Regional Project Location.....	4.9-3
Figure 4.9.2: Existing Project Site.....	4.9-7
Figure 4.9.3: Existing Land Uses.....	4.9-9
Figure 4.9.4: General Plan Land Use Designations.....	4.9-13
Figure 4.9.5: Zoning Designations.....	4.9-15
Figure 4.12.1: Project Location and Study Area Intersections.....	4.12-25
Figure 4.12.2: Existing Weekday Peak-Hour Traffic Volumes.....	4.12-27
Figure 4.12.3: Existing Sunday Midday Peak-Hour Traffic Volumes.....	4.12-29
Figure 4.12.4: Weekday Project Trip Distribution and Assignment.....	4.12-31
Figure 4.12.5: Sunday Midday Project Trip Distribution and Assignment.....	4.12-33
Figure 4.12.6: Existing Plus Project Weekday Peak-Hour Traffic Volumes.....	4.12-35
Figure 4.12.7: Existing Plus Project Sunday Midday Peak-Hour Traffic Volumes.....	4.12-37
Figure 4.12.8: Weekday Cumulative Project Trip Assignment.....	4.12-39
Figure 4.12.9: Sunday Midday Cumulative Project Trip Assignment.....	4.12-41

Figure 4.12.10: Cumulative Weekday Peak-Hour Traffic Volumes.....4.12-43
Figure 4.12.11: Cumulative Sunday Midday Peak-Hour Traffic Volumes4.12-45
Figure 4.12.12: Cumulative Plus Project Weekday Peak-Hour Traffic Volumes4.12-47
Figure 4.12.13: Cumulative Plus Project Sunday Midday Peak-Hour Traffic Volumes4.12-49
Figure 5.1: Reduced Project Alternative.....5-49
Figure 5.2: Site Plan Cross Sections5-51
Figure 5.3.a: Construction Phasing5-53
Figure 5.3.b: Construction Phasing5-55
Figure 5.3.c: Construction Phasing5-57
Figure 5.4: Preschool/Administration Building Elevation.....5-59
Figure 5.5: Community Life Center Building Elevation5-61
Figure 5.6: Christian Education Building 1 Elevation5-63
Figure 5.7: Christian Education Building 2 Elevation5-65
Figure 5.8: Preschool Building Elevation5-67
Figure 5.9: Lighting Plan5-69
Figure 5.10: Key View 15-71
Figure 5.11: Key View 25-73
Figure 5.12: Key View 35-75
Figure 5.13: Key View 45-77
Figure 5.14: Key View 55-79
Figure 5.15: Key View 65-81
Figure 5.16: Key View 75-83

TABLES

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features,
Mitigation Measures, Standard Conditions, and Level of Significance..... 1-5
Table 3.A: Existing Development..... 3-4
Table 3.B: Existing On-Site Buildings 3-7
Table 3.C: Proposed Master Plan Buildings 3-8
Table 3.D: Proposed Construction Phases 3-9
Table 3.E: Project Discretionary Actions 3-16
Table 3.F: Probable Future Actions by Responsible Agencies 3-18
Table 4.A: Cumulative Project List 4-3
Table 4.1.A: CF Zoning District Development Standards vs. Proposed Project 4.1-15
Table 4.2.A: Attainment Status of Criteria Pollutants in the South Coast Air Basin..... 4.2-3
Table 4.2.B: Summary of Health Effects of the Major Criteria Air Pollutants..... 4.2-6
Table 4.2.C: Ambient Air Quality Monitored in the Project Vicinity 4.2-8
Table 4.2.D: Ambient Air Quality Standards 4.2-9
Table 4.2.E: Construction Schedule..... 4.2-17
Table 4.2.F: Short-Term Regional Construction Emissions 4.2-18
Table 4.2.G: Regional Operational Emissions..... 4.2-20
Table 4.2.H: Operational Localized Impacts Analysis 4.2-20
Table 4.2.I: Diesel Construction Equipment Utilized by Construction Phase 4.2-22
Table 4.2.J: Construction Localized Impacts Analysis 4.2-23
Table 4.2.K: Operational Localized Impacts Analysis 4.2-24

Table 4.6.A: Global Warming Potential of Greenhouse Gases	4.6-4
Table 4.6.B: Peak Annual Construction GHG Emissions	4.6-11
Table 4.6.C: Long-Term Operational Greenhouse Gas Emissions	4.6-12
Table 4.6.D: Project Compliance with Greenhouse Gas Emission Reduction Strategies	4.6-15
Table 4.7.A: Hazardous Material Databases	4.7-5
Table 4.7.B: Hazardous Waste Releases within and Adjacent to the Project Site	4.7-5
Table 4.8.A: Water Quality Objectives	4.8-5
Table 4.8.B: Low Impact Development/Source Control and Site Design BMPs.....	4.8-15
Table 4.9.A: Applicable Community Facilities District Development Standards.....	4.9-17
Table 4.9.B: General Plan Land Use Policy Consistency Analysis	4.9-21
Table 4.10.A: Definitions of Acoustical Terms	4.10-2
Table 4.10.B: Attenuation Levels and Type of Noise Sources.....	4.10-3
Table 4.10.C: Ambient Noise Level (dBA).....	4.10-5
Table 4.10.D: Existing Weekday Traffic Noise Levels.....	4.10-6
Table 4.10.E: Existing Sunday Traffic Noise Levels	4.10-7
Table 4.10.F: Noise/Land Use Compatibility Matrix.....	4.10-9
Table 4.10.G: Interior and Exterior Noise Standards	4.10-10
Table 4.10.H: Existing Weekday With Project Traffic Noise Levels	4.10-18
Table 4.10.I: Existing Sunday With Project Traffic Noise Levels	4.10-19
Table 4.10.J: Future Weekday Traffic Noise Levels.....	4.10-20
Table 4.10.K: Future Weekday With Project Traffic Noise Levels	4.10-21
Table 4.10.L: Future Sunday Traffic Noise Levels	4.10-22
Table 4.10.M: Future Sunday With Project Traffic Noise Levels.....	4.10-23
Table 4.11.A: Existing Wastewater Generation on Project Site.....	4.11-6
Table 4.11.B: Existing Water Demand on the Project Site	4.11-7
Table 4.11.C: Existing Solid Waste Generation on Project Site	4.11-10
Table 4.11.D: Existing Natural Gas Demand on Project Site.....	4.11-11
Table 4.11.E: Natural Gas Demand at Project Build Out.....	4.11-20
Table 4.11.F: Electricity Demand at Project Build Out	4.11-22
Table 4.11.G: Proposed Project Comparison to <i>State CEQA Guidelines</i> Appendix F.....	4.11-23
Table 4.11.H: Water Demand at Project Build Out.....	4.11-25
Table 4.11.I: Wastewater Generation at Project Build Out.....	4.11-26
Table 4.11.J: Solid Waste Generation at Project Build Out	4.11-28
Table 4.12.A: LOS Descriptions	4.12-2
Table 4.12.B: LOS/ICU Value Comparison.....	4.12-2
Table 4.12.C: LOS/Unsignalized Intersection Delay Comparison.....	4.12-3
Table 4.12.D: Existing Level of Service Summary	4.12-4
Table 4.12.E: Existing and Existing Plus Construction Level of Service Summary.....	4.12-10
Table 4.12.F: Project Trip Generation Summary	4.12-12
Table 4.12.G: Existing and Existing Plus Project Level of Service Summary.....	4.12-14
Table 4.12.H: Project Parking Adequacy	4.12-15
Table 4.12.I: Cumulative Projects Trip Generation Summary	4.12-21
Table 4.12.J: Cumulative and Cumulative Plus Project Level of Service Summary	4.12-22
Table 5.A: Summary of Development Alternatives	5-3
Table 5.B: Project Square Footage	5-6
Table 5.C: Reduced Project Alternative Square Footage	5-10
Table 5.D: Reduced Project Alternative Parking Adequacy	5-42

Table 5.E: Comparison of the Environmental Impacts of the Proposed Project to the Project
Alternatives5-46
Table 7.A: Mitigation and Monitoring Reporting Program7-3

VOLUME II

APPENDICES

- A: INITIAL STUDY/NOTICE OF PREPARATION AND COMMENT LETTERS
- B: AIR QUALITY AND GREENHOUSE GAS ANALYSIS
- C: BIOLOGICAL RESOURCES ASSESSMENTS
- D: CULTURAL AND PALEONTOLOGICAL RESOURCES ASSESSMENTS

VOLUME III

APPENDICES

- E: GEOTECHNICAL REPORTS
- F: HAZARDS REPORT
- G: PRELIMINARY WATER QUALITY MANAGEMENT PLAN AND HYDROLOGY REPORT
- H: NOISE AND VIBRATION ANALYSIS
- I: PUBLIC SERVICE AND UTILITY PROVIDER RESPONSES
- J: TRAFFIC IMPACT ANALYSIS

1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that local government agencies, before taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide both the public and local and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making.

This Draft EIR has been prepared by the City of Dana Point (City) to analyze the potential environmental impacts of the proposed South Shores Church Master Plan project (proposed project); to discuss alternatives; and to propose mitigation measures for identified potentially significant impacts that will minimize, offset, or otherwise reduce or avoid those environmental impacts. Data for this Draft EIR was obtained from on-site field observations; discussion with affected agencies; review of adopted plans and policies; review of available studies and reports; and specialized environmental assessments prepared for the proposed project (e.g., air quality, biological resources, cultural resources, geology, hazards and hazardous materials, hydrology and water quality, paleontological resources, noise, and traffic).

1.2 SUMMARY OF PROJECT DESCRIPTION

The proposed project is located at 32712 Crown Valley Parkway in the northern portion of the City, which itself is located in the southwestern portion of Orange County (County). The project site is bounded by Crown Valley Parkway to the west, the Monarch Bay Villas to the south, an undeveloped hillside and the Monarch Beach Golf Links golf course to the east, and the Monarch Coast Apartments to the north. The approximate 6-acre (ac) project site is generally rectangular in shape and is currently developed with the existing South Shores Church development.

With the exception of the Sanctuary built in the 1990s, the current buildings on site have become dated and less than optimal for accommodating existing church activities and functions. The pre-school utilizes several buildings including temporary classrooms that are over 40 years old. Christian education classes and church committees meet in various rooms not specifically intended as meeting spaces, including the Pastor's office. The existing Fellowship Hall space is too small for Church wide gatherings such as luncheons and celebratory events.

Consequently, the buildings proposed as part of the Master Plan will be used to accommodate existing church activities and functions. The Church does not intend to increase the pre-school enrollment or expand the capacity of the Sanctuary for Sunday services. The Sunday services will continue as currently scheduled. Other than the Community Life Center building discussed below, the proposed Master Plan facilities essentially replace current outdated facilities and provide dedicated

spaces for ongoing church activities that currently occur in spaces not necessarily intended or well-suited to accommodate such activities.

Upon completion, the Community Life Center building will accommodate a larger percentage of the congregation for church wide events but any such event will not be held during times that conflict with Sunday services or the Church's peak weekday activity, the Wednesday Women's Bible Study Fellowship. The Community Life Center would also allow the Church to organize a youth basketball and/or volleyball league. The league however would not operate on Sundays or at the same time as the Wednesday Women's Bible Study Fellowship. The size of the Community Life Center further limits how many games/practices could be held simultaneously.

To implement the Master Plan, South Shores Church proposes to demolish the existing Preschool, Administration and Fellowship Hall building, Chapel, and parking lot. Total demolition would include 23,467 sf of building space. The proposed project includes construction of a total of 70,284 sf of new building space, including a new Preschool/Administration building, two new Christian Education buildings, a Community Life Center, and a two-level partially subterranean Parking Structure. No construction or modifications to the existing Sanctuary building are proposed as part of this project. The project is proposed in five phases over a 10-year period; however, construction activities would not occur continuously over the 10-year period. Although four of the ministry programs (the Wednesday morning bible study, the bi-weekly Friday morning ministry program, and two small ministry programs held on Tuesday mornings) would be discontinued during construction, the project is anticipated to result in temporary on-site parking deficiencies during construction. An off-site shared parking program would be in effect during construction of the Master Plan to address these deficiencies (refer to Section 4.12, Transportation and Circulation, for additional information regarding the off-site shared parking program). No parking deficiencies are anticipated to occur after the Master Plan is completed.

Access to the project site would be provided by the same two access points that currently exist along Crown Valley Parkway. Vehicles from Crown Valley Parkway would enter into the Parking Structure via either a right-turn-in/right-turn-out-only entrance or enter the project site at grade via the signalized intersection at Sea Island Drive and Crown Valley Parkway. Project site circulation would be required to comply with the Orange County Fire Authority (OCFA) Fire Code.

The proposed South Shores Church project would involve some nighttime operations such as Christian children/youth/college/adult ministries, community meetings, and community events. All facilities would be lighted to accommodate planned nighttime activities and to provide for security after facilities are closed. Lighting for the proposed project includes vertical light posts within the interior of the parking lot, small wall-mounted lamps along the northern and eastern boundaries of the Parking Structure, and recessed wall lights along the western and southern boundaries of the Parking Structure.

The proposed project would comply with Section 9.05.220 of the City's Municipal Code regarding lighting. Any exterior lighting proposed as part of the project would be energy-efficient and shielded or recessed, directing any potential glare or reflections within the boundaries of the project site parcel. Lighting would also be directed downward and away from adjoining properties and public rights-of-way. No lighting included as part of the proposed project would blink, flash, or utilize unusually high

intensity or brightness. Proposed lighting fixtures would also be appropriate in scale, intensity, and height.

See Chapter 3.0, Project Description, for a complete description of the project components.

1.3 SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the *State CEQA Guidelines* requires that an EIR describe significant environmental impacts that cannot be avoided if the proposed project is implemented, including those effects that can be mitigated but not reduced to a less than significant level. As determined in the contents of this Draft EIR, implementation of the proposed project would not result in any significant and unavoidable adverse impacts. All potentially significant impacts have been effectively mitigated to a less than significant level.

1.4 ALTERNATIVES

The following two alternatives to the proposed project were selected for consideration, including the no project Alternative as required by CEQA:

- **Alternative 1: No Project/No New Development.** This Alternative would involve no changes to the existing land uses and conditions on the project site. No new development on the project site would occur.
- **Alternative 2: Reduced Project.** This Alternative would include the same proposed uses as the proposed project but would reduce the proposed building square footage from 70,284 square feet (sf) to approximately 52,651 sf. Specifically, Alternative 2 would reduce the Preschool/Administration Building from 15,115 sf to 13,867 sf, the Community Life Center from 24,314 sf to 11,738, and Christian Education Building 2 from 15,456 sf to 9,788 sf. The only building which will increase in size is Christian Education Building 1 which will increase from 15,399 sf (proposed project) to 17,258 sf (reduced project). In addition, the reduced project alternative would provide 47 fewer parking spaces than the proposed project.

The No Project Alternative would be environmentally superior to the proposed project on the basis of the reduced physical impacts that would occur with this alternative. The No Project Alternative would have the least impact on the environment because none of the impacts associated with construction and operation of the proposed project would occur. While the No Project Alternative would lessen or avoid the impacts of the proposed project, the beneficial impacts of the proposed project—including the provision of additional church facilities would not occur, and none of the project objectives would be met. The *State CEQA Guidelines* require that if the environmentally superior alternative is the No Project/No Development Alternative, “the EIR also identify an environmentally superior alternative among the other alternatives” (*State CEQA Guidelines* Section 15126. 6(e)(2)).

The alternatives analysis is described in greater detail in Chapter 5.0, Alternatives.

1.5 AREAS OF CONTROVERSY

Pursuant to *State CEQA Guidelines* Section 15123, this EIR acknowledges the areas of controversy and issues to be resolved that are known to the City or that were raised during the scoping process. Comments submitted in writing during the Notice of Preparation (NOP) process included concerns related to: (1) aesthetic considerations and visual impacts, (2) air quality, (3) biological resources, (4) cultural resources, (5) general plan consistency, (6) geology and soils, (7) growth-inducing impacts, (8) hazards and hazardous materials, (9) infrastructure and other fiscal impacts, (10) hydrology and water quality, (11) land use, (12) natural habitat, (13) noise, (14) open space, (15) recreation, (16) transportation, (17) parking, (18) privacy concerns, (19) project alternatives, (20) public safety, and (21) public services and utilities. Major issues and concerns raised at the scoping meeting held on March 4, 2010 included: impacts to (1) visual resources, (2) geologic stability, (3) project site drainage, (4) land use compatibility, (5) project size and scale, (6) noise impacts to surrounding uses, (7) potable water supply, (8) traffic impacts related to construction and project build out, and (9) adequate parking during construction.

The Draft EIR addresses each of these areas of concern or controversy in detail, examines project-related and cumulative environmental impacts, identifies significant adverse environmental impacts, and proposes mitigation measures designed to reduce or eliminate potentially significant impacts of the proposed project.

1.6 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1.A identifies the potential environmental impacts, proposed mitigation measures, and level of significance after mitigation is incorporated into the project. Table 1.A also identifies cumulative impacts resulting from the proposed project in conjunction with the approved and pending cumulative projects, which are listed in Section 4.0, Existing Environmental Setting, Environmental Analysis, Impacts, and Mitigation Measures. Environmental topics addressed in this Draft EIR include: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services and Utilities, and Transportation/Traffic .

Refer to Section 2.0, Introduction, of this Draft EIR for a discussion of additional effects found not to be significant through the NOP process (e.g., Mineral Resources, Population and Housing, Agricultural and Forest Resources, and Recreation).

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
4.1 Aesthetics		
<p>Threshold 4.1.1: Have a substantial adverse effect on a scenic vista.</p> <p>Less than Significant Impact. Within the project vicinity, the City of Dana Point’s (City) General Plan Conservation and Open Space Element (1991) designates Crown Valley Parkway as a Scenic Roadway for which consideration should be given to preserve views from this roadway. While implementation of the proposed project would modify views of the project site, the proposed project would not result in adverse impacts on views of the surrounding hills from nearby roadways and sidewalks. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista, and no mitigation is required.</p>	No mitigation is required.	Less than Significant.
<p>Threshold 4.1.2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.</p> <p>Less than Significant Impact. There are no City or County of Orange (County) designated scenic resources (e.g., trees, rock outcroppings, and historic buildings) on the project site. Furthermore, there are no State-designated scenic highways surrounding the project site. Therefore, the proposed project would not substantially damage scenic resources, and no mitigation is required.</p>	No mitigation is required.	Less than Significant.
<p>Threshold 4.1.3: Substantially degrade the existing visual character or quality of the site and its surroundings.</p> <p>Less Than Significant Impact. Construction of the proposed project would involve on-site construction activities that would be visible to adjacent land uses. Construction activities for the proposed project would occur in five phases over the course of 10 years. During demolition, grading, and construction activities, the on-site construction area would be surrounded by temporary construction fencing thereby minimizing potential impacts to visual surroundings during construction.</p>	No mitigation is required.	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Operation of the proposed project would alter the existing visual character and quality of the proposed project site. However, the proposed project would be designed to a height and scale consistent with existing development to remain on the project site and development surrounding the project site. Additionally, the proposed project would be designed in the Mediterranean style, also consistent with surrounding development. Therefore, development of the proposed project would not substantially degrade the existing visual character or quality of the project site and its surroundings, and no mitigation is required.</p>		
<p>Threshold 4.1.4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.</p> <p>Less than Significant Impact. Construction of the proposed project would occur only during daylight hours; therefore, construction activities would not adversely impact day or nighttime views in the area.</p> <p>The proposed project would introduce new lighting to the project site from architectural exterior lighting, parking area lighting, and interior window spillage. However, the additional light would be similar to light associated with existing on-site buildings and other adjacent buildings and, as such, would not alter the character of the area. Furthermore, nighttime lighting associated with the proposed project would be similar to existing nighttime lighting associated with the existing church facilities. In addition, the proposed project would comply with lighting standards established by the City's Zoning Code. Therefore, implementation of the proposed project would have a less than significant impact related to light and glare, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Cumulative Aesthetic Impacts.</p> <p>Less than Significant. None of the cumulative projects would be located adjacent to the project site. Therefore, the proposed project, when considered in conjunction with these projects, would not have the potential to cumulatively contribute to an increase of nighttime lighting within the project vicinity. In addition, because the project site is located in developed area and is consistent with the style, massing, and character of surrounding development, the contribution of the proposed project to potential cumulative aesthetics impacts in the City is considered less than cumulatively significant, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>
<p>4.2 Air Quality</p>		
<p>Threshold 4.2.1: Conflict with or obstruct implementation of the applicable air quality plan.</p> <p>Less than Significant Impact. The proposed project is consistent with the City’s General Plan, which is consistent with the Southern California Association of Governments (SCAG) Regional Comprehensive Plan (RCP) Guidelines and the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP).</p> <p>The proposed project would result in short-term construction and long-term pollutant emissions that are less than the California Environmental Quality Act (CEQA) significance emissions thresholds established by the SCAQMD; therefore, the proposed project would not result in an increase in the frequency or severity of any air quality standards violation, and would not cause a new air quality standard violation.</p> <p>The <i>CEQA Air Quality Handbook</i> indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan Elements, Specific Plans, and significant projects. The proposed project involves the replacement and expansion of the existing South Shores</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Church facilities; therefore, the proposed project would be not defined as a significant project. The proposed project is consistent with the City's General Plan and the regional AQMP, and no mitigation is required.</p>		
<p>Threshold 4.2.2: Violate any air quality standard or contribute to an existing or projected air quality violation.</p> <p>Less than Significant Impact.</p> <p>Construction. Construction emissions associated with the proposed project are not anticipated to exceed the SCAQMD daily emissions thresholds. However, the proposed project may result in impacts associated with fugitive dust. Therefore, with implementation of the required construction emissions control measures required in Standard Conditions 4.2.1 and 4.2.2, project impacts related to fugitive dust during construction would be reduced to a less than significant level, and no mitigation is required.</p> <p>Operation. The proposed project would result in net increases in both stationary- and mobile-source emissions. Operation of the proposed project would not exceed any corresponding SCAQMD daily operational emission threshold for any criteria pollutant. Therefore, project-related long-term air quality impacts would be less than significant, and no mitigation is required.</p>	<p>No mitigation is required.</p> <p>Standard Condition 4.2.1: South Coast Air Quality Management District (SCAQMD) Rule 403 Measures. The proposed project would be required to implement the following SCAQMD measures:</p> <ul style="list-style-type: none"> • Apply nontoxic chemical soil stabilizers shall be applied to all inactive construction areas (previously graded areas inactive for 10 days or more) according to manufacturers' specifications. • Active sites shall be watered at least twice daily (locations where grading is to occur will be thoroughly watered prior to earthmoving). • All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) Section 23114 (freeboard means vertical space between the top of the load and the top of the trailer). • Construction access roads shall be paved 	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	<p>at least 30 meters (m) (100 ft) onto the site from the main road.</p> <ul style="list-style-type: none"> • Traffic speeds on all unpaved roads shall be reduced to 15 miles per hour (mph) or less. • Recycle/reuse at least 50 percent of the construction material (including, but not limited to, soil, mulch, vegetation, concrete, lumber, metal, and cardboard). • Use “green building materials” such as those materials that are rapidly renewable or resource-efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project, as defined on the California Department of Resources Recycling and Recovery (CalRecycle) website. <p>Standard Condition 4.2.2: Title 24. The proposed project would be required to comply with Title 24 of the California Code of Regulations (CCR) established by the California Energy Commission (CEC) regarding energy conservation and green building standards, including, but not limited to, green measures concerning project site design, water use reduction, improvement of indoor air quality, and conservation of materials and resources.</p>	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Threshold 4.2.3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).</p> <p>Less than Significant Impact.</p> <p>Construction. Daily regional construction emissions would not exceed the daily thresholds of any criteria pollutant emission thresholds established by the SCAQMD. Therefore, the proposed project would not result in significant short-term air quality impacts during construction due to exceedances of the daily thresholds of any criteria pollutant emission thresholds. Architectural coatings contain volatile organic compounds (VOCs) that are similar to reactive organic compounds (ROCs) and are part of the ozone (O₃) precursors. Project construction would not exceed the SCAQMD VOC threshold of 75 pounds per day (lbs/day). Therefore, construction of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, and no mitigation is required.</p> <p>Operation. Operation of the proposed project would not exceed any corresponding SCAQMD daily operational emission threshold for any criteria pollutant. Consequently, the proposed project has been determined to be consistent with the regional AQMP. Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Threshold 4.2.4: Expose sensitive receptors to substantial pollutant concentrations.</p> <p>Less than Significant Impact.</p> <p>Localized Construction Emissions. Sensitive receptors nearest to the project site are the existing residences, the Monarch Bay Villas, which are located adjacent to the project site. The emissions of the pollutants on the peak day of construction would result in concentrations of pollutants at these nearest residences that are all below the SCAQMD thresholds of significance. To mitigate fugitive dust emissions, the project would be required to comply with SCAQMD standard conditions and Rule 403, as specified in Standard Conditions 4.2.1 and 4.2.2. Fugitive dust emissions would be 4.9 lbs/day for particulate matter less than 10 microns in size (PM₁₀) and 3.4 lbs/day for particulate matter less than 2.5 microns in size (PM_{2.5}), and would be below the SCAQMD thresholds. Therefore, with implementation of Standard Conditions 4.2.1 and 4.2.2, no significant impacts to sensitive receptors related to fugitive dust during project construction would occur.</p> <p>Carbon monoxide (CO) and nitrogen oxides (NO_x) emissions during construction would not exceed SCAQMD thresholds. Furthermore, these levels of CO and NO_x at sensitive receptors in the vicinity of the proposed project would be equivalent to the ambient levels of the region. Therefore, the project construction would result in less than significant air quality impacts related to CO and NO_x emissions, and no mitigation is required.</p> <p>Localized Operational Emissions. The maximum emissions anticipated from operation of the proposed project would not cause, or contribute to, an exceedance of the most stringent applicable federal or State ambient air quality standards (AAQS). Therefore, operation of the proposed</p>	<p>No mitigation is required.</p> <p>Refer to Standard Conditions 4.2.1 and 4.2.2.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>project would not result in a significant impact on local air quality related to CO, NO_x, or other criteria pollutants and would not expose sensitive receptors to substantial pollutant concentrations, and no mitigation is required.</p> <p>Long-Term Microscale (CO Hot-Spot Analysis). Given the extremely low level of CO concentrations in the vicinity of the project site, project-related vehicles would not be expected to result in the CO concentrations exceeding the State or federal CO standards. Because no CO hot spot would occur, there would be no project-related impacts on CO concentrations, and no mitigation is required.</p>		
<p>Threshold 4.2.5: Create objectionable odors affecting a substantial number of people.</p> <p>Less than Significant Impact.</p> <p>Construction. Odors associated with heavy-duty equipment utilized in the vicinity of the project site during construction would be intermittent and would also cease to occur after construction is completed. Therefore, impacts related to objectionable odors affecting a substantial number of people are considered temporary and less than significant, and no mitigation is required.</p> <p>Operation. The proposed uses of the new building areas are not anticipated to emit any objectionable odors. Therefore, objectionable odors posing a health risk to potential on-site and existing off-site uses would not occur as a result of the proposed project. Impacts related to objectionable odors affecting a substantial number of people are considered less than significant, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Cumulative Air Quality Impacts.</p> <p>Less than Significant Impact. Construction of the proposed project has the potential to contribute to short-term air quality impacts. However, criteria pollutant emissions during construction of the proposed project would not exceed the SCAQMD emission thresholds for any criteria pollutants. With implementation of Standard Conditions 4.2.1 and 4.2.2, short-term air quality impacts would be reduced to a less than significant level, and no mitigation is required. Therefore, the proposed project would not result in a significant short-term cumulative impact.</p> <p>Operation of the proposed project would not exceed SCAQMD’s thresholds and would not contribute to long-term air quality impacts. Therefore, the proposed project’s impacts related to air quality emissions, when considered in combination with the cumulative projects in the project vicinity would not be cumulatively significant, and no mitigation is required.</p>	<p>No mitigation is required.</p> <p>Refer to Standard Conditions 4.2.1 and 4.2.2.</p>	<p>Less than Significant.</p>
4.3 Biological Resources		
<p>Threshold 4.3.1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.</p> <p>Less than Significant Impact with Mitigation. Focused surveys were conducted to determine the coastal California gnatcatcher’s utilization of the habitat in the vicinity of the project site, and those surveys determined that the coastal California gnatcatcher at least occasionally utilizes the undisturbed coastal sage scrub in the lower northeastern corner of the project site. While no gnatcatchers were observed using the disturbed coastal sage scrub further up the slope on the project site, it is</p>	<p>Mitigation Measure 4.3.1: Orange County Central and Coastal Subregion NCCP/HCP. Prior to issuance of any demolition and/or grading permits, the project Applicant shall provide evidence to the City of Dana Point (City) Community Development Director, or designee, of in-lieu fees paid to the Nature Reserve of Orange County (NROC). The exact acreage of impact shall be determined during final site plan review and in-lieu fees shall be based on \$65,000 per impacted acre or the most current in-lieu fee amounts. These fees are considered</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>possible that gnatcatchers use this area as well (although it would be on the extreme edge of any gnatcatcher territories). However, per the Orange County Central and Coastal Natural Community Conservation Plan (NCCP)/Habitat Conservation Plan (HCP) in-lieu fee program, potential impacts to the coastal California gnatcatcher would be mitigated through implementation of Mitigation Measure 4.3.1, which requires the Applicant to pay an in-lieu fee to the Nature Reserve of Orange County (NROC) prior to impacting any coastal sage scrub or other identified habitat species. Further payment of these in-lieu fees would provide funding for land acquisition, weed control, soil preparation, planting native species, supplemental irrigation, and other activities aimed at restoring, establishing, enhancing, and/or preserving covered coastal sage scrub species in the NCCP/HCP area. The payment of in-lieu fees would reduce any impact to the coastal California gnatcatcher to less than significant levels.</p>	<p>mitigation within signatory agencies of the Natural Communities Conservation Plan (NCCP)/Habitat Conservation Plan (HCP) per the City’s Section 10(a) permit. In addition, the NCCP/HCP requires implementation of the following construction minimization measures during the authorized removal of coastal sage scrub habitat. The project Applicant shall retain a qualified biological monitor to assist with the implementation of these measures as approved by the City Community Development Director, or designee, prior to issuance of any demolition or grading permit, or any impacts on the on-site sensitive habitat.</p> <ul style="list-style-type: none"> • All natural vegetation shall only be removed outside the coastal California gnatcatchers breeding season (February 15 through July 15). • Prior to the commencement of grading operations or other activities involving significant soil disturbance, all areas of coastal sage scrub habitat to be avoided under the provisions of the NCCP/HCP shall be identified with temporary fencing or other markers clearly visible to construction personnel. Additionally, prior to the commencement of grading operations or other activities involving disturbance of coastal sage scrub, a 	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	<p>survey shall be conducted to locate coastal California gnatcatchers and cactus wrens within 100 feet (ft) of the outer extent of projected soil disturbance activities, and the locations of any such species shall be clearly marked and identified on the construction/grading plans.</p> <ul style="list-style-type: none"> • A monitoring biologist, acceptable to USFWS/CDFW, shall be on site during any clearing of coastal sage scrub. The project Applicant or relevant public agency/utility shall advise USFWS/CDFW at least seven (7) calendar days (and preferably fourteen [14] calendar days) prior to the clearing of any habitat occupied by Identified Species to allow USFWS/CDFW to work with the monitoring biologist in connection with bird flushing/capture activities. The monitoring biologist shall flush Identified Species (avian or other mobile Identified Species) from occupied habitat areas immediately prior to brush-clearing and earth-moving activities. If birds cannot be flushed, they shall be captured in mist nets, if feasible, and relocated to areas of the site to be protected or to the NCCP/HCP Reserve System. It shall be the responsibility of the monitoring biologist to assure that 	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	<p>identified bird species shall not be directly impacted by brush-clearing and earth-moving equipment in a manner that also allows for construction activities on a timely basis.</p> <ul style="list-style-type: none"> • Following the completion of initial grading/earth movement activities, all areas of coastal sage scrub habitat to be avoided by construction equipment and personnel shall be marked with temporary fencing or other appropriate markers clearly visible to construction personnel. No construction access, parking, or storage of equipment or materials shall be permitted within such marked areas. • Coastal sage scrub identified in the NCCP/HCP for protection and located within the likely dust drift radius of construction areas shall be periodically sprayed with water to reduce accumulated dust on the leaves as recommended by the monitoring biologist. 	
<p>Threshold 4.3.2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service.</p> <p>Less than Significant Impact with Mitigation. Implementation of the proposed project would result in the preservation of 0.12 ac of undisturbed coastal sage scrub and chaparral and the loss of</p>	<p>Refer to Mitigation Measure 4.3.1.</p> <p>Mitigation Measure 4.3.2: Avoidance of Invasive Nonnative Plant Species. Prior to issuance of any grading or construction permits, the project Applicant shall provide a final landscape plan for review and approval by the City Community Development</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>approximately 0.18 acres (ac) of disturbed coastal sage scrub on the project site. Compliance with the provisions of the NCCP/HCP, as identified in Mitigation Measure 4.3.1, and implementation of Mitigation Measure 4.3.2, which requires the implementation of a landscape plan that does not include any invasive nonnative plant species pursuant to the California Invasive Plant Council Invasive Plant Inventory, would reduce project-related impacts to wildlife habitat on site to a less than significant level.</p>	<p>Director, or designee, and the City Public Works Director or designee. The final landscape plan shall not include any invasive nonnative plant species on site in association with landscaping and/or redevelopment of the site. For the purposes of this mitigation, invasive nonnative plants are considered those plant species rated as “High” or “Moderate” in the California Invasive Plant Council (CAL-IPC) Invasive Plant Inventory.</p>	
<p>Threshold 4.3.3: Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.</p> <p>No Impact. Based on field observations and reported in the <i>Updated General Biological Assessment (LSA, July 2014)</i>, the vegetation within the project site consists of upland vegetation, and there are no jurisdictional drainages or associated riparian habitat or adjacent wetlands within the project site. Therefore, implementation of the proposed project would not impact any federally protected wetlands as defined by Section 404 of the Clean Water Act, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>
<p>Threshold 4.3.4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.</p> <p>Less than Significant Impact with Mitigation. The on-site vegetation is dominated by exotic ornamental species that support a wide range of generalist wildlife species. However, there are no indications that the project site functions as a wildlife movement corridor. Additionally, the</p>	<p>Mitigation Measure 4.3.3: Migratory Bird Treaty Act (MBTA). In the event that project construction or grading activities occur within the active breeding season for birds (i.e., February 15 through August 15), a nesting bird survey shall be conducted by a qualified biologist prior to commencement of construction activities. If active nesting of birds is observed within 100 ft of the</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>vegetation within the study area consists of upland vegetation, and there are no jurisdictional drainages or associated riparian habitat or adjacent wetlands within the study area. Therefore, implementation of the proposed project would not impact the movement of any native resident, migratory fish, wildlife species, species with established native resident, any migratory wildlife corridors, or impede the use of native wildlife nursery sites, and no mitigation is necessary.</p> <p>Noise related to construction activities associated with the proposed project may have a significant adverse effect on nesting birds (including birds that nest in scrub habitat) by potentially disrupting normal nesting behavior in birds on site and/or immediately adjacent to the project site. Mitigation Measure 4.3.3 which requires pre-construction nesting bird surveys, would reduce potential construction impacts to nesting birds to a less than significant level.</p>	<p>designated construction area prior to construction, the construction crew shall establish an appropriate buffer around the active nest. A qualified biologist shall determine the buffer distance based on the specific nesting bird species and circumstances involved. Once the designated project biologist verifies that the birds have fledged from the nest, the buffer may be removed. Prior to issuance of any grading or building permits, the City Community Development Director, or designee, shall verify that all project grading and construction plans include specific documentation regarding the requirements of the MBTA, that preconstruction surveys have been completed and the results reviewed by staff, and that the appropriate buffers (if needed) are noted on the plans and established in the field with orange snow fencing.</p>	
<p>Threshold 4.3.5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p> <p>Less than Significant Impact with Mitigation. The goals and policies that apply to the proposed project from the Conservation/Open Space Element of the City of Dana Point’s General Plan and the Municipal Code address the protection of sensitive habitat. As discussed under Threshold 4.3.1, implementation of the proposed project would comply with the Orange County Central and Coastal NCCP/HCP by contribution of in-lieu fees for mitigation. Furthermore, with implementation of Mitigation Measure 4.3.2, which prohibits invasive non-native</p>	<p>Refer to Mitigation Measures 4.3.1 through 4.3.3.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>landscaping and Mitigation Measure 4.3.3, which requires a nesting bird survey if project construction were to occur within the active breeding season (i.e., February 15 through August 15), the proposed project would not conflict with any local policies or ordinances protecting biological resources.</p>		
<p>Threshold 4.3.6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.</p> <p>Less than Significant Impact with Mitigation. Implementation of Mitigation Measure 4.3.1, which requires payment of in-lieu fees to the NROC in compliance with the terms and conditions of the Orange County Central and Coastal NCCP/HCP Implementation Agreement, serves as suitable mitigation for project-specific and cumulative impacts to native habitat and associated general wildlife on the project site and would ensure that the proposed project would not conflict with the existing NCCP/HCP.</p>	<p>Refer to Mitigation Measure 4.3.1.</p>	<p>Less than Significant.</p>
<p>Cumulative Biological Resource Impacts.</p> <p>Less than Significant Impact with Mitigation. Compliance with the terms and conditions of the NCCP/HCP Implementation Agreement and payment of in-lieu fees would mitigate project-specific and cumulative impacts to native habitat and associated general wildlife on site (see Mitigation Measure 4.3.1). When viewed in the context of how much native habitat has already been conserved in Orange County as part of the NCCP/HCP, the quantity of native habitat on site that would be lost is not cumulatively considerable. Therefore, with Mitigation Measure 4.3.1, implementation of the proposed project would not result in potentially significant adverse cumulative impacts to native habitats and associated wildlife.</p>	<p>Refer to Mitigation Measure 4.3.1.</p>	<p>Less than Significant</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
4.4 Cultural Resources		
<p>Threshold 4.4.1: Cause a substantial adverse change in the significance of a historical resource pursuant to <i>State CEQA Guidelines</i> Section 15064.5.</p> <p>Less than Significant Impact. A <i>Cultural Resources Assessment</i> (Appendix D) prepared for the proposed project did not identify historical resources on site, and the property does not contain any local, State or federally listed historical resources, or resources eligible for listing. The proposed project will have a less than significant impact on historical resources, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>
<p>Threshold 4.4.2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to <i>State CEQA Guidelines</i> Section 15064.5.</p> <p>Less than Significant Impact with Mitigation. No archaeological remains were observed on the project site, therefore, the likelihood of encountering previously unidentified intact subsurface cultural deposits within the project site is very low. The City’s General Plan identifies the project site and immediate area (including the area where the site is located) as a “Culturally Sensitive Area.” To ensure that no significant impacts occur in the event that unknown resources are discovered, implementation of Mitigation Measure 4.4.1 would require the City to retain a qualified archaeologist to establish, in cooperation with the project developer and the City, procedures for temporarily halting or redirecting work to facilitate evaluation of cultural resources that may be discovered during construction activities, and would reduce potential impacts to a less than significant level.</p>	<p>Mitigation Measure 4.4.1: Archaeological Monitors. Prior to issuance of grading permits, and in adherence to the recommendations of the cultural resources survey, the project Applicant shall retain a qualified archaeological monitor, subject to review and approval by the City of Dana Point (City) Community Development Director, or designee. This monitor shall be present at the pregrade conference in order to explain the cultural mitigation measures associated with the proposed project. The monitor, in conjunction with the City and the project Applicant will prepare a plan.</p> <p>Project personnel shall not collect or move any archaeological materials or human remains and associated materials. To the extent feasible, project activities shall avoid these deposits. Where avoidance is not feasible, the archaeological deposits shall be</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	evaluated for their eligibility for listing in the California Register of Historic Places. If the deposits are not eligible, avoidance is not necessary. If the deposits are eligible, adverse effects on the deposits must be avoided, or such effects must be mitigated. Mitigation can include, but is not necessarily limited to, the following: excavation of the deposit in accordance with a data recovery plan (see California Code of Regulations Title 4(3) Section 5126.4(b)(3)(C)) and standard archaeological field methods and procedures; laboratory and technical analyses of recovered archaeological materials; production of a report detailing the methods, findings, and significance of the archaeological site and associated materials; curation of archaeological materials at an appropriate facility for future research and/or display; an interpretive display of recovered archaeological materials at a local school, museum, or library; and public lectures at local schools and/or historical societies on the findings and significance of the site and recovered archaeological materials.	
<p>Threshold 4.4.3: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</p> <p>Less than Significant Impact with Mitigation. A <i>Cultural Resources Assessment</i> (Appendix D) prepared for the proposed project indicated that no paleontological resources have been recorded on the project site. According to a locality search conducted, the nearest fossil localities to</p>	<p>Mitigation Measure 4.4.2: Paleontological Resources Impact Mitigation Program. The Applicant shall retain a qualified paleontologist, subject to the review and approval of the City of Dana Point’s (City) Community Development Director, or designee, to prepare a Paleontological</p>	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>the project site are from Salt Creek and also from exposures of the Monterey Formation nearer the coast. The project site is wholly underlain by the San Onofre Breccia; however, no fossil localities or suitable rock units were identified that would indicate there are significant fossil deposits within the project site. Implementation of Mitigation Measure 4.4.2 would reduce impacts to unknown (buried) paleontological resources to a less than significant level.</p>	<p>Resources Impact Mitigation Program (PRIMP) for the proposed project prior to issuance of any grading permits. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontology (SVP) and shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • The paleontologist, or his/her representative, shall attend a preconstruction meeting. • A qualified paleontological monitor working under the direction of an Orange County certified paleontologist shall “spot check” grading within the project site. Initially, spot checks are recommended for 2 to 3 hours twice per week during grading. If fossil resources are noted during the spot check, the monitoring level shall be increased to full time for the remaining duration of the grading. • In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and the paleontologist contacted to assess the find for scientific significance. The paleontologist shall make recommendations as to whether monitoring shall be required in these sediments on a full-time basis. 	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • Collected resources shall be prepared to the point of identification and permanent preservation in accordance with the recommendations of the <i>Paleontological Resources Assessment</i> (Appendix D). This includes washing and picking of mass samples to recover small vertebrate and invertebrate fossils and removal of surplus sediment around larger specimens to reduce the storage volume for the repository and the storage cost for the developer. • Any collected resources shall be cataloged and curated into the permanent collections of an accredited scientific institution in accordance with the recommendations of the <i>Paleontological Resources Assessment</i> (Appendix D). • At the conclusion of the monitoring program, a report of findings with an appended inventory of specimens shall be prepared. When submitted to the City, the report and inventory shall signify completion of the program to mitigate impacts to paleontological resources in accordance with the recommendations of the <i>Paleontological Resources Assessment</i> (Appendix D). 	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Threshold 4.4.4: Disturb any human remains, including those Interred outside of formal cemeteries.</p> <p>Less than Significant Impact with Mitigation. Although no human remains are known to be on site or are anticipated to be discovered during project construction, precautionary mitigation is required to ensure that the proposed project does not impact or disturb any human remains during construction activities. Implementation of Mitigation Measure 4.4.3, which requires compliance with Health and Safety Code (HSC) 7050.5 in the unlikely event that human remains are encountered during project grading, would reduce potential impacts related to the discovery of human remains on the project site to a less than significant level.</p>	<p>Mitigation Measure 4.4.3: Human Remains. Consistent with the requirements of CCR Section 15064.5(e), if human remains are encountered during site disturbance, grading, or other construction activities on the project site, work within 25 feet of the discovery shall be redirected and the County of Orange (County) Coroner shall be notified immediately. No further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the City of Dana Point (City), the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City shall consult with the MLD as identified by the NAHC to develop an agreement for the treatment and disposition of the remains.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	<p>Upon completion of the assessment, the consulting archaeologist shall prepare a report documenting the methods and results and provide recommendations regarding the treatment of the human remains and any associated cultural materials, as appropriate, and in coordination with the recommendations of the MLD. The report shall be submitted to the City Community Development Director, or designee, and the South Central Coastal Information Center. The City's Community Development Director, or designee, shall be responsible for reviewing any reports produced by the archaeologist to determine the appropriateness and adequacy of findings and recommendations.</p>	
<p>Cumulative Cultural Resource Impacts.</p> <p>Less than Significant Impact with Mitigation. The proposed project, in conjunction with other development in the City, has the potential to cumulatively impact archaeological and paleontological resources; however, it should be noted that each development proposal received by the City undergoes environmental review pursuant to CEQA. If there is a potential for significant impacts to archaeological or paleontological resources, an investigation would be required to determine the nature and extent of the resources and to identify appropriate mitigation measures. In addition, applicable City ordinances and General Plan policies would be implemented as appropriate to reduce the effects of additional development within the City. Therefore, with implementation of Mitigation Measures 4.4.1 through 4.4.3, the contribution of the</p>	<p>Refer to Mitigation Measures 4.4.1, 4.4.2, and 4.4.3.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>proposed project to the cumulative loss of known and unknown cultural resources throughout the City would be reduced to a less than significant level.</p>		
<p>4.5 Geology and Soils</p>		
<p>Threshold 4.5.1: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.</p> <p>Less than Significant Impact. There are no known active or potentially active faults crossing the project site. The closest active fault is the Newport-Inglewood fault, located approximately 3 miles from the project site. As the project site is not located in an Alquist-Priolo Earthquake Fault Zone and there is no evidence of active faulting on or around the immediate project site, the potential for ground rupture to affect the proposed project site is considered to be less than significant, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>
<p>Threshold 4.5.1: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>ii) Strong seismic ground shaking.</p> <p>Less than Significant Impact with Mitigation. There are several faults in the vicinity of the project site that are capable of producing strong ground motion, including the San Andreas fault, the Newport-Inglewood fault, the San Joaquin Hills Blind Thrust fault, and the Whittier Elsinore fault. The <i>Geotechnical Evaluation</i> prepared for the proposed project indicates that strong seismic ground shaking generated by seismic activity is considered a potentially significant impact that may affect the</p>	<p>Mitigation Measure 4.5.1: Incorporation of and compliance with the recommendations in the <i>Geotechnical Evaluation</i>. All grading operations and construction shall be conducted in conformance with the recommendations included in the geotechnical evaluation on the proposed project site that has been prepared by LGC Geotechnical, Inc., titled <i>Geotechnical Evaluation and Slope Stabilization Design for Environmental Impact Report Purposes, for Proposed Structures at the South Shores Church, City of</i></p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>proposed project. With implementation of Mitigation Measure 4.5.1, which requires the project Applicant to comply with the recommendations of the project <i>Geotechnical Evaluation</i> (Appendix E) and the most current California Building Code (CBC), potential project impacts related to seismic ground shaking would be reduced to a less than significant level.</p>	<p><i>Dana Point, California</i> (May 20, 2013) and <i>Supplemental Geotechnical Slope Stabilization Design</i> by LGC (December 5, 2013) as applicable, or any subsequent geotechnical evaluation prepared for the project. When finalized plans for the proposed development are approved the geotechnical consultant shall perform a review of the plans and any additional work in order to provide a construction level geotechnical report addressing full ground stabilization, foundation, and grading recommendations. Design, grading, and construction shall be performed in accordance with the requirements of the City of Dana Point (City) Municipal Code and the California Building Code (CBC) applicable at the time of grading, appropriate local grading regulations, and the recommendations of the project geotechnical consultant as summarized in a final written report, subject to review and approval by the Director of Public Works, or designee, prior to issuance of grading permits.</p> <p>Specific recommendations in the geotechnical evaluations address the following and shall be incorporated into the final project plans and construction level geotechnical report:</p> <ol style="list-style-type: none"> 1. Mechanical slope stabilization 2. Tieback access excavation 	

