



5.0 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

5.1 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the State CEQA Guidelines requires that an EIR discuss “any significant irreversible environmental changes which would be involved in the proposed action should it be implemented.”

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts, and particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.

Construction and implementation of the proposed Project would involve the commitment of building materials, human resources (labor), and energy, commensurate with that of other projects of similar nature and magnitude. Construction of the proposed Project would require use of water, timber, steel, sand, gravel, and other minerals and natural resources. Although this is not an unusual demand for these resources, it nonetheless is an incremental increase in demand for nonrenewable resources. Labor would also be committed to the construction of buildings and infrastructure necessary to support the new development. Long-term impacts would also result from an incremental increase in vehicular traffic, and the resultant additional air emissions and noise. Nonrenewable energy resources would be used during construction and subsequent operation of the Project. This commitment of energy resources would be a long-term obligation, as, once the Project site has been developed, it is highly unlikely that the land could be returned to its original condition. However, as discussed in Section 4.10 (Public Services and Utilities), impacts resulting from increased energy usage would be considered less than significant. Additionally, existing topographic features would be modified and new buildings constructed, which would visually alter the site. However, the proposed Project would incorporate numerous Standard Conditions of Approval (SCAs), Project Design Features (PDFs), and mitigation measures to substantially reduce or avoid environmental impacts.

5.2 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

State CEQA Guidelines state in Section 15126.2(b) that the consideration and discussion of significant environmental impacts include:

Significant Environmental Effects Which Cannot Be Avoided if the Proposed Project is Implemented. Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative



design, their implications and the reasons why the project is being proposed, not withstanding their effect, should be described.

Significant irreversible environmental changes that would result from the proposed Project, should it be implemented, are described in Sections 4.1 through 4.12 of the EIR, and are summarized as follows:

- **Construction-related (temporary) air quality impacts** due to building demolition, asphalt, grading, and related construction activities. This would be a temporary impact, substantially mitigated by Standard Conditions of Approval;
- **Construction-related (temporary) noise impacts** due to building demolition and related construction activities. This would be a temporary impact, substantially mitigated by SCAs;
- **Cumulative off-site traffic noise impacts** would exceed the 65 dBA CNEL level. As the cost of mitigation would be too great to be borne by this Project, given the lack of a reasonable relationship between the small magnitude of this Project's contribution to the impact and the high costs, this cumulative impact would remain significant;
- **Construction-related (temporary) impacts on parking and circulation within the Harbor area.** Although substantially mitigated through careful Project construction phasing, signage/detours and off-site staging and parking areas, the major construction activity may have an unavoidable temporary impact on parking and circulation within the Harbor;
- **Aesthetic impacts on views at certain locations.** While most Harbor improvements will enhance the Harbor views and overall quality and architectural style of the buildings, construction of the dry stacked-boat storage facility may have a significant unavoidable impact from off-site locations such as public streets, parks and beaches.

5.3 APPLICABLE REGULATIONS

Dana Point Harbor is part of a large, growing region. Over the last twenty years, the pace of new development surrounding the Harbor has in some cases outstripped the ability of infrastructure to adequately support that development. The County's *General Plan* includes a Public Facilities/Growth Management Element that includes goals and policies for planning and providing traffic improvements, coordinating and cooperating with other jurisdictions, and balancing jobs and housing in the County for orderly growth and development. The element satisfies the growth management requirement of the *Revised Traffic Improvement and Growth Management Ordinance* (Measure M) of the County of Orange (County) and conforms to the guidelines for the Growth Management Element (Element) as set forth in the *Countywide Growth Management Program Implementation Manual*, prepared by the County. In addition, the Element minimizes duplication between the *Southern California Association of Governments (SCAG) Growth Management Plan*, the *South Coast Air Quality Management Plan (AQMP)*, and State Assembly Bill 471 (Proposition 111 – Congestion Management).



Recognizing that growth has both positive and negative aspects, the Element lists some immediate issues and opportunities for the County. One concern arising from growth is the congestion of major arterials that provide access to the freeway system and Pacific Coast Highway. As a result, the Growth Management Element provides goals and policies for (1) Traffic Level of Service, (2) Public Facility Standards, (3) Development Phasing, (4) Performance Monitoring, (5) Capital Improvement Plans, (6) Interjurisdictional Cooperation, (7) Comprehensive Development Planning, and (8) Coordination of Adjacent Jurisdictions.