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	<ol style="list-style-type: none"> 3. Retaining walls for the Community Life Center and Christian Education building 4. Retaining walls for the Pre-School/Administration building and Meditation Garden 5. Existing crib wall 6. Parking structure 7. Deepened foundations for top-of-slope structures 8. Site earthwork 9. Geotechnical consultant role during construction 10. Temporary stability 11. Subsurface drainage 12. Grading plan review <p>Grading plan review shall also be conducted by the Director of Public Works, or designee, prior to the start of grading to verify that the requirements developed during the geotechnical evaluation have been appropriately incorporated into the project plans. Design, grading, and construction shall be conducted in accordance with the specifications of the project geotechnical consultant as summarized in a final report based on the CBC applicable at the time of</p>	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	grading and building and the City Municipal Code. On-site inspection during grading shall be conducted by the project geotechnical consultant and the Director of Public Works, or designee, to ensure compliance with geotechnical specifications as incorporated into project plans.	
<p>Threshold 4.5.1: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>iii) Seismic-related ground failure, including liquefaction.</p> <p>Less than Significant Impact. The project site is not located within an area of potential liquefaction, and is not considered to have a potential risk for lateral spreading, subsidence, or soil collapse. Therefore, potential impacts associated with seismically induced ground failure and liquefaction would be very low and are considered to be a less than significant impact. No mitigation is required.</p>	No mitigation is required.	Less than Significant.
<p>Threshold 4.5.1: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>iv) Landslides</p> <p>Less than Significant Impact with Mitigation. Landslides have been documented within and adjacent to the project site. Therefore, the potential for additional landslides to occur is considered a potentially significant impact. The proposed new structures to the north of the existing Sanctuary would be protected with retaining walls and a caisson/tieback array, as recommended in the <i>Geotechnical Evaluation</i> (Appendix E). However, all unimproved slope areas, including those located below the retaining walls and caisson/tieback along the northeast portion of the project site, would remain at risk for failure. Practices such</p>	<p>Refer to Mitigation Measure 4.5.1.</p> <p>Mitigation Measure 4.5.2: Maintenance of Unimproved Slopes. Prior to issuance of grading permits, the Applicant shall submit for review and approval by the City Director of Community Development and Director of Public Works a grading plan review report that includes a long-term slope maintenance program for the unimproved slopes. The Applicant shall demonstrate to the City Director of Community Development and Director of Public Works that he/she is prepared to implement all slope maintenance</p>	Less than Significant.

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>as establishing plants, avoiding concentration of water to the subsurface, discouraging rodent activity, and repairing erosion rills would help limit the potential for the failure of unimproved slopes. No structures or permanent uses are planned on these unimproved slopes. With implementation of Mitigation Measures 4.5.1 and 4.5.2, project impacts relating to landslides would be less than significant.</p>	<p>procedures described in the grading plan review report. All future transfers of the property shall have conditions requiring the recipient to assume responsibility for implementation of the slope maintenance program.</p>	
<p>Threshold 4.5.2: Result in soil erosion or the loss of topsoil.</p> <p>Less than Significant Impact with Mitigation. Construction activities would increase the potential for soil erosion. As specified in Mitigation Measures 4.8.1 and 4.8.2 of Section 4.8, Hydrology and Water Quality, the project would comply with the requirements of the Construction General Permit, a Storm Water Pollution Prevention Plan (SWPPP) and erosion control plan would be prepared, and construction best management practices (BMPs) implemented during construction activities to minimize erosion. With implementation of Mitigation Measures 4.8.1 and 4.8.2, erosion impacts during construction would be less than significant. The proposed project would result in a net increase in storm water runoff; however, the proposed project also incorporates an on-site detention system consisting of an underground detention system to reduce peak flows during storm events to below that of existing conditions. Therefore, operation of the proposed project would not result in substantial erosion, and no mitigation is required.</p>	<p>Refer to Mitigation Measures 4.8.1 and 4.8.2 below.</p>	<p>Less than Significant.</p>
<p>Threshold 4.5.3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.</p> <p>Landslides: Landslides have been documented within and adjacent to the project site. Therefore, the potential for additional landslides to occur is considered a potentially significant impact. Potential landslide impacts are addressed through proper site preparation and design, including on-</p>	<p>Refer to Mitigation Measures 4.5.1 and 4.5.2 above.</p> <p>Mitigation Measure 4.5.3: Additional Testing and Analysis for Corrosive Soils. A final geotechnical design report, including the structural foundation designs, shall be prepared by the project Applicant and submitted for review and approval by the City</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>site geotechnical investigations and implementation of site-specific grading recommendations and structural engineering design criteria. The proposed new structures to the north of the existing Sanctuary would be protected with retaining walls and a caisson/tieback array, as recommended in the <i>Geotechnical Evaluation</i>. However, unimproved slope areas would remain at risk for failure. Practices such as establishing plants, avoiding concentration of water to the subsurface, discouraging rodent activity, and repairing erosion rills would help limit the potential for the failure of unimproved slopes. Mitigation Measure 4.5.1 incorporates the recommendations related to landslides from the <i>Geotechnical Evaluation</i>. Mitigation Measure 4.5.2 requires slope maintenance procedures to be conducted on the unimproved slopes during project operation. With implementation of Mitigation Measures 4.5.1 and 4.5.2, project impacts relating to landslides would be less than significant.</p> <p>Lateral Spreading and Liquefaction, Subsidence, Compressible/Collapsible Soils: The project site is not located within an area of potential liquefaction, and is not considered to have a potential risk for lateral spreading, subsidence, or soil collapse based on the soil types underlying the project site. Therefore, no impact related to lateral spreading, subsidence, liquefaction, or collapse would occur, and no mitigation is required.</p> <p>Corrosive Soils and Soluble Sulfate Content: On-site soils are very highly corrosive to buried metals. Therefore, impacts related to corrosive soils are considered potentially significant. The <i>Geotechnical Evaluation</i> contains specific construction recommendations to reduce project impacts associated with corrosive soils to a less than significant level. Mitigation Measure 4.5.1 incorporates the recommendations related to corrosive soils from the <i>Geotechnical Evaluation</i> and would reduce</p>	<p>Community Development Director, the City Public Works Director, or designee, prior to issuance of any construction permits. The final geotechnical design report shall include the results of additional soil testing and analysis to determine the corrosivity of the soils. The project engineer shall design the structural foundations in accordance with the results of the soil testing.</p>	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>project impacts related to corrosive soils to a less than significant level.</p> <p>Threshold 4.5.4: Be located on expansive soil, as defined in Section 1803.5.3 of the 2013 California Building Code, creating substantial risk to life or property.</p> <p>Less than Significant Impact with Mitigation. Expansive soil potential at the site is anticipated to range from low to moderate. Therefore, impacts related to expansive soils are considered potentially significant. The <i>Geotechnical Evaluation</i> contains specific construction recommendations to reduce project impacts associated with expansive soils to a less than significant level. Mitigation Measure 4.5.1 incorporates the recommendations related to expansive soils from the <i>Geotechnical Evaluation</i> and would reduce project impacts related to expansive soils to a less than significant level.</p>	<p>Refer to Mitigation Measure 4.5.1</p>	<p>Less than Significant.</p>
<p>Cumulative Geology and Soil Impacts.</p> <p>Less than Significant Impact with Mitigation. The proposed project, as well as foreseeable projects, would be required to comply with the applicable State and local requirements, including, but not limited to, the City’s Municipal Code and the CBC. Therefore, the project-specific geology and soils impacts, as well as the impacts associated with other projects, would be reduced to a less than significant level. Seismic impacts are a regional issue and are also addressed through compliance with applicable codes and design standards. For these reasons, the project’s contribution to cumulative geotechnical and soil impacts is less than cumulatively significant. Compliance with Mitigation Measures 4.5.1 through 4.5.3 and Mitigation Measures 4.8.1 and 4.8.2 would ensure that cumulative geology and soils impacts are less than cumulatively significant.</p>	<p>Refer to Mitigation Measures 4.5.1 through 4.5.3, and Mitigation Measures 4.8.1 and 4.8.2.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
4.6 Greenhouse Gas Emissions		
<p>Threshold 4.6.1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.</p> <p>Less than Significant Impact.</p> <p>Construction. The increase in greenhouse gas (GHG) emissions from construction of the proposed project would occur over the short term, consisting primarily of emissions from equipment exhaust. The only GHG with well-studied emissions characteristics and published emissions factors for construction equipment is carbon dioxide (CO₂). The potential total construction GHG emissions of 2,061 metric tons (MT) of carbon dioxide equivalent (CO₂e) from construction of the proposed project would be less than the SCAQMD interim tiered GHG emissions threshold for mixed-use projects (land use category most applicable to the proposed Church use) of 3,000 tons per year (tpy) of CO₂e (Tier 3). Therefore, construction of the proposed project would not result in significant generation of GHGs, either directly or indirectly, would not have a significant impact on the environment due to GHG emissions, and no mitigation is required.</p> <p>Operation. It is anticipated that there would be long-term emissions associated with operation of the proposed project. Direct and indirect GHG emissions of CO₂e related to operation of the proposed project would total 1,500 MT of CO₂e (which equals 0.0015 million metric tons [MMT] of CO₂e/yr), and is 650 MT of CO₂e/yr more than the existing conditions. For comparison, the existing emissions from the entire SCAG (2010) region are estimated to be approximately 224.6 MMT of CO₂e/yr, and the existing emissions for the entire State (2008) are estimated to be approximately 480.9 MMT of CO₂e/yr. The new buildings constructed in accordance with current energy efficiency standards would be more energy efficient than older buildings per</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>several new Building Codes in California.</p> <p>The total net increase in GHG emissions of 650 tpy of CO₂e from the proposed project from both direct and indirect sources, would be less than the SCAQMD interim tiered GHG emissions threshold for mixed-use projects (land use category most applicable to the proposed Church use) of 3,000 tpy of CO₂e (Tier 3). Therefore, the operation proposed project would not result in significant generation of GHGs, either directly or indirectly, would not have a significant impact on the environment due to GHG emissions, and no mitigation is required.</p>		
<p>Threshold 4.6.2: Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</p> <p>Less than Significant Impact. Because the GHG emissions reduction goals in Assembly Bill (AB) 32 are scoped to manage total statewide GHG emissions of approximately 448 MMT of CO₂e/yr, the total GHG emissions of 0.0015 MMT of CO₂e/yr from the proposed project, less than 0.001 percent of the State total, are not anticipated to result in GHG emission levels that would substantially conflict with implementation of the GHG reduction goals under AB 32 or other State regulations. Furthermore, the proposed project would be consistent with the City’s General Plan Conservation/Open Space Element (1991) goal of reducing air pollution through land use, transportation and energy use planning (Goal 5) through compliance with Project Design Feature 4.6.1, which will ensure that the proposed project complies with, and would not conflict with, or impede, the implementation of reduction goals identified in AB 32, the Governor’s Executive Order (EO) S-3-05, and other strategies to help reduce GHGs to the level proposed by the Governor. No mitigation is required.</p>	<p>No mitigation is required.</p> <p>Project Design Feature 4.6.1: To ensure that the proposed project complies with and would not conflict with or impede the implementation of reduction goals identified in Assembly Bill (AB) 32, the Governor’s Executive Order (EO) S-3-05, and other strategies to help reduce greenhouse gases (GHGs) to the level proposed by the Governor, the project will implement a variety of measures that will further reduce its greenhouse gas (GHG) emissions. To the extent feasible, and to the satisfaction of the City of Dana Point (City), the following measures will be incorporated into the design and construction of the project (including specific building projects):</p> <ul style="list-style-type: none"> • Divert at least 50 percent of the demolished and/or grubbed construction materials (including, but not limited to, 	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	soil, vegetation, concrete, lumber, metal, and cardboard). <ul style="list-style-type: none"> • Design all project buildings to comply with the California Building Code’s (CBC) Title 24 energy standard, such as installing energy-efficient heating and cooling systems, appliances and equipment, and control systems. • Devise a comprehensive water conservation strategy appropriate for the project and its location. 	
<p>Cumulative Greenhouse Gas Emissions Impacts.</p> <p>Less than Significant. A project’s GHG emissions and the resulting significance of potential impacts are more properly assessed on a cumulative basis. Thus, the project-specific analysis conducted for Thresholds 4.6.1 and 4.6.2 is essentially already a cumulative analysis because it takes into consideration statewide GHG reduction targets and demonstrates that the proposed project would be consistent with those targets.</p> <p>Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dust and pollutant emissions during construction could result in substantial short-term increases in air pollutants. However, each project would be required to comply with the SCAQMD’s standard construction measures. Therefore, because the proposed project’s short-term construction emissions would not exceed the significance thresholds, the proposed project would not result in a significant short-term cumulative impact on GCC.</p> <p>Additionally, the proposed project’s long-term operational emissions would not exceed the SCAQMD’s thresholds. The total net increase in</p>	No mitigation is required.	Less than Significant

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>GHG emissions of 650 tpy of CO₂e from the proposed project would be less than the SCAQMD interim tiered GHG emissions threshold for mixed-use projects (land use category most applicable to the proposed Church use) of 3,000 tpy of CO₂e (Tier 3). Because the proposed project is consistent with the SCAQMD's thresholds and because the project's impacts alone would not cause or significantly contribute to GCC, project-related CO₂e emissions and their contribution to GCC impacts in the State of California would not make a significant contribution to cumulatively considerable GHG emission impacts. Therefore, the proposed project would not result in a significant long-term cumulative impact, and no mitigation is required.</p>		
<p>4.7 Hazards and Hazardous Materials</p>		
<p>Threshold 4.7.1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p> <p>Less than Significant Impact with Mitigation. During construction, the routine use of hazardous materials such as fuels, paints, and solvents would occur. However, use of these materials would be in compliance with government regulations, and the amount of these materials during construction would be nominal and would not pose a significant hazard. In addition, the Applicant would be required to implement Mitigation Measures 4.7.1 and 4.7.2, as well as standard BMPs related to hazardous materials storage and use during construction included in the Hydrology and Water Quality section of this EIR to reduce potential impacts associated with the possible encounter of hazardous materials or substances during project construction.</p> <p>During operation, the proposed project would involve the use of potentially hazardous materials (e.g., solvents, cleaning agents, paints, and pesticides) typical of church and education facilities that, when used properly, would not result in a significant hazard to church employees or</p>	<p>Mitigation Measure 4.7.1: Predemolition Surveys. Prior to commencement of demolition activities, City of Dana Point (City) Building Official, or designee, shall verify that predemolition surveys for asbestos-containing materials (ACMs) and lead-based paints (LBPs) (including sampling and analysis of all suspected building materials) and inspections for polychlorinated biphenyl (PCB)-containing electrical fixtures shall be performed. All inspections, surveys, and analyses shall be performed by appropriately licensed and qualified individuals in accordance with applicable regulations (i.e., American Society for Testing and Materials (ASTM) E 1527-05, and 40 Code of Federal Regulations (CFR), Subchapter R, Toxic Substances Control Act [TSCA], Part 716). If the predemolition surveys do not find ACMs, LBPs, or PCB-</p>	<p>Less than Significant.</p>

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>visitors. Operation of the proposed project would not produce hazardous emissions or include the handling of acutely hazardous materials, substances, or waste. Therefore, compliance with applicable regulations would ensure that potential hazardous material impacts associated with the operation of the proposed project would be less than significant, and no mitigation is required.</p>	<p>containing electrical fixtures, the inspectors shall provide documentation of the inspection and its results to the City Building Department to confirm that no further abatement actions are required.</p> <p>If the predemolition surveys find evidence of ACMs, LBPs, or PCB-containing electrical fixtures, all such materials shall be removed, handled, and properly disposed of by appropriately licensed contractors according to all applicable regulations during demolition of structures (40 CFR, Subchapter R, TSCA, Parts 745, 761, and 763). Air monitoring during these predemolition surveys shall be completed by appropriately licensed and qualified individuals in accordance with applicable regulations both to ensure adherence to applicable regulations (e.g., South Coast Air Quality Management District [SCAQMD]) and to provide safety to workers and the adjacent community.</p> <p>The City shall provide documentation (e.g., all required waste manifests, sampling, and air monitoring analytical results) to the County of Orange Environmental Health Division showing that abatement of any ACMs, LBPs, or PCB-containing electrical fixtures identified in these structures has been completed in full compliance with all applicable regulations and approved by the</p>	

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	<p>appropriate regulatory agency(ies) (40 CFR, Subchapter R, TSCA, Parts 716, 745, 761, 763, and 795 and California Code of Regulations [CCR] Title 8, Article 2.6). An Operating & Maintenance (O&M) Plan shall be prepared for any ACM, LBP, or PCB-containing fixtures to remain in place and will be reviewed and approved by the County of Orange Environmental Health Division.</p> <p>Mitigation Measure 4.7.2: Contingency Plan. Prior to commencement of grading activities, the Director of the Orange County Environmental Health Division, or designee, shall review and approve a contingency plan that addresses the potential to encounter on-site unknown hazards or hazardous substances during demolition and construction activities. The plan shall indicate that if construction workers encounter underground tanks, gases, odors, uncontained spills, or other unidentified substances, the contractor shall stop work, cordon off the affected area, and notify the Orange County Fire Authority (OCFA). The OCFA responder shall determine the next steps regarding possible site evacuation, sampling, and disposal of the substance consistent with local, State, and federal regulations.</p>	

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Threshold 4.7.2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p> <p>Less than Significant Impact with Mitigation. Please refer to the summary discussion under Threshold 4.7.1 above. With the implementation of standard BMPs for water quality and Mitigation Measures 4.7.1 and 4.7.2, the proposed project would pose a less than significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction.</p> <p>Please refer to the summary discussion under Threshold 4.7.1 above. Compliance with applicable regulations would ensure that operation of the proposed project would result in a less than significant hazard to the public or the environment related to the release of hazardous materials during project operation, and no mitigation is required.</p>	<p>Refer to Mitigation Measures 4.7.1 and 4.7.2.</p>	<p>Less than Significant.</p>
<p>Threshold 4.7.3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.</p> <p>Less than Significant Impact with Mitigation. The Monarch Bay Montessori Academy has been identified within 0.25 mile of the project site. Additionally, the project site currently contains an on-site Preschool facility (South Shores Christian Preschool and Kindergarten) that would continue to operate during project construction and operation.</p> <p>Construction. Construction activities would involve the routine use of hazardous materials such as vehicle fuels, oils, and transmission fluids. With the implementation of standard BMPs for water quality and Mitigation Measure 4.7.1, any risks associated with the storage,</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>handling, or disposal of hazardous materials during construction would be reduced to a level that is less than significant. In addition, there are no reported releases on site or off site that would pose a potential concern during construction activities. Mitigation Measure 4.7.2, which outlines the preparation and use of a contingency plan, would reduce impacts related to the possible discovery of unknown hazardous materials, substances, or waste during construction activities to a less than significant level.</p> <p>Operation. During operation, the proposed project would involve the use of potentially hazardous materials typical of church and education facilities that, when used properly, would not produce hazardous emissions or handle acutely hazardous materials, substances, or waste. Therefore, compliance with applicable regulations would ensure that operation of the proposed project would result in a less than significant hazard to the public or the environment, including Monarch Bay Montessori Academy or South Shores Christian Preschool and Kindergarten. No mitigation is required.</p>		
<p>Threshold 4.7.4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.</p> <p>No Impact. The <i>Phase I Environmental Site Assessment</i> (ESA) prepared for the proposed project determined that the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, including the Cortese List, and would not create a significant hazard to the public or the environment. No mitigation is required.</p>	No mitigation is required.	No Impact.

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Threshold 4.7.5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would result in a safety hazard for people residing or working in a project area.</p> <p>No Impact. The closest airport to the project site is John Wayne Airport, which is approximately 15 miles northwest of the project site. Therefore, the project site is not located within 2 miles of a public airport or within an airport plan, and the proposed project would not have any impacts related to a public airport. No mitigation is required.</p>	<p>No mitigation is required.</p>	<p>No Impact.</p>
<p>Threshold 4.7.6: For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.</p> <p>No Impact. The project site is not located in the vicinity of a private airstrip. Therefore, the proposed project would not result in safety hazards to people working or residing in the area. No mitigation is required.</p>	<p>No mitigation is required.</p>	<p>No Impact.</p>
<p>Threshold 4.7.7: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p> <p>Less than Significant Impact. The proposed project would provide adequate access for emergency vehicles and would meet all design requirements established by the Orange County Fire Authority (OCFA). Furthermore, the proposed project would not include design features that would physically interfere with emergency response or evacuation. Therefore, implementation of the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan and impacts are considered less than significant, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Threshold 4.7.8: Expose people or structures to a significant risk of loss, injury, or death involving wildfires, including where wildlands are adjacent to urbanized areas or where residents are intermixed with wildlands.</p> <p>Less than Significant Impact. The project site is located within a developed area. However, open space characterized by natural vegetation on the hillside and landscaped grass areas associated with the Monarch Beach Golf Links abuts the project site. Therefore, there is a potential for a wildland fire to occur near the project site. However, because the proposed project would be designed in compliance with OCFA design requirements and a Fuel Modification Plan would be prepared for the project site, impacts related to wildland fires would be less than significant, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>
<p>Cumulative Hazard and Hazardous Material Impacts.</p> <p>Less than Significant Impact. The contribution of hazardous materials use and hazardous waste disposal with implementation of the proposed project is minimal, and combined hazardous materials effects from past, present, and reasonably foreseeable projects within the County and the City would not be significant. The proposed project would involve the use of potentially hazardous materials, but these products would be used in small amounts and any spills that do occur would be cleaned up when they occur. Proper and routine use of these products would not result in a significant hazard to residents or workers in the vicinity of the proposed project. The proposed project would not contribute incrementally to any potential airport proximity hazards. Furthermore, for the proposed project and all other projects in the area to be approved, each project is required to be consistent with the existing regulations related to hazards and hazardous materials. Consistency with federal, State, and local regulations prevent this and other projects from creating cumulative impacts in terms of hazards and hazardous materials. With</p>	<p>Refer to Mitigation Measures 4.7.1 and 4.7.2 as well as Section 4.8.</p>	<p>Less than Significant.</p>

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>implementation of Mitigation Measures 4.7.1 and 4.7.2 and other mitigation measures set forth in Section 4.8, the proposed project's incremental contribution to impacts related to hazards and hazardous materials would be reduced to less than significant.</p>		
<p>4.8 Hydrology and Water Quality</p>		
<p>Threshold 4.8.1: Violate any water quality standards or waste discharge requirements.</p> <p>Threshold 4.8.6: Otherwise substantially degrade water quality.</p> <p>Threshold 4.8.11: Result in an increase in pollutant discharges to receiving waters.</p> <p>Threshold 4.8.12: Result in significant alteration of receiving water quality during or following construction.</p> <p>Threshold 4.8.18: Have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters.</p> <p>Threshold 4.8.19: Have a potentially significant adverse impact on groundwater quality</p> <p>Threshold 4.8.20: Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses.</p> <p>Less than Significant Impact with Mitigation.</p> <p>Construction. During construction activities, the total excavated area would be 5.1 ac, thus resulting in excavated soil exposure and an increased potential for soil erosion compared to existing conditions. In addition, chemicals, liquid products, petroleum products, and concrete-related waste may be spilled or leaked and have the potential to be transported via storm runoff into</p>	<p>Mitigation Measure 4.8.1: Construction General Permit. Prior to issuance of a grading permit, the Applicant shall obtain coverage under the <i>State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities</i> (Order No. 2009-0009-DWQ, Permit No. CAS000002) (Construction General Permit [CGP]). The Applicant shall provide the Waste Discharge Identification Number to the City of Dana Point (City) Director of Public Works to demonstrate proof of coverage under the CGP. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the project in compliance with the requirements of the CGP. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in storm water runoff as a result of construction activities. Erosion, Sediment, Wind, and Temporary Tracking Control BMPs that may be implemented include, but are not limited</p>	<p>Less than Significant.</p>

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<p>downstream receiving waters. Due to the depth to the groundwater table (approximately 90 feet [ft] below ground surface [bgs]), groundwater dewatering during construction would not be required and the project does not have the potential to impact groundwater quality. Minor amounts of groundwater seepage may be present at the bottom of the deepest proposed caissons. However, any displaced groundwater would be minor and would be collected and evaporated on site. Therefore, coverage under a groundwater discharge permit would not be required.</p> <p>Implementation of Mitigation Measures 4.8.1 and 4.8.2 would reduce potential construction impacts related to violation of water quality standards or Waste Discharge Requirements (WDRs), degradation of water quality, increase in pollutant discharge, alteration of receiving water quality, adverse impacts on water and groundwater quality, and degradation of beneficial uses to less than significant levels.</p> <p>Operation. The proposed project would result in a permanent increase in impervious surface area of 1.25 ac (an increase from 54 to 75 percent of the project site), thus increasing the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters. Due to the depth to groundwater, the project does not have a potential to impact groundwater quality. Implementation of Mitigation Measure 4.8.3 which requires preparation of a WQMP, would reduce potential operational impacts related to violation of water quality standards or WDRs, degradation of water quality, increase in pollutant discharge, alteration of receiving water quality, adverse impacts on water and groundwater quality, and degradation of beneficial uses to less than significant levels.</p>	<p>to, the following:</p> <ul style="list-style-type: none"> • Scheduling • Preservation of existing vegetation • Hydraulic mulch • Hydroseeding • Soil binders • Straw mulch • Geotextiles and mats • Wood mulching • Earth dikes and drainage swales • Velocity dissipation devices • Slope drains • Streambank stabilization • Compost blankets • Soil preparation/roughening • Non-vegetative stabilization • Silt fences • Sediment basins • Sediment traps • Check dams 	

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	<ul style="list-style-type: none"> • Fiber rolls • Gravel bag berms • Street sweeping and vacuuming • Sandbag barriers • Straw bale barriers • Storm drain inlet protection • Active treatment systems • Temporary silt dikes • Compose socks and berms • Biofilter bags • Stabilized construction entrances/exits • Stabilized construction roadways • Entrance/outlet tire washes <p>Mitigation Measure 4.8.2: Erosion Control Plan. In compliance with Chapter 8.01 of the City Municipal Code, during construction, the Applicant shall submit an erosion control plan annually by September 1 to the City Director of Public Works. The erosion control plans shall be prepared in accordance with Subarticle 13 of City Grading Manual. The Erosion Control Plan shall include, but not be limited to, the following:</p>	

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	<ul style="list-style-type: none"> • The name and 24 hour telephone number of the person responsible for performing emergency erosion control work. • The signature of the civil engineer or other qualified individual who prepared the grading plan and who is responsible for inspection and monitoring of the erosion control work. • All desilting and erosion protection facilities necessary to protect adjacent property from sediment deposition. • The streets and drainage devices that shall be completed and paved by October 15 of each year. • The placement of sandbags or gravel bags. Slope planting or other measures to control erosion from all slopes above and adjacent to roads open to the public. Gravel bags are preferred over sandbags. • The plan shall indicate how access shall be provided to maintain desilting facilities during wet weather. <p>Mitigation Measure 4.8.3: Water Quality Management Plan. Prior to issuance of grading permits, the Applicant shall submit a Final Water Quality Management Plan (WQMP) to the City Director of Public Works for review and approval. The WQMP</p>	

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
	<p>shall be consistent with the City’s Model Water Quality Management Plan (Model WQMP) and the project’s preliminary WQMP, as conceptually approved on January 14, 2013. Project-specific Low-Impact Development, Retention/Biofiltration Site Design, Source Control, and Treatment Control BMPs contained in the Final WQMP shall be incorporated into final design and comply with the Model WQMP requirements in effect at the time of submittal of each phase. The BMPs shall be properly designed and maintained to target pollutants of concern and reduce runoff from the project site. The WQMP shall include an operations and maintenance (O&M) Plan for the prescribed BMPs to ensure their long-term performance. Operation and inspection requirements for the Low-Impact Development, Retention/Biofiltration Site Design, Source Control, and Treatment Control BMPs shall be included. The O&M Plan shall include, but not be limited to, the following requirements:</p> <ul style="list-style-type: none"> • Operation and maintenance records shall be retained a minimum of 5 years. • Training and educational activities and BMP operation and maintenance shall be documented to verify compliance with the O&M Plan. 	

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	<ul style="list-style-type: none"> • A WQMP Verification Form shall be submitted to the City of Dana Point annually by September 1. • BMPs shall be inspected for standing water on a regular basis. • Operation and inspection requirements for the Low-Impact Development, Retention/Biofiltration Site Design, Source Control, and Treatment Control BMPs shall be included. 	
<p>Threshold 4.8.2: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).</p> <p>Less than Significant Impact.</p> <p>Construction. Due to the depth to groundwater on site (greater than 90 ft bgs), groundwater dewatering during construction would not be required. The volume of any displaced groundwater would be minor. In addition, grading and construction activities would compact soil and construction of structures would increase impervious area, which can decrease infiltration during construction. However, construction activities would be temporary, and the reduction in infiltration would not be substantial. In addition, due to the depth to groundwater, any reduction in infiltration would not impact groundwater recharge. Therefore, construction impacts related to groundwater supplies would be less than significant, and</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>

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<p>no mitigation is required.</p> <p>Operation. Operation of the project would not require groundwater extraction. The proposed project would increase impervious surface area by 1.25 ac, which would reduce infiltration. However, the reduction in infiltration would not be substantial, and due to the depth to groundwater, any reduction would not impact groundwater recharge. Therefore, operational impacts related to groundwater supplies would be less than significant, and no mitigation is required.</p>		
<p>Threshold 4.8.3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site.</p> <p>Threshold 4.8.4: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site.</p> <p>Threshold 4.8.13: Result in increased erosion downstream</p> <p>Less than Significant Impact with Mitigation.</p> <p>Construction. During construction activities, the project site would be graded, excavated soil would be exposed, and there would be an increased potential for soil erosion compared to existing conditions. During a storm event, soil erosion and sedimentation could occur at an accelerated rate. There are no on-site streams or rivers; therefore, the project would not alter the course of a stream or river. Implementation of Mitigation Measures 4.8.1 and 4.8.2 would</p>	<p>Refer to Mitigation Measures 4.8.1 and 4.8.2</p>	<p>Less than Significant.</p>

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<p>reduce potential construction impacts related to erosion and siltation and flooding to less than significant levels.</p> <p>Operation. The proposed project would change on-site drainage patterns by adding impervious surface areas, including buildings. However, flows from the project site would continue to discharge to the storm drain system. The project would increase impervious area by 1.25 ac, which would increase the runoff volume and velocity from the site. However, the underground detention system would reduce peak flows. Total peak flow from the site would decrease from 26.1 cubic feet per second (cfs) to 12.1 cfs for a 25-year storm and from 33.2 cfs to 14.2 cfs for a 100-year storm. Because the project would reduce off-site discharge, the proposed project would not contribute to downstream erosion, siltation, or flooding.</p> <p>In the proposed condition, 75 percent of the site would be impervious surface areas and not prone to erosion or siltation. The remaining 25 percent would be landscaping, which would minimize erosion and siltation. The project site would be designed for storm water to drain to the storm drain system. Therefore, on-site flooding, erosion, and siltation would not occur. Therefore, operational impacts related to on- or off-site erosion, siltation, and flooding would be less than significant, and no mitigation is required.</p>		
<p>Threshold 4.8.5: Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.</p> <p>Less than Significant Impact with Mitigation.</p> <p>Construction. Construction of the proposed project has the potential to introduce pollutants into the storm water drainage system from erosion, siltation, and accidental spills. In addition, grading and construction activities would compact soil and construction of</p>	<p>Refer to Mitigation Measures 4.8.1, 4.8.2, and 4.8.3</p>	

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>structures would increase impervious area, which can increase runoff during construction. With implementation of Mitigation Measures 4.8.1 and 4.8.2, storm water drainage systems would be reduced to less than significant levels.</p> <p>Operation. The proposed project would decrease the flow to the downstream storm water drainage system, and would not contribute runoff water that would exceed the capacity of an existing or planned storm water drainage system. In addition, the project would include roof drain planter boxes, storm water planters, proprietary biofilters, and biofiltration swales/depressed landscape to treat storm water runoff from the site during operation. Therefore, with implementation of Mitigation Measure 4.8.3, operational impacts related to exceeding the capacity of, and providing additional sources of polluted runoff to, storm water drainage systems would be reduced to less than significant levels.</p>		
<p>Threshold 4.8.7: Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.</p> <p>Threshold 4.8.8: Place within a 100-year flood hazard area structures which would impede or redirect flood flows.</p> <p>No Impact. According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06059C0501J (December 3, 2009), the project site is located within Zone X, areas determined to be outside the 0.2-percent annual chance (500-year) floodplain. Because the project site is not located in a 100-year floodplain, the project would not place housing or structures within a 100-year flood hazard area. Therefore, there would be no impact related to placement of housing or structures within a 100-year flood hazard area and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>No Impact.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Threshold 4.8.9: Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.</p> <p>No Impact. The project site is located approximately 4 miles south-southwest (downstream) of Sulphur Creek Reservoir (Laguna Niguel Lake). However, because the project site is located at a higher elevation on a bluff top, it is not anticipated that the project site would be inundated if the Sulphur Creek Dam were to fail. In addition, the project would not increase the risk of failure of the dam. Therefore, the project would not result in impacts related to exposure of people or structures to risk of loss, injury, or death involving flooding as a result of inundation from failure of a dam or levee. No mitigation is required.</p>	<p>No mitigation is required.</p>	<p>No Impact.</p>
<p>Threshold 4.8.10: Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of inundation by seiche, tsunami, or mudflow.</p> <p>Less than Significant Impact with Mitigation. According to the Public Safety Element of the City of Dana Point General Plan (June 27, 1995), since no major lakes or open water impoundments exist in the City of Dana Point, hazards related to inundation from seiche are considered low within the City. Therefore, the project would not result in impacts related to exposure of people or structures to risk of loss, injury, or death involving flooding as a result of inundation by seiche. No mitigation is required.</p> <p>The proposed project is not located in a tsunami inundation area. Therefore, the project would not result in impacts related to exposure of people or structures to risk of loss, injury, or death involving flooding as a result of inundation by tsunami. No mitigation is required.</p> <p>Landslides have been documented within and adjacent to the project site. Therefore, there is a potential for mudslide or mudflow to occur on the</p>	<p>Refer to Mitigation Measure 4.5.2.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>undeveloped slopes of the project site. Practices such as establishing plants, avoiding concentration of water to the subsurface, discouraging rodent activity, and repairing erosion rills would help limit potential for failure of unimproved areas. With implementation of Mitigation Measure 4.5.2, project impacts relating to mudflow would be less than significant.</p>		
<p>Threshold 4.8.14: Result in increased impervious surfaces and associated increased runoff.</p> <p>Threshold 4.8.15: Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes.</p> <p>Less than Significant Impact. The project would increase impervious area by 1.25 ac, which would increase the runoff volume and velocity from the site. However, the underground detention system would reduce peak flow to below that of existing conditions. Therefore, project impacts related to increased impervious surfaces and associated runoff or changes in runoff flow rates or volume would be less than significant, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>
<p>Threshold 4.8.16: Be tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list. If so, can it result in an increase in any pollutant for which the water body is already impaired.</p> <p>Less than Significant Impact with Mitigation.</p> <p>Construction. Construction of the proposed project has a potential to contribute to the total coliform impairment. However, sanitary services during construction would likely be provided by portable toilet facilities, which transport waste off site for treatment and disposal. Disposal of waste from the portable toilets would be performed by contracted waste haulers who would handle, haul away, and dispose of portable toilet waste in accordance with applicable regulations. Therefore, potential construction impacts</p>	<p>Refer to Mitigation Measure 4.8.3.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>related to contribution to receiving water impairments would be less than significant.</p> <p>Operation. Operation of the proposed project has a potential to contribute to the total coliform impairment. Implementation of Mitigation Measure 4.8.3 would reduce potential operational impacts related to contribution to receiving water impairments to less than significant levels.</p>		
<p>Threshold 4.8.17: Be tributary to other environmentally sensitive areas, and if so, exacerbate already existing sensitive conditions.</p> <p>Less than Significant Impact with Mitigation.</p> <p>Construction. Runoff from the project site is tributary to Salt Creek at the Pacific Ocean, which is designated as an Environmentally Sensitive Area in the City of Dana Point Local Implementation Plan (LIP). The project would comply with the requirements of the Construction General Permit, as specified in Mitigation Measure 4.8.1. In addition, as specified in Mitigation Measure 4.8.2, erosion control plans would be prepared annually during construction and submitted to the City Department of Public Works. Implementation of Mitigation Measures 4.8.1 and 4.8.2 would reduce construction-related impacts to environmentally sensitive areas to less than significant levels.</p> <p>Operation. Runoff from the project site is tributary to San Juan Creek, which is designated as an Environmentally Sensitive Area in the City of Dana Point LIP. Implementation of Mitigation Measure 4.8.3 would reduce potential operational impacts related to Environmentally Sensitive Areas to a less than significant level.</p>	<p>Refer to Mitigation Measures 4.8.1 through 4.8.3.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Threshold 4.8.21: Impact aquatic, wetland, or riparian habitat. Less than Significant Impact with Mitigation.</p> <p>Construction. According to the <i>Updated General Biological Assessment</i> letter report (LSA Associates, Inc. [LSA], March 2014), there is no aquatic, wetland, or riparian habitat on the project site. However, runoff from the project site has a potential to impact downstream aquatic, wetland, or riparian habitat. During construction activities, excavated soil would be exposed and there would be an increased potential for soil erosion compared to existing conditions. Implementation of Mitigation Measures 4.8.1 and 4.8.2 would reduce potential construction impacts to aquatic, wetland, or riparian habitat to less than significant levels.</p> <p>Operation. Pollutants of concern during operation of the proposed on-site uses include nutrients, pesticides, suspended solids/sediments, trash and debris, oil and grease, bacteria/viruses/pathogens, heavy metals, and toxic organic compounds. Implementation of Mitigation Measure 4.8.3, would reduce potential operational impacts to aquatic, wetland, or riparian habitat to less than significant levels.</p>	<p>Refer to Mitigation Measures 4.8.1, 4.8.2, and 4.8.3.</p>	<p>Less than Significant.</p>
<p>Cumulative Hydrology and Water Quality Impacts. Less than Significant Impact. The project site is currently developed as a church in the Salt Creek Watershed; therefore, the cumulative study area for hydrology and water quality is the Salt Creek Watershed. Each of the cumulative projects, individually and cumulatively, could potentially increase the volume of storm water runoff and contribute to pollutant loading in storm water runoff reaching both the City’s storm drain system and Salt Creek, resulting in cumulative impacts to hydrology and surface water quality. However, as with the proposed project, each of the cumulative projects would also be subject to National</p>	<p>Refer to Mitigation Measures 4.8.1, 4.8.2, and 4.8.3.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Pollutant Discharge Elimination System (NPDES) and MS4 Permit requirements for both construction and operation. Each project would be required to develop a SWPPP, an erosion control plan, a WQMP, and a hydrology report, and would be evaluated individually to determine appropriate BMPs and hydromodification controls to minimize water quality and hydrologic impacts. In addition, the City Department of Public Works reviews all development projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available. Thus, the project's contribution to cumulative impacts to hydrology and water quality would be less than significant.</p>		
4.9: Land Use and Planning		
<p>Threshold 4.9.1: Physically divide an established community.</p> <p>No Impact. All demolition and construction activities associated with the proposed project would occur within the project site. Therefore, implementation of the proposed project would not result in impacts to surrounding existing development or physically divide an established community, and no mitigation is necessary.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>
<p>Threshold 4.9.2: Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating and environmental effect.</p> <p>Less Than Significant Impact.</p> <p>Southern California Association of Governments Regional Comprehensive Plan. Based on the criteria contained in the <i>State CEQA Guidelines</i> and SCAG's Intergovernmental Review Criteria List, the proposed project is not a project of regional significance. Therefore, the proposed project would not result in impacts related to regional planning issues, and no mitigation is required.</p>	<p>No mitigation is required</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>The RCP aims to reduce emissions and increase mobility through strategic land use changes. However, because the proposed project is a replacement and expansion of existing church facilities and would not alter the existing land uses on the project site, these RCP strategies are not applicable to the proposed project. No mitigation is required.</p> <p>City of Dana Point Local Coastal Program. The proposed project would be consistent with all major components of the City’s Local Coastal Program (LCP). Therefore, no potential conflicts with the adopted LCP would occur, and no mitigation is required.</p> <p>General Plan Consistency. The proposed project would not result in conflicts with the current Community Facilities (CF) General Plan land use designation for the project site because the proposed project includes the replacement and expansion of existing on-site church facilities. The proposed project would also be consistent with all applicable policies in the City’s General Plan Public Safety, Circulation, Noise, and Public Facilities/Growth Management Elements and most applicable goals and policies contained in the City’s General Plan Land Use and Conservation/Open Space Elements. Implementation of the project would result in the preservation and removal of coastal sage scrub on the project site. However, as described in Section 4.3, Biological Resources, of this Draft EIR, payment of in-lieu fees as outlined by the Orange County NCCP/HCP would mitigate impacts associated with the loss of on-site coastal sage scrub to a less than significant level. As such, the proposed project would be consistent with several goals and policies contained in the City’s General Plan Land Use and Conservation/Open Space Elements that encourage the preservation of sensitive habitat and natural vegetation (i.e., coastal sage scrub).</p>		

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Therefore, impacts related to potential conflicts with the City’s General Plan are anticipated to be less than significant, and no mitigation is required.</p> <p>City of Dana Point Municipal Code. The proposed project would replace and expand existing church facilities on the project site, but would require a CUP related to the religious uses. With approval of a CUP for the religious uses, the proposed project would not result in a conflict with the existing CF zoning designation on the project site. In addition, due to the fact that the proposed project is located within the City’s Coastal Overlay District, a Coastal Development Permit is required for the proposed project. Therefore, once the Coastal Development Permit of the proposed project is approved by the City’s Planning Commission, the project would be consistent with this provision in the City’s Municipal Code.</p> <p>The proposed project would also require a CUP to allow for the proposed off-site shared parking program that would be in effect during construction phases of the proposed project including periods of time between construction phases, and to allow shared parking on the site following completing on the proposed project. With approval of the CUPs related to the off-site shared parking program prior to project completion and the on-site shared parking after the completion of the proposed project, the project would be consistent with the City’s Municipal Code.</p> <p>The proposed project would require a variance because the building height proposed for the Community Life Center building would exceed the allowable building heights in the City’s Municipal Code. With approval of the requested height variance, the proposed project would be consistent with the City’s Municipal Code.</p>		

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>City of Dana Point Zoning Code. The project site is zoned CF. The CF zoning district allows for a variety of community facility uses, including religious uses, with the approval of a CUP. Therefore, because the proposed project includes the replacement and expansion of existing church facilities within the project site, the proposed project would be consistent with the City’s zoning district for the project site with the approval of a CUP. A CUP is also required for the approval of shared parking program during construction phases of the project and an on-site shared parking program after the project completion.. The proposed project would require a variance to allow for the proposed building height of 35 ft for the Community Life Center, which would be developed at a height greater than the established height limitations for the CF zoning district. Therefore, approval of the building height variance would ensure the proposed project’s consistency with the City’s established development standards, and no mitigation would be required.</p>		
<p>Threshold 4.9.3: Conflicts with any applicable habitat conservation plan or natural community conservation plan.</p> <p>Less Than Significant Impact with Mitigation. The project site is located in the Central and Coastal region of the Orange County NCCP/HCP. The proposed project would result in the preservation of the undisturbed coastal sage scrub and the removal of some disturbed coastal sage scrub on the project site, which are each considered a sensitive habitat. The removal of on-site disturbed coastal sage scrub would conflict with goals and policies contained in the Orange County NCCP/HCP aimed at reducing impacts to sensitive coastal species. Therefore, implementation of Mitigation Measure 4.3.1, requiring payment of in-lieu fees as outlined in the Orange County NCCP/HCP, would be required to ensure that the proposed project would be consistent with the Orange County NCCP/HCP.</p>	<p>Refer to Mitigation Measure 4.3.1.</p>	<p>Less than Significant.</p>

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Cumulative Land Use and Planning Impacts</p> <p>Less than Significant. The proposed project would include land uses that would be compatible with and would serve the surrounding neighborhoods. Therefore, the proposed project would not contribute to a pattern of development that adversely impacts adjacent land uses or conflicts with existing church facilities on site or surrounding land uses. There are no incompatibilities between the proposed project and planned future projects in the City, which primarily include residential developments. In addition, all identified City-related projects would be reviewed for consistency with adopted land use plans and policies by the City. For this reason, the related projects are anticipated to be consistent with applicable General Plan and zoning requirements, or would be subject to allowable exceptions; further, they would be subject to CEQA, mitigation requirements, and design review. Therefore, the proposed project would not contribute a significant cumulative land use compatibility impact in the study area, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>
<p>4.10 Noise</p>		
<p>Threshold 4.10.1: Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</p> <p>Less Than Significant Impact.</p> <p>Short-Term Construction-Related Impacts. The nearest residential uses to the south of the project site would potentially be exposed to construction noise up to 94 A-weighted decibels (dBA) maximum instantaneous noise level (L_{max}) during the Phase 1A construction period, when the Preschool/Administration building is being constructed. However, construction of the proposed Preschool/Administration building would not be continuous over the entire Phase 1A period. Residential uses approximately 200 ft to the</p>	<p>No mitigation is required.</p> <p>Standard Condition 4.10.1: Short-Term Construction-Related Noise Impacts. The following standard conditions are required of all development within the City of Dana Point (City) and would reduce short-term construction-related noise impacts resulting from the proposed project:</p> <ul style="list-style-type: none"> • During all project site excavation and grading, the project contractors should equip all construction equipment, fixed or mobile, with properly operating and 	<p>Less than Significant.</p>

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>north of the construction area on the project site would be exposed to construction noise up to 78 dBA L_{max} during construction of Phase 1C and Phase 2, when the Community Life Center building and Christian Education Building 1 are being constructed. Compliance with Standard Condition 4.10.1 would reduce short-term construction-related noise impacts resulting from the proposed project to a less than significant level.</p> <p>Long-Term Operational Noise Impacts.</p> <p>On-Site Stationary Source Noise Impacts. The majority of activities at the Church facilities are conducted inside the buildings and would not create significant noise impacts on surrounding land uses.</p> <p>Children’s Play Areas. Following the completion of Phase 3, the proposed play areas would be located to the north and east of the Christian Education buildings and at least 300 ft away from existing residences to the south and north. The distance attenuation would reduce noise from the play areas by 16 dBA. Therefore, the proposed project would result in less than significant impacts related to noise from the proposed play areas on the project site following completion of Phase 3, and no mitigation is required.</p> <p>During Phases 1B, 1C, 2, and 3, however, the children’s play area would be located in the parking lot in front of the Preschool/Administration building, an area that is approximately 200 ft from the centerline of Crown Valley Parkway and approximately 147 ft from the nearest residences to the south of the project site. At this distance, the projected traffic noise level would be 63 dBA CNEL, which is less than</p>	<p>maintained mufflers consistent with manufacturers’ standards.</p> <ul style="list-style-type: none"> • The project contractor should place all stationary construction equipment so that emitted noise is directed away from the relatively more sensitive receptors nearest the project site. • The construction contractor should locate equipment staging in areas that will create the greatest distance between construction-related noise sources and relatively more noise-sensitive receptors nearest the project site during all project construction. • The construction contractor shall limit all grading and equipment operations and all construction-related activities that would result in high noise levels (90 dBA or greater) to between the hours of 10:00 a.m. and 4:00 p.m., Monday through Friday. No high noise level construction activities shall be permitted outside of these hours or on Saturdays, Sundays, and federal holidays. 	

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<p>the City’s 65 dBA CNEL exterior noise level recommended for outdoor activity areas. Therefore, the proposed project would result in less than significant traffic noise impacts on the proposed play areas on the project site during Phases 1B, 1C, 2, and 3, and no mitigation is required.</p> <p>Currently, the existing Preschool is licensed to accommodate 86 preschool children per day. However, the project applicant has indicated that no more than 30 students are on the playground at the same time because outdoor play is staggered. The maximum noise levels associated with 30 students playing in the temporary play area would be 64.25 dBA L_{eq} and 75.55 dBA L_{max} measured at 50 ft.</p> <p>The temporary play area would be approximately 147 ft from the nearest residences to the south. At this distance, the noise level would be reduced by 9 dBA from the noise level measured at 50 ft. This noise attenuation will reduce the maximum on-site play area noise to 55.25 dBA L_{eq} and 66.55 dBA L_{max}. The 66.55 dBA maximum noise level would not exceed the City’s 75 dBA L_{max} that is not to be exceeded at any time during the daytime hours for residential areas. In addition, the 55.25 dBA L_{eq} noise level averaged over that 30-minute recess time period would not exceed the City’s 60 dBA L_{50} that is not to be exceeded for more than 15 minutes (but less than 30 minutes) in any hour during the daytime hours between 7:00 a.m. and 10:00 p.m. No mitigation is required.</p> <p>Off-Site Stationary Source Noise Impacts. Adjacent uses that could potentially be considered noise sources include the paved Salt Creek Trail and the Monarch Beach Golf Links golf course. However, noise levels from the Salt Creek Trail are below the City’s</p>		

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<p>exterior noise standards. Therefore, noise associated with the trail would not result in noise levels exceeding the typical standards at the nearest on-site outdoor activity area, and no mitigation is required. Representative golf course activity, noise would be reduced to 55 dBA L_{max} or lower, which would be a less than significant impact. No mitigation is required.</p>		
<p>Threshold 4.10.2: Expose persons to or generate excessive groundborne vibration or groundborne noise levels.</p> <p>Less Than Significant Impact. It is unlikely that any activities occurring as a result of project implementation will expose the area to excessive groundborne vibration or groundborne noise levels. Potential noise impacts would result from typical construction activities, including grading necessary to excavate the site for subterranean parking and structural footings for the proposed structures, and caisson drilling to install the caissons and tieback system to provide structural stability to the site. Caisson drilling generates 0.089 in/sec vibration level at 25 ft; this level of vibration is much lower than the 0.2 in/sec threshold recommended for non-engineered timber and masonry buildings; engineered and reinforced buildings have higher thresholds for vibration. Therefore construction activities would not result in any significant vibration impacts on adjacent properties, which are located further than 25 ft from such activities. Further, no operational uses proposed would result in such impacts. Therefore, the proposed project would result in less than significant impacts with respect to groundborne vibration or noise, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>
<p>Threshold 4.10.3: Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.</p> <p>Less Than Significant Impact with Mitigation Incorporated.</p>	<p>Mitigation Measure 4.10.1: Prior to the issuance of any grading or building permits for Phase 1C, the Applicant shall submit the building plans for review and approval by the City of Dana Point (City) Building Official, or designee, to ensure that building facade</p>	<p>Less than Significant.</p>

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<p>Long-Term Traffic Noise Impacts. Project-related traffic would have mostly small (0.3 dBA or less) noise level increases along roadway segments in the project vicinity for the existing and future weekday and Sunday cumulative year scenarios. Because changes in noise levels of 3 dBA or less are not perceptible to the human ear in an outdoor environment, noise level increases associated with the proposed project would be considered less than significant. No mitigation is required.</p> <p>Crown Valley Parkway. Because the buffer area between the project buildings and Crown Valley Parkway includes only parking and landscaped areas and does not have any outdoor recreation areas, no mitigation is required to reduce the exterior noise level. Based on the United States Environmental Protection Agency’s (EPA’s) Protective Noise Levels (EPA 550/ 9-79-100, November 1978), standard building construction in warm climate areas such as southern California would provide 12 dBA in exterior-to-interior noise attenuation. With windows or doors open, interior noise levels in the frontline rooms/spaces facing Crown Valley Parkway within the Community Life Center, Christian Education buildings, and the Preschool/Administration building would potentially exceed the 45 dBA Community Noise Equivalent Level (CNEL) interior noise level recommended for noise-sensitive uses. With windows closed, interior noise levels in the frontline rooms/spaces in the Community Life Center would also exceed the standard for noise-sensitive uses. Therefore, windows with Sound Transmission Class (STC) ratings provided by standard building construction (STC-24 to STC-28) would not be sufficient for the interior spaces inside the Community Life Center building facing Crown Valley Parkway. Mitigation Measure 4.10.1, which requires building facade upgrades, such</p>	<p>upgrades, including but not limited to windows with Sound Transmission Class (STC)-30 or higher, have been included in the plans for the western facade of the Community Life Center along Crown Valley Parkway to reduce noise levels associated with traffic noise to an acceptable level.</p>	

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<p>as windows with STC ratings higher than those provided by standard building construction, would reduce interior noise levels in the frontline rooms of the Community Life Center building below the 45 dBA CNEL. With implementation of Mitigation Measure 4.10.1, potential long-term traffic noise impacts on on-site uses would be reduced to less than significant levels.</p> <p>Because the Christian Education buildings and the Preschool/Administration building are projected to be exposed to traffic noise levels below 69 dBA CNEL, windows with STC ratings provided by standard building construction (up to STC-28) would be sufficient for rooms or interior spaces facing Crown Valley Parkway. Air conditioning is required to ensure that windows can remain closed for prolonged periods of time. As the proposed project would provide air conditioning as a standard feature, no mitigation is required for the facades of the Christian Education buildings or the Preschool/Administration building facing Crown Valley Parkway.</p> <p>Children’s Play Areas. Following the completion of Phase 3, the proposed play areas would be located to the north and east of the Christian Education buildings and shielded from Crown Valley Parkway traffic noise. Therefore, the proposed project would result in less than significant traffic noise impacts on the proposed play areas on the project site following completion of Phase 3, and no mitigation is required.</p> <p>During Phases 1B, 1C, 2, and 3, however, the children’s play area would be located in the parking lot in front of the Preschool/Administration building, an area that is approximately 200 ft from the centerline of Crown Valley</p>		

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<p>Parkway. At this distance, the projected traffic noise level would be 63 dBA CNEL, which is less than the City’s 65 dBA CNEL exterior noise level recommended for outdoor activity areas. Therefore, the proposed project would result in less than significant traffic noise impacts on the proposed play areas on the project site during Phases 1B, 1C, 2, and 3, and no mitigation is required.</p> <p>Mechanical Equipment. The project proposes to have a mechanical room at the lower level at the southwest corner of the Parking Structure. Operation of the mechanical room equipment would result in a noise level of 49 dBA at the nearest residence at Monarch Bay Villas when the equipment is running at full capacity. This noise level is less than the City requirement (Municipal Code Section 11.10.010) of 50 dBA during the nighttime period (10 p.m. to 7 a.m.) and City requirement of 55 dBA during the daytime (7 a.m. to 10 p.m.). In addition, since the mechanical equipment is serving the Preschool/Administration Building and the Sanctuary, the mechanical equipment would rarely operate during the nighttime hours. Indoor noise levels would be at least 12 dBA lower than the exterior noise level with windows open. Therefore, indoor noise levels would be no higher than 37 dBA which is well below the City’s daytime limit of 55 dBA and the nighttime limit of 45 dBA (Municipal Code Section 11.10.012). No mitigation is required.</p>		
<p>Threshold 4.10.4: Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.</p> <p>Less Than Significant Impact. Maximum combined noise levels from proposed project-related construction activities could reach up to 94 dBA</p>	<p>No mitigation is required.</p> <p>Refer to Standard Condition 4.10.1.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>L_{max} at the nearest residential uses to the south of the project site during the Phase 1A construction period, when the Preschool/Administration building is being constructed, and up to 78 dBA L_{max} at the nearest residential uses to the north of the project site during construction of Phase 1C and Phase 2, when the Community Life Center building and Christian Education Building 1 are being constructed.</p> <p>In addition, during project construction drilling to install the proposed caissons and tieback system would generate 0.089 in/sec vibration level at 25 ft, which is significantly lower than the 0.2 in/sec threshold recommended for non-engineered timber and masonry buildings; engineered and reinforced buildings have higher thresholds for vibration. Therefore, construction activities would not result in any significant vibration impacts on adjacent properties, which are located further than 25 ft from such activities.</p> <p>Construction of the proposed Preschool/Administration building would not be continuous over the entire Phase 1A period. Although this range of construction noise would be higher than the ambient noise, it would cease to occur once the construction of the Preschool/Administration building is completed. Based on the location and amount of construction equipment required, construction of other on-site buildings during subsequent phases would result in lower noise level increases at the residences to the south. Construction of other on-site buildings would result in lower noise level increases at the residences to the south. Construction would be limited to the hours specified in the City's Municipal Code and would comply with the City's standard conditions to reduce construction noise impacts. Compliance with the construction hours specified in the City's Noise Ordinance and Standard Condition 4.10.1 would reduce the proposed project's temporary increases in ambient noise levels in the proposed project vicinity to a less than significant level.</p>		

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Existing residences to the east across the golf course are approximately 1,000 ft away from the project site. At this distance, noise levels would be reduced by 26 dBA when compared to the noise levels measured at 50 ft from the construction activity. Therefore, construction activity on the project site could potentially result in noise levels reaching 64 dBA L_{max} at the residences located to the east of the project site. Compliance with the construction hours specified in the City's Noise Ordinance would reduce the proposed project's construction noise impacts to a less than significant level.</p>		
<p>Threshold 4.10.5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.</p> <p>No Impact. No portion of the project site is located within an airport land use plan, or within 2 miles of a public airport or public use airport. Future development of the subject property would neither affect nor be affected by aircraft operations at such a facility that would generate noise in excess of regulatory standards. Therefore, the proposed project would result in no impacts with respect to the generation of excessive noise levels in the vicinity of a public airport, and no mitigation is required.</p>	<p>No mitigation is required.</p>	
<p>Threshold 4.10.6: For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.</p> <p>No Impact. No portion of the project site is located in the vicinity of a private airstrip. Implementation of the proposed project on the site would neither affect nor be affected by aircraft operations at such a facility that would generate noise in excess of regulatory standards. Therefore, the proposed project would result in no impacts with respect to the generation of excessive noise levels in the vicinity of a private strip, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Cumulative Noise Impacts.</p> <p>Less than Significant Impact. Construction of the proposed project has the potential to overlap with construction of one or more related projects. The closest related project is the Ritz Carlton Expansion project, approximately 0.75 mile south of the project site. Because construction and vibration are localized and rapidly attenuate within an urban environment, the related projects are located too far from the project site to contribute to cumulative impacts related to noise levels due to construction activities. Construction activity at any related project site would not result in a noticeable increase in noise to sensitive receptors adjacent to the project site. Furthermore, all related projects would be required to comply with the City’s Noise Ordinance. Therefore, cumulative construction impacts would be less than significant</p> <p>Cumulative noise impacts could occur as a result of increased traffic volumes on local roadways due to future growth and increased development in the vicinity of the project site. An increase of 3.0 dBA CNEL at any roadway location is considered a significant impact. None of the roadway segments within the vicinity of the project site is expected to experience a noise level increase greater than 3.0 dBA CNEL. The proposed project’s incremental contributions would be between 0.0 and 0.3 dBA along these roadway segments. Therefore, the proposed project would not contribute substantially to cumulative roadway noise impacts and would have a less than cumulatively considerable impact. No mitigation is required.</p>	<p>Refer to Mitigation Measure 4.10.1 and Standard Condition 4.10.1 above.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
4.11 Public Services and Facilities		
<p>Threshold 4.11.1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.</p> <p>Less than Significant Impact.</p> <p>Construction. The City contracts with the OCFA for fire protection services. Overall, short-term demolition and construction activities would require minimal fire protection and are not expected to have any adverse impacts on existing fire protection. Therefore, impacts related to the provision of fire protection for the construction of the proposed project would be less than significant, and no mitigation is required.</p> <p>Operation. Operation of the proposed project is expected to create the typical range of service calls for church facilities, including emergency medical and rescue service. The proposed project would be required to comply with all applicable building code requirements requiring fire protection devices, such as sprinklers, alarms per the 2013 California Fire Code (CFC) (Chapter 8.24 of the City's Municipal Code), adequately spaced fire hydrants, and fire access lanes. As required by Standard Condition 4.11.1, prior to the issuance of building permits, approval of the final plans (including all fire prevention and suppression systems) by the OCFA is required. Therefore, project impacts related to fire protection would be less than significant, and no mitigation is required.</p>	<p>No mitigation is required.</p> <p>Standard Condition 4.11.1 Orange County Fire Authority Plan Check. Prior to the issuance of building permits, approval of final building design plans (including all fire prevention and suppression systems) by OCFA is required. Approval of the final building design plans would ensure that the development is constructed pursuant to California Fire Code (CFC) requirements.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Threshold 4.11.2: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.</p> <p>Less than Significant Impact.</p> <p>Construction. The City contracts with the Orange County Sheriff’s Department (OCSD) for police protection services. Short-term demolition and construction activities would require minimal police protection and are not expected to have any adverse impacts on the existing available police protection. Therefore, impacts related to the provision of police protection for the construction of the proposed project would be less than significant, and no mitigation is required.</p> <p>Operation. The proposed project is not anticipated to result in an increase in the demand of OCSD services within the City. No residential units are proposed as part of the project. The OCSD indicated that the proposed project would not substantially increase response times, or create a substantial increase in demand for staff, facilities, equipment, or police services, and that the OCSD would be able to adequately service the proposed project. Therefore, project impacts related to police protection would be less than significant, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Threshold 4.11.5: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any other public transportation.</p> <p>Less than Significant Impact.</p> <p>Construction. Public transportation is provided within the project vicinity by the Orange County Transportation Authority (OCTA). Overall, short-term demolition and construction activities would require minimal use of public transportation, and they are not expected to have any adverse impacts on the existing available public transportation system. Therefore, impacts related to the provision of public transportation services for the construction of the proposed project would be less than significant, and no mitigation is required.</p> <p>Operation. Operation of the proposed project is not anticipated to result in an increase in the demand of OCTA services within the City. OCTA currently operates Route 85, that services the project site via Crown Valley Parkway, located immediately west of the project site. The proposed project would not include development of residential units, and ridership is not anticipated to increase as a result of the proposed project. OCTA does not anticipate that the proposed project would create a public transportation need that requires service expansion, and OCTA would be able to provide adequate services to the proposed project. Therefore, because existing routes in the vicinity of the project site are operating within capacity, and additional ridership is not anticipated to increase as a</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>result of the proposed project, project impacts related to public transportation would be less than significant, and no mitigation is required.</p>		
<p>Threshold 4.11.6: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities.</p> <p>Less than Significant Impact.</p> <p>Natural Gas.</p> <p>Construction. Overall, short-term demolition and construction activities would not require natural gas and are not expected to have any adverse impacts on the existing available natural gas supplies. Therefore, impacts related to the provision of natural gas for the construction of the proposed project would be less than significant, and no mitigation is required.</p> <p>Operation. Operation of the proposed project is anticipated to result in an increase in long-term demand for natural gas. Southern California Gas Company (SoCalGas) currently provides service to the project site through existing gas lines along Crown Valley Parkway. SoCalGas would continue to provide natural gas to the project site upon build out of the project. The proposed project would generate a total natural gas demand of 1,862,437 cubic feet (cf) per year, which would be approximately 1,003,681 cf greater than the natural gas demand of the existing uses on the project site.</p> <p>According to the California Energy Commission (CEC), SoCalGas has adequate planned pipeline and storage</p>	<p>No mitigation is required</p>	<p>No Impact.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>improvements to address future natural gas needs associated with implementation of the proposed project. Therefore, impacts related to the provision of natural gas for operation of the proposed project would be less than significant, and no mitigation is required.</p> <p>Electricity.</p> <p>Construction. Overall, short-term demolition and construction activities would require minimal electricity and are not expected to have any adverse impacts on the existing available electricity supplies. Therefore, impacts related to the provision of electricity for the construction of the proposed project would be less than significant, and no mitigation is required.</p> <p>Operation. The project site is within the service territory of San Diego Gas & Electric Company (SDG&E). The proposed project would comply with State law regarding energy conservation measures, including pertinent provisions of Title 24 of the California Government Code, which covers the use of energy-efficient building standards. The proposed project would generate a total electricity demand of 985,131 kilowatt-hours (kWh) per year, which would be approximately 527,371 kWh greater than the electricity demand of the existing uses on the project site. Based on CEC projections for the SDG&E service area in 2024, the maximum project-related annual consumption would represent 0.003 percent of the forecasted net energy load. Therefore, impacts associated with the proposed project’s electricity demand would be less than significant, and no mitigation is necessary.</p>		
<p>Threshold 4.11.7: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.</p> <p>No Impact. The proposed project would not include any industrial uses</p>	<p>No mitigation is required.</p>	<p>No Impact.</p>

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>that would be subject to an individual permit with specific treatment requirements from the San Diego Regional Water Quality Control Board (RWQCB). Sewage would be discharged to the South Coast Water District (SCWD) for treatment. Therefore, no impact would occur, and no mitigation is required.</p>		
<p>Threshold 4.11.8: Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects</p> <p style="text-align: center;">OR</p> <p>Threshold 4.11.10: Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.</p> <p>Less than Significant Impact.</p> <p>Construction. Impacts associated with short-term demolition and construction activities would not require or result in the construction of new water treatment facilities or the expansion of existing facilities, and construction of the proposed project would not require the need for new or expanded water entitlements. No mitigation is required.</p> <p>Operation. The total average daily water demand for the existing uses on the project site is estimated to be approximately 3,903,919 gpy. The proposed project would demand approximately 7,735,334 gpy of water, which would be approximately 3,831,415 gpy greater than the water demand of the existing uses on the project site. Because the water demand associated with the proposed project would represent 0.14 percent of the water supply in SCWD’s service area in 2020, the proposed project would not necessitate new or expanded water facilities, and the SCWD would be able to</p>	<p>No mitigation is required.</p>	<p>No Impact.</p>

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>accommodate the increased demand for potable water, and no mitigation is required.</p>		
<p>Threshold 4.11.8: Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects</p> <p style="text-align: center;">OR</p> <p>Threshold 4.11.11: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.</p> <p>Less than Significant Impact.</p> <p>Construction. No significant increase in wastewater flows is anticipated as a result of construction activities on the project site. Sanitary services during construction would likely be provided by portable toilet facilities, which transport waste off site for treatment and disposal. The development will be phased with existing wastewater facilities remaining in place as well. Therefore, during construction, potential impacts to wastewater treatment and wastewater conveyance infrastructure would be less than significant, and no mitigation is required.</p> <p>Operation. The total average daily-generated wastewater for the existing project site is estimated to be approximately 3,861 gallons per day (gpd). The proposed project is estimated to generate approximately 7,907 gpd of wastewater, which would be approximately 4,046 gpd greater than the wastewater generated by the existing uses on the project site. The increase of wastewater generated by the proposed project is anticipated to be accommodated within the existing design capacity of the J.B.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>

Table 1.A: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Standard Conditions, and Level of Significance

Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Latham Plant, which currently accepts 62.5 percent of its capacity and is projected to be operating at 62.5 percent of its capacity at the time of project build out. Therefore, project impacts related to the construction of wastewater treatment or collection facilities and the capacity of the wastewater treatment provider are less than significant, and no mitigation is required.</p>		
<p>Threshold 4.11.9: Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p> <p>Less than Significant Impact. In the existing condition, storm water runoff from the project site drains in a southeasterly direction, away from Crown Valley Parkway. The proposed project would result in a permanent increase in impervious surface area of 1.25 ac (an increase of 54 percent to 75 percent of the project site), which could increase the volume of runoff during a storm. However, the proposed on-site detention basin would reduce runoff volumes. Therefore, peak discharge would not adversely affect the capacity of downstream networks, and construction or expansion of storm water drainage facilities would not be required. Therefore, impacts to storm water drainage facilities are less than significant, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>
<p>Threshold 4.11.12: Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs.</p> <p>Less than Significant Impact.</p> <p>Construction. Construction of the proposed project would generate a limited amount of construction debris; however, such debris would be accommodated by the Prima Deshecha Landfill. Additionally, the City’s Construction and Demolition (C&D) Waste Ordinance (No.03-17) requires contractors and other construction-related persons to obtain a permit and haul at least 75 percent of their construction waste to a recycling facility certified by the City.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Therefore, compliance with the City’s C&D Waste Ordinance No. 03-17 would ensure that the proposed project would not result in significant impacts related to solid waste generation during construction, and no mitigation is required.</p> <p>Operation. Operation of the proposed project is anticipated to generate a total of approximately 475.31 tons per year (tpy), which equals approximately 2,604 lbs/day. Therefore, implementation of the proposed project would result in an increase of approximately 1,437 lbs of solid waste per day, compared to existing conditions. During operation, the proposed project is anticipated to generate 0.05 percent of the daily solid waste capacity of the Prima Deshecha Landfill. Therefore, impacts to solid waste generation during operation would be less than significant, and no mitigation is required.</p>		
<p>Threshold 4.11.13: Comply with federal, state, and local statutes and regulations related to solid waste.</p> <p>Less than Significant Impact. The project site is located within the Orange County Waste and Recycling’s (OCWR’s) service area. OCWR has an adopted Countywide Integrated Waste Management Plan (CIWMP) that requires countywide facilities to meet the 15-year capacity requirements. In addition, the City is required by the Integrated Solid Waste Management Act (AB 939) to achieve a 50 percent diversion level with regard to solid waste disposed in landfills. The City supports the recommendations of the Waste Management Commission in its attempt to address barriers to achieving 50-percent diversion posed by “self-hauling.” As a result, the City implemented a \$19.00 AB 939 surcharge to the standard landfill disposal fee for self-hauled waste. Therefore, the proposed project would be required to comply with federal, State, and local statutes and regulations related to solid waste, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Cumulative Public Service and Utility Impacts.</p> <p>Less than Significant. The proposed project would contribute to cumulative local and regional demand for public services and utilities, including police and fire services, electricity, natural gas, wastewater, domestic water, storm water, and solid waste. For each public service and utility, the proposed project would generate increased demand in varying amounts. However, the impacts to public utilities and services would be incremental and within planned growth, and would be less than cumulatively significant. Therefore, no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>
4.12 Transportation/Traffic		
<p>Threshold 4.12.1: Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.</p> <p>Less than Significant Impact with Mitigation.</p> <p>Construction. During the construction period, two types of construction traffic would be generated: construction employee trips and construction haul and delivery trips, with Phases 1A, 1C, 2, and 3 generating the most construction trips. Although construction activity during these phases of the proposed project are anticipated to generate more peak-hour trips than typical operations of the Church on a weekday (during the construction period), all study area intersections are anticipated to operate at satisfactory level of service (LOS) (defined as LOS C or better for signalized intersections and LOS D or better for unsignalized intersections) with the addition of construction traffic during the weekday peak hours (in compliance with the City’s Municipal Code, no construction would occur on</p>	<p>Standard Condition 4.12.1: Construction Management Plan. Prior to the issuance of demolition, grading or any construction permits, the project Applicant shall submit a Construction Management Plan for review and approval by the City of Dana Point (City) Engineer. The Construction Management Plan shall include, at a minimum, the following measures, which shall be implemented during all construction activities as overseen by the construction contractor:</p> <ul style="list-style-type: none"> • Traffic controls shall be implemented for any street closure, detour, or other disruption to traffic circulation. • The routes that construction vehicles shall utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.) to access the site shall be identified; traffic controls and detours shall be identified; and the 	<p>Less than Significant.</p>

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Sundays). Therefore, construction of the proposed project would not result in, or contribute to, a significant impact at any study area intersection.</p> <p>In order to avoid traffic impacts associated with construction activities and damage along haul routes, the proposed project would be required to comply with Standard Condition 4.12.1, which stipulates that the Applicant’s construction contractor will keep all haul routes used during the demolition and site preparation phases clean and free of debris and repair any damage to existing pavement, streets, curbs, or gutters along such routes and requires that the proposed project comply with a Construction Management Plan. With implementation of Standard Condition 4.12.1, impacts due to construction delivery and haul trips would be less than significant.</p> <p>Operational Trip Generation. Trips generated by current church functions and activities are included in the existing counts. Church trip generation is based on its operations not building square footage. Church activities and schedules will remain the same; however, attendance is expected to grow from current conditions through project completion. Therefore, increases in attendance (people) have been utilized for purposes of the project trip generation. The proposed project has the potential to generate approximately 12 additional inbound weekday a.m. peak-hour trips, 18 additional outbound weekday p.m. peak-hour trips, and 106 additional Sunday peak-hour trips (57 inbound and 49 outbound) at buildout.</p> <p>Existing Plus Project. All study area intersections are anticipated to operate at satisfactory LOS (defined as LOS C or better for signalized intersections and LOS D or better for unsignalized intersections) with the addition of project traffic during the weekday and Sunday peak hours. Therefore, the proposed project would not</p>	<p>proposed construction phasing plan for the project shall be provided.</p> <ul style="list-style-type: none"> • The hours during which transport activities will occur shall be specified. • Identify the haul route for the materials to be removed (i.e., concrete, soil, steel, etc.) during the demolition phase and/or soil import during the site preparation phase. • Subject to the direction of the City’s Traffic Engineer, haul operations associated with the materials export/soil import may be prohibited during the a.m. and p.m. peak commute periods (i.e., between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m.). • The Applicant shall keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the City’s Traffic Engineer (or representative of the City Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas. • Hauling or transport of oversize loads shall be allowed between the hours of 9:00 a.m. and 3:00 p.m. only, Monday through Friday, unless approved otherwise by the City Engineer. No 	

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>result in, or contribute to, a significant impact at any study area intersection, and no mitigation is required.</p> <p>Construction Parking Analysis. The proposed project would provide adequate weekday parking during each construction phase. However, a parking deficit would occur on Sundays during Phase 1A (101 spaces), Phase 1B (44 spaces), Phases 1B-E1 and 1B-E2 (46 spaces), Phase 1C (125 spaces), Phase 3 (47 spaces), Phase 4 (185 spaces), and Phase 5 (131 spaces). Although on-street parking spaces along portions of Crown Valley Parkway between Camino Del Avion and Pacific Coast Highway (PCH) would be maintained during construction to assist in handling church parking and avoid spillover parking on adjacent neighborhoods, off-site parking will need to be secured by the Church in order to accommodate the Sunday parking demand during project construction (with the exception of Phase 2). Implementation of Mitigation Measure 4.12.1, which requires the Applicant to secure sufficient off-site parking on Sundays during those construction phases when the project site is projected to have insufficient on-site parking, would reduce the proposed project’s parking deficiency during construction to a less than significant level. The off-site parking agreements would be reviewed and approved by the City prior to issuance of any permits for each phase.</p> <p>Circulation and Access Analysis. Access to the project site would continue to be provided via a full-access driveway (the east leg of the signalized intersection of Crown Valley Parkway/Sea Island Drive) and a right-in-right-out (RIRO) driveway located south along Crown Valley Parkway. Results from a queuing analysis at the Crown Valley Parkway/Sea Island Drive–full-access driveway indicate that the northbound right-turn movement would not have a vehicle queue, and the southbound left-turn queues would not exceed four vehicles (or 88 ft) during the weekday or Sunday</p>	<p>hauling or transport shall be allowed during nighttime hours, weekends or Federal holidays.</p> <ul style="list-style-type: none"> • Use of local streets shall be prohibited. • Haul trucks entering or exiting public streets shall at all times yield to public traffic. • If hauling operations cause any damage to existing pavement, street, curb, and/or gutter along the haul route, the Applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer. • All construction-related parking and staging of vehicles will be kept out of the adjacent public roadways and will occur on-site to the extent feasible. • This Construction Management Plan shall meet standards established in the current <i>California Manual on Uniform Traffic Control Device (MUTCD)</i>, as well as City of Dana Point requirements. <p>Mitigation Measure 4.12.1: Off-Site Shared Parking Agreement. Prior to the issuance of any demolition, grading, or construction permits associated with any phase of the proposed project, the project Applicant shall obtain the City of Dana Point (City) Planning Commission’s approval for an updated</p>	

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<p>midday peak hours under the existing plus project scenario. Therefore, the existing 100 ft northbound right-turn pocket and 110 ft southbound left-turn pocket are adequate. The total westbound left-turn and westbound through/right-turn queues would not exceed 10 vehicles (or 220 combined ft) during the weekday or Sunday midday peak hours under the existing plus project scenario. Therefore, the existing 220 ft of westbound storage is adequate. Westbound (outbound) queues located on site would not affect Crown Valley Parkway.</p> <p>Results from a queuing analysis of the northbound right-turn and westbound right-turn movements at the Crown Valley Parkway/ RIRO driveway indicate that the uncontrolled northbound right-turn movement would not have a vehicle queue as there are no opposing turn movements at this location and that the westbound right-turn queue would not exceed one vehicle (or 22 ft) during the weekday or Sunday midday peak hours under the existing plus project scenario. Therefore, the existing 50 ft of northbound right-turn storage and the 25 ft of westbound right-turn storage are adequate. Westbound (outbound) queues at this location would not affect Crown Valley Parkway. No mitigation is required.</p>	<p>Parking Management Plan as detailed in Chapter 9.35 of the City’s Zoning Ordinance. The Parking Management Plan shall include parking agreements to accommodate parking needs for each construction phase off-site or other means to provide required spaces on-site during each phase on Sundays in an amount equal to or greater than the following number of spaces for each phase:</p> <ul style="list-style-type: none"> • Phase 1A – 101 parking spaces; • Phase 1B – 44 parking spaces; • Phase 1B-E1 – 46 parking spaces; • Phase 1B-E2 – 46 parking spaces; • Phase 1C – 125 parking spaces (during the first 2 months of this phase); • Phase 3 – 47 parking spaces; • Phase 4 – 185 parking spaces; and • Phase 5 – 131 parking spaces. <p>The off-site shared parking agreement for each construction phase shall be in effect until commencement of the following phase or until the Applicant demonstrates to the City’s Community Development Director and Public Works Director, or designee, that the project site is able to provide adequate on-site parking to meet the proposed project’s parking demand.</p>	

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Potential Environmental Impact	Project Design Features, Mitigation Measures, Standard Conditions	Level of Significance After Mitigation
<p>Threshold 4.12.2: Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.</p> <p>Less than Significant Impact. Crown Valley Parkway and PCH are both designated as part of the Congestion Management Plan (CMP) Highway System. Because the proposed project does not directly access a CMP facility, does not generate 2,400 or more daily trips, and would not result in, or contribute to, a significant impact on Crown Valley Parkway or PCH, the proposed project would not conflict with the Orange County CMP and impacts would be less than significant. No mitigation measures are required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>
<p>Cumulative Transportation/Traffic Impacts</p> <p>Less than Significant Impact.</p> <p>Cumulative Plus Project. A future long-range analysis was prepared for the year 2025, which coincides with the year the Master Plan is anticipated to be completed. All study area intersections are anticipated to operate at satisfactory LOS (defined as LOS C or better for signalized intersections and LOS D or better for unsignalized intersections) with the addition of project traffic during the weekday and Sunday peak hours in the year 2025. Therefore, the proposed project would not result in, or contribute to, a cumulatively significant impact at any study area intersection.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>

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2.0 INTRODUCTION

The City of Dana Point (City) prepared a Mitigated Negative Declaration (MND) for the South Shores Church Master Plan (proposed project) that was circulated for a 30-day public review period in April/May 2009. Comments on the MND were received, responses to comments completed, and public hearings took place on June 15, 2009, and July 20, 2009. Subsequent to these public hearings, the City determined that, the level of California Environmental Quality Act (CEQA) review should be elevated to an Environmental Impact Report (EIR) in response to public testimony received during the hearings. Therefore, the City is proceeding with the preparation of an EIR.

This EIR has been prepared to evaluate environmental impacts associated with the proposed project in the City of Dana Point. The City is the “public agency which has the principal responsibility for carrying out or approving the project” and, as such, is the “Lead Agency” for this project under the California Environmental Quality Act of 1970 (*State CEQA Guidelines* Section 15367). CEQA requires the Lead Agency to consider the information contained in their review prior to taking any discretionary action. This EIR is intended to serve as an informational document to be considered by the City and the Responsible Agencies during deliberations on the proposed project. The project approvals associated with the proposed project are described in Section 3.0, Project Description.

This EIR has been prepared in accordance with CEQA, as amended (Public Resources Code [PRC] Section 21000 et seq.), and the *State CEQA Guidelines for Implementation of CEQA* (California Code of Regulations [CCR], Title 14, Section 15000 et seq.). This EIR also complies with the procedures established by the City for implementation of CEQA.

Questions regarding the preparation of this document and City review of the proposed project should be referred to the following person:

City of Dana Point
Community Development Department
33282 Golden Lantern
Dana Point, California 92629-1805
Contact: Saima Qureshy, AICP, Senior Planner
(949) 248-3568

2.1 PURPOSE AND TYPE OF EIR/INTENDED USE OF THE EIR

This EIR has been prepared to evaluate environmental impacts that may result from implementation of the proposed project. As the Lead Agency, the City has the authority for preparation of this EIR and, after the comment/response process, certification of the Final EIR and approval of the proposed project as described in this EIR.

The City and Responsible Agencies have the authority to make decisions on discretionary actions relating to development of the proposed project. As stated previously, this EIR is intended to serve as

an informational document to be considered by the City and Responsible Agencies during deliberations on the proposed project. This EIR evaluates and mitigates a reasonable worst-case scenario of potential impacts associated with the proposed project.

This EIR will serve as a Project EIR pursuant to the *State CEQA Guidelines* (CCR Title 14, Chapter 3, Sections 15000-15387), Section 15161. According to Section 15161 of the *State CEQA Guidelines*, a Project EIR is appropriate for specific development projects in which information is available for all phases of the project, including planning, construction, and operation.

As previously mentioned, the City is the Lead Agency for this project under CEQA (*State CEQA Guidelines* Section 15367). CEQA requires the Lead Agency to consider the information contained in the EIR prior to taking any discretionary action. This EIR provides information to the Lead Agency and other public agencies, the general public, and decision-makers regarding the potential environmental impacts from the construction and operation of the proposed project. The purpose of the public review of the EIR is to evaluate the adequacy of the environmental analysis in terms of compliance with CEQA. Section 15151 of the *State CEQA Guidelines* states the following regarding standards from which adequacy is judged:

“An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure.”

Under CEQA (PRC Section 21002.1(a)):

“The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the proposed project, and to indicate the manner in which those significant effects can be mitigated or avoided.”

As previously discussed in Chapter 1.0, Executive Summary, an EIR is the most comprehensive form of environmental documentation identified in CEQA and the *State CEQA Guidelines* and provides the information needed to assess the environmental consequences of a proposed project. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

2.2 PUBLIC REVIEW PROCESS

In compliance with the *State CEQA Guidelines*, the City has taken steps to maximize opportunities for the public and other public agencies to participate in the environmental review process. The City determined that an EIR was the appropriate environmental document to evaluate the potentially significant environmental effects of the proposed project and related actions. The City conducted the scoping process and issued a Notice of Preparation (NOP) which was circulated between February 4, 2010, and March 22, 2010. Additionally, a public scoping session was conducted, as discussed below.

2.2.1 Notice of Preparation

On February 4, 2010, a NOP for the proposed project was distributed by the City via the State of California Clearinghouse. The State Clearinghouse (SCH) project number for the proposed project is SCH No. 2009041129. In accordance with *State CEQA Guidelines*, Section 15082, the NOP was circulated to the agencies and individuals listed in Appendix A for a period of 46 days, during which time, written comments were solicited pertaining to environmental issues/topics that the EIR should evaluate. Responses to the NOP were received from the following agencies:

- Department of Toxic Substances Control
- Native American Heritage Commission
- South Coast Air Quality Management District

In addition, the following individuals and local groups submitted written comments on the NOP:

- Frank Alvarez
- Roger Herbert
- Todd Lipscomb
- Dulcie Pate
- Carl Verheyen
- Todd Glen
- Paul Melby
- Roxanne Willinger
- Celine Capose
- Shannon and David Demas
- Kerry Krisher and John Foley
- Josette and Rodney R. Hatter
- Bob Enochs
- Linda Enochs
- Lisa Minner
- Patricia McCarroll
- Gary Frye
- Charles Wagner
- Mark and Luann Stander
- Patricia Hunt
- James Mullen
- Noel Schachner
- Robert and Sally Thatcher
- Abby and Ron Feiner
- Cynthia A. Whitworth
- Gordon G. Montgomery
- Tom Knudson
- Brian and Lisa Manning
- Roberta Margolis
- Edward and Karen Jantzen
- Dianna and Joseph Barich
- Michael Hazzard
- Jerry and Virginia Woods
- Sergio and Mara Landau
- Peggy Kay and Linda Comstek
- Marjorie Anderson
- Voices of Monarch Beach
- Clean Water Now Coalition/Roger Von Butow
- Deanna and Robert Saint-Aubin

Key environmental issues and concerns raised in the responses to the NOP included: aesthetic considerations and visual impacts, air quality, biological resources, cultural resources, general plan

consistency, geology and soils, growth-inducing impacts, hazards and hazardous materials, infrastructure and other fiscal impacts, hydrology and water quality, land use, natural habitat, noise, open space, recreation, transportation, parking, privacy concerns, project alternatives, public safety, and public services and utilities. Please note that this is not an exhaustive list of areas of concern, but rather key environmental issues that were raised in the responses to the NOP.

2.2.2 Scoping Meeting and Areas of Controversy

Although not required by CEQA, the City held a public scoping meeting on March 4, 2010, to present the proposed project and to solicit written input from interested individuals regarding environmental issues that should be addressed in this EIR. Key environmental issues and concerns raised at the scoping meeting included: (1) impacts to visual resources, (2) geologic stability, (3) project site drainage, (4) land use compatibility, (5) project size and scale, (6) noise impacts to surrounding uses, (7) potable water supply, (8) traffic impacts related to construction and project build out, and (9) adequate parking during construction.

Please note that this is not an exhaustive list of areas of controversy, but rather key issues that were raised during the scoping process. The EIR addresses each of these areas of concern or controversy in detail, examines project-related and cumulative environmental impacts, identifies significant adverse environmental impacts, and proposes mitigation measures designed to reduce or eliminate potentially significant impacts. Appendix A includes the NOP, a summary of the verbal comments at the scoping meeting, and copies of written comments received.

2.2.3 Public Review Period

This EIR is being distributed to numerous public agencies and other interested parties for review and comment. The EIR is also available at the following locations throughout the City and on the City's website.¹

- 1) City of Dana Point
Community Development Department
33282 Golden Lantern
Dana Point, California 92629-1805
- 2) Laguna Niguel Library
30341 Crown Valley Parkway
Laguna Niguel, California 92677

All comments received from agencies and individuals on the EIR will be accepted during the public review period, which will not be less than 45 days in compliance with CEQA. All comments on the EIR should be sent to the following City contact person:

Saima Qureshy, AICP, Senior Planner
City of Dana Point Community Development Department

¹ <http://www.danapoint.org/>.

33282 Golden Lantern
Dana Point, California 92629-1805
Fax: (949) 248-7372
Email: sqareshy@danapoint.org

Following the close of the review period, the City will prepare responses to all comments and will compile these comments and responses into a Final EIR. All responses to comments submitted on the EIR by agencies will be provided to those agencies at least 10 days prior to final action on the project. The Planning Commission will make findings regarding the extent and nature of the impacts as presented in the Final EIR. The Final EIR will need to be certified as complete by the City prior to making a decision to approve or deny the project. Public input is encouraged at all public hearings before the City.

2.3 EFFECTS FOUND NOT TO BE SIGNIFICANT

As required by *State CEQA Guidelines* Section 15128, this EIR must contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were, therefore, not discussed in detail in the EIR. These issues are briefly discussed below, along with the reasons they were determined not to be significant.

2.3.1 Agricultural and Forest Resources

The project site is currently developed with an existing church, located in an urbanized area, and is not used for agricultural purposes. The project site is not designated by the California Department of Conservation as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Since agricultural uses are not present and the site is not zoned for agricultural use, the proposed project does not conflict with existing zoning for agricultural uses or any use protected by a Williamson Act contract. The proposed project would not convert farmland to a nonagricultural use. Furthermore, the project site does not contain forestland or forest resources. Therefore, the proposed project would not contribute to environmental changes that could result in the conversion of farmland to nonagricultural use or forestland to a nonforest use.

2.3.2 Mineral Resources

The project site is not a mineral resource recovery site designated on the City's General Plan, Specific Plan, or other land use plan. The project site contains no known mineral resources that would be of value to the region or to the residents of the State.

2.3.3 Population and Housing

The project site is currently zoned Community Facilities (CF) by the City's General Plan and Land Use Zoning Code. The project site is currently developed with a number of structures that are utilized by South Shores Church. The proposed project includes the demolition of existing church facilities and construction of new church facilities. Approval of the proposed project would not result in the loss or construction of residential uses. Additionally, no infrastructure improvements are included as

part of the proposed project. Therefore, implementation of the proposed project would not directly or indirectly impact population and housing within the City or the proposed project region.

2.3.4 Recreation

As stated previously, the proposed project would not generate new residents. Therefore, the proposed project would not generate a demand for additional parks and recreational facilities. However, the proposed project would include on-site recreational amenities, such as the Community Life Center, a playground area, and the Landscaped Meditation Garden. The proposed Community Life Center would provide recreational opportunities by including a gymnasium with courts for basketball, volleyball, and racquetball activities. The proposed project would also provide outdoor recreational opportunities such as the playground area for the Preschool and church uses and the Landscaped Meditation Garden area. Therefore, implementation of the proposed project would not have any adverse impacts on recreational facilities within the project area.

2.4 FORMAT OF THE EIR

Pursuant to *State CEQA Guidelines*, Section 15120(c), this EIR contains the information and analysis required by Sections 15122 through 15131. Each of the required elements is covered in one of the EIR chapters described below.

2.4.1 Chapter 1.0: Executive Summary

Chapter 1.0 contains the Executive Summary of the EIR document, listing all significant project impacts, mitigation measures that have been recommended to reduce any significant impacts of the proposed project, and the level of significance of each impact following mitigation. The summary is presented in a matrix (tabular) format.

2.4.2 Chapter 2.0: Introduction

Chapter 2.0 contains a discussion of the purpose and intended use of the EIR, the background on the proposed project initiation and the NOP, and areas of controversy known to the Lead Agency, including issues raised by the public.

2.4.3 Chapter 3.0: Project Description

Chapter 3.0 includes discussion of the proposed project's geographical setting; the proposed project's history and background; and the proposed project's goals, objectives, characteristics, components, and projected phasing.

2.4.4 Chapter 4.0: Existing Environmental Setting, Environmental Analysis, Impacts, and Mitigation Measures

Chapter 4.0 includes an analysis of the proposed project's environmental impacts. It is organized into topical sections, including aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services and utilities, and transportation/traffic. The environmental setting discussions describe the "existing conditions" of the environment on the project site and in the vicinity of the site as they pertain to the environmental issues being analyzed (Section 15125 of the *State CEQA Guidelines*).

The project impact discussions identify and focus on the significant environmental effects of the proposed project. The direct and indirect significant effects of the proposed project on the environment are identified and described, giving due consideration to both the short-term and long-term effects, as necessary (Section 15126.2(a) of the *State CEQA Guidelines*).

Chapter 4.0 also includes within each environmental impact analyzed a discussion of the cumulative effects of the proposed project when considered in combination with other projects, causing related impacts as required by Section 15130 of the *State CEQA Guidelines*. Cumulative impacts are based on the build out of the proposed project and the surrounding area, including all other known proposed projects in the surrounding area.

The discussions of mitigation measures identify and describe feasible measures that could minimize or lessen significant adverse impacts for each significant environmental effect identified in the EIR (Section 15126(c) of the *State CEQA Guidelines*). The level of significance before and after mitigation is reported in each section. Unavoidable adverse effects are identified where mitigation is not expected to reduce the effects to less than significant levels.

2.4.5 Chapter 5.0: Alternatives to the Proposed Project

In accordance with CEQA, the alternatives discussion in Chapter 5.0 describes a reasonable range of alternatives that could feasibly attain the basic objectives of the project and are capable of eliminating any significant adverse environmental effects or reducing them to a less than significant level. The alternatives analyzed in Chapter 5.0 include: (1) the No Project/No Development Alternative; and (2) the Reduced Project Alternative.

2.4.6 Chapter 6.0: Long-Term Implications of the Project

Chapter 6.0 includes CEQA-mandated discussions on the following topics as required by Section 15126 of the *State CEQA Guidelines*: (1) significant irreversible environmental changes that would result from implementation of the proposed project; (2) significant adverse environmental impacts for which either no mitigation or only partial mitigation is feasible, and (3) growth-inducing impacts of the proposed project.

2.4.7 Chapter 7.0: Mitigation Monitoring and Reporting Program

PRC Section 21081.6 requires that agencies adopt a mitigation monitoring and reporting program for any project for which it had made findings pursuant to PRC Section 21081. Chapter 7.0 provides a list of all proposed project mitigation measures, defines the parties responsible for implementation and review/approval, and identifies the timing for implementation of each control measure.

2.4.8 Chapters 8.0: Significant Unavoidable Impacts

Chapter 8.0 summarizes those significant environmental impacts of the proposed project for which either no mitigation or only partial mitigation is feasible and which, therefore, would remain significant impacts after mitigation (*State CEQA Guidelines* Section 15126(b)).

2.4.9 Chapter 9.0: Organizations and Persons Consulted

Chapter 9.0 lists the organizations and persons contacted during preparation of the EIR.

2.4.10 Chapter 10.0: List of Preparers

Chapter 10.0 lists the City of Dana Point and consultant personnel responsible for preparation of the EIR.

2.4.11 Chapter 11.0: References

Chapter 11.0 lists the references used in preparation of the EIR.

Appendices A through J of the EIR provide correspondence, technical reports, and other documentation used in the preparation of the EIR.

2.5 INCORPORATION BY REFERENCE

As permitted in Section 15150 of the *State CEQA Guidelines*, an EIR may reference all or portions of another document that is a matter of public record or is generally available to the public. Information from the documents that have been incorporated by reference has been briefly summarized in the appropriate sections of this EIR, along with a description of how the public may obtain and review these documents. These documents include:

- City of Dana Point General Plan Elements (as amended)
- City of Dana Point Municipal Code and other titles referenced herein

Documents that are incorporated by reference are available for review at the City of Dana Point, Community Development Department, located at the address provided above.

3.0 PROJECT DESCRIPTION

3.1 INTRODUCTION

This Draft Environmental Impact Report (EIR) has been prepared to evaluate environmental impacts that may result from the implementation of the proposed South Shores Church Master Plan project (or proposed project) in the City of Dana Point (City). The City, as the Lead Agency, has the authority to prepare this Draft EIR and, after the comment/response process, consider certification of the Final EIR (FEIR) and approval of the proposed project.

3.2 PROJECT HISTORY AND BACKGROUND

The project site was originally developed with a single-family residence in the 1950s. The property owner evaluated various offers to purchase the property for future development of several uses, and decided to sell the property to the Church. After acquiring the property in the early 1960s, South Shores Church began worshipping in the single-family home, which has since been extensively remodeled and expanded over various stages to accommodate offices and administration needs.

Master planning for the potential future uses of the church site began in the 1970s. Sunday services were held in the small chapel (youth building) until the current 584-seat sanctuary was built in the mid-1990s. In 2000, church volunteers initiated the Master Plan discussions and pursued evaluating how the property could provide the needed facilities to serve the Christian ministry. In 2002, the Church formed a building committee to work with architects to develop a Master Plan for the property. Over the course of 10 years, various master plans have been submitted to the City for the project site. The following discussion describes these previous master plans, the key elements of which are summarized in Figure 3.1, Master Plan Evolution.

- **2003 Master Plan Concept 1.** As shown in Figure 3.1, this original master plan concept proposed three classroom buildings and a playground area on the north end of the project site. The southern portion of the site was proposed to be developed with a Community Life Center building and Community Center/Administration building. The existing Preschool was to be located in the classroom building furthest north on the project site. Parking for the project was proposed to be provided in a two-level Parking Structure, which was to be constructed fronting Crown Valley Parkway at the current parking lot location.
- **2003 Master Plan Concept 2.** The original master plan (Master Plan Concept 1) was revised in response to input from neighboring homeowners. Requests from neighboring residents included questions about the Community Life Center's proposed functions, the scale of the building in relation to Monarch Bay Villas (the residential condominium uses adjacent to the southern boundary of the project site), and the location (distance) of the Church from Monarch Bay Terrace and Crown Valley Parkway. Therefore, as shown in Figure 3.1, Master Plan Concept 2 was developed and proposed to move the Community Life Center building to the north end of the project site away from sensitive uses (i.e., residences at the Monarch Bay Villas).

- **May 2004 Master Plan.** This Master Plan was submitted to the City in May of 2004 and reflected further design refinement of the 2003 Master Plan Concept 2. As part of this Master Plan and as shown in Figure 3.1, the proposed Administration building was to be located in the southeast corner of the project site, and the Community Life Center building was to be located in the northern portion of the project site, where the existing Preschool, and Administration and Fellowship Hall buildings are currently located. The three classroom buildings were to be located north of the existing Sanctuary, consistent with the 2003 Master Plan. Under this Master Plan, all the buildings and the proposed Parking Structure were designed to be partially subterranean to work with the natural topography of the site.
- **December 2004 Master Plan.** The May 2004 Master Plan was revised and submitted to the City in December 2004. Revisions to this Master Plan were based on further design development and City comments during the architectural review process. Under this Master Plan, as shown in Figure 3.1, the proposed Administration building was to be located farther north on the project site to allow for additional setback. In addition, the lowest level of this building and the proposed patio feature were to be eliminated. All buildings proposed as part of this Master Plan were to be partially subterranean and were designed to be consistent with the natural topography of the site.
- **April 2006 Master Plan.** The April 2006 Master Plan revised the December 2004 Master Plan based on further design refinement per the City's review of the project, and further input from the Church and the community. The most notable changes in this Master Plan were the reduction of three classroom buildings to two (refer to Figure 3.1 for the location of these buildings), and design changes to the entire project to be more consistent with the architectural style of the existing Sanctuary. Specifically, the proposed Preschool/Administration building was redesigned to decrease the building's height and massing based on responses from neighboring property owners in the Monarch Bay Villas. The April 2006 Master Plan also proposed a Landscaped Garden in the southeast corner of the project site to provide an outdoor space for church use opportunities and provide an area for individuals to enjoy views of the ocean and the surrounding area. In addition, the Parking Structure design was refined to preserve the view corridor across the site toward the golf course and the ocean. The City prepared a Mitigated Negative Declaration (MND) based on this Master Plan that was circulated for a 30-day public review period in April/May 2009. Public hearings were held by the City's Planning Commission in June 2009 and July 2009 to consider the MND and the project. After receiving public testimony on the project, the Commission tabled the project and the City decided to prepare an EIR for the project.
- **March 2012 Master Plan.** Based on the Church and community's input received during the public hearing process in the summer of 2009 and additional input from the EIR Scoping Meeting in March 2010, the Church revised its Master Plan and re-submitted in March 2012. The revisions pertain to the geo-technical solution for the project to decrease the grading impacts of the project. The new geo-technical design for the project proposes to employ mechanical and structural techniques such as the caissons and tieback system to provide structural stability to the site. This contrasts with the previous Master Plans, which addressed geotechnical issues through a buttress and retaining wall system. Conversely, the March 2012 Master Plan proposed to employ mechanical and structural techniques to address geotechnical issues on the northeast portion of the site.

December 2013 Master Plan – The Proposed Project. The current Master Plan/proposed project as addressed in this Draft EIR was submitted to the City in December 2013. The most significant

changes to the Master Plan are seen in the northeast corner of the property in the outdoor area where the retaining wall system was originally proposed. The proposed project includes a redesign of the geotechnical solution, similar to the March 2012 Master Plan, which reduces earthwork and grading needs by employing mechanical and structural techniques, and scaling back the size of the retaining walls. The new Master Plan/proposed project also includes a detailed design of the Landscaped Meditation Garden in the southeast corner of the property.

As stated above, the City prepared an MND that was circulated for a 30-day public review period in April/May 2009. The MND analyzed the project as contained in the 2006 Master Plan. Comments on the MND were received, responses to comments completed, and public hearings took place on June 15, 2009, and July 20, 2009. Due to the extent of public comments and concerns, the MND and the project were tabled by the Planning Commission. Subsequent to these public hearings, the City decided to elevate the level of California Environmental Quality Act (CEQA) review to an EIR. Therefore, the City is proceeding with the preparation of an EIR. In March 2010, an EIR Scoping Meeting was held to gain further input from the community related to potential environmental impacts resulting from the project implementation.

3.3 PROJECT SETTING AND SITE DESCRIPTION

3.3.1 Project Setting

The City is located in the southwestern portion of the County of Orange (County) and is part of the larger Southern California region. The City is located approximately halfway between Los Angeles and San Diego and is bounded on the north by the Cities of Laguna Beach and Laguna Niguel; on the east by the Cities of San Juan Capistrano and San Clemente; and on the west and south by the Pacific Ocean. Figure 3.2, Project Location, shows the project location and surrounding area. The City is located along approximately 7 miles of Pacific coastline with two major freshwater drainages, San Juan Creek and Salt Creek which empty into the Pacific Ocean. Located between these two drainages is the Dana Point Headlands, which overlooks Dana Point Harbor. The Harbor contains two marinas and offers recreational boaters, County residents, tourists, and others a number of recreational activities, retail shopping, and dining opportunities.

The highest point in the City, at an elevation of 315 (feet) ft above mean sea level (amsl), is located in the northern portion of the City near Laguna Niguel. Dramatic bluffs and rolling hills shape the City by providing unique topographical features such as the Headlands, overlook parks, interior canyons, and open space corridors. Land uses within the City consist predominantly of low-density (single-family) residential uses, with commercial uses clustered along Pacific Coast Highway (PCH) and Del Prado Avenue.

3.3.2 Project Site Description

Project Location. The project site is located at 32712 Crown Valley Parkway in the northern portion of the City. The site is bounded by Crown Valley Parkway to the west, the Monarch Bay Villas to the south, an undeveloped hillside and the Monarch Beach Golf Links golf course to the east, and the Monarch Coast Apartments to the north. The approximate 6-acre (ac) project site is generally rectangular in shape and is currently developed with the existing South Shores Church development (see Figure 3.3, Project Vicinity).

Project site topography ranges in an elevation difference of approximately 70 ft (from approximately 205 ft amsl to 275 ft amsl) descending from west to east. However, the developed portions of the project site have an elevation difference of approximately 22 ft (see Figure 3.4, Existing Site Plan).

The existing church development includes a Sanctuary, Chapel, Administration and Fellowship Hall, Preschool, and parking lot. The 6,717-square-foot (sf) preschool buildings are located in the northwestern part of the project site adjacent to Crown Valley Parkway. The children’s play area is located southeast of the Preschool building and is surrounded by landscaping. The 12,985 sf Administration and Fellowship Hall building is located southeast of the playground, and the 3,765 sf Chapel is located southeast of the Administration and Fellowship Hall. The 19,078 sf Sanctuary is located in the central-eastern portion of the project site. An undeveloped slope descending from southwest to northeast is located on the northeastern boundary of the project site.

Existing access to the project site is provided by a signalized driveway south of the Preschool building at the intersection of Sea Island Drive and Crown Valley Parkway and a right-turn-in, right-turn-out-only driveway south of the intersection. The existing parking lot includes 228 parking spaces and is located on the southwestern portion of the project site. Ornamental landscaping surrounds the existing buildings and parking area, while a limited amount of natural vegetation is present on the undeveloped slope on the east side of the project site.¹ Table 3.A lists the existing development uses and associated square footage along with information about the typical uses associated with each portion of the existing development.

Table 3.A: Existing Development

Land Use	Area (sf)	Typical Uses	Typical Use Periods
Parking	228 at-grade spaces	Parking	7 days per week, between 8 a.m. and 10 p.m.
Sanctuary	19,078	Worship services, ministry programs, special music and ministry functions, weddings, funerals, and seasonal special events	Sunday mornings and Sunday evenings, Saturdays, weekdays
Chapel	3,765	Worship services, youth and adult bible study, youth ministry programs, meetings	7 days per week, between 8 a.m. and 10 p.m.
Administration and Fellowship Hall	12,985	Administrative offices, ministry programs, preschool functions, community activities and meetings, post-worship fellowship activities, breakfasts, luncheons, dinners, wedding receptions, funeral functions	7 days per week, between 8 a.m. and 10 p.m.
Preschool	6,717	Sunday school, preschool programs, offices, meetings, evening church functions, bible study, ministry programs	School function: Weekdays between 9 a.m. and 2 p.m., mid-September through mid-June only. Church function: Sundays and Saturdays, weekday evenings, year round,
Total Existing Area	42,545		

Source: Matlock Associates (December 2013).
 sf = square feet

¹ LSA Associates, Inc. 2014. *Updated General Biological Assessment for the Proposed South Shores Church Expansion*, City of Dana Point. March.

The existing South Shores Church currently accommodates 1,512 church members, regular attendees, and visitors and holds four worship services and three bible study groups on Sundays, periodic worship services on Wednesday evenings, preschool programs on weekdays, 22 youth and adult ministry programs and community activities and meetings (martial arts classes and support groups) throughout the week.

Attendance at most of the ministry programs and other community activities and meetings ranges between 8 and 30 people; however, four of these ongoing events are typically attended by more than 30 people. These include: the Women's Bible Study Fellowship (WBSF), which meets in the Sanctuary on Wednesday mornings (average attendance of 300) and disperses for small group study and discussion to various spaces in the Sanctuary, Fellowship Hall, and Chapel; a choir rehearsal held in the Choir Rehearsal Room in the lower level of the Sanctuary on Wednesday nights (average attendance of 60); CORE Worship Service/Ministry, which meets in the Sanctuary on Thursday nights (average attendance of 85) and disperses for small group study and discussion to various spaces in the Sanctuary, Fellowship Hall, and Chapel; and Mothers of Preschoolers (MOPS), a ministry program that meets in the Sanctuary and also uses the Multi-Purpose Room in the lower level of the Sanctuary along with the Nursery every other Friday (average attendance of 87). Other ministry programs and community activities and meetings are held in the Administration and Fellowship Hall building in the mornings and mid-afternoons throughout the week, including evenings. The High School/College/Young Adult groups use the church facilities the latest hours of the evening, concluding at 10:00 p.m. on Thursdays. Several of the ministry programs, including WBSF and the bi-weekly MOPS program described above, are not offered during the summer.

Preschool programs, located on the church campus, operate on weekday mornings from 9:00 a.m. to 2:00 p.m. mid-September to mid-June. Most of the children are dropped off at the Preschool before 9:00 a.m. and picked up after 2:00 p.m. Currently, the existing Preschool is licensed for 86 preschool children per day. In addition, 40 full time, part-time, and volunteer staff members work at the Church on weekdays during typical work hours. Preschool operations are generally limited to the Preschool building and children's play area; however, special events associated with the Preschool (i.e., holiday concerts and other special group gathering needs) are occasionally held in the Sanctuary and the Fellowship Hall.

South Shores Church also offers wedding services on Saturdays and on Sunday afternoons. Church facilities are also used for special events such as meetings for various organizations, parking lot carwashes, and fundraising events.

On Sundays, many of the individuals who attend worship services in the Sanctuary also attend bible study groups in other buildings on the project site. In addition, children attend Sunday school in the Preschool and Fellowship Hall buildings on Sunday mornings. On Sundays, the time period between 10:30 a.m. and 11:30 a.m. represents the time when the largest number of people are present at the Church (approximately 659 people).

Because the ministry programs and community activities and meetings are staggered, the number of persons present at the Church fluctuates widely depending on the time and day of the week. During the weekdays, Wednesday morning between 9:00 a.m. and 11:15 a.m. represents the time when the largest number of people are present at the Church (approximately 311 people).

General Plan and Zoning Land Use Designations. The City's General Plan Land Use Element designates the project site as Community Facility (CF). The CF designation includes a wide range of public and private uses distributed throughout the community such as schools, churches, child care centers, transportation facilities, government offices and facilities, public utilities, libraries, museums, art galleries, community theaters, hospitals, and cultural and recreational activities. The project site is also zoned CF. The CF zoning district allows for a variety of community facility uses, including religious uses, with approval of a Conditional Use Permit (CUP).

General Plan Local Coastal Program (LCP) Overlay Zone. The project site lies within the boundaries of the City's LCP. Of the City's total 4,148 ac, approximately 2,158 ac lie within the Coastal Zone. The City's LCP has been certified by the California Coastal Commission (CCC). Therefore the City assumes responsibility for administering Coastal Development Permits (CDP) in those areas of its Coastal Zone that are not on submerged lands, tidelands, public trust lands, or State universities or colleges. The proposed project requires a CDP, which would be issued by the City. Development within the City's Coastal Zone may be approved only if found to be in conformity with the certified LCP. The project site is within the City's non-appealable Coastal Zone and the project would, therefore, not be appealable to the CCC.

3.3.3 Surrounding Land Uses

The project site is bounded on the west by Crown Valley Parkway and single-family residential beyond (see Figure 3.3). The Monarch Bay Villas borders the project site immediately to the south with the Monarch Bay Plaza Shopping Center beyond, which includes grocery, restaurant, medical office, preschool, pharmacy, gas station, and other commercial/retail uses. PCH fronts the shopping center on the southwest. The project site is bounded on the east by a vacant hillside, the paved Salt Creek recreational trail,¹ the Monarch Beach Golf Links golf course, Salt Creek, and single-family residential beyond. The project site is bounded to the north by the Monarch Coast Apartments and beyond by Camino del Avion.

3.4 PROJECT DESCRIPTION

With the exception of the Sanctuary built in the 1990s, the current buildings on site have become dated and less than optimal for accommodating existing church activities and functions. The Preschool utilizes several buildings including temporary classrooms that are over 40 years old. Christian education classes and church committees meet in various rooms not specifically intended as meeting spaces, including the Pastor's office. The existing Fellowship Hall space is too small for church-wide gatherings such as luncheons and celebratory events.

Consequently, the buildings proposed as part of the Master Plan will be used to accommodate existing church activities and functions. The Church will not be expanding the Preschool enrollment or expand the capacity of the Sanctuary for Sunday services. The Sunday services will continue as

¹ Salt Creek Trail is not listed on the County's Master Plan of Regional Riding and Hiking Trails. However, according to the County of Orange Major Riding and Hiking Trails and Off-Road Paved Bikeways map, Salt Creek Trail is an Existing Off-Road Paved Bikeway: (<http://ocparks.com/civicax/filebank/blobdload.aspx?BlobID=8223> , accessed March 11, 2013).

currently scheduled. Other than the Community Life Center building discussed below, the proposed Master Plan facilities essentially replace current outdated facilities and provide dedicated spaces for ongoing church activities that currently occur in spaces not necessarily intended or well-suited to accommodate such activities.

Upon completion, the Community Life Center building will accommodate a larger percentage of the congregation for church-wide events but any such event will not be held during times that conflict with Sunday services or the Church’s peak weekday activity, the Wednesday Women’s Bible Study Fellowship. The Community Life Center would also allow the Church to organize a youth basketball and/or volleyball league. The league, however, would not operate on Sundays or at the same time as the Wednesday Women’s Bible Study Fellowship. The size of the Community Life Center further limits how many games/practices could be held simultaneously. To implement the Master Plan, South Shores Church proposes to demolish the existing Preschool, Administration and Fellowship Hall building, Chapel, and parking lot. As listed in Table 3.B, total demolition would include 23,467 sf of building space. As listed in Table 3.C, the proposed project includes construction of a total of 70,284 sf of new building space, including a new Preschool/Administration building, two new Christian Education buildings, a Community Life Center, and a two-level partially subterranean Parking Structure. Table 3.C also summarizes the typical uses associated with each portion of the proposed development. Figure 3.5, Proposed Master Plan, shows the ultimate layout of the project site upon completion of the Master Plan, including the locations of the proposed Preschool/Administration building, Christian Education buildings, Community Life Center, and Parking Structure. Figures 3.6a through 3.6c, Site Plan Cross Sections, provide details regarding the heights of the proposed buildings and the proposed locations of the caissons, tiebacks, and other geotechnical features associated with the project. No construction or modifications to the existing Sanctuary building are proposed as part of this project. As shown in Table 3.D, the project is proposed in five phases over a 10-year period; however, construction activities would not occur continuously over the 10 year period. Figures 3.7a through 3.7c, Construction Phasing, show the construction phases of the project and show construction, demolition, grading, and on-site available parking spaces for each phase. Although four of the ministry programs (the Wednesday morning bible study, the bi-weekly Friday morning ministry program, and two small ministry programs held on Tuesday mornings) would be discontinued during construction, the project is anticipated to result in temporary on-site parking deficiencies during construction. An off-site shared parking program is required through mitigation and would be in effect during construction of the Master Plan to address these deficiencies (refer to Section 4.12, Transportation and Circulation, for additional information regarding the off-site shared parking program). No parking deficiencies are anticipated to occur after the Master Plan is completed. Construction phases are detailed in the following discussion.

Table 3.B: Existing On-Site Buildings

Existing Building	Proposed Action	Area (sf)
Sanctuary	No Construction or Improvements	19,078
Total Area to Remain		19,078
Chapel	Demolition	3,765
Administration and Fellowship Hall	Demolition	12,985
Preschool	Demolition	6,717
Total Area to be Demolished		23,467

Source: Matlock Associates (December 2013).
 sf = square feet

Table 3.C: Proposed Master Plan Buildings

Proposed Master Plan Buildings	Existing or New Construction	Typical Uses	Typical Use Periods	First Floor Area (sf)	Second Floor Area (sf)	Total Building Area (sf)
Sanctuary	Existing Building to Remain	Worship services, ministry programs, special music and ministry functions, weddings, funerals, and seasonal special events	Sunday mornings and Sunday evenings, Saturdays, weekday evenings	9,140	9,938	19,078
Total Area to Remain						19,078
Preschool/ Administration Building	Proposed	Administrative offices, ministry programs and community activities and meetings, Sunday school and preschool programs (during Phases 1B, 1B.E1, 1B.E2, 1C, 2 and 3), dining functions, weddings, funerals	Sundays between 7:30 a.m. and 7:30 p.m., Saturdays between 8:00 a.m. and 10 p.m., weekdays between 8:00 a.m. and 10 p.m.	7,737	7,378	15,115
Community Life Center	Proposed	Ministry programs, post-worship fellowship activities, youth sports leagues and gymnasium uses (not conflicting with worship services), community activities and meetings, dining functions, weddings, funerals, special music and speaking events	7 days per week, between 7 a.m. and 10 p.m.	17,331	6,983	24,314
Christian Education Building 1	Proposed	Ministry programs, Sunday school, community activities and meetings, bookstore	Sundays between 7:30 a.m. and 1 p.m. and Sunday evenings, weekdays between 8:00 a.m. and 10 p.m., Saturdays between 8:00 a.m. and 10 p.m.	7,674	7,725	15,399
Christian Education Building 2	Proposed	Preschool programs, ministry programs, community activities and meetings	Sundays between 7:30 a.m. and 1 p.m. and Sunday evenings, weekdays between 8:00 a.m. and 10 p.m., Saturdays between 8:00 a.m. and 10 p.m.	7,750	7,706	15,456
2-Level Partially Subterranean Parking Structure	Proposed	Parking	7 days a week, between 8 a.m. and 10 p.m. Some functions will necessitate earlier arrivals for staff and ministry needs.	176 spaces	176 spaces	352 spaces
At-Grade Parking	Proposed	Parking	7 days a week, between 8 a.m. and 10 p.m. Some functions will necessitate earlier arrivals for staff and ministry needs.	59 spaces	N/A	59 spaces
Total New Construction						70,284
Total Master Plan Building Area						89,362

Source: Matlock Associates (December 2013).

N/A = not applicable

sf = square feet

Table 3.D: Proposed Construction Phases

Phase	Description	Anticipated Start Date	Approximate Duration (months)
1A	Construct Preschool/Administration Building	May 2015	13
1B	Demolish existing buildings on north end	June 2016	3
1B.E1	Excavate north end of site & prepare rough grade pad elevations	September 2016	3
1B.E2	Excavate south half of northeast corner to a depth of 45 ft and stockpile excavated earth on site	December 2016	3
1C	Construct Community Life Center Building & balance of on-grade parking	February 2017	12
2	Construct Christian Education Building 1	January 2020	12
3	Construct Christian Education Building 2	January 2021	12
4	Construct 1 st half of parking deck	January 2023	7
5	Construct 2 nd half of parking deck	January 2024	7
Completion of Master Plan		January 2025	10 years

Source: Matlock Associates (December 2013); City of Dana Point (June 2014).
ft = foot/feet

3.4.1 Phase 1: Demolition of Existing Buildings, Corrective Grading and New Construction

Phase 1A: Construction of New Preschool/Administration Building. Construction of Phase 1A is anticipated to be completed over 13 months and would involve the import of approximately 700 cubic yards (cy) of soil to the project site. An underground stormwater detention system would be constructed beneath a portion of the existing parking area at the southern end of the project site. The proposed 15,115 sf Preschool/Administration building would be the first new building constructed on the project site. As shown in Figure 3.8, Preschool/Administration Building Elevations, this two-story building would be approximately 31 ft in height, with one story at ground level and the other partially below grade on the west and north elevations. The proposed Preschool would be located on the lower level and would be comprised of six classrooms, staff offices, a janitorial room, restrooms, a break room, and miscellaneous mechanical, storage, and workroom spaces. The church administration functions would be located on the upper level of the Preschool/Administration building and would include staff offices, a break room, a prayer room, a reception area, a multi-purpose room, restrooms, and a janitorial room with a shower. This building is intended to serve as a meeting space for church ministries and community groups. Operating hours for the proposed Preschool would be Monday through Friday, mid-September to mid-June, from 9:00 a.m. to 2:00 p.m. and from morning to evening for the administrative functions. Saturday and Sunday functions would be likely and would occur primarily between 8:30 a.m. and 1:00 p.m. It should also be noted that the proposed Preschool would be located in this building until construction of its final location on site in Christian Education Building 2 is complete. Following completion of Christian Education Building 2, the Preschool would relocate from its interim location in the Preschool/Administration building to Christian Education Building 2. The Preschool/Administration building would then undergo interior renovations to convert spaces in the lower level to suit administrative needs.

The proposed Landscaped Garden would be constructed during this phase and would be located in the southeastern corner of the project site adjacent to the proposed Preschool/Administration building. This garden area would include terraced plateaus for meditation, ornamental vegetation, small trees,

stone walls, paths with benches, an art feature, and a small pedestrian footbridge. The garden would also include a shallow water feature that would cascade from the upper area of the garden to the lower portion near a small pedestrian footbridge. A small terraced area for bible study discussion and small groups is also proposed in this area. It is anticipated that this area would be utilized similar to a passive park, with quiet spaces for reflection and meditation. No active uses are planned for this area, and lighting would be restricted to minimal security lighting. A single entry and exit gate would provide access to the garden. The hours of operation for the garden would be from 7:00 a.m. to sunset, and the garden would be inaccessible to the public outside of these hours.

As shown in Figure 3.6, Preschool/Administration Building Elevations, the Preschool/Administration building would be constructed to a maximum height of 31 ft above ground level. Building materials would include smooth plaster, bronze-tinted glazing on the glass windows to match the existing sanctuary, cultured stone to match the natural on-site boulders, and parapet terracotta roofing on the architectural feature of the southwest corner of the building to match the existing Sanctuary.

A total of 67 parking spaces would be taken for construction activities during Phase 1A, leaving a total of 161 at-grade parking spaces available for church activities. At the completion of Phase 1A, 226 parking spaces would be available for church activities.

Phases 1B, 1B-E1, and 1B-E2: Demolition of Existing Buildings and Remedial Grading. Phase 1B includes the demolition of the existing buildings (Preschool, Administration and Fellowship Hall, and the Chapel) on the north end of the project site over a 3 month period.

Earthwork on the north end of the site would follow, in Phases 1B-E1 and E-2, after the demolition of the existing buildings, including the preparation of rough grade pad elevations and remedial earthwork. The rough grade earthwork activities would involve the export of 17,000 cy of soil. Earthwork activities on the north end of the project site would be conducted over a period of 6 months with primary export occurring during the first 3 months of this period in Phase 1B-E1.

Demolition would temporarily utilize 8 existing parking spaces for construction activities, leaving a total of 218 available on-site parking spaces. Following demolition activities, preparation of rough grade pad elevations and remedial earthwork activities would use an additional 2 parking spaces for construction activities (totaling 10 parking spaces being utilized for construction staging purposes), leaving 216 on-site spaces available for church activities. In addition, 28 parking spaces would be temporarily used during the weekdays as a play area for the Preschool during this phase. These 28 spaces would be available for church activities on Saturdays and Sundays. At the completion of Phase 1B-E2, 216 parking spaces would be available for church activities.

During Phases 1B, 1B-E1, and 1B-E2, ministry programs as well as administrative, preschool, and Sunday school functions would be relocated to the newly completed Preschool/Administration Building.

Phase 1C: Construction of New Community Life Center Building. Phase 1C includes construction of the two-story, 24,314 sf Community Life Center building located in the northwest corner of the project site and construction of at-grade parking spaces. The Community Life Center would be

partially subterranean with a portion of the ground level below grade on the west elevation and the north and south elevations adjacent to Crown Valley Parkway. As shown in Figure 3.9- Community Life Center Elevations, the proposed building would be approximately 35 ft in height to the peak of the gable roof. Although the structure itself is not more than 35 ft in height, it would still require the approval of a height variance, since the height of structures is measured from the lowest current grade within the building's footprint as stipulated in the City's Zoning Ordinance. The lowest grade within this building's footprint is along the east elevation. Building materials would include smooth and textured plaster, wood canopies for screening, metal rollup door to the maintenance room, wood beams with finish to match the existing Sanctuary, bronze-tinted glazing on the glass windows also to match the existing Sanctuary, cultured stone to match the natural on-site boulders, and parapet terracotta roofing to match the existing Sanctuary.

The proposed building would include Fellowship Hall/Gymnasium functions on the ground level with support spaces, such as storage rooms, a racquetball room, restrooms, a kitchen, staff offices, and a maintenance room, as well as two classrooms. The upper level of the Community Life Center would be comprised of five classrooms to serve as meeting spaces for Christian education ministries. The Fellowship Hall would also serve as a space for church-wide dining, meetings, ministries, receptions, and other functions, while the Gymnasium would serve as a meeting space for various sports groups. There would be no concurrent use of the Fellowship Hall/Gymnasium for assembly functions or services. Operations and activities would include weekday and weekend functions.

Phase 1C is anticipated to be completed over the period of 1 year. During this phase, a total of 3,500 cy of soil would be imported to the project site. Access to the project site at the signalized intersection of Sea Island Drive and Crown Valley Parkway would be temporarily closed during the first 2 months of Phase 1C, leaving the right-turn-in/right-turn-out-only access point on the east side of Crown Valley Parkway as the only site driveway. During Phase 1C, the construction staging area would be located in the northeastern corner of the project site (future location of the Christian Education buildings).

During the first 2 months of construction of Phase 1C, a total of 79 spaces would be taken for construction activities during Phase 1C, leaving a total of 137 at-grade parking spaces available for church activities. Subsequent to the first 2 months of construction, Phase 1C would reopen the signalized project access at Sea Island Drive and Crown Valley Parkway and would provide 281 at-grade parking spaces. In addition, 28 parking spaces would be temporarily used during the weekdays as a play area for the Preschool during this phase. These spaces would be available for church activities on Saturdays and Sundays. At the completion of Phase 1C, 281 parking spaces would be available for church activities.

3.4.2 Phase 2: Construction of Christian Education Building 1

Phase 2 includes the construction of the 15,399 sf Christian Education Building 1 and Nursery space. Construction of Phase 2 is anticipated to be completed over 1 year and would not involve the import or export of any soil. Christian Education Building 1 would be approximately 31 ft in height and would include two stories, with the lower level partially below grade on the west and south elevations. The ground level would consist of a children's nursery space and four classrooms for youth Christian education. These functions would operate during Sunday services, with some mid-week and weekday functions occurring on an as-needed basis. The Christian education classrooms

would also potentially be utilized for mid-week youth and adult ministry programs during evening hours. The upper level of Christian Education Building 1 would consist of two multi-use rooms with a kitchen, restrooms, storage rooms, and a church bookstore. The bookstore would serve the church congregation on Sundays and would potentially be open during weekdays during mid-week services. Fellowship Hall functions would occur in the multi-use rooms on an as-needed basis throughout the week for various youth and adult ministry opportunities. The multi-use rooms would also be available for community use upon request.

No existing parking spaces would be taken for construction activities during Phase 2; therefore, a total of 281 at-grade parking spaces would be available for church activities. However, 28 parking spaces would be temporarily used during the weekdays as a play area for the Preschool during this phase. These spaces would be available for church activities on Saturdays and Sundays. At the completion of Phase 2, 281 parking spaces would be available for church activities.

During Phase 2, fellowship activities and several ministry programs would be relocated to the newly completed Community Life Center Building.

3.4.3 Phase 3: Construction of Christian Education Building 2

Construction of Phase 3 would be completed over 12 months and would not involve the import or export of any soil. Phase 3 includes construction of the 15,456 sf Christian Education Building 2. On the ground level, Christian Education Building 2 would include the church Preschool. The Preschool facilities on the lower level would consist of eight classrooms, offices, a teachers' lounge, restrooms, and a maintenance and storage room. The Preschool would operate from 9:00 a.m. to 2:00 p.m., Monday through Friday from mid-September to mid-June. The upper level of Christian Education Building 2 would consist of nine classrooms for children, youth, and adult Christian education purposes. The upper level would also have offices, restrooms, and storage rooms. Christian Education Building 2 would primarily be utilized during Sunday church services, with mid-week use occurring on an as-needed basis. Following completion of Christian Education Building 2, the church Preschool would relocate from its interim location on the ground floor of the Preschool/Administration building to the ground floor of Christian Education Building 2.

As shown in Figure 3.10, Christian Education Buildings 1 and 2 Elevations, both of the Christian Education buildings would be constructed to a maximum height of 31 ft. Building materials would include smooth plaster, vine-covered wood trellis, aluminum windows, bronze-tinted glazing to match the existing sanctuary, and cultured stone to match the natural on-site boulders.

A total of 57 existing parking spaces would be taken for construction activities during Phase 3; therefore, a total of 224 at-grade parking spaces would be available for church activities. In addition, 28 parking spaces would be temporarily used during the weekdays as a play area for the Preschool during this phase. These spaces would be available for church activities on Saturdays and Sundays. At the completion of Phase 3, a total of 281 parking spaces would be available for church activities.

During Phase 3, some ministry programs and fellowship functions would be relocated to the newly completed Christian Education Building 1.

3.4.4 Phase 4: Construction of the South Half of Parking Structure

Phase 4 includes construction of the southern half of the proposed Parking Structure and the interior renovation of the Preschool/Administration building. The church Preschool would be relocated from its interim location on the ground floor of the Preschool/Administration building to the ground floor of the Christian Education Building 2 to be completed in Phase 3. The ground floor (interior spaces only) of the Preschool/Administration building would be renovated in this phase to accommodate administrative functions.

As shown in Figure 3.11, Parking Structure Elevations, the proposed Parking Structure is designed with two levels. The upper level/deck parking would be accessed from Crown Valley Parkway and the project's internal drive aisle, while the lower level would be accessed from the project's internal drive aisle only. The perimeter wall of the Parking Structure, as seen from Crown Valley Parkway, would vary in height because of the changing topography. The height of the wall would be 3 feet 6 inches above the adjacent grade at the north end and would be 10 ft above the adjacent grade at the south end.

The elevator tower, which is proposed along the Parking Structure's eastern elevation is proposed to be approximately 33 ft high above grade, as measured from the project's internal driveway and would be 25 ft high as seen from the west entry drive at Crown Valley Parkway. The ground level of this structure will be partially below grade on the west elevation and the north and south elevations. The upper level would be designed to follow the contour of the Crown Valley Parkway to allow for the existing secondary vehicular site entry and exit access point. By preserving this access point, northbound lanes on Crown Valley Parkway would have direct access to the upper level of the Parking Structure. The lower level of the Parking Structure would be accessed via at-grade entry and exit points from the main drive aisle on both the northern and southern ends of the Parking Structure, near the pedestrian stair towers. Building materials would include smooth plaster, green screen covered with vines, and terra-cotta roofing to match the existing sanctuary.

Phase 4 is anticipated to be completed over 7 months. During construction of Phase 4, a total of 8,000 cy of soil would be exported off the project site. During this phase of construction, the right-turn-in/right-turn-out-only project access on the east side of Crown Valley Parkway would be temporarily unavailable. The only access point to the project site during this phase would be from the signalized intersection at Sea Island Drive/Crown Valley Parkway. During Phase 4, the construction staging area would be located in the central portion of project site, in the future location of the northern half of the Parking Structure.

A total of 190 existing parking spaces would be taken for construction activities during Phase 4; therefore, a total of 91 at-grade parking spaces would be available for church activities. At the completion of Phase 4, a total of 316 parking spaces would be available for church activities.

3.4.5 Phase 5: Construction of the North Half of Parking Structure

Phase 5 includes construction of the northern half of the Parking Structure. Refer to the discussion under Phase 4 for details related to the proposed Parking Structure's design features. Phase 5 is anticipated to be conducted over 7 months and would include the export of approximately 5,500 cy of

soil. During Phase 5, the construction staging area would be located in the lower level of the southern half of the proposed Parking Structure.

A total of 166 existing parking spaces would be taken for construction activities during Phase 5; therefore, a total of 150 at-grade parking spaces would be available for church activities. At completion of this phase, a total of 411 parking spaces would be provided.

During Phase 5, some administrative functions would be relocated to the newly renovated Preschool/Administrative Building.

3.4.6 Completed Master Plan

The proposed Master Plan would be developed in phases over a period of 10 years. The proposed sequencing of the construction phases would provide the Church an opportunity to continue to maintain existing operations to the extent feasible. Completion of the proposed Master Plan would include the existing Sanctuary and the addition of the proposed Preschool/Administration building, the Landscaped Outdoor Meditation Garden, Christian Education Buildings 1 and 2, the Community Life Center, and the Parking Structure. As part of the proposed project, no additions to the existing Sanctuary are proposed. In addition, no increase in the licensed enrollment for the Preschool are proposed.

Completion of the proposed Master Plan would provide a total of 59 parking spaces on the main drive aisle and 176 parking spaces on each floor of the proposed Parking Structure, resulting in a total of 411 parking spaces available for church users.

Upon completion of the proposed Master Plan, the ministry programs that were temporarily discontinued during construction would be reinstated.

3.4.7 Access

As shown in Figure 3.5, vehicular access to the project site would be provided by the same two access points that currently exist along Crown Valley Parkway. Vehicles from Crown Valley Parkway would enter into the Parking Structure via either a right-turn-in/right-turn-out-only entrance or enter the project site at grade via the signalized intersection at Sea Island Drive and Crown Valley Parkway. Project site circulation would be required to comply with the Orange County Fire Authority (OCFA) Fire Code.

3.4.8 Lighting

The proposed South Shores Church project would involve some nighttime operations such as Christian children/youth/college/adult ministries, community meetings, and community events. All facilities would be lighted to accommodate planned nighttime activities and to provide for security after facilities are closed. Lighting for the proposed project includes vertical light posts within the interior of the parking lot, small wall-mounted lamps along the northern and eastern boundaries of the Parking Structure, and recessed wall lights along the western and southern boundaries of the Parking Structure.

The proposed project would comply with Section 9.05.220 of the City's Municipal Code regarding lighting. Any exterior lighting proposed as part of the project would be energy-efficient and shielded or recessed, directing any potential glare or reflections within the boundaries of the project site parcel. Lighting would also be directed downward and away from adjoining properties and public rights-of-way. No lighting included as part of the proposed project would blink, flash, or utilize unusually high intensity or brightness. Proposed lighting fixtures would also be appropriate in scale, intensity, and height.

3.5 PROJECT DESIGN FEATURES

Project Design Features are specific design components of the proposed project that have been incorporated to reduce potential environmental effects. Because these features are part of the project design, they do not constitute mitigation measures. They are, however, included in this Draft EIR because they are a significant part of the project proposal to reduce potential project impacts through design. In addition to being listed below, Project Design Features are also described in the relevant sections of Chapter 4.0 for reduction of environmental effects of the proposed project. Project Design Features are not included for every environmental topic.

Project Design Feature 4.6.1: To ensure that the proposed project complies with and would not conflict with or impede the implementation of reduction goals identified in Assembly Bill (AB) 32, the Governor's Executive Order (EO) S-3-05, and other strategies to help reduce greenhouse gases (GHGs) to the level proposed by the Governor, the project will implement a variety of measures that will further reduce its GHG emissions. To the extent feasible, and to the satisfaction of the City of Dana Point (City), the following measures will be incorporated into the design and construction of the project (including specific building projects):

- **Construction and Building Materials.** Divert at least 50 percent of the demolished and/or grubbed construction materials (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- **Energy Efficiency Measures.** Design all project buildings to comply with the California Building Code's (CBC) Title 24 energy standard, such as installing energy-efficient heating and cooling systems, appliances and equipment, and control systems.
- **Water Conservation and Efficiency Measures.** Devise a comprehensive water conservation strategy appropriate for the project and its location. The strategy may include the following, plus other innovative measures that may be appropriate:
 - Create water-efficient landscapes within the development.

- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.
- Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff.

3.6 DISCRETIONARY ACTIONS

The purpose of this Draft EIR is to analyze the proposed development and activities further described and analyzed in Chapter 4.0, Environmental Analysis, and it is intended to apply to all listed project approvals by the Lead Agency or Responsible Agencies needed to implement the project.

This Draft EIR is intended to inform decision-makers and the public of the environmental effects of implementing the proposed project and of the mitigation measures or alternatives available that lessen or avoid potentially significant impacts. This Draft EIR analyzes and documents the impacts of the proposed project and all discretionary and ministerial actions associated with it. The City (the Lead Agency) would use this Draft EIR to assess the effects of the City discretionary actions detailed below and listed in Table 3.E.

3.6.1 Coastal Development Permit

The proposed project is located within the Coastal Overlay District. Pursuant to Section 9.69.020 of the City Municipal Code, a Coastal Development Permit (CDP) is required for all development located within the Coastal Overlay District. The proposed project is, therefore, required to process a CDP with the City to implement the South Shores Church Master Plan.

Table 3.E: Project Discretionary Actions

Discretionary Action	Description
Coastal Development Permit (CDP)	The project site is located within the Coastal Overlay District; therefore, a CDP, to be approved and issued by the City, is required for the proposed project.
Site Development Permit (SDP)	A Site Development Permit is required for any non-residential project which is in excess of 2,000 square feet. Since the proposed project meets this criteria, an SDP is required to be processed for this project.
Conditional Use Permit (CUP)	The project site is located in the “Community Facilities” (CF) zone. Pursuant to the City’s Zoning Ordinance, a CUP is required for a church facility in this zone. The proposed project also includes an off-site shared parking program during construction phases of the project, and an on-site shared parking program after the project completion. A CUP is also required to be processed for this parking arrangement.
Variance	The proposed Community Life Center building would exceed the applicable building height limits set forth in the City Municipal Code. Therefore, a building height variance is required for the proposed project.

3.6.2 Site Development Permit

According to the City Municipal Code (Section 9.71.020), applications for non-residential project which are in excess of 2,000 sf are required to process a Site Development Permit. Since the proposed project meets this criteria, a Site Development Permit is required to be processed for this project.

The proposed project would require a Site Development Permit to allow for the replacement/expansion of the existing South Shores Church facilities by developing 70,284 sf of building space on the project site, including the Community Life Center, two Christian Education buildings, the Preschool/Administration building, and the proposed Parking Structure.

3.6.3 Conditional Use Permit

While certain uses are suitable for inclusion in the list of uses allowed in a zoning district, these uses are not always appropriate in every location and circumstance due to their particular characteristics, nature, intensity, or size and, therefore, require a CUP. The proposed project, a religious use, requires a CUP pursuant to the site's CF zoning designation. Additionally, the project also requires a CUP to allow for the proposed off-site shared parking program which would be in effect during construction of the Master Plan, and an on-site shared parking program after the project's completion.

3.6.4 Variance

The City Municipal Code (Chapter 9.67) sets forth a procedure to permit appropriately mitigated developments on property which is constrained, because of size, shape, topography, or other constraining factors, and where strict interpretation of the Municipal Code would deny the applicant property development rights that are granted to other properties within the same zoning district under similar physical conditions.

According to the City Municipal Code (Section 9.05.110(b)(4)), the building height limit in the CF Zone is 31 to 35 ft, depending on the building's roof pitch. Due to the sloping topography of the project site, the proposed Community Life Center building would not comply with the applicable building height limits set forth in the City Municipal Code. Therefore, approval of the project would require a building height variance.

3.6.5 Probable Future Actions by Responsible Agencies

Pursuant to Section 15381 of the *State CEQA Guidelines*, "Responsible Agency" means a public agency that proposes to carry out or approve a project or a portion of a project for which the Lead Agency is preparing or has prepared an EIR. For the purposes of CEQA, the term "Responsible Agency" includes all public agencies other than the Lead Agency that have discretionary approval power over the project, a portion of the project, or mitigation for the project. These agencies include, but are not limited to, those identified in Table 3.F.

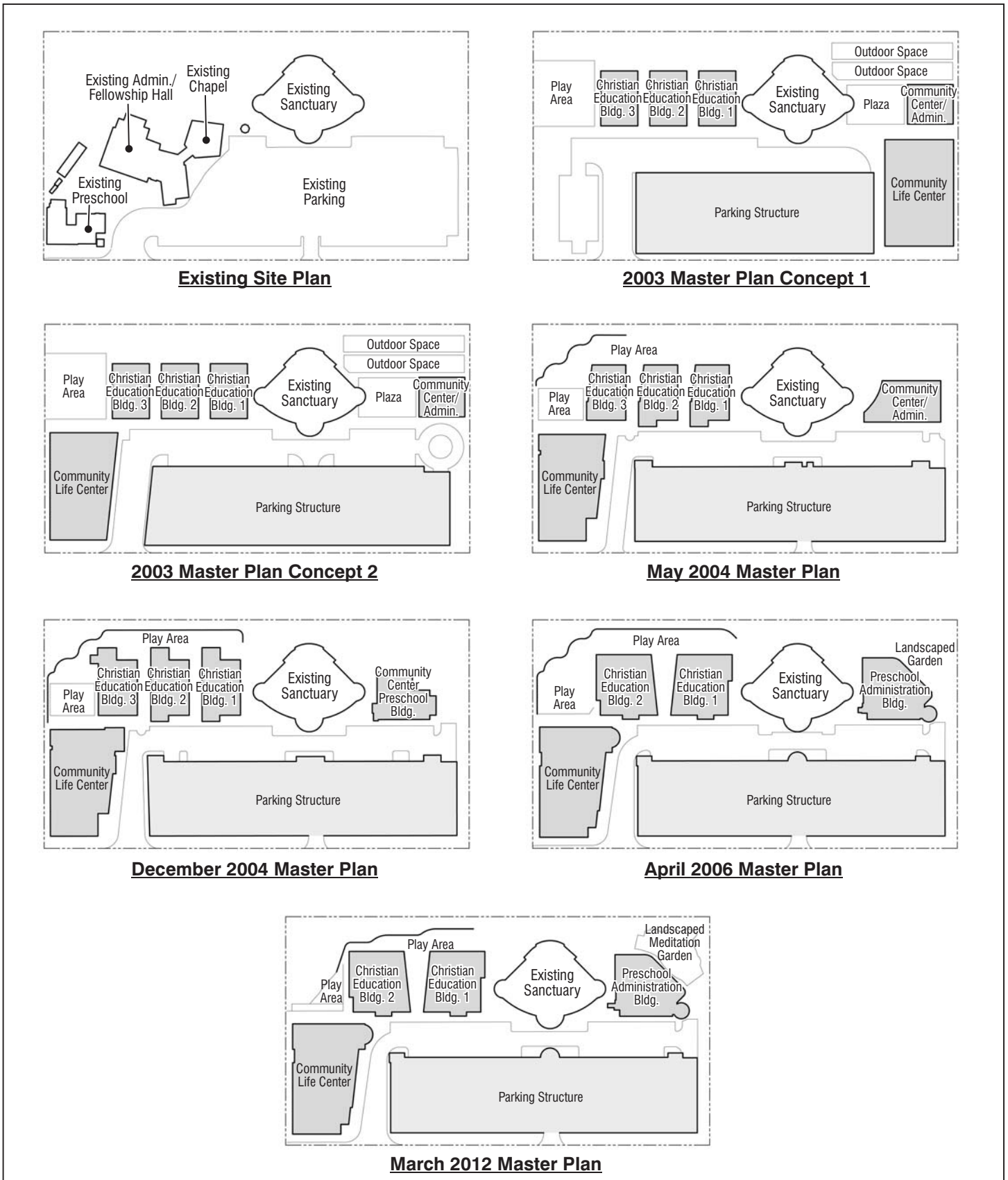
Table 3.F: Probable Future Actions by Responsible Agencies

Responsible Agency	Action
State Water Resources Control Board	Notice of Intent (NOI) to comply with the General Construction Activity National Pollution Discharge Elimination System (NPDES) Permit
San Diego Regional Water Quality Control Board	NPDES Permit
Orange County Fire Authority	Plan Approval
Orange County Sheriff's Department	Plan Approval
South Coast Air Quality Management District (SCAQMD)	Compliance with SCAQMD Rule 402 – Nuisance and Rule 403 – Fugitive Dust

3.7 PROJECT OBJECTIVES

Pursuant to Section 15124 of the *State CEQA Guidelines*, the project description should contain a statement of the objectives of the proposed project and the underlying purpose of the project. The project objectives are as follows:

1. Replace existing facilities on the north end of the property with new facilities consistent with the architectural design and setting of both the church property and the surrounding area;
2. Accommodate the relocation of all existing church structures on the proposed project site, with the exception of the Sanctuary;
3. Employ mechanical and structural techniques to address on-site geotechnical issues;
4. Enhance and beautify the southeast corner of the property by constructing a Landscaped Meditation Garden; and
5. Provide adequate on-site parking and circulation for the church congregation and visitors of the new South Shores Church facilities.



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FIGURE 3.1

South Shores Church Master Plan
Master Plan Evolution

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0 1000 2000

FEET

SOURCE: The Thomas Guide

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FIGURE 3.2

South Shores Church Master Plan
Regional Project Location

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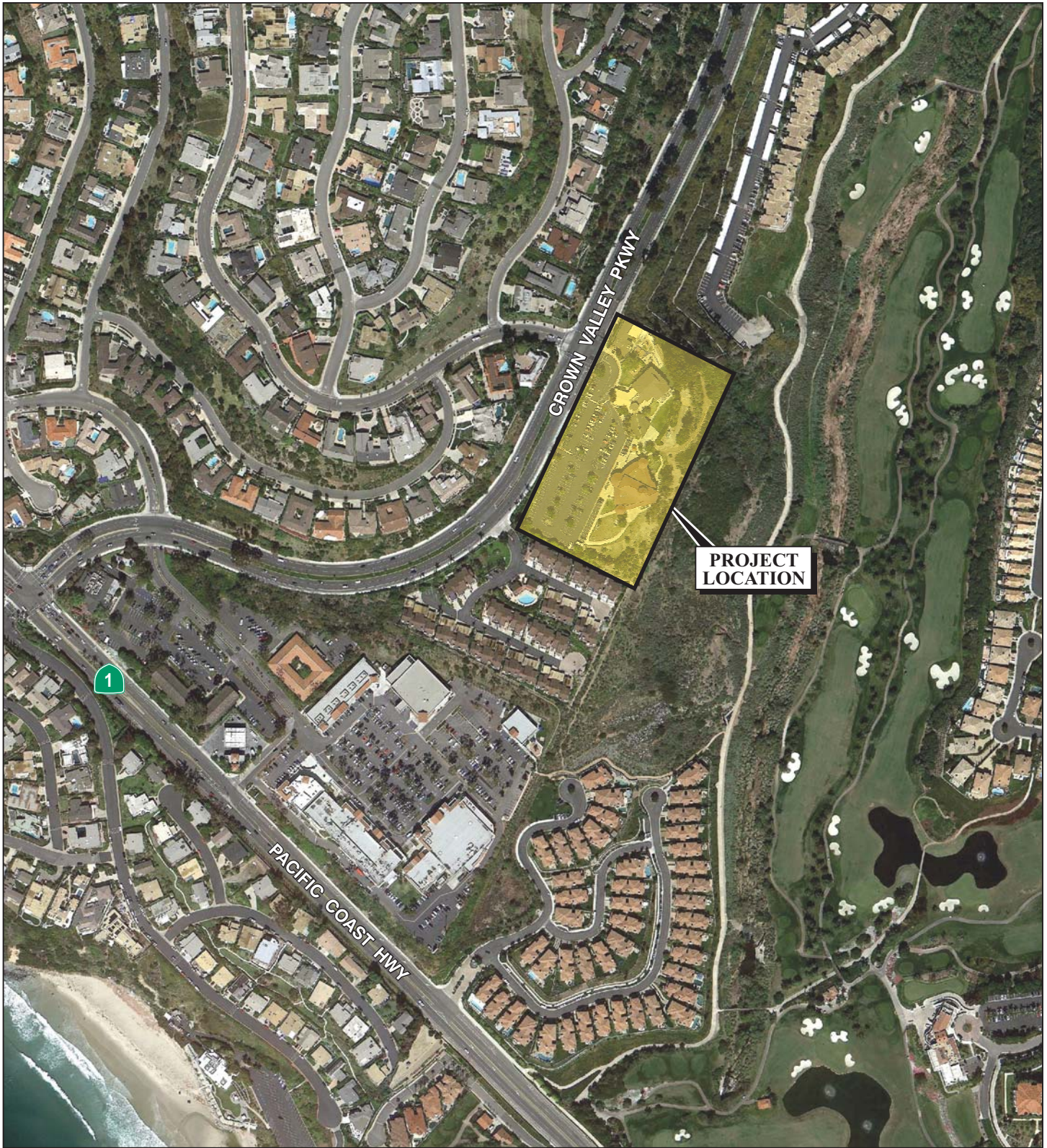
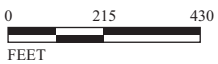


FIGURE 3.3

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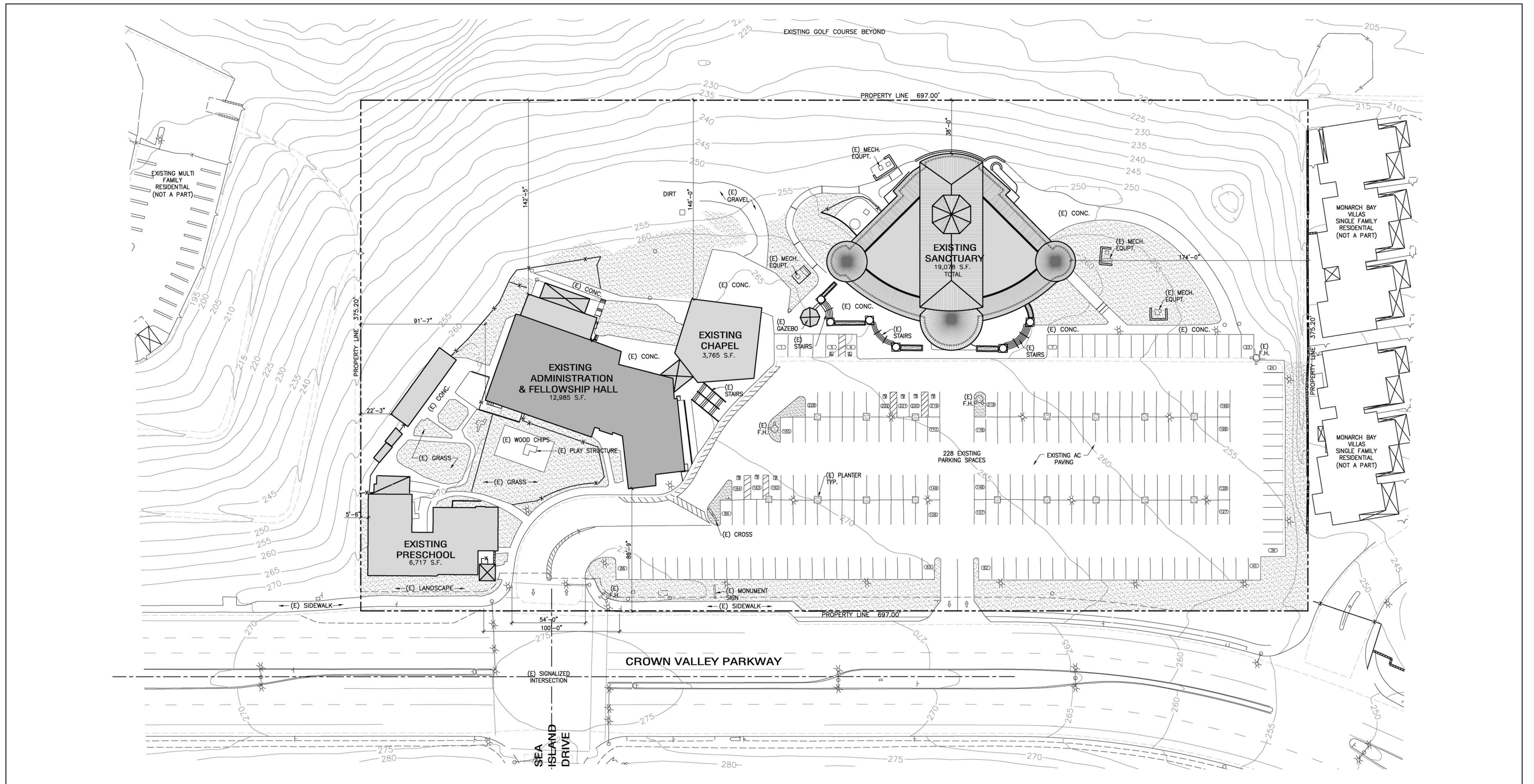


SOURCE: Bing Maps

I:\DPC0902\GVAerial-Project Vicinity.cdr (6/13/14)

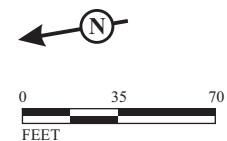
South Shores Church Master Plan
Project Vicinity

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LSA

FIGURE 3.4



LEGEND

- CENTERLINE
- - - BUILDING SETBACK
- - - PROPERTY LINE
- ~ 275 ~ TOPOGRAPHIC CONTOUR LINE
- [Stippled Area] LANDSCAPED AREA
- [Hatched Area] BUILDING

PARKING COUNT

228 TOTAL ON SITE PARKING SPACES

BUILDING AREA

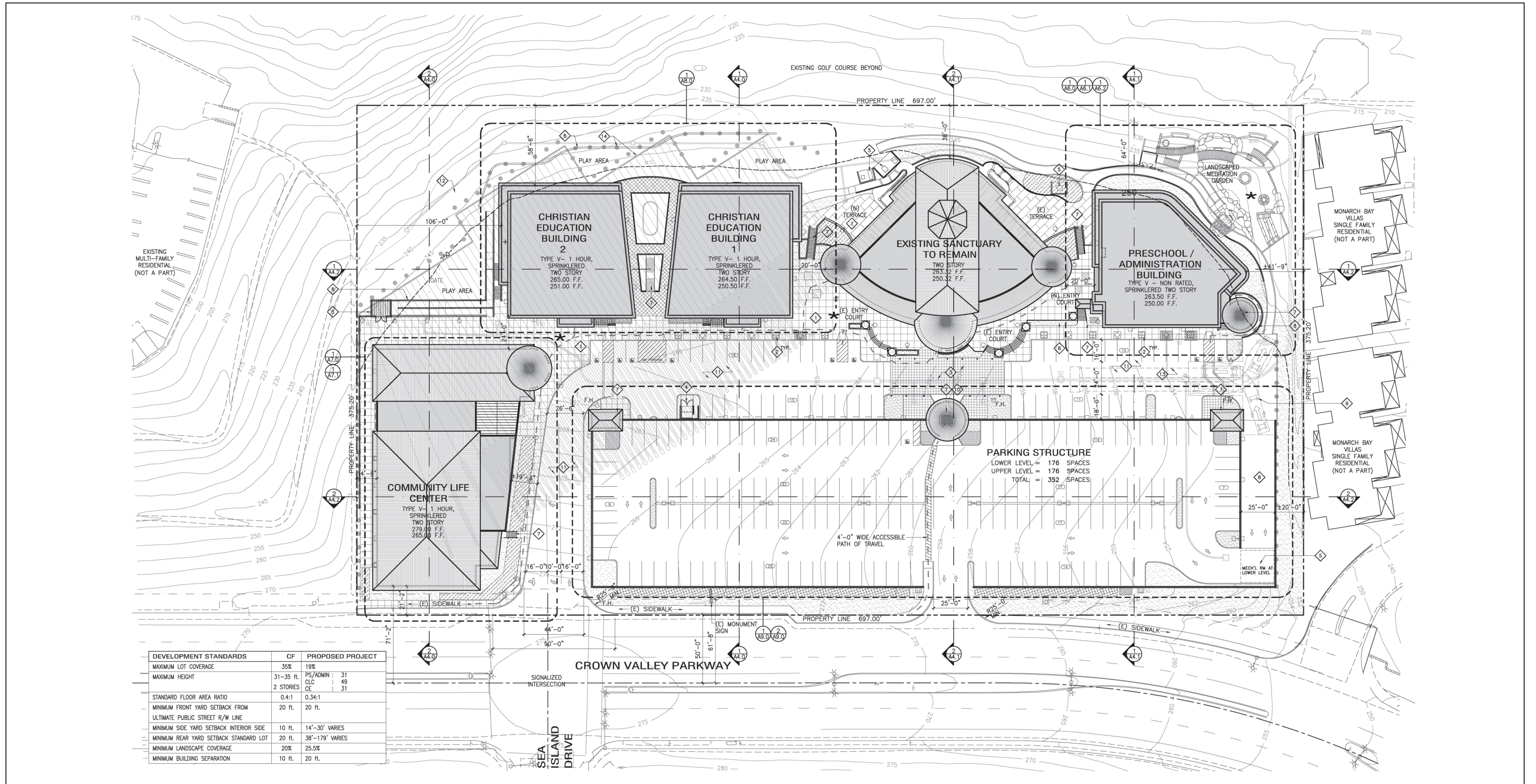
EXISTING CHAPEL TOTAL: 3,765 sf. (BLDG COVERAGE: 3,351 sf.)	EXISTING ADMIN / FELLOWSHIP HALL TOTAL: 12,985 sf. (BLDG COVERAGE: 10,350 sf.)
EXISTING SANCTUARY TOTAL: 19,078 sf. (BLDG COVERAGE: 13,772 sf.)	EXISTING PRESCHOOL TOTAL: 6,717 sf. (BLDG COVERAGE: 6,123 sf.)

SOURCE: Matlock Associates, Inc.

F:\DPC0902\G\Existing Site Plan.cdr (6/13/14)

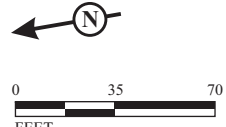
South Shores Church Master Plan
Existing Site Plan

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DEVELOPMENT STANDARDS	CF	PROPOSED PROJECT
MAXIMUM LOT COVERAGE	35%	19%
MAXIMUM HEIGHT	31-35 ft.	PS/ADMIN : 31 CLC : 49 CE : 31
STANDARD FLOOR AREA RATIO	0.4:1	0.34:1
MINIMUM FRONT YARD SETBACK FROM ULTIMATE PUBLIC STREET R/W LINE	20 ft.	20 ft.
MINIMUM SIDE YARD SETBACK INTERIOR SIDE	10 ft.	14'-30' VARIES
MINIMUM REAR YARD SETBACK STANDARD LOT	20 ft.	38'-179' VARIES
MINIMUM LANDSCAPE COVERAGE	20%	25.5%
MINIMUM BUILDING SEPARATION	10 ft.	20 ft.

LSA



KEY NOTES

- 1 NEW HARDSCAPE
- 2 NEW TREE WELL
- 3 NEW ENHANCED PAVING
- 4 NEW CMU TRASH ENCLOSURE WITH WOOD TRELLIS
- 5 NEW MECHANICAL EQUIPMENT ENCLOSURE BELOW
- 6 NEW RETAINING WALL: "SOIL RETENTION" PLANTABLE, STACKING WALL SYSTEM. WALL HEIGHT VARIES
- 7 NEW STAIRS
- 8 NEW RAMP
- 9 OCFA HAMMERHEAD
- 10 NEW ELEVATOR
- 11 AC PAVING
- 12 EARTHEN NATURE TRAIL, FIELD VERIFY
- 13 UNDERGROUND DETENTION BASIN, CONSTRUCTED PHASE 1A
- 14 CAISSONS, REACTION WALL & TIE BACKS BELOW GRADE

LEGEND

- CENTERLINE
- BUILDING SETBACK
- PROPERTY LINE
- ACCESSIBLE PATH OF TRAVEL
- TOPOGRAPHIC CONTOUR LINE
- [Pattern] LANDSCAPED AREA
- [Pattern] HARDSCAPE
- [Pattern] BUILDING
- [Symbol] POLE MOUNTED AREA LIGHT
- [Symbol] PEDESTRIAN AREA LIGHT
- [Symbol] WALL MOUNTED AREA LIGHTS. SEE SHEET A15.0 LIGHTING PLAN FOR MORE INFORMATION
- [Symbol] PROPOSED LOCATION OF "PUBLIC ART"

BMP's

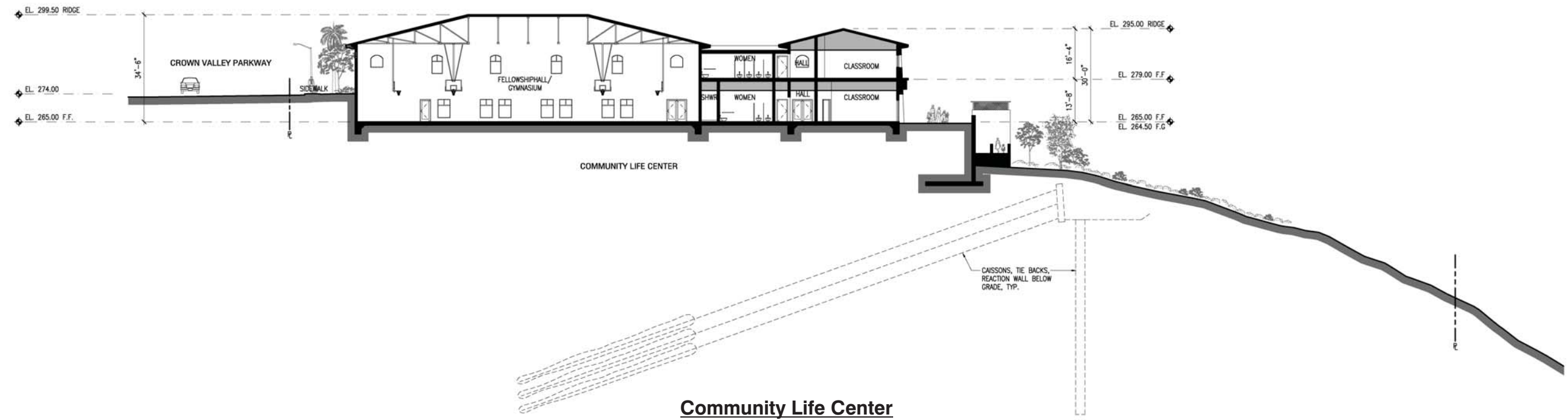
- [Pattern] BIORETENTION WITH UNDERDRAINS (BIO-1) DOWNSPOUT PLANTER BOXES - BMP-1
- [Pattern] VEGETATED SWALE (BIO-2) BIOSWALE / DEPRESSED LANDSCAPE - BMP-2
- [Pattern] PROPRIETARY BIO-FILTRATION (BIO-7) FILTERRA SYSTEM - BMP-3
- [Symbol] STORM DRAIN

PARKING COUNT

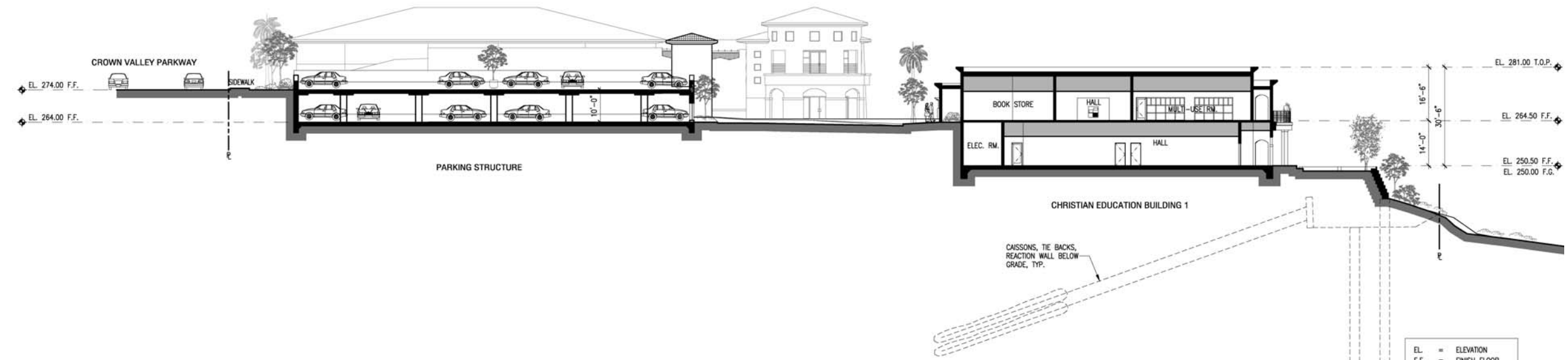
- 59 ON SITE PARKING SPACES
- 176 SPACES LOWER LEVEL PARKING STRUCTURE
- 176 SPACES UPPER LEVEL PARKING STRUCTURE
- 411 SPACES TOTAL

FIGURE 3.5

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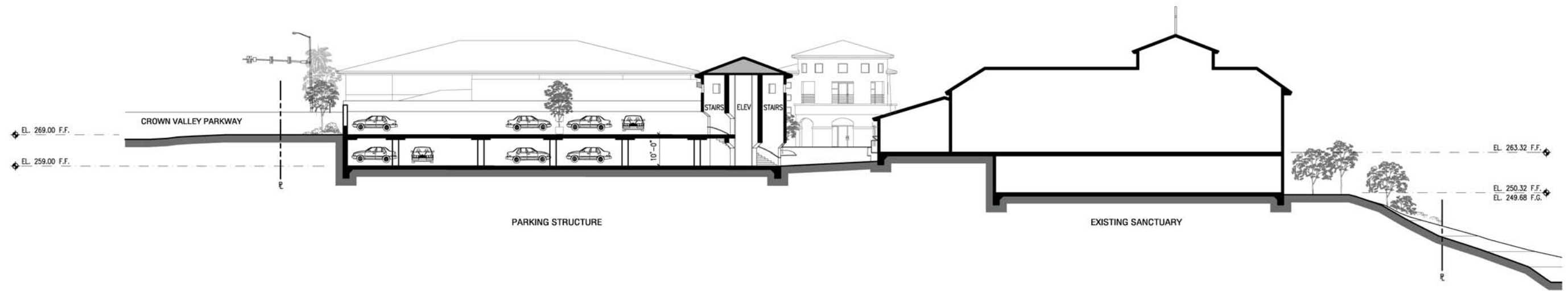
Community Life Center



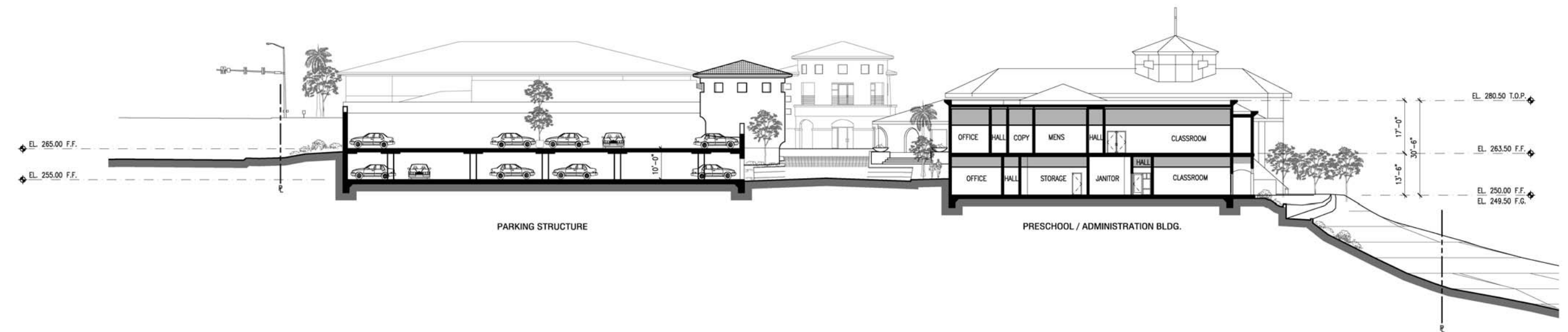
Parking Structure & Christian Education Building

EL = ELEVATION
 F.F. = FINISH FLOOR
 F.G. = FINISH GRADE
 T.O.P. = TOP OF PARAPET

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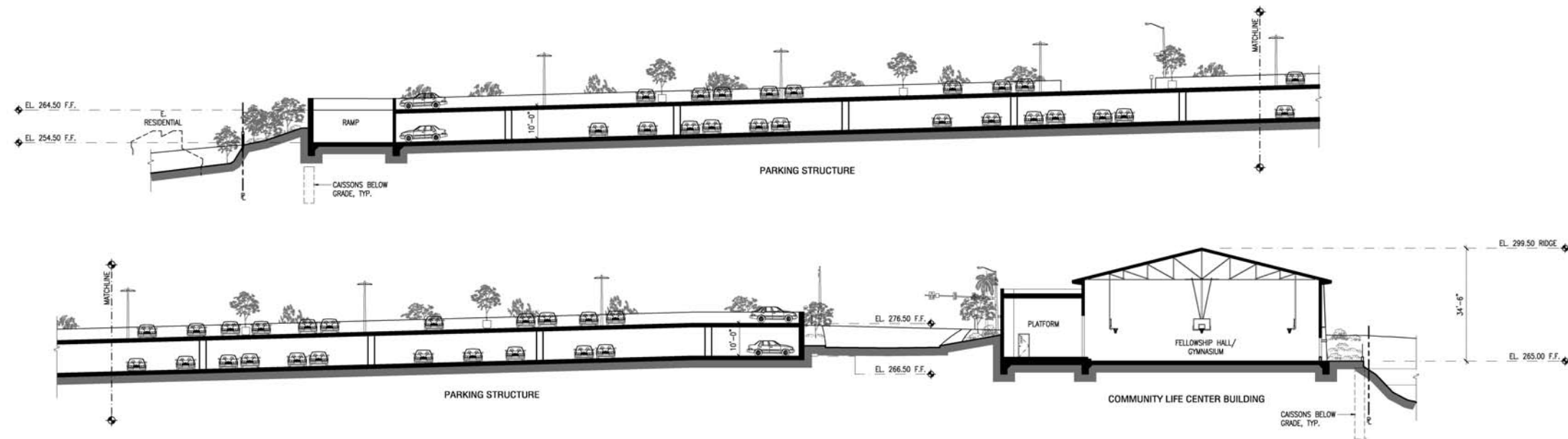
Parking Structure & Existing Sanctuary



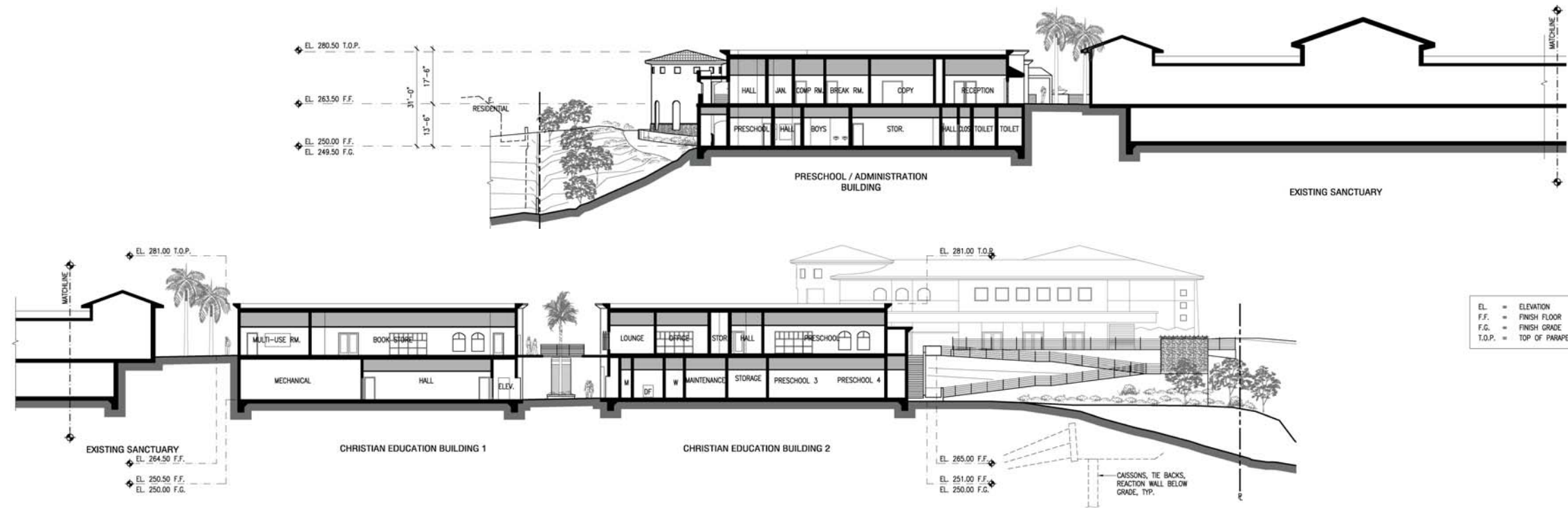
Parking Structure & Preschool/Administration Building

EL. = ELEVATION
 F.F. = FINISH FLOOR
 F.G. = FINISH GRADE
 T.O.P. = TOP OF PARAPET

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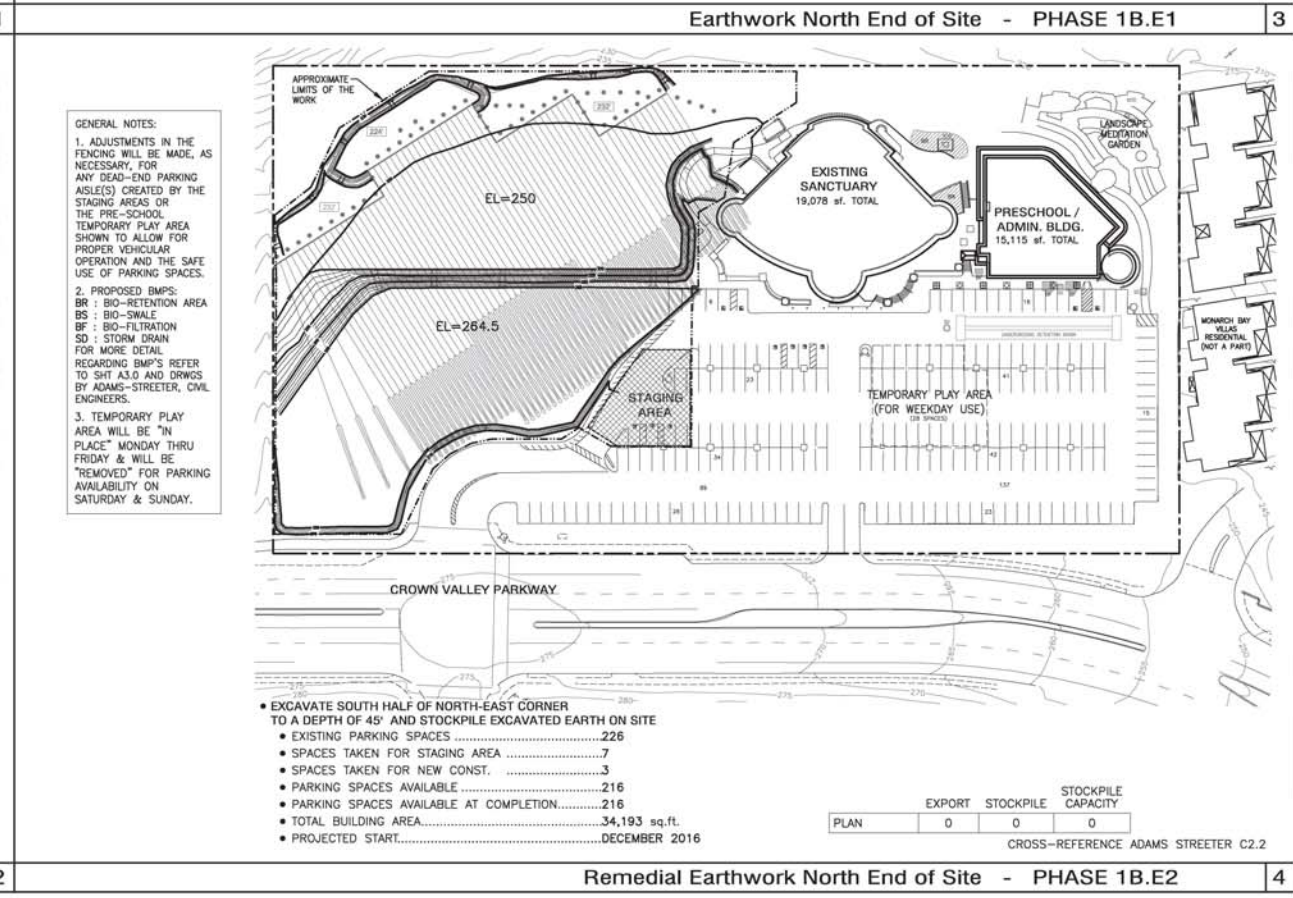
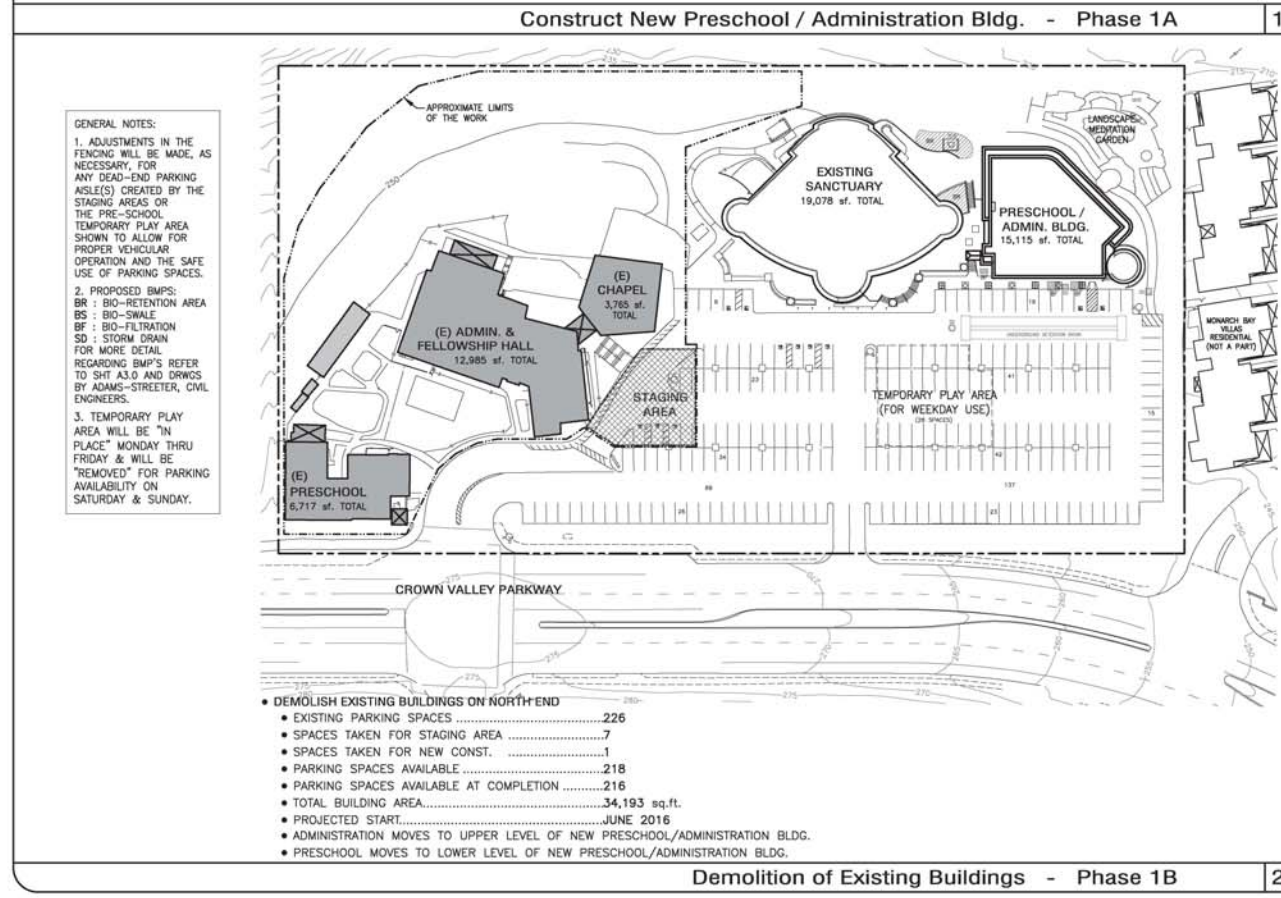
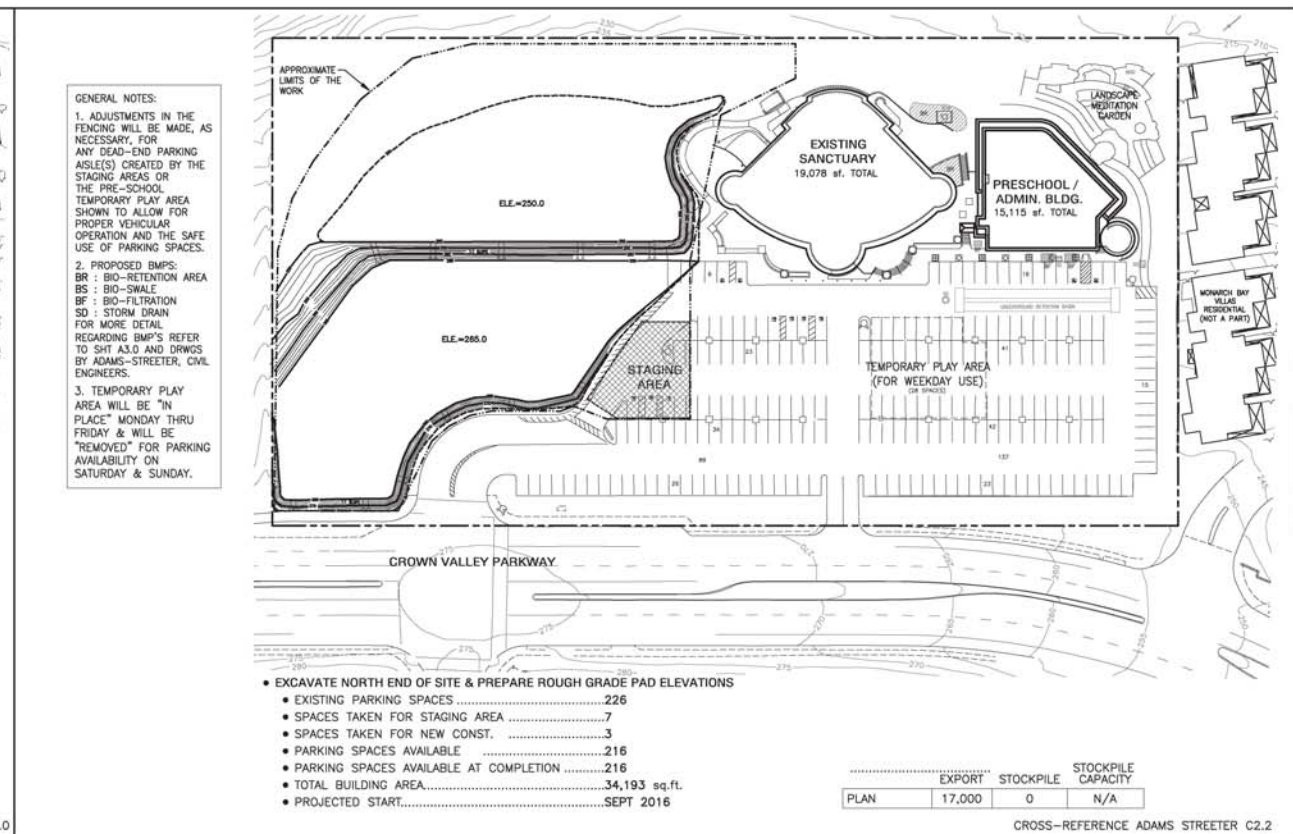
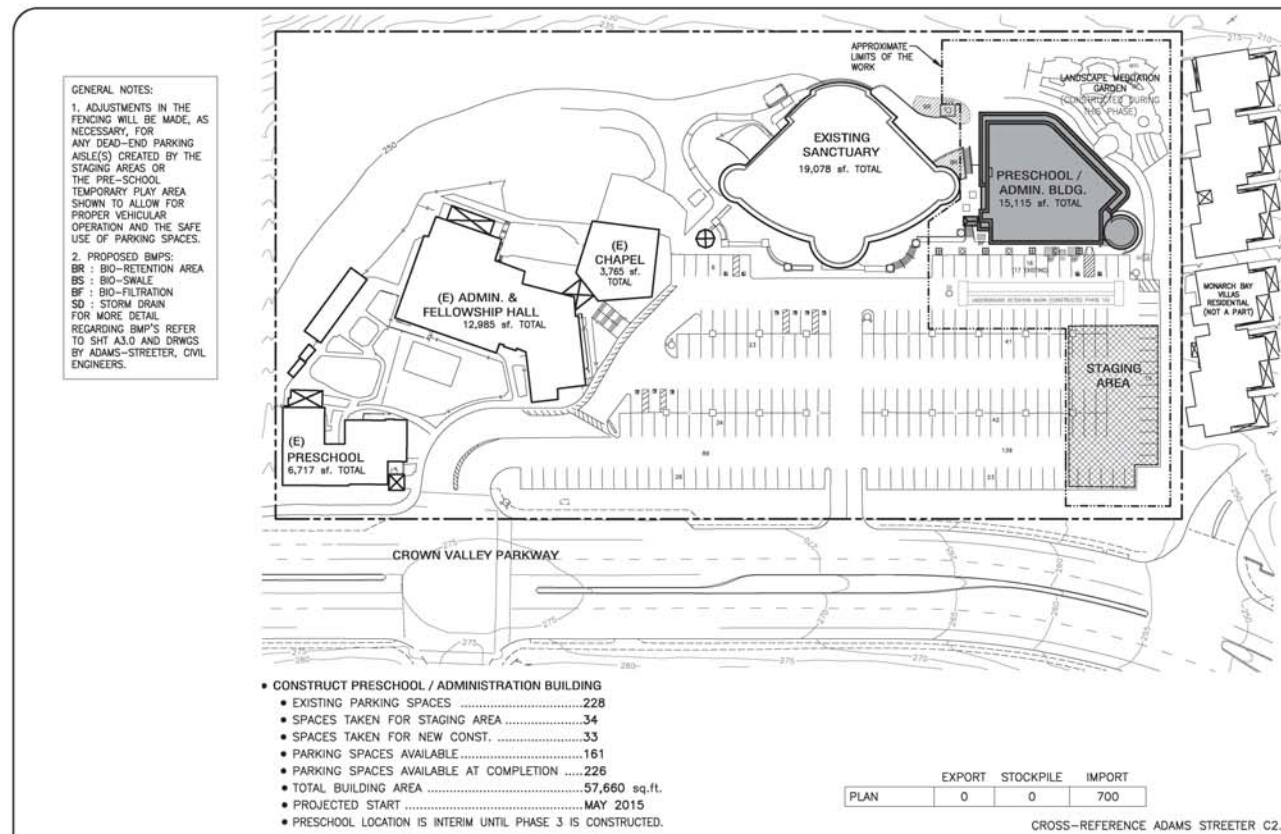
Community Life Center & Parking Structure



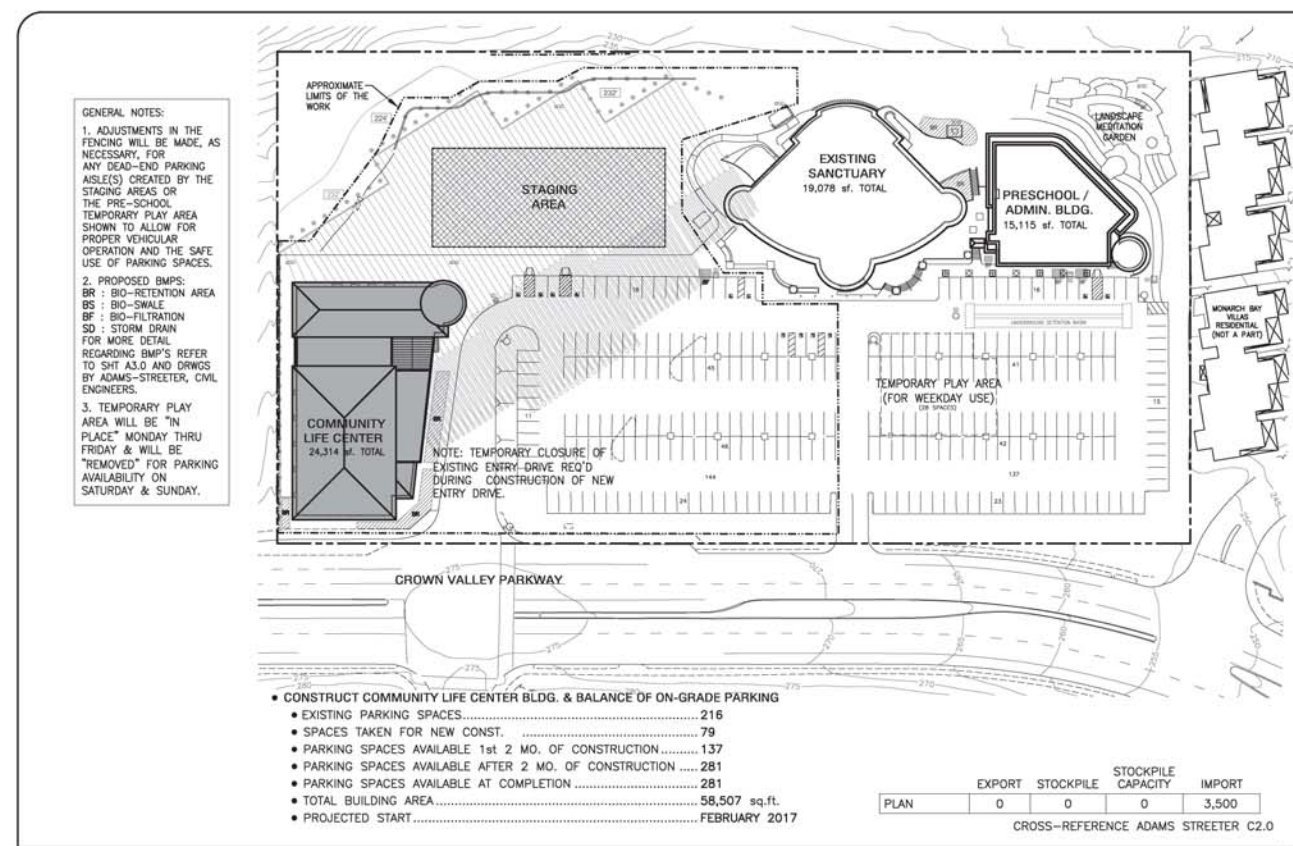
Preschool/Administration Building, Existing Sanctuary & Christian Education Buildings

EL = ELEVATION
 F.F. = FINISH FLOOR
 F.G. = FINISH GRADE
 T.O.P. = TOP OF PARAPET

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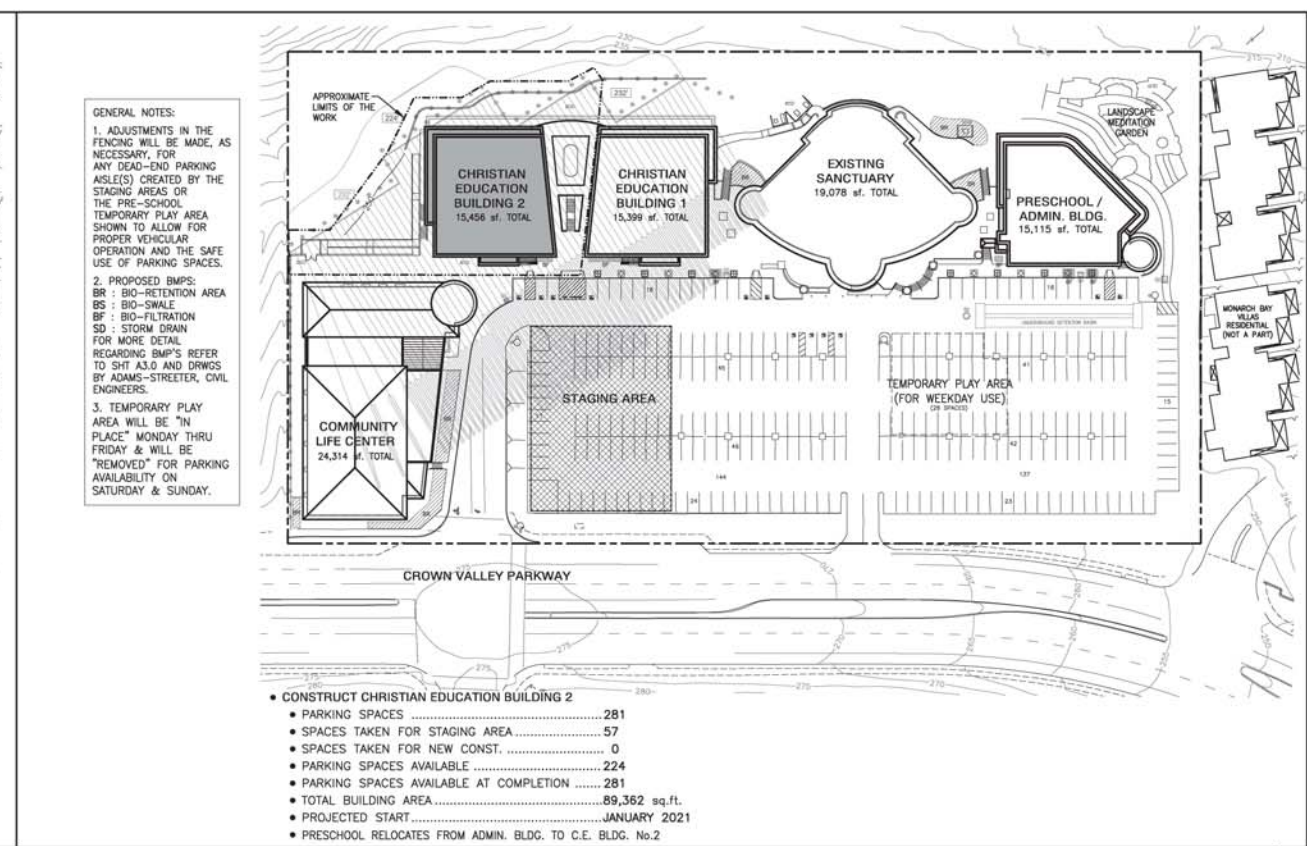


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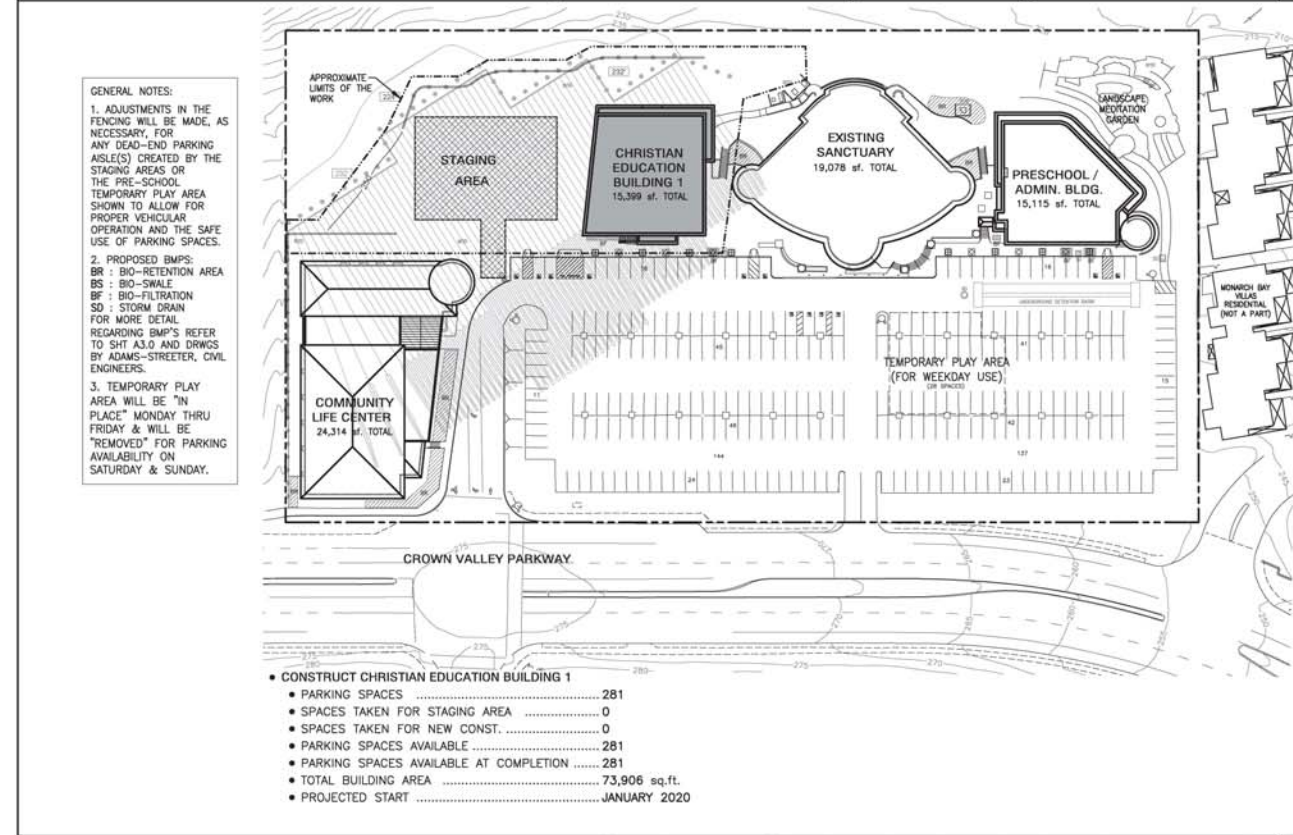
Earthwork / Construct New Community Life Center Bldg. PHASE 1C

1



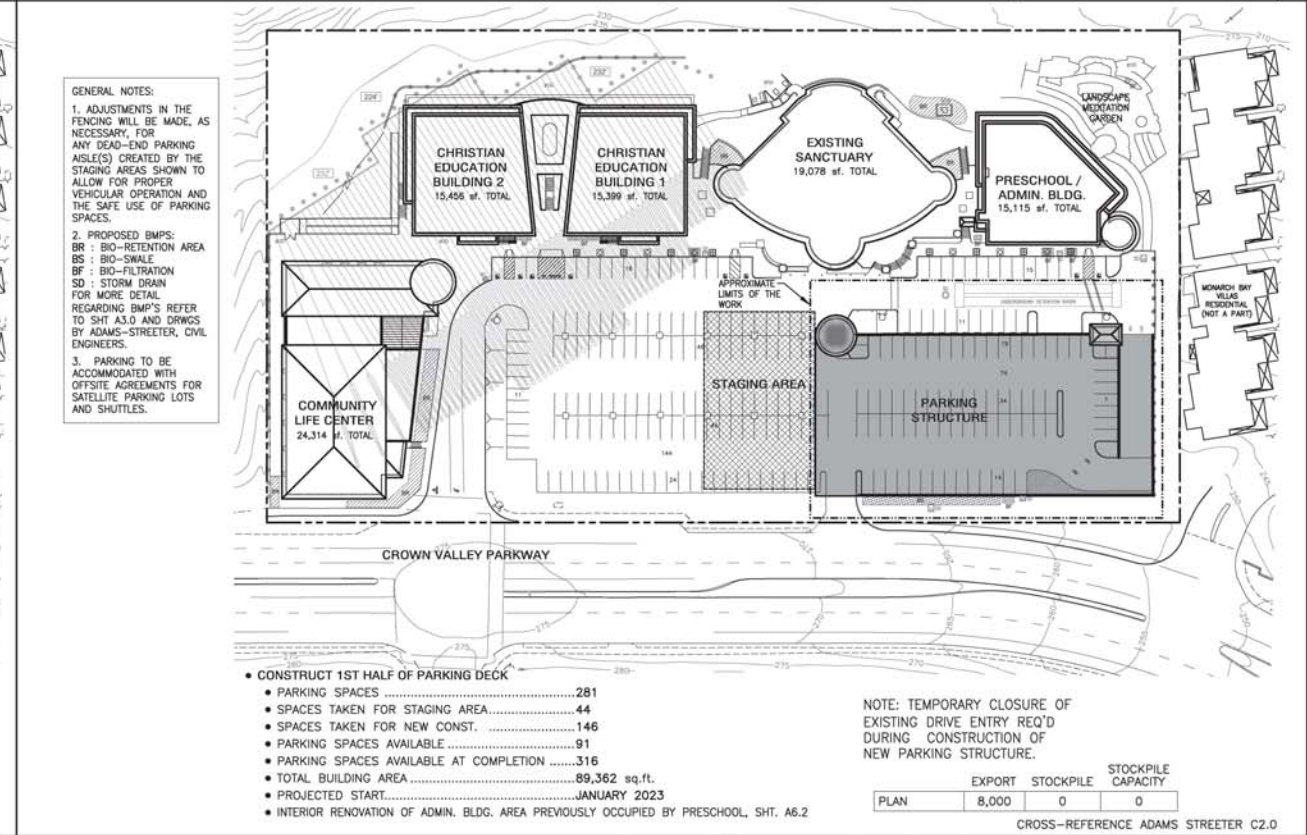
Construct New Christian Education Bldg. 2 - Phase 3

3



Construct New Christian Education Bldg. 1 - Phase 2

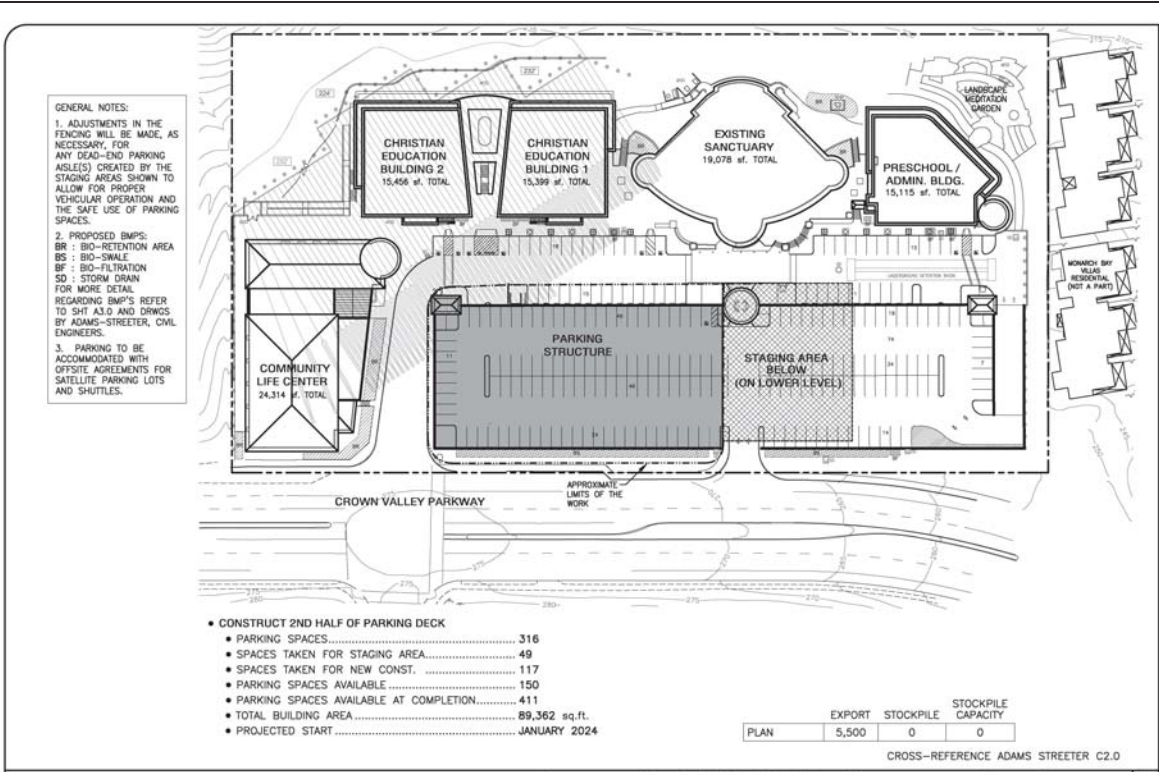
2



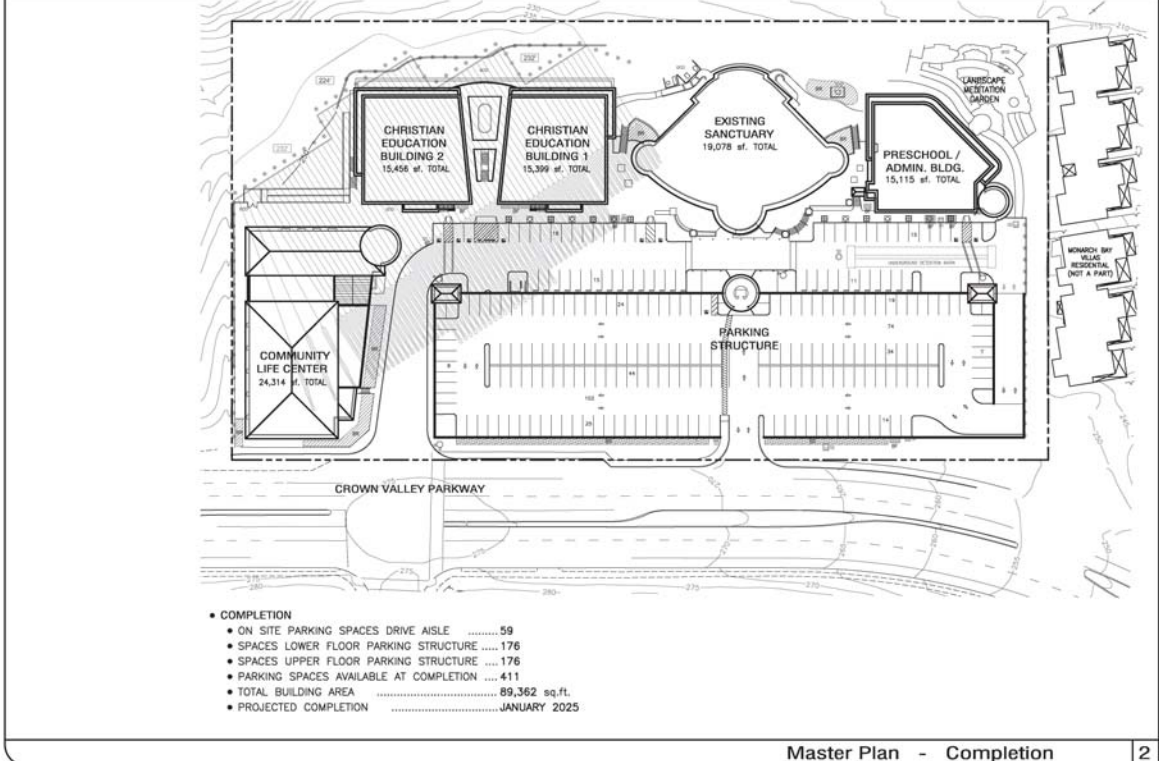
Construct South Half of Parking Structure - Phase 4

4

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Construct North Half of Parking Structure - Phase 5 | 1



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FIGURE 3.7c



*South Shores Church Master Plan
Construction Phasing*

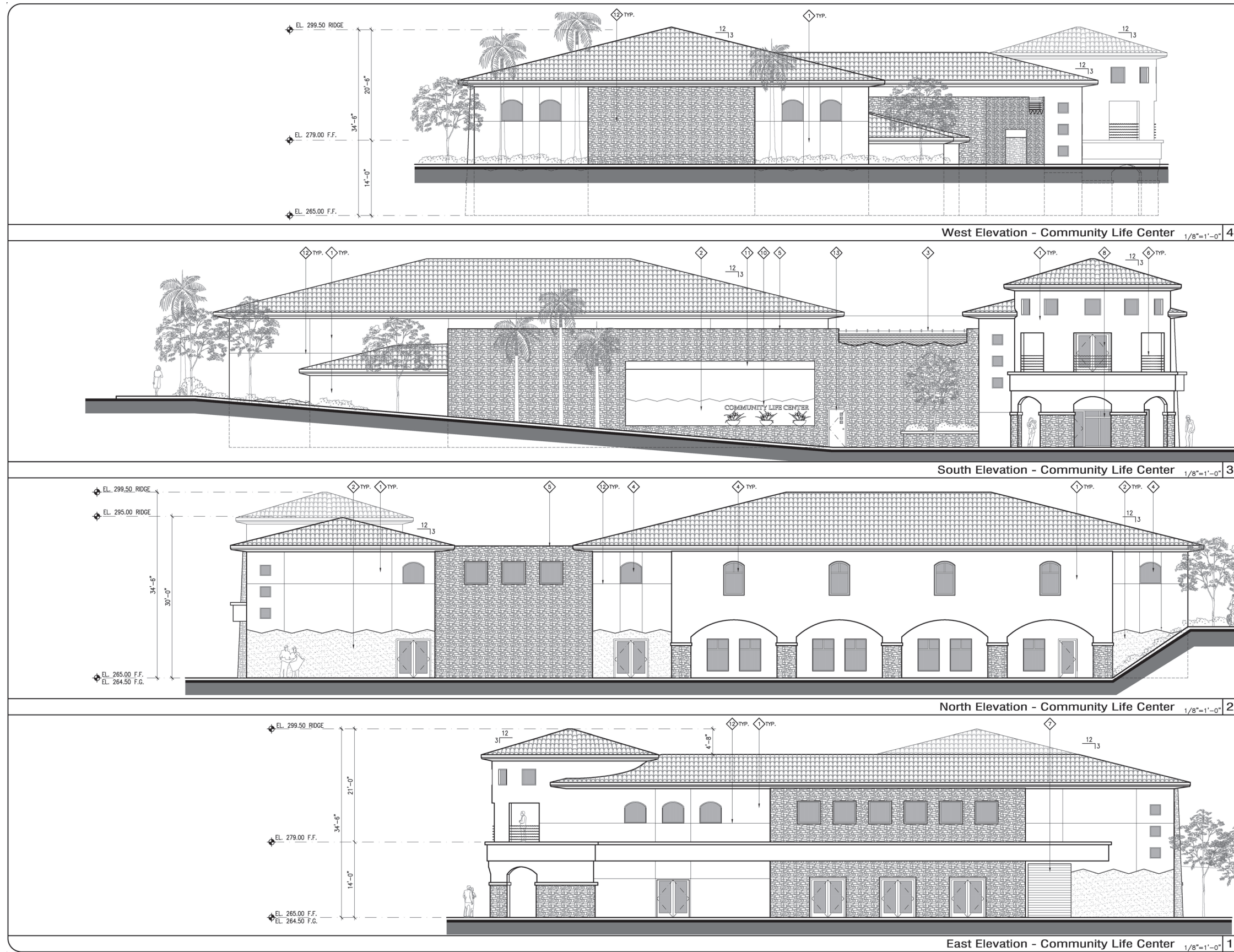
SOURCE: Matlock Associates, Inc.

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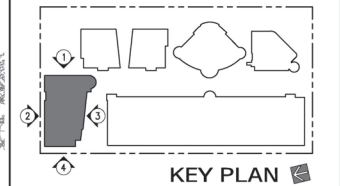


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- KEY NOTES**
- ① SMOOTH PLASTER FINISH
 - ② TEXTURED PLASTER FINISH
 - ③ WOOD CANOPY TO SCREEN MECHANICAL UNITS OVER EXTERIOR PATIO
 - ④ CLERESTORY WINDOWS
 - ⑤ PARAPET ROOF
 - ⑥ HANDRAIL
 - ⑦ METAL ROLL UP DOOR
 - ⑧ ALUMINUM WINDOW SYSTEM
 - ⑨ NOT USED
 - ⑩ SIGNAGE UNDER SEPERATE PERMIT
 - ⑪ WOOD BEAM WITH FINISH TO MATCH EXISTING SANCTUARY
 - ⑫ CONTROL JOINT REVEAL
 - ⑬ PAINTED METAL DOOR

- LEGEND**
- BRONZE TINTED GLAZING TO MATCH EXISTING SANCTUARY
 - CULTURED STONE BY "EL DORADO" COLOR BLEND TO MATCH BOULDERS FOUND NATURALLY ON THE SITE
 - TERRA-COTTA ROOF TO MATCH EXISTING SANCTUARY
- EL. = ELEVATION
 F.F. = FINISH FLOOR
 F.G. = FINISH GRADE
 T.O.P. = TOP OF PARAPET



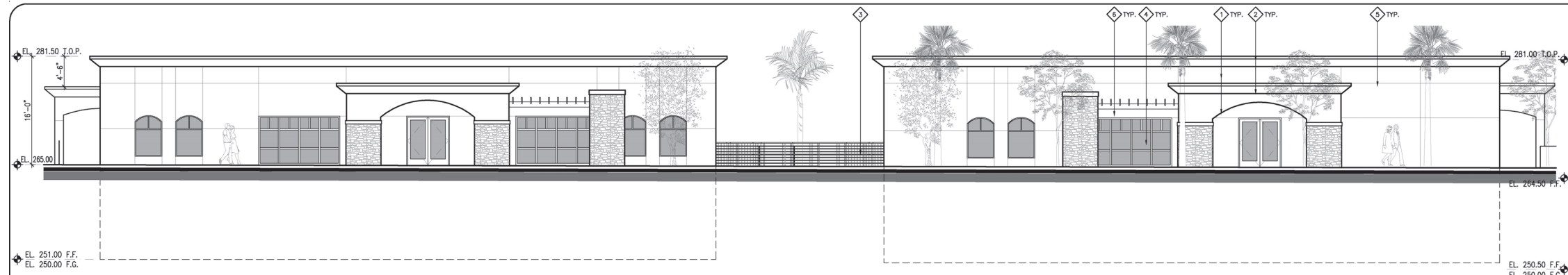
SOURCE: Matlock Associates, Inc.

I:\DPC0902\Elevations-Comm Life Ctr.cdr (6/13/14)

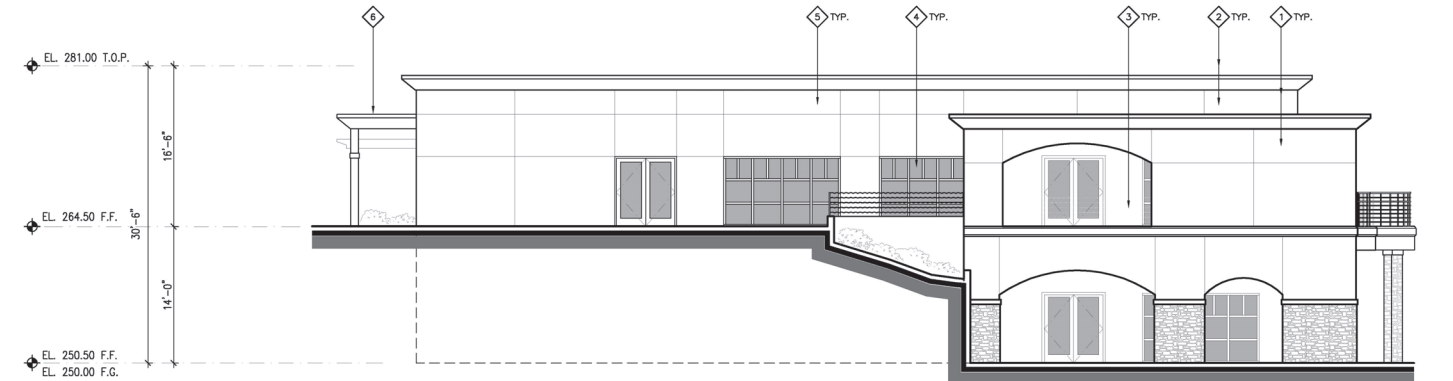
FIGURE 3.9

South Shores Church Master Plan
 Community Life Center Elevations

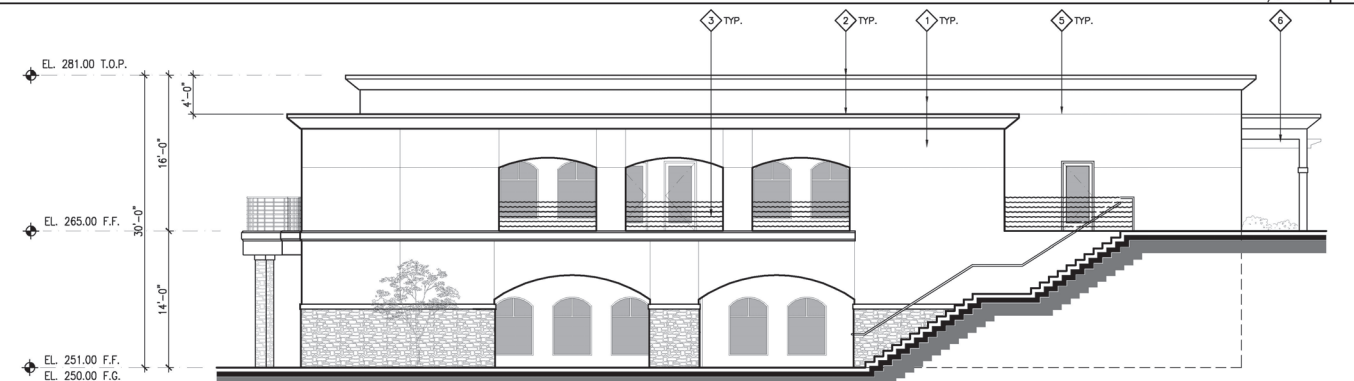
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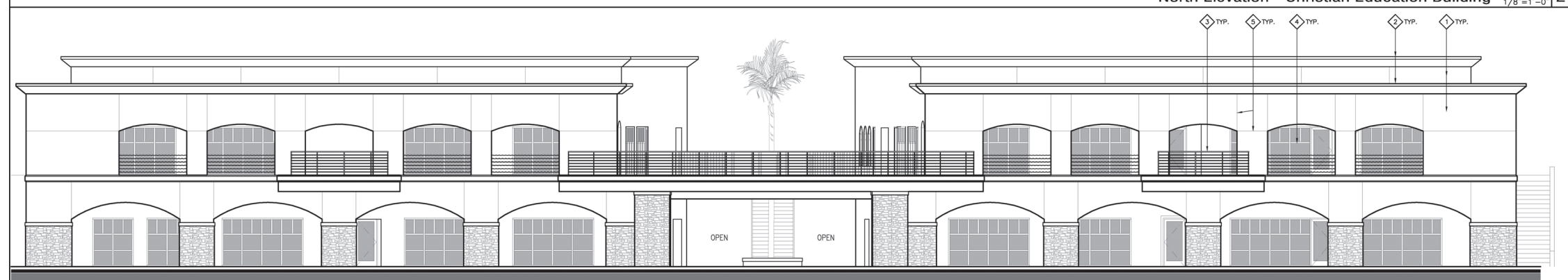
West Elevation - Christian Education Building 1/8"=1'-0" 4



South Elevation - Christian Education Building 1/8"=1'-0" 3



North Elevation - Christian Education Building 1/8"=1'-0" 2



East Elevation - Christian Education Building 1/8"=1'-0" 1

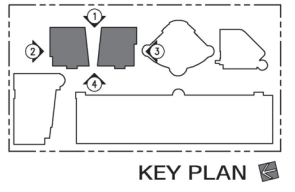
KEY NOTES

- 1 SMOOTH PLASTER FINISH
- 2 PARAPET ROOF
- 3 HANDRAIL
- 4 ALUMINUM WINDOW SYSTEM
- 5 CONTROL JOINT REVEAL
- 6 VINE COVERED WOOD TRELLIS

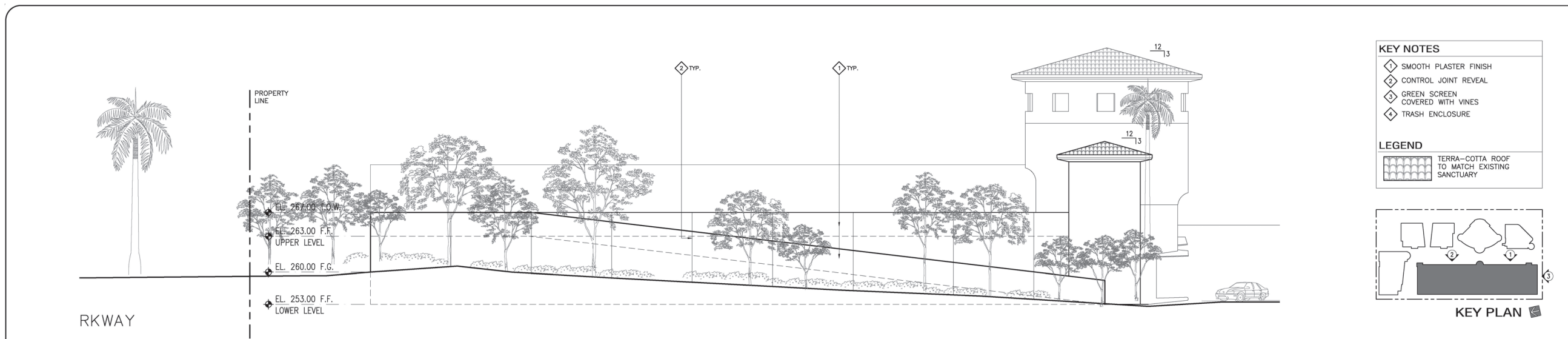
LEGEND

- BRONZE TINTED GLAZING TO MATCH EXISTING SANCTUARY
- CULTURED STONE BY "EL DORADO" CUSTOM COLOR BLEND TO MATCH BOULDERS FOUND NATURALLY ON THE SITE
- TERRA-COTTA ROOF TO MATCH EXISTING SANCTUARY

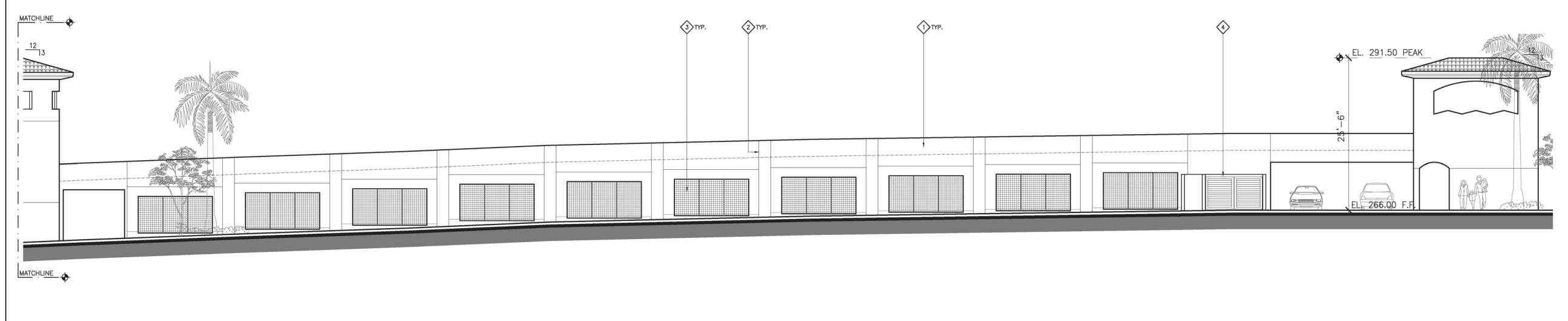
EL. = ELEVATION
 F.F. = FINISH FLOOR
 F.G. = FINISH GRADE
 T.O.P. = TOP OF PARAPET



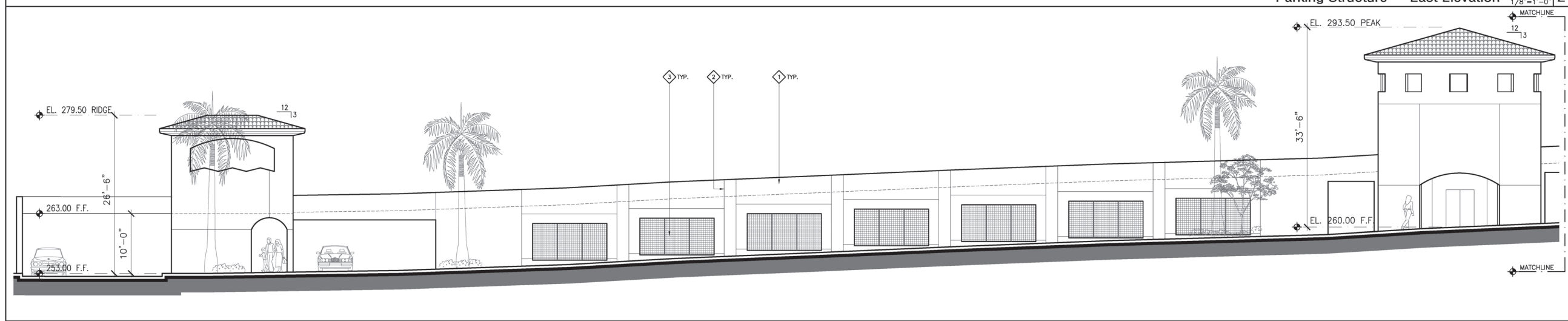
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Parking Structure - South Elevation 1/8"=1'-0" 3



Parking Structure - East Elevation 1/8"=1'-0" 2



Parking Structure - East Elevation 1/8"=1'-0" 1

LSA



SOURCE: Matlock Associates, Inc.

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FIGURE 3.11

South Shores Church Master Plan
Parking Structure Elevations

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4.0 EXISTING ENVIRONMENTAL SETTING, ENVIRONMENTAL ANALYSIS, IMPACTS, AND MITIGATION MEASURES

The following chapter contains 12 sections; each section addresses one environmental topic outlined in Appendix G of the Guidelines for the California Environmental Quality Act (*State CEQA Guidelines*) (California Code of Regulations [CCR] Title 14, Chapter 3, Sections 15000–15397).

For each environmental impact issue analyzed, the Environmental Impact Report (EIR) includes a detailed explanation of the existing conditions, thresholds of significance that will be applied to determine whether the project's impacts are significant or less than significant, analysis of the environmental impacts, and a determination of whether the project would have a significant impact if implemented. A "significant impact" or "significant effect" means "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project" (14 CCR 15382). Each environmental topic section in Chapter 4.0 also includes a discussion of the cumulative effects of the proposed project when considered in combination with other projects, causing related impacts, as required by Section 15130 of the *State CEQA Guidelines*.

Each of the 12 sections is organized into 9 subsections, as follows:

- **Introduction:** Describes the environmental topic to be addressed and lists the informational sources used to prepare the section.
- **Existing Environmental Setting:** Describes the physical conditions that exist at the present time that may influence or affect the issue under investigation. This section focuses on physical site characteristics that are relevant to the environmental topic being analyzed.
- **Regulatory Setting:** Lists and discusses the laws, ordinances, regulations, and policies that relate to the specific environmental topic and how they apply to the proposed project.
- **Methodology:** Describes the approach and methods employed to complete the environmental analysis for the issue under investigation.
- **Thresholds of Significance:** Provides the thresholds that are the basis of conclusions of significance, which are primarily the criteria in Appendix G of the *State CEQA Guidelines* and the City of Dana Point's (City) Initial Study and Initial Study Checklist forms.
- **Project Impacts:** Describes the potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented. Evidence is presented to show the cause and effect relationship between the proposed project and potential changes in the environment. The exact magnitude, duration, extent, frequency, and range or other parameters of a potential impact are ascertained to the extent feasible to determine whether impact may be significant. In accordance with CEQA, potential project impacts, if any, are classified in the following way for each of the environmental topics discussed in this EIR.

- **Significant Unavoidable Impact.** Significant unavoidable impacts are those that cannot be fully mitigated or avoided. Potential significant irreversible environmental impacts are defined as impacts that occur when project implementation results in the removal of nonrenewable resources, commits future generations to similar uses, and/or results in environmental accidents. Per *State CEQA Guidelines* Section 15126.2 (e), an analysis of potential irreversible impacts as a result of project development is included within the analysis of significant unavoidable impacts. If the proposed project is approved and the project would result in significant unavoidable adverse impacts, decision-makers are required to adopt a statement of overriding considerations pursuant to *State CEQA Guidelines* Section 15093, explaining why the project benefits outweigh the unavoidable adverse environmental effects caused by these significant unavoidable environmental impacts. Decision-makers are also required to make findings pursuant to *State CEQA Guidelines* Section 15091 that mitigation measures or project alternatives are infeasible due to specific economic, legal, social, technological, or other considerations.
- **Less than Significant Impact with Mitigation.** Significant environmental impacts that can be feasibly mitigated or avoided to below a level of significance. If the proposed project is approved, decision-makers are required to make findings pursuant to *State CEQA Guidelines* Section 15091 that adverse significant impacts have been mitigated to the maximum extent feasible by implementation of mitigation.
- **Less than Significant Impact.** Environmental impacts that are adverse but not significant. No mitigation is required for less than significant impacts, and findings are not required.
- **No Impact.** The project would not result in impacts related to a specific environmental topic.
- **Cumulative Impacts:** Describes potential environmental changes to the existing physical conditions that may occur as a result of project implementation together with all other reasonably foreseeable, planned, and approved future projects producing related impacts. The *State CEQA Guidelines* (Section 15355) defines cumulative impacts as “two or more individual effects which, when considered, together, are considerable or which compound or increase other environmental impacts.” Cumulative impacts may result from individually minor but collectively significant projects taking place over a period of time. Projects that have progressed to the state that CEQA review has been initiated are treated as foreseeable probable future projects. For each of the environmental topics considered in this EIR, the geographic scope of the cumulative analysis is defined.
- **Level of Significance Prior to Mitigation:** Summarizes the potentially significant impacts of the project, if any, prior to mitigation.
- **Mitigation Measures:** Contains project-specific measures that would be required of the project to avoid, minimize, rectify, reduce, eliminate, or compensate for a potentially significant adverse impact.
- **Level of Significance after Mitigation:** Describes the significance of potential impacts after implementation of mitigation measures. Potential significant unavoidable impacts are clearly stated in this section.

Table 4.A, Cumulative Project List, provides a list of the reasonably foreseeable (cumulative) projects in the City of Dana Point that were planned, approved, or under construction as of April 2014, based on information provided by City staff. Based upon a review of the Laguna Beach and Laguna Niguel planning department websites, none of the major projects in those cities that were planned, approved, or under construction in April 2014 were located in the vicinity of the project site. Table 4.A provides a brief description of the size and type of each cumulative project along with each project’s location. Figure 4.1, Cumulative Project Locations, illustrates the locations of the cumulative projects within the City in relation to the proposed project.

Table 4.A: Cumulative Project List

Map ID No.	Name	Description	Location
1	Headlands Specific Plan	Development of 125 single-family detached homes, a 65-room Seaside Inn, and 53,000 sf of visitor/recreation commercial uses.	West of Pacific Coast Highway between Selva Road and Green Lantern City of Dana Point, 92629
2	Dana Point Town Center Specific Plan	Net increase of 192,165 sf of retail/restaurant use, 31,224 sf of office use, 50,000 sf of institutional use, and 237 residential units.	South side of Pacific Coast Highway, generally bound by Blue Lantern and Del Obispo–Dana Point Harbor Drive City of Dana Point, 92629
3	Dana Point Harbor Revitalization	Provision of a Commercial Core, replacement/remodeling of all existing retail/restaurant buildings, reconfiguration of existing parking areas for additional spaces, improvements for boater service, and various renovations and modifications to the marina, yacht clubs, and offices.	South side of Dana Point Harbor Drive, generally bound by Cove Road on the west and Doheny State Beach on the east City of Dana Point, 92629
4	Ritz Carlton Expansion	Addition of 32 hotel rooms and 41,000 sf of amenities.	1 Ritz Carlton Drive City of Dana Point, 92629
5	Doheny Hotel	Development of a 258-room hotel with a 12,103 sf conference center/banquet facility and a 7,087 sf restaurant.	25325 Dana Point Harbor Drive and 34297 and 34299 Pacific Coast Highway City of Dana Point, 92629
6	34202 Del Obispo Project	Development of 168 residential units, approximately 2,471 sf of commercial use, and 0.45 ac of parkland dedication/park uses.	Northeast corner of Del Obispo Street and Pacific Coast Highway City of Dana Point, 92629

Source: City of Dana Point; LSA Associates (March 2014).

ac = acres

sf = square feet

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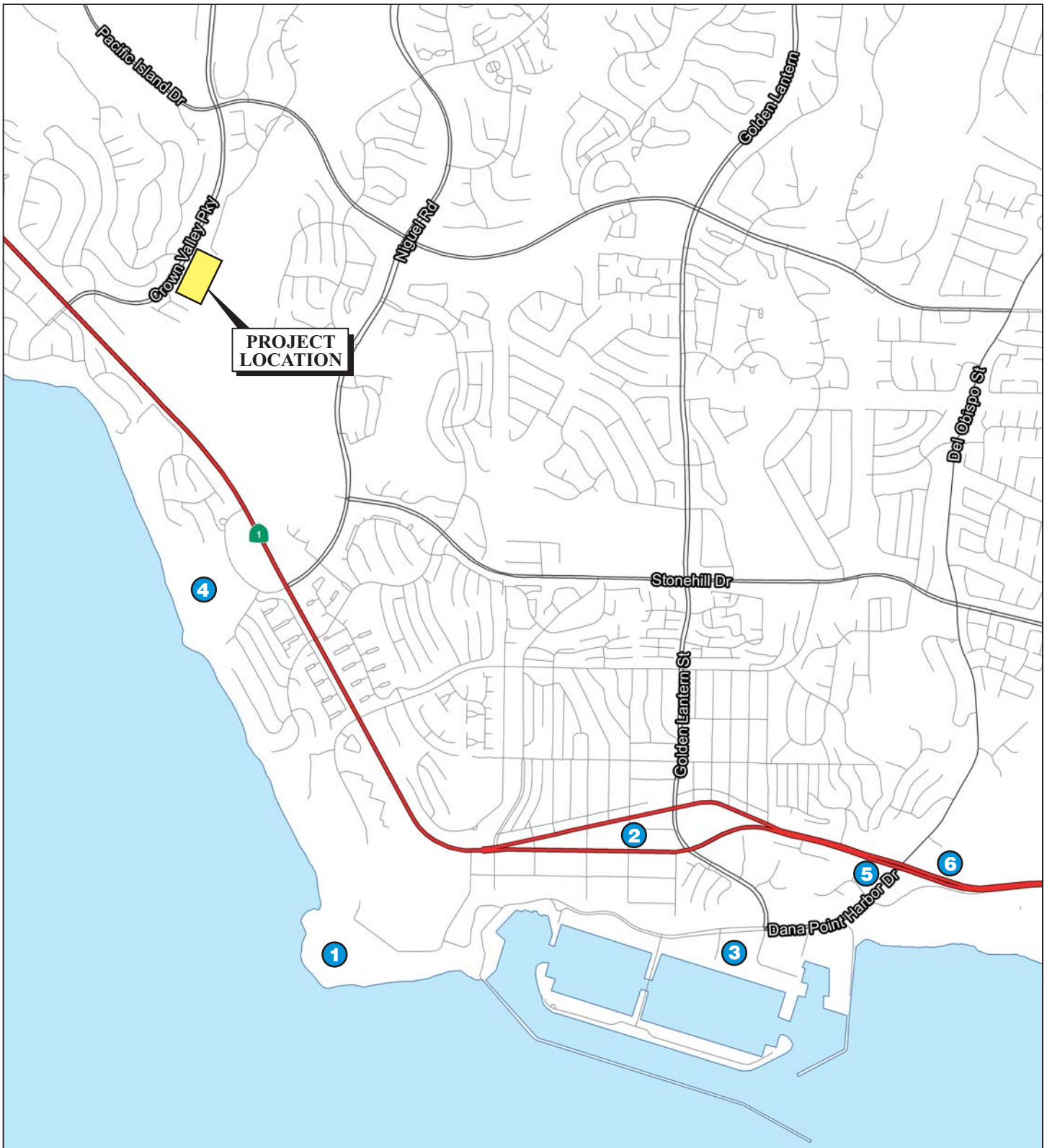
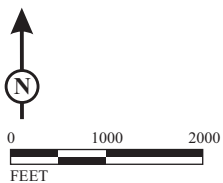


FIGURE 4.1

L S A

LEGEND

- ① - Headlands Specific Plan
- ② - Dana Point Town Center Specific Plan
- ③ - Dana Point Harbor Revitalization
- ④ - Ritz Carlton Expansion
- ⑤ - Doheny Hotel
- ⑥ - 34202 Del Obispo



SOURCE: Google Earth

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South Shores Church Master Plan
Cumulative Project Locations

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4.1 AESTHETICS

4.1.1 Introduction

This section provides a discussion of the existing visual and aesthetic resources on the project site and in the surrounding area, as well as an analysis of potential impacts that could result from the development of the proposed South Shores Church Master Plan project (proposed project) with regard to visual quality, views, and light and glare.

The aesthetics analysis presented in this section addresses the proposed project's visual relationship with existing and future land uses in the area surrounding the project site. The analysis of views is based on the extent to which the proposed project development may impact existing views and modify visual access to aesthetic features from nearby public vantage points and corridors, as well as have the potential to increase light and glare in the study area.

Photographs of the project site are included in the section for the purpose of evaluating the existing setting and developing an informed assessment of the potential impacts of the proposed project on visual and aesthetic resources.

4.1.2 Methodology

Project plans and architectural renderings of the proposed project are used to determine the potential aesthetic character that would result from implementation of the proposed project. The concepts and terminology used in this analysis are described below.

- **Aesthetic Resource:** An aesthetic resource is any element, or group of elements, that embodies a sense of beauty. A city's aesthetic resources include its natural setting, the architectural quality of its buildings, the vitality of its landscaping, the spatial relationships they create, and the views afforded by each. The degree to which these resources are present in a community is clearly subject to personal and cultural interpretation. However, it is possible to qualify certain resources as having aesthetic characteristics and establish general guidelines for assessing the aesthetic impacts of new development.
- **Glare:** A continuous or periodic intense light that may cause eye discomfort or be blinding to humans.
- **Light Source:** A device that produces illumination, including incandescent bulbs, fluorescent and neon tubes, halogen and other vapor lamps, and reflecting surfaces or refractors incorporated into a lighting fixture. Any translucent enclosure of a light source is considered to be part of the light source.
- **Scenic Resource:** An element that contributes to the area's scenic value and includes landform, vegetation, water, or adjacent scenery and may include a cultural modification to the natural environment.
- **Scenic Vista:** A scenic vista is the view of an area that is visually or aesthetically pleasing from a certain vantage point. It is usually viewed from some distance away. Aesthetic components of a scenic vista include (1) scenic quality, (2) sensitivity level, and (3) view access. A scenic vista can be impacted in two ways. A development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or "vista" of the

scenic resource. Important factors in determining whether a proposed project will block views include its height, mass, and location relative to surrounding land uses and travel corridors.

- **Sensitive View:** Sensitive views are generally those associated with designated vantage points and public recreational uses, but the term can be more broadly applied to encompass any valued public vantage point. Sensitivity level has to do with the (1) intensity of use of a visual resource; (2) visibility of a visual resource; and (3) importance of the visual resource to users.
- **Vantage Point:** A particular point of observation.
- **Viewer Sensitivity:** Viewer sensitivity is defined by visibility of resources in the landscape; proximity of viewers to the visual resources; elevation of viewers relative to the visual resource; frequency and duration of views; number of views; and types and expectations of individuals and viewer groups.
- **Viewshed:** The surface area that is visible from a given vantage point or series of vantage points. It is also the area from which that vantage point or series of vantage points may be seen. The viewshed aids in identifying the views that could be affected by the proposed action.
- **Visual Character and Quality:** The visual aesthetic character or quality of a streetscape, building, group of buildings, or other human made or natural feature that creates an overall impression of an area within an urban context. For example, a scenic vista along the boundary of a community, a pleasing streetscape with trees, and well-kept residences and yards are scenic resources that create a pleasing impression of an area. In general, concepts of visual character and quality can be organized around four basic elements: (1) site utilization, (2) buildings and structures, (3) landscaping, and (4) signage. Adverse visual quality effects can include the loss of aesthetic features or the introduction of contrasting features that could contribute to a decline in overall visual character. In addition, the degree of access to a visual resource contributes to the value of that resource so that an adverse visual quality effect can also occur if access to a visual resource is restricted.

The analysis of visual impacts focuses on changes in the visual character of the project site that would result from any future development that may occur subsequent to the approval of the proposed project. This would include the visual compatibility of on-site and adjacent uses, changes in vistas and viewsheds where visual changes would be evident, changes to scenic resources along designated scenic roads, and the introduction of sources of light and glare. Impacts to the existing environment in and around the project site are identified by the contrast between the project site's visual setting before and after implementation of the proposed development. Although few standards exist to singularly define perceptions of aesthetic value, the degree of visual change can be described in terms of visual contrast. The visual contrast of pattern elements¹ within visual environments can be described based on four aspects of pattern character:² dominance, scale, diversity, and continuity. The enjoyment or interpretation of the visual experience is the visual quality. The degree of visual character and quality is evaluated around three descriptive elements: vividness, intactness, and unity. None of these descriptive elements alone is equivalent to visual quality; all three must be high to substantiate high visual quality.

¹ Pattern elements are primary attributes of a landscape and include form, line, color, and texture.

² Pattern character refers to the visual relationships of pattern elements.

- **Vividness:** Vividness is the visual power or memorability of landscape components as they combine in striking and distinctive visual patterns (e.g., the vividness of the Grand Canyon). The view of the Grand Canyon would be rated high for vividness.
- **Intactness:** The visual integrity of the natural and human-built landscape and its freedom from encroaching elements. This factor can be present in well-kept urban and rural landscapes and natural settings (e.g., a two-lane road that meanders through the countryside). The view of a two-lane road meandering through the countryside would be rated high for intactness.
- **Unity:** The visual coherence and compositional harmony of the landscape considered as a whole; it frequently attests to the careful design of individual components in the landscape (e.g., an English or Japanese garden). The view of an English or Japanese garden would be rated high for unity.

Visual changes to an existing setting could result in a positive or a negative perception of the proposed project depending on the viewer groups. Thus, viewer sensitivity is a combination of visual quality changes and viewer response to those changes. Viewer sensitivity to a project varies depending on familiarity with existing views, the sense of ownership of these views, and the activities viewers perform in relationship to those views. Visual perception is the act of seeing or recognizing an object and can be affected by physical conditions such as distance and speed. As an observer's distance increases from an object, the ability to see the details of an object decreases. Similarly, as an observer's speed increases, the sharpness of lateral vision declines and the observer tends to focus along the line of travel. Thus, the physical location of the viewer group and the duration of its view would affect viewer exposure. All these factors potentially affect perception and reaction to visual changes.

Potential impacts of the proposed project on area viewsheds are analyzed by judging project impacts to three viewing distance zones, as explained below.

- **Foreground Views.** These views include elements that are seen at a close distance and that dominate the entire view. These vantage points are generally 500 feet (ft) or less from the project site, depending on the scale of the project, surrounding topography, and other prominent physical features in the project vicinity.
- **Middleground Views.** These views include elements that are seen at a moderate distance and that partially dominate the view. These vantage points are generally located between 500 ft and 1 mile (mi) from the project site.
- **Background Views.** These views include elements that are seen at a long distance and typically comprise horizon-line views that are part of the overall visual composition of the area. These vantage points are generally farther than 1 mi from the project site.

Light and Glare. The analysis of light and glare identifies the location of light-sensitive land uses and describes the existing ambient conditions on the project site and in the project site vicinity. The analysis describes the proposed project's light and glare sources and the extent to which project lighting, including any potential illuminated signage, would spill off the project site onto adjacent light-sensitive areas. The analysis also describes the affected street frontages, the direction in which the light would be focused, and the extent to which the proposed project would illuminate sensitive

land uses. The analysis also considers the potential for sunlight to reflect off of windows and building surfaces (glare) and the extent to which such glare would interfere with the operation of motor vehicles, aviation, or other activities. Glare can also be produced during evening and night-time hours by artificial light sources, such as illuminated signage and vehicle headlights. Glare-sensitive uses generally include residences and transportation corridors (i.e., roadways).

As stated previously, this section analyzes the aesthetic compatibility of the proposed project with the surrounding area and potential impacts to any public views and/or sensitive viewers that may exist in the project vicinity. The assessment of aesthetic impacts is subjective by nature. This analysis attempts to identify and objectively examine factors that contribute to the perception of aesthetic impacts that would be caused by implementation the proposed project. The potential aesthetic impacts of the proposed project were assessed based on consideration of several factors, including scale, mass, and proportion. Edge conditions and viewshed alterations are also considered in the context of these factors to the extent such information is known. Although the City of Dana Point (City) has not adopted defined standards for analyzing aesthetic impacts, the proposed project's consistency with goals and policies established in the City's General Plan will serve as a guide to analyzing project impacts on visual resources.

4.1.3 Existing Environmental Setting

Regional Visual Character. Visual resources in the regional viewshed include the Santa Ana Mountains and foothills, the Colinas Hills, and the Pacific Ocean. Views of the Santa Ana Mountains, the Colinas Hills, and the Pacific Ocean, can be seen from various points throughout the City.

The highest point in the City, at an elevation of 315 ft above mean sea level (amsl), is located in the northern portion of the City near the City of Laguna Niguel. Dramatic bluffs and rolling hills shape the City by providing topographical features such as the Headlands, overlook parks, interior canyons, and open space corridors. Developed areas within the City consist predominantly of low-density (single-family) residential uses with commercial uses located along Pacific Coast Highway (PCH).

The predominant landform surrounding the project site is low-lying Salt Creek Canyon, surrounding terraces, and hilly topography. Slopes range from approximately 7–25 percent, with the steepest slopes near Salt Creek. Steep slopes within urbanized areas have remained undeveloped. The project site is located on a terrace west of a canyon with relatively steep slopes. Within the area surrounding the project site, views consist of recreational, residential, and resort uses; undeveloped hillsides within the canyon; and ocean views. Surrounding land uses include residential, recreational, commercial, and resort uses located on hilly terrain.

Visual Character of the Project Site. The project site is situated on a terrace between Crown Valley Parkway and Salt Creek Canyon. The approximate 6-acre (ac) project site is rectangular in shape and is currently developed with the existing South Shores Church facilities. The project site is bound by multi-family residential uses and open space to the north, an undeveloped hillside to the east, multi-family condominium residential uses to the south, and Crown Valley Parkway to the west. The northeastern and southeastern corners of the project site are characterized by an undeveloped hillside

consisting of chaparral, disturbed coastal sage scrub, coastal sage scrub, eucalyptus woodland, and ruderal vegetation.¹

Development on the project site consists of four buildings, with the Church Sanctuary being the most prominent building. The Sanctuary is a 19,078 square-foot (sf) two-story building designed in the Mediterranean architectural style with tile roof materials. The Sanctuary is located on the eastern side of the project site and is the southernmost building on site. To the east of the Sanctuary is an undeveloped hillside with a descending slope and to the west of the Sanctuary is the existing on-site parking lot with 228 parking spaces. North of the sanctuary building is the existing single-story Chapel at 3,765 sf. The existing Administration and Fellowship Hall, at two stories and 12,985 sf, is located north of the Chapel. The existing on-site Preschool is located on the northwestern corner of the project site and consists of a 6,717 sf single-story building. The existing playground, which serves the on-site Preschool, is located between the Administration and Fellowship Hall and the Preschool. This playground is comprised of a sandbox and playground equipment.

Topography. As discussed in further detail in Section 4.7, Geology and Soils, the City is located in the Peninsular Ranges Geomorphic Province, within the San Joaquin Hills along the southern boundary of the Los Angeles Sedimentary Basin. Topography on the project site ranges in an elevation difference of approximately 70 ft (from approximately 205 ft amsl to 275 ft amsl) descending from west to east. Developed portions of the project site have an elevation difference of approximately 25 ft.

Scenic Corridors. As previously stated, Crown Valley Parkway borders the western portion of the project site. In its existing condition, Crown Valley Parkway consists of a six-lane road with a landscaped center median, including mature trees and shrubs and eastern and western landscaped medians with pedestrian sidewalks. Crown Valley Parkway is identified as a Designated Landscape Corridor in the County of Orange (County) General Plan Scenic Highway Plan and designated a Scenic Highway by the City of Dana Point Design Guidelines. According to the City's General Plan Urban Design Element, just outside of the project limits, Crown Valley Parkway is designated a Landscape Corridor, City Entrance Feature, and Landscape Focus Area at the intersections of Camino Del Avion (north of the project site) and PCH (south of the project site).

Light and Glare. Nighttime lighting that is present in the vicinity of the project site consists of street lights and vehicle headlights on nearby roadways, as well as building facade and interior lighting. The project site is currently developed with the existing South Shores Church, which also contributes to the existing nighttime lighting and daytime glare in the project area.

Vantage Point Descriptions. The following discussion describes several key views of the proposed project site from adjacent public roads and sidewalks. Photographs were taken to analyze the various views that currently exist and that would potentially be affected by the proposed project. A

¹ Ruderal vegetation is defined as a plant species that grows in land areas where the natural vegetational cover has been disturbed by human activities.

photograph location key map (see Figure 4.1.1, Key View Locations) indicates the vantage point from which each key view photograph was taken and the representative view from that location.

Figures 4.1.2–4.1.8 contain these key view photographs, as referenced in the following discussion and are provided following the description of each vantage point.

- **Key View 1: View from Camino del Avion.** Figure 4.1.2, Key View 1, shows a view of the project site facing south from Camino Del Avion looking towards the project site over the Monarch Beach Golf Links (golf course). This vantage point was selected because it provides a before-and-after view of the site from the City-designated Scenic Overlook from Public Lands on the Camino Del Avion bridge over Salt Creek. Key View 1 is located approximately 2,300 ft northeast of the project site and is oriented southwest.

As shown in Figure 4.1.2, Key View 1 depicts the undeveloped Salt Creek Canyon and natural vegetation and shrubbery in the foreground; undeveloped portions of the Salt Creek Canyon, shrubbery, Crown Valley Parkway, the Salt Creek Bike Trail, and multi-family residential uses in the middleground; and portions of the undeveloped Salt Creek Canyon, shrubbery, multi-family residential uses, the Pacific Ocean, the Salt Creek Bike Trail, portions of the existing South Shores Church facilities, ornamental landscaping, and sky in the background. The visual character of Key View 1 can be described as open space with distant ocean views surrounded by development.

- **Key View 2: View facing South from the Salt Creek Bicycle Path.** Figure 4.1.3, Key View 2, shows a view of the project site from the Salt Creek Bicycle Path facing south. This vantage point was selected because it represents a before-and-after view of the project site from Salt Creek Trail.¹ Key View 2 is located approximately 1,500 ft north of the project site and oriented south.

As shown in Figure 4.1.3, Key View 2 depicts shrubbery, wood fencing, pedestrian signage, and portions of the San Juan Creek Bike Trail in the foreground; shrubbery, the Salt Creek Bike Trail, portions of the Monarch Beach Golf Links, multi-family residential uses, and mature eucalyptus trees in the middleground; and shrubbery, portions of the Monarch Beach Golf Links, the existing South Shores Church facilities and existing ornamental vegetation, a vegetated hillside, and sky in the background. The visual character of Key View 2 can be described as recreational/open space surrounded by development.

- **Key View 3: View from Southbound Crown Valley Parkway.** Figure 4.1.4, Key View 3, shows a view of the project site facing southeast, from the southbound lanes on Crown Valley Parkway. It should be noted that a view of the project site from the crest of the hill traveling south on Crown Valley Parkway was not selected as motorists would have to look over their shoulder to see the project site, and would, therefore, not have a direct and/or clear view of the site. As such, this vantage point was selected because it provides a clear view of the project site from the vantage point of a motorist driving south on Crown Valley Parkway approximately 250 ft north of the intersection of Sea Island Drive. According to the Orange County General Plan Scenic

¹ Salt Creek Trail is not listed on the County's Master Plan of Regional Riding and Hiking Trails. However, according to the County of Orange Major Riding and Hiking Trails and Off-Road Paved Bikeways map, Salt Creek Trail is an Existing Off-Road Paved Bikeway. Website: [http://www.ocparks.com/uploadgraphics/Master%20Plan%20Combo\(2\).pdf](http://www.ocparks.com/uploadgraphics/Master%20Plan%20Combo(2).pdf) (accessed January 18, 2010).

Highway Plan, Crown Valley Parkway is a County-designated Landscape Corridor, and the City Design Guidelines designate Crown Valley Parkway as a Scenic Highway.

As shown in Figure 4.1.4, Key View 3 depicts roadway and the grass and mature eucalyptus trees within the median along Crown Valley Parkway in the foreground; grass areas, roadway, the landscaped median along Crown Valley Parkway, ornamental landscaping, a portion of the streetlight at Sea Island Drive and Crown Valley Parkway, vehicles, the existing Preschool building on the project site, and a large cross in the middleground; and the sky in the background. The visual character of Key View 3 can be described as urban transportation with landscaping surrounded by development.

- **Key View 4: View from Sea Island Drive.** Figure 4.1.5, Key View 4, shows a view of the project site facing east from Sea Island Drive at its intersection with Crown Valley Parkway. This vantage point was selected because it provides a before-and-after direct view of the project site from Sea Island Drive, approximately 80 ft west of the intersection of Crown Valley Parkway.

As shown in Figure 4.1.5, Key View 4 depicts roadway, sidewalk, and ornamental vegetation in the foreground; Crown Valley Parkway, vehicles, street trees, roadway facilities (i.e., street signs and street lights), sidewalks, the existing Preschool and Administration/Fellowship Hall (and its associated playground equipment and fencing), ornamental landscaping, and eucalyptus trees in the middleground; and developed hillsides and sky in the background. The visual character of Key View 4 can be described as a landscaped developed area.

- **Key View 5: View from Monarch Beach Golf Links.** Figure 4.1.6, Key View 5, shows a view of the project site facing west from the Monarch Beach Golf Links. This vantage point was selected because it provides a direct before-and-after view of the project site from a City-designated Scenic Overlook from Public Land located adjacent to the Monarch Beach Golf Links and south of the Ritz Pointe residential development. This vantage point is located approximately 1,000 ft southeast of the project site and oriented northwest.

As shown in Figure 4.1.6, Key View 5 depicts ornamental shrubbery, grass areas, and wood fencing associated with the Monarch Beach Golf Links in the foreground; ornamental shrubbery, grass areas, and a sandpit associated with the Monarch Beach Golf Links in the middleground; and mature trees, an undeveloped hillside abutting the eastern portion of the project site, the existing Sanctuary and Chapel on the project site, and the sky in the background. The visual character of Key View 5 can be described as recreation with undeveloped hillsides surrounded by residential uses and community facility uses.

- **Key View 6: View from Monarch Beach Golf Links Clubhouse.** Figure 4.1.7, Key View 6, shows a view of the proposed project site facing northwest, from the Monarch Beach Golf Links Clubhouse. This vantage point is located approximately 1,600 ft southeast of the project site.

As shown in Figure 4.1.7, Key View 6 depicts the Monarch Beach Golf Links facilities and ornamental landscaping in the foreground; a putting green, a pedestrian path, mature trees, and ornamental vegetation associated with the Monarch Beach Golf Links, and multi-family residential uses in the middleground; and portions of an undeveloped hillside and residential hillside development, ornamental landscaping, the existing South Shores Church Sanctuary, Chapel, and Administration/ Fellowship Hall, and sky in the background. The visual character of Key View 6 can be described as recreational surrounded by landscaping, development, and undeveloped hillsides.

- **Key View 7: View facing North from the Salt Creek Bicycle Path.** Figure 4.1.8, Key View 7, shows a view of the project site from the Salt Creek Bicycle Path facing north. This vantage point was selected because it represents a before-and-after view of the project site from Salt Creek Trail, which is a public access location. Key View 7 is located approximately 400 ft south of the project site and oriented northwest.

As shown in Figure 4.1.8, Key View 7 depicts native vegetation and shrubbery and a portion of the Salt Creek Bike Trail in the foreground; native vegetation and shrubbery on the undeveloped hillside bordering the eastern portion of the project site and the Salt Creek Bike Trail in the middleground; and native vegetation and shrubbery on the undeveloped hillside bordering the eastern portion of the project site, mature trees, the existing Sanctuary on the project site, and sky in the background. The visual character of Key View 7 can be described as primarily recreational/open space with some development.

4.1.4 Regulatory Setting

Federal Policies and Regulations. No federal policies or regulations pertaining to aesthetics are applicable to the proposed project.

State Policies and Regulations. No State policies or regulations pertaining to aesthetics are applicable to the proposed project.

Local Policies and Regulations.

City of Dana Point General Plan. As discussed further below, visual resources are addressed in the Land Use, Conservation and Open Space, and Urban Design Elements of the City's General Plan.

City of Dana Point General Plan Land Use Element. The City General Plan Land Use Element (1991) establishes goals and policies aimed at guiding the long-term growth of future development in the City. The following policies in the General Plan Land Use Element are applicable to the proposed project:

Policy 4.6: Ensure land uses within designated and proposed scenic corridors are compatible with scenic enhancement and preservation. (California Coastal Act [Coastal Act]/30251)

Policy 8.1: Preserve the opportunity of public view corridors from Monarch Beach area to the coast.

Policy 8.3: Assure that the height and scale of new development is compatible with the existing areas.

City of Dana Point General Plan Conservation and Open Space Element. The following policies in the General Plan Conservation Element applies to the proposed project:

Policy 2.2: Site and architectural design shall respond to the natural landform whenever possible to minimize grading and visual impact. (Coastal Act/30250)

Policy 6.4: Preserve and protect the scenic and visual quality of the coastal areas as a resource of public importance as depicted in Figure COS-5 “Scenic Overlooks from Public Lands,” of this Element. Permitted development shall be sited and designed to protect public views from identified scenic overlooks on public lands to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. (Coastal Act/30250)

City of Dana Point General Plan Urban Design Element. The City’s General Plan Urban Design Element (1995) establishes goals and policies to improve the image, character, and quality of life of the City. The Urban Design Element also aims to preserve the City’s natural scenic attractions, such as public beaches, parks, coastal lookouts, and open space areas. The following policies in the General Plan Urban Design Element are applicable to the proposed project:

Policy 1.4: Preserve public views from streets and public places. (Coastal Act/30251)

Policy 5.2: Encourage site and building design that takes advantage of the City’s excellent climate to maximize outdoor spatial relationships. (Coastal Act/30250)

Policy 5.3: Encourage buildings and exterior spaces that are carefully-scaled to human size and pedestrian activity.

Policy 5.4: Encourage outdoor pedestrian spaces, sidewalks, and usable open space in all new development.

Policy 5.5: Promote extensive landscaping in all new projects while emphasizing the use of drought-tolerant plant materials.

Policy 5.6: Encourage aesthetic roof treatment as an important architectural design feature.

City of Dana Point Design Guidelines. The Dana Point Design Guidelines (1995) were established by the City of Dana Point to aid in the process of planning new development and direct development to ensure consistency with the character of the City. The Dana Point Design Guidelines are recommended desirable design principles for projects within the City and are not to serve as fixed design regulations. These guidelines are used by the City Council, Planning Commission, Arts and Culture Commission, and the Community Development Department in evaluating proposed development projects subject to design review.

Specifically, the Dana Point Design Guidelines establish principals to ensure that all new development is designed to be consistent with the architectural character of adjacent properties and the neighborhood. The City’s Design Guidelines also establish guiding design principals related to

landscaping, historic preservation, parking and loading facilities, and building services and equipment.

City of Dana Point Zoning Code.

Architectural Compatibility. As established in Section 9.05.130, General Design Compatibility and Enhancement, the City requires that all new buildings are designed in an architectural theme that is compatible and will compliment surrounding development. In addition, this section of the City's Zoning Code lists the following factors as criteria for evaluating architectural compatibility: architectural style and detailing, massing and bulk, color and materials, and scale and proportion.

Coastal Views from Public Areas. Section 9.05.170, Coastal Views from Public Areas, of the City's Zoning Code requires that a detailed visual impact study be prepared to protect the coastal scenic overlooks from public lands identified in the General Plan Urban Design and Conservation/Open Space Elements. In addition, this section of the City's Zoning Code requires that the visual impact study include recommendations to avoid impacts to coastal views from public lands. As such, preparation of the view simulations provided below (see Figures 4.1.2 through 4.1.8) and the visual analysis included in this section of the Draft Environmental Impact Report (EIR) satisfies the City's requirement that a visual study be prepared to protect coastal scenic overlooks from public lands.

Development Standards. According to the City's Zoning Map, the project site is zoned as Community Facilities (CF). Section 9.13.030, Development Standards, of the City's Zoning Code, establishes specific design requirements for all buildings proposed for development within the CF zoning district. As established by this section of the City's Zoning Code, the City allows for a maximum building height of 31–35 ft, or two stories. The City's Zoning Code also establishes the maximum lot coverage within the CF zoning district at 35 percent of the total lot area as a standard floor area ratio of 0.4:1.¹ In addition, the minimum front yard setback within the CF Zone is 20 ft.

Lighting. Chapter 9.05.220 of the City's Zoning Code states that exterior lighting shall be energy-efficient and shielded or recessed so that direct glare and reflections are contained within the boundaries of the subject parcel and shall be directed downward and away from adjoining properties and public rights-of-way. Additionally, no lighting shall be of unusual high intensity or brightness, and all lighting fixtures shall be appropriate in scale, intensity, and height for the use it is serving. Additionally, Chapter 9.35.040 (d)(2) states that lighting of outdoor parking areas shall be designed and maintained in a manner to prevent glare or direct illumination from intruding into any off-site areas.

¹ The Floor Area Ratio is the ratio of the floor area of all principal and accessory buildings on a site to the total size of the land on which it is developed. Parking areas and basements are excluded.

Parking Structure Design Standards. Chapter 9.35.120 of the City's Zoning Code provides specifications for the design of parking structures. Parking structures, including underground or subterranean structures, require a Site Development Permit and are required to be designed to meet the standards and guidelines set forth in Chapter 9.35.120 of the City's Zoning Code.

Special Use Standards for Churches. Chapter 9.07.070 of the City's Municipal Code states that all church buildings, structures, and landscaping shall be developed in a manner harmonious and compatible with development on surrounding properties.

4.1.5 Thresholds of Significance

The following thresholds of significance criteria are based on Appendix G of the *State of California Environmental Quality Act (CEQA) Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact related to aesthetics if it would:

- Threshold 4.1.1:** Have a substantial adverse effect on a scenic vista;
- Threshold 4.1.2:** Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Threshold 4.1.3:** Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Threshold 4.1.4:** Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.1.6 Project Impacts

Threshold 4.1.1: Have a substantial adverse effect on a scenic vista

Less than Significant Impact. A scenic vista can be categorized as containing either a panoramic view or a focal view. Panoramic views are typically associated with vantage points that provide a sweeping geographic orientation not commonly available (e.g., skylines, valleys, mountain ranges, or large bodies of water). Focal views are typically associated with views of natural landforms, public art/signs, and visually important structures, such as historic buildings. Visual resources afforded to the City specifically include the Santa Ana Mountains and foothills, the Colinas Hills, the Dana Point Harbor, and the Pacific Ocean. There are no City-designated scenic vistas identified in the City's General Plan.

As previously identified, the visual setting of the project site is characterized by a developed site with existing South Shores Church facilities and associated ornamental landscaping. An undeveloped hillside and the Salt Creek Bike Trail form the eastern border of the project site and Crown Valley Parkway forms the western border of the project site with residential uses beyond.

Construction. Construction of the proposed project would involve on-site construction activities that would be visible to travelers along Crown Valley Parkway, Sea Island Drive, and other adjacent roadways. Construction activities for the proposed project would occur in five phases over the course of 10 years. For travelers along Crown Valley Parkway, Sea Island Drive, and other adjacent roadways, temporary construction fencing would be placed along the construction area on site to screen construction activities from the street level, thereby minimizing potential impacts to scenic vistas and the visual surroundings during construction.

Operation. The City's General Plan Conservation and Open Space Element (1991) designates Crown Valley Parkway as a Scenic Roadway requiring view protection. The project site is visible from both the northbound and southbound lanes on Crown Valley Parkway; therefore, the project site is considered to be within a portion of a public scenic vista from this roadway. While no designated trails or vantage points exist on the project site, members of the public may access views of the surrounding hills and the Pacific Ocean from public roads and adjacent sidewalks surrounding the project site. In addition, the City's Conservation and Open Space Element has designated three locations within the project area as Scenic Overlooks from Public Lands: (1) the Salt Creek bridge on Camino Del Avion oriented south, (2) a public area located east of and adjacent to the Monarch Bay Golf Links and south of Ritz Point oriented south-southwest, and (3) the Salt Creek Trail, east of the project site, overlooking Salt Creek Canyon and Monarch Beach Golf Links.

Although implementation of the proposed project would partially obstruct/block views of the surrounding hills from nearby roads and sidewalks, including the City-designated scenic roadway (i.e., Crown Valley Parkway), as depicted in the visual simulations provided at the end of this section, the proposed project would include architectural design elements that would help to enhance the visual character of views from Crown Valley Parkway. For example, the proposed project would include the addition of on-site landscaping along the western and southern boundaries of the project site that would serve to frame these scenic corridors and would partially block views of the proposed development. In addition, although the City's Zoning Code limits the height of buildings to 35 ft (or two stories) within the CF zoning district, the proposed project would require a variance to allow for a height exceedance of approximately 14 ft to allow for the proposed 49 ft Community Life Center. As illustrated by Figures 4.1.2 through 4.1.8, this height exceedance would not impact the overall scale of the proposed project and would not preclude, substantially impair, or inhibit existing views of the Pacific Ocean.

While implementation of the proposed project would modify views to and from the project site, the proposed project would not result in significant adverse impacts on views of the Pacific Ocean from adjacent roadways and sidewalks. Motorists along Crown Valley Parkway would continue to enjoy these views following project implementation. Therefore, potential impacts of the proposed project on scenic vistas, scenic resources, and views to and from the City-designated scenic corridors would be less than significant, and no mitigation is required.

Threshold 4.1.2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway

Less than Significant Impact. The project site is located within a developed area characterized by residential and commercial uses. In its existing setting, the project site is developed with South Shores Church facilities. As such, the project site does not contain any scenic resources, such as native trees or rock outcroppings. As discussed further in Section 4.3, Biological Resources, existing trees on the project site include ornamental landscaping throughout the project site and a number of mature eucalyptus trees located along the northern and eastern portions of the project site. As illustrated by Figure 4.1.9, Preliminary Landscape Plan, the proposed project would retain some of the existing trees on and surrounding the project site. However, where trees would be removed, the proposed project would replace them with a variety of new trees and shrubbery.

According to the National Register of Historic Places, properties are considered eligible to be listed as a historic resource based on age, integrity, and significance. Portions of the existing Administration and Fellowship Hall building on the project site were built in the 1950s, making it eligible for listing based on age. However, the Administration and Fellowship Hall has not been associated with important events, people, activities, or developments and, therefore, is not considered to have historic significance. Furthermore, the Administration and Fellowship Hall building has undergone several extensive modifications over time (partially due to a fire) such that the building in its existing condition does not retain any of the historical or architectural character of the original structure. Therefore, the Administration and Fellowship Hall building is not considered to be a historic resource. As discussed further in Section 4.4, Cultural and Paleontological Resources, implementation of the proposed project, including demolition of the existing Chapel, would not result in significant impacts to an historic resource, and no mitigation would be required.

Although Crown Valley Parkway is designated as a Scenic Highway by the City, this roadway is not designated a Scenic Highway by the State. As such, there are no State-designated scenic highways surrounding the project site. The nearest highway to the project site is PCH, located 0.25 mi south of the project site. However, within the project area, this highway is currently only listed as an Eligible State Scenic Highway by the California Department of Transportation and is not an official State-designated Scenic Highway.¹ Therefore, the proposed project would not result in significant impacts related to damage to scenic resources (i.e., trees, rock outcroppings, or historic resources) within a State Scenic Highway, and no mitigation is required.

¹ California Department of Transportation. Scenic Highways, Orange County. Website: http://www.dot.ca.gov/hq/LandArch/scenic_highways/ (accessed June 3, 2014).

Threshold 4.1.3: Substantially degrade the existing visual character or quality of the site and its surroundings

Less Than Significant Impact.

Visual Character. As previously stated, development of the proposed project would include the removal of existing South Shores Church facilities on the project site, with the exception of the Sanctuary building. During demolition, grading, and construction activities, the on-site construction area would be surrounded by temporary construction fencing thereby minimizing potential visual impacts to scenic vistas and the visual surroundings during construction.

Implementation of the proposed project would replace the existing church structures, with the exception of the Sanctuary, with new church facilities. All new buildings constructed as part of the proposed project would be constructed in the Mediterranean style architecture and would be developed at a scale and mass consistent with the existing Sanctuary and the surrounding neighborhood. Specific architectural design features included as part of the proposed project would include tile roofing material, exposed wooden beam finishings, stucco, bronze-tinted glass, El Dorado stone veneer features, and an aluminum window system. These design features would promote a coherent design character within the project area and would contribute to the quality and character of the City streets and public spaces.

As illustrated by Table 4.1.A, the proposed project would be consistent with all the development standards established by the City's Zoning Code, with the exception of the proposed height of the Community Life Center. As discussed above, the proposed project is located in the CF district, which allows for a maximum height of 35 ft (two stories); therefore, a variance would be required to allow the Community Life Center building to be constructed to a height of 49 ft. The maximum building height of the Preschool/Administration building and the Christian Education buildings would be 31 ft, and the parking structure's height will vary from 3 ft 6 inches to 10 ft above grade. The height of these structures is in compliance with the City's Zoning Ordinance and, therefore, height variance would not be required. The proposed Community Life Center building would be located on the northwestern corner of the project site and would be shielded by landscaping buffers on the project site (date palms), thereby maintaining visual continuity from the adjacent roadways. Furthermore, although the height and massing associated with the proposed project would be an increase from the existing structures on the project site, the proposed project would not be visually inconsistent with the heights and massing of the current development in the surrounding area which is generally characterized by low- to medium-density uses comprising one and two-story buildings. The proposed project would comply with all other development standards established by the City's Zoning Code.

As illustrated by Figure 4.1.9, Preliminary Landscape Plan, landscaping included as part of the proposed project would consist of a mix of native and ornamental deciduous and nondeciduous trees and shrubbery, with an emphasis on drought-tolerant landscaping, planted along the perimeter and throughout the interior of the project site. Trees (i.e., date palms, as well as existing queen palms and shade trees) and shrubbery would serve as landscaping buffers to screen the project site from surrounding uses and enhance the visual quality of the project site's borders. A mixture of palm trees and evergreen shade trees would be located at entryways to the project site and would serve as focal points of the proposed project.

Table 4.1.A: CF Zoning District Development Standards vs. Proposed Project

Development Standard	CF	Proposed Project	Compliant?
Maximum Lot Coverage	35%	19%	Yes
Maximum Height	31–35 ft (2 stories)	PS/Admin: 35 ft CLC: 49 ft CE:31 ft	Yes, with the exception of the CLC building, which will exceed the height standard by 14 ft
FAR	0.4:1	0.34:1	Yes
Minimum Front Yard Setback	20 ft	20 ft	Yes
Minimum Side Yard Setback	10 ft	14–30 ft	Yes
Minimum Rear Yard Setback	20 ft	38–179 ft	Yes
Minimum Landscape Coverage	20%	25.5%	Yes
Minimum Building Separation	10 ft	20 ft	Yes

Source: Matlock Associates (December 2012).

CE = Christian Education Buildings

CF = Community Facilities

CLC = Community Life Center

FAR = Floor Area Ratio

ft = feet

PS/Admin = Preschool/Administration Building

Existing land uses surrounding the project site vary in architectural style. Specifically, the surrounding residential land uses are constructed in both the Modern and the Mediterranean architectural styles. Buildings proposed as part of the project would be constructed in the Mediterranean architectural style, consistent with the architectural style of the existing Sanctuary, the surrounding residential uses, and the general architectural style of most development in the City. Therefore, no significant visual character impacts related to architectural style or massing would result from the proposed project, and no mitigation would be required.

View Simulations. The following discussion describes several key views of the project site from adjacent public roads; sidewalks; existing hiking and biking trails; and City-designated Scenic Overlooks from Public Lands, which have views of the project site. Photographs were taken to analyze the various views that currently exist and that would potentially be affected by the proposed project. The visual simulations provided in this EIR are intended to be used for planning purposes only; they do not show actual approved or proposed development, but rather represent what may be built if the proposed project is implemented. The intent of the visual simulations is to show the mass and scale of the potential development to give decision-makers an understanding of the potential changes to the existing visual character from designated Scenic Corridors, Scenic Overlooks from Public Lands, and public views.

A photograph location key map (see Figure 4.1.1, Key View Locations) indicates the vantage point from which each key view photograph was taken and the representative view from that location. Each view is analyzed to determine how the project will affect a particular viewpoint. Figures 4.1.2 through 4.1.8 contain these key view photographs, as referenced in the following discussion.

- **Key View 1: View from Camino del Avion.** As previously discussed, Key View 1 depicts a view of the project site facing south from Camino Del Avion looking towards the project site over the Monarch Beach Golf Links. Currently, undeveloped Salt Creek Canyon and natural vegetation dominate the foreground of the view. Multi-family residential uses, undeveloped portions of Salt Creek Canyon, Crown Valley Parkway, eucalyptus trees, natural vegetation, Salt Creek Bike Trail, and the Monarch Bay Golf Links dominate the middleground of this view. Portions of undeveloped Salt Creek Canyon, the existing South Shores Church facilities with ornamental landscaping, multi-family residential, ornamental vegetation, natural vegetation, the Pacific Ocean, and the sky dominate the background views.

As depicted in the postdevelopment view in Figure 4.1.2, Key View 1, Salt Creek Canyon and natural vegetation continue to dominate the foreground view. The South Shores Church Community Life Center and the Christian Education buildings are visible in the middleground of the postdevelopment view. Multi-family residential uses, Crown Valley Parkway, the proposed South Shores Church facilities with ornamental landscaping, the Salt Creek Bike Trail, Monarch Bay Golf Links golf course, Salt Creek Canyon, natural vegetation, and ornamental vegetation would continue to be part of the middleground view after construction of the proposed project. Single-family residential uses, ornamental vegetation, natural vegetation, the Pacific Ocean, and the sky would also continue to be part of the background view after construction of the proposed project.

Although the buildings on the project site would increase in density and would be visible from this vantage point, the area surrounding the project site would continue to be described as open space with ocean views surrounded by development. A very small portion of the views of the sky above the project site would be obstructed by the proposed development. Additionally, some of the eucalyptus trees as part of the ornamental landscaping on site would be removed as a result of the proposed project. However, construction of the proposed project would be architecturally consistent with the existing surrounding development, and views of Salt Creek Canyon and the Pacific Ocean would continue to be visible from this City-designated Scenic Overlook from Public Land. Therefore, there would be no significant impacts to the views from this location as a result of the project.

- **Key View 2: View facing South from the Salt Creek Bicycle Path.** As stated previously, Key View 2 shows a view of the project site from the Salt Creek Bike Trail facing south. Currently, natural vegetation, wood fencing, signage, and the paved Salt Creek Trail are in the foreground of the view. The Salt Creek Bike Trail, ornamental vegetation, eucalyptus trees, natural vegetation, multi-family residential, and Monarch Bay Golf Links dominate the middleground of the view. Background views include the project site with the existing South Shores Church, ornamental vegetation, eucalyptus trees, natural vegetation, vegetated hillside, and the sky.

As depicted in the postdevelopment view in Figure 4.1.3, Key View 2, natural vegetation, wood fencing, signage, and the paved Salt Creek Trail are in the foreground of the view. The Salt Creek Trail, ornamental vegetation, eucalyptus trees, natural vegetation, multi-family residential, and Monarch Bay Golf Links dominate the middleground of the view. Following project implementation, the South Shores Church Community Life Center and Christian Education buildings would be visible in the background of the postdevelopment view. Implementation of the proposed project would remove some of the eucalyptus trees and other ornamental vegetation on the project site; however, implementation of the proposed project would include landscaping surrounding the proposed facilities (see Figure 4.1.9. Preliminary Landscaping Plan). Ornamental

vegetation, natural vegetation, a vegetated hillside, and the sky would continue to be part of the background view following project implementation.

The area surrounding the project site would continue to be described as recreational within open space surrounded by development; however, the buildings on the project site would increase in density and would be visible from this vantage point. Eucalyptus trees would be removed and replaced with other ornamental vegetation to screen the proposed buildings. No views of the open space or undeveloped Salt Creek Canyon or Salt Creek Trail would be obstructed. A small portion of the views of the sky above the project site would be obstructed by the proposed development. Construction of the proposed project would be architecturally consistent with the existing surrounding development, and views of the Salt Creek Canyon and the Salt Creek Bike Trail would continue to be visible from this vantage point. Therefore, there would be no significant impacts to the views from this location as a result of project implementation.

- **Key View 3: View from Southbound Crown Valley Parkway.** As stated previously, Key View 4, shows a view of the project site facing east, from the southbound lanes on Crown Valley Parkway. Currently, the landscaped median on Crown Valley Parkway, grass, eucalyptus trees, and the roadway are located in the foreground of View 3. Crown Valley Parkway, the roadway, the landscaped median with grass and eucalyptus trees, sidewalk, ornamental vegetation, the existing South Shores Church Preschool building, and the traffic signal at Sea Island Drive and Crown Valley Parkway are located in the middleground of the view. Background views include the sky.

As depicted in the postdevelopment view in Figure 4.1.4, Key View 3, the landscaped median on Crown Valley Parkway, eucalyptus trees, and the roadway would remain in the foreground of the view. Crown Valley Parkway, vehicles, the roadway, the landscaped median with eucalyptus trees, the sidewalk, ornamental vegetation, eucalyptus trees, and the signal at Sea Island Drive and Crown Valley Parkway would remain in the middleground of the view. As previously stated, project implementation includes the demolition of the existing South Shores Church Preschool building, the removal of some of the eucalyptus trees, and the construction of the proposed Community Life Center building, all of which would be visible from this vantage point. Construction of the Community Life Center would obstruct some views of the sky and remove some of the eucalyptus trees located within this view. However, the sky would continue to be part of the background view after construction of the proposed project.

The visual character from this view would continue to be described as urban transportation with landscaping surrounded by development; however, the buildings on the project site would increase in density and mass and would be visible from this vantage point. Eucalyptus trees would be removed. Landscaping along this corridor would not be impacted by the proposed project from this vantage point. Although the proposed project would obstruct some of the sky views, the proposed project would not completely block open sky views. In addition, construction of the proposed project would be architecturally consistent with the development surrounding the project site. Therefore, there would be no significant impacts to the views from this location as a result of project implementation.

- **Key View 4: View from Sea Island Drive.** As previously stated, Key View 4 shows a view of the project site facing east, from Sea Island Drive at its intersection with Crown Valley Parkway. Currently, Sea Island Drive roadway, sidewalk, and ornamental vegetation are located in the foreground of Key View 4. Crown Valley Parkway vehicles, signals, street lighting, the project site with the existing South Shores Church Preschool, the Preschool playground (and its

associated playground equipment and fencing), the Administration and Fellowship Hall, ornamental landscaping, and eucalyptus trees are located in the middleground of the view. Background views include hillside residential development in the distance and the sky.

As depicted in the postdevelopment view in Figure 4.1.5, Key View 4, Sea Island Drive roadway, sidewalk, and ornamental vegetation are located in the foreground of the view. Crown Valley Parkway, vehicles, signals, and street lighting are located in the middleground of the view. Implementation of the proposed project would remove the existing South Shores Church Preschool, the Preschool playground, the Administration and Fellowship Hall, ornamental landscaping, and eucalyptus trees from the middleground view and replace them with the proposed Community Life Center, Christian Education buildings, and new ornamental landscaping. Construction of the proposed project would partially obstruct views of the hillside residential development in the distance and some of the sky.

The visual character from this view would continue to be described as a landscaped urban area; however, the buildings on the project site and within this view would increase in density and mass. Eucalyptus trees would be removed and replaced with new ornamental vegetation. The increase in the density of the buildings would partially obstruct views of distant hillside development; however, these views from this roadway intersection are not considered sensitive, would not be entirely blocked, and are not views protected by the City. The proposed project would be constructed in Mediterranean style architecture to ensure consistency with existing development surrounding the project site. Therefore, there would be no significant impacts to the views from this location as a result of project implementation.

- **Key View 5: View from Monarch Beach Golf Links.** As stated previously stated, Key View 5 shows a view of the project site facing west from the Monarch Beach Golf Links. Currently, ornamental vegetation and wood fencing are located in the foreground. Middleground views include the Monarch Beach Golf Links and ornamental vegetation. Background views include naturally vegetated undeveloped hillside, the project site with the existing South Shores Church development, and the sky.

As depicted in the postdevelopment view in Figure 4.1.6, Key View 5, the foreground views of the ornamental vegetation and wood fencing would not change. Middleground views would continue to include the Monarch Beach Golf Links and ornamental vegetation. Background views would continue to include the naturally vegetated undeveloped hillside and the sky.

Implementation of the proposed project would construct a Preschool/Administration building on the southeast corner of the project site and two Christian Education buildings on the northeast corner of the project site, both within view of this vantage point. Some of the eucalyptus trees and ornamental landscaping would be removed; however, they would be replaced by additional new vegetative landscaping.

While the number of buildings and massing would increase on the project site, this would not obstruct any views from this City-designated Scenic Overlook from Public Lands since development would occur on the west of the golf course and up the undeveloped hillside. In addition, the proposed project would be constructed in the Mediterranean architectural style, consistent with the residential development immediately south of the project site. The visual character from this vantage point would continue to be described as recreational open space with undeveloped hillsides surrounded by residential and institutional development. Therefore, no significant impacts to this Scenic Overlook from Public Land would occur as a result of the project implementation.

- **Key View 6: View from Monarch Beach Golf Links Clubhouse.** As stated previously, Key View 6, shows a view of the proposed project site facing northwest, from the Monarch Beach Golf Links Clubhouse. Currently, the foreground of the view consists of the Monarch Beach Golf Links Facilities and ornamental landscaping. Middleground views include the golf course with ornamental landscaping. Background views include ornamental landscaping, undeveloped hillside, the existing South Shores Church Sanctuary, Chapel, Administration and Fellowship Hall, and the sky.

As depicted in the postdevelopment view in Figure 4.1.7, Key View 6, the Monarch Beach Golf Links Facilities and ornamental landscaping would continue to be located in the foreground. The Monarch Beach Golf Links and ornamental landscaping would be located in the middleground. Background views would continue to include ornamental landscaping, undeveloped hillside, and the sky. In the postdevelopment view, the proposed South Shores Church Administration building, the existing Sanctuary, and proposed Christian Education buildings would be visible. Some of the eucalyptus trees and ornamental landscaping would be removed; however, they would be replaced by additional new vegetative landscaping.

As stated previously, while the density of the buildings on the project site would increase, the project site would not be developed beyond the allowed building height (with exception of the Community Life Center), setbacks, or density of the designated CF Zoning. The increase in building density on site would not obstruct any views from the Monarch Beach Golf Links Clubhouse. In addition, the proposed project would be constructed in the Mediterranean architectural style, consistent with the surrounding development. The visual character from this vantage point would continue to be described as recreational open space surrounded by landscaping, development, and undeveloped hillsides. Therefore, no significant impacts to this vantage point would occur as a result of the project implementation.

- **Key View 7: View facing North from the Salt Creek Bicycle Path.** As stated previously, Key View 7, shows a view of the project site facing northwest from the Salt Creek Bike Trail. Currently, the foreground of the view consists of the native vegetation and shrubbery and a portion of the Salt Creek Bike Trail. Middleground views include native vegetation and shrubbery on an undeveloped hillside abutting the eastern border of the project site and portions of the Salt Creek Bike Trail. Background views include native vegetation and shrubbery, a vegetated hillside, the existing South Shores Church Sanctuary, and the sky.

As depicted in the postdevelopment view in Figure 4.1.8, Key View 7, the Salt Creek Bike Trail and native vegetation would continue to be located in the foreground and middleground. Background views would continue to include native vegetation, undeveloped hillside, and the sky. In the postdevelopment view, the existing South Shores Church Sanctuary, as well as the proposed Preschool/Administration and Christian Education buildings, would be visible. Some of the eucalyptus trees and ornamental landscaping would be removed.

The area surrounding the project site would continue to be described as recreational/open space surrounded by development; however, the buildings on the project site would increase in density and would be visible from this vantage point. Existing eucalyptus trees and ornamental trees would be removed and would be replaced with ornamental landscaping and the proposed Christian Education buildings. No views of the open space or undeveloped Salt Creek Canyon or Salt Creek Trail would be obstructed. A small portion of the views of the sky above the project site would be obstructed by the proposed development. Construction of the proposed project would be architecturally consistent with the existing surrounding development, and views of the

Salt Creek Canyon and the Salt Creek Bike Trail would continue to be visible from this vantage point. Therefore, there would be no significant impacts to the views from this location as a result of the project.

The proposed project would permanently alter the existing visual character and quality of the project site; however the proposed project would be of a height and scale that is compatible with surrounding development and would not have a massing that would significantly impact views. Although the Community Life Center would be constructed at a height above the allowable 35 ft height standard established in the City's Zoning Code, this increase in height would be minimal and would, therefore, ensure that the Community Life Center would be consistent with proposed buildings on the site, as well as surrounding development. Furthermore, foreground and background views from surrounding roadways, Crown Valley Parkway, the Salt Creek Bike Trail, and the Monarch Beach Golf Links would not be significantly impacted or obstructed by project implementation. The proposed project would result in visual changes to the project site associated with the demolition of existing church facilities (with the exception of the Sanctuary) and the construction of new church facilities. Implementation of the proposed project would include landscaping that would shield views of the project site from Crown Valley Parkway. Therefore, while the proposed project would permanently alter the visual conditions of the project site and its surroundings, no significant impacts or complete obstructions of any views from the aforementioned view locations would occur, and no mitigation is required.

Threshold 4.1.4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

Less than Significant Impact.

Construction. Construction activities related to the proposed project would occur only during daylight hours; therefore, artificial light associated with construction activities would not significantly impact adjacent light-sensitive uses nor substantially alter the character of light and glare in off-site areas surrounding the construction area.

Operation. As stated previously, existing sources of light in the project vicinity include headlights on nearby roadways, building facades and interior lighting associated with the existing South Shores Church facilities, and pole-mounted interior lighting in the church parking lot. Lighting included as part of the proposed project includes pole-mounted lights within the proposed parking structure, bollard lighting along pedestrian paths, and safety lighting along stairways. As shown in Figure 4.1.10, Conceptual Lighting Plan, lighting on the project site would not illuminate areas off site because it will be shielded and directed downward. Additionally, no reflective (glass) surfaces or structures are proposed as part of the project. Therefore, it is anticipated that lighting associated with the proposed project would not create a substantial new source of light or glare affecting day or nighttime views in the area or illuminate areas outside the project boundary because the proposed project would be required to comply with City Zoning Code restrictions. For example, the Zoning Code would require all exterior lighting to be shielded or recessed so that direct glare and reflections are contained within the boundaries of the project site and shall be directed downward and away from adjoining properties and public rights-of-way (Section 9.05.220). Therefore, the proposed project would have a less

than significant impact with regard to light and glare in the project area, and no mitigation is required.

4.1.7 Level of Significance Prior to Mitigation

The proposed project would not result in significant adverse impacts to aesthetics. No mitigation measures are required.

4.1.8 Mitigation Measures

The proposed project would not result in any significant adverse impacts related to aesthetics or visual resources, and no mitigation is required.

4.1.9 Cumulative Impacts

As defined in the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative study area for aesthetics. For the analysis of aesthetics, the cumulative study area is the project site and surrounding properties, which generally consist of Crown Valley Parkway between Camino del Avion and PCH, the residential uses west of Crown Valley Parkway, Monarch Bay Apartments to the north of the project site, Monarch Bay Villas to the south of the project site, Monarch Bay Plaza, the residential uses east of Monarch Bay Plaza and north of PCH, Monarch Beach Golf Links, Salt Creek Canyon, and the residential uses east of Salt Creek Canyon.

Project implementation would result in changes to the overall visual character of the project site as it would demolish existing church structures on the site, with the exception of the Sanctuary, and replace them with the proposed Preschool/Administration building, Community Life Center, and the Christian Education buildings. The design features of the proposed project would require that all buildings constructed as part of the project would be designed in the Mediterranean architectural style. While the replacement of existing church facilities would slightly change the overall visual character of the project site, the site design and massing of the developed uses would be consistent with the character and massing of surrounding uses and uses within the City. No views from public view locations would be significantly blocked or impeded by the proposed structures. In addition, landscaping included as part of the proposed project would enhance views along Crown Valley Parkway and Sea Island Drive. Therefore, the proposed project would not result in potentially significant impacts to visual resources, scenic vistas, the visual character of the project site, or light and glare.

As shown in Table 4.A and illustrated on Figure 4.1, Cumulative Project Locations, in Chapter 4.0, Existing Environmental Setting, Environmental Analysis, Impacts, and Mitigation Measures, several projects are planned within the City; however, none of these projects would be located adjacent to the project site. The proposed project, as well as these projects, would be required to comply with the applicable lighting standards established by the City. Therefore, each project would be individually evaluated to determine potential impacts related to aesthetics, light, and glare, and each project would be subject to mitigation to reduce potential impacts to a less than significant level. The proposed project, when considered in conjunction with these cumulative projects, would not cumulatively

contribute to an increase of nighttime lighting within the area surrounding the project site. Furthermore, because the project site is located in a developed area the contribution of project-related lighting would not result in a cumulative impact to nighttime light conditions. Therefore, the proposed project would not contribute to a cumulatively significant impact to viewsheds, visual character, or lighting and glare. No additional mitigation is required.

As the proposed project would not impact aesthetics or visual resources within the project area, the contribution of the proposed project to potential cumulative visual/aesthetic impacts in the study area is considered less than significant.

4.1.10 Level of Significance After Mitigation

The proposed project would not result in significant adverse impacts to aesthetics. No mitigation measures are required.

4.1.11 Significant Unavoidable Adverse Impacts


There would be no significant unavoidable adverse impacts of the proposed project related to aesthetics.




LSA

FIGURE 4.1.1

LEGEND

 Property Boundary

 Key View Locations



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FEET

SOURCE: ESRI (2012)

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South Shores Church Master Plan
Key View Locations

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