Additionally, the Element requires that any new, large development prepare a comprehensive development plan and environmental impact analysis. This requirement enables the County to anticipate the impacts of large projects prior to development of any portion of the project, and provides additional time to plan for public services and facilities needed to support the project.

5.4 GROWTH-INDUCING IMPACTS

CEQA Requirements. In accordance with *CEQA Guidelines* Section 15126.2(d), the following discussion addresses ways in which the proposed Project could foster economic, housing, or population growth, whether directly or indirectly in the surrounding environments. Growth-inducing impacts of the proposed Project are assessed in terms of whether the Project removes obstacles to development, requires construction of expanded facilities that could serve other future developments, or otherwise facilitates or encourages development of other activities that could significantly affect the environment. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Direct and Indirect Impacts. Growth-inducing impacts fall into two general categories, direct and indirect. Direct growth-inducing impacts are generally associated with the provision of urban services to an undeveloped area. The provision of these services to a site and its subsequent development can induce other landowners in the vicinity to convert their property to urban uses. Indirect (or secondary) growth-inducing impacts consist of growth induced in the region by the additional demands for housing, goods, and services associated with the population increase caused by, or attracted to, a new project.

5.4.1 EXISTING ENVIRONMENTAL CONDITIONS

The following population, housing, and employment data were obtained from the following sources:

- *City and County 1990 Population and Housing.* State of California, Department of Finance, *City/County Population and Housing Estimates, 1991-2000, with 1990 Census Counts*. Sacramento, California, May 2000.
- *City and County 2000 and 2003 Population and Housing.* State of California, Department of Finance, *City/County Population and Housing Estimates, 2003, Revised 2002, with 2000 Census Counts*. Sacramento, California, May 2003.



- City 2000 Employment: U.S. Census 2000, American Factfinder, DP-3, *Profile of Selected Economic Characteristics: 2000*.
- Growth Projections: Southern California Association of Governments (SCAG), *2004 Regional Transportation Plan/Growth Vision: Socio-Economic Forecast Report*.

5.4.2 POPULATION

Dana Point Harbor is located in one of the six counties (Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial Counties) that comprise the SCAG region. Based on the *2004 SCAG Regional Transportation Plan (2004 RTP) Socioeconomic Forecast*, SCAG's regional population is projected to increase to 22.9 million by 2030, a 6.26 million increase from 2000 population estimates. Population growth at an annual rate of 1.25% is projected to add about 209,000 people to the region per year. The region's population growth is caused by changes in three major components: natural increase, domestic (interstate) migration and international immigration. Among the six counties, Los Angeles County is projected to capture the largest share of the population growth. Orange County is expected to increase in population by 685,000 in 2030.

Orange County is the second largest county in terms of population in the region. The County had 2.9 million people and 0.9 million households according to the 2000 Census. The County's population is projected to increase to 3.6 million in 2030. This represents an annual growth rate of 0.8 percent. The Orange County Council of Governments (OCCOG), the subregional governing body for Orange County, comprises members from 32 cities representing a population of approximately 2.9 million persons in 2000. Population in the OCCOG subregion is anticipated to grow to approximately 3.3 million persons by the year 2020, a 16.7 percent increase.

Between 1990 and 2000, the County grew from 2,410,668 persons to 2,846,289 persons, a growth of approximately 18 percent (435,621 persons) over the decade. In 2000, the County's population represented approximately 17 percent of the region's total population. The County's estimated population as of January 2003 is 2,978,816 persons. The County is anticipated to continue the population growth trend with a projected population of 3,163,000 persons in 2010 and 3,335,000 persons in 2020.¹

The California Department of Finance (DOF) data is a typical reference resource for population and housing data. According to the DOF, the City of Dana Point's population was estimated at 31,896 persons² in 1990; 35,110 persons³ in 2000; and 36,247⁴ persons in 2003. The City's population was estimated at 37,352 in 2005. SCAG projects that the City's population will reach approximately 38,482 persons by 2010 and 40,437 persons by 2030.⁵

¹ Southern California Association of Governments. <http://www.scag.ca.gov/growthforecast/>. June 2002.

² State of California, Department of Finance, *City/County Population and Housing Estimates, 1991-2000, with 1990 Census Counts*. Sacramento, California, May 2000.

³ State of California, Department of Finance, *E-5 City/County Population and Housing Estimates, 2003, Revised 2002 and Revised 2001, with 2000 DRU Benchmark*, Sacramento, California, May 2003.

⁴ State of California, Department of Finance, *E-1 City/County Population Estimates, with Annual Percent Change, January 1, 2001 and 2002*. Sacramento, California, May 2002.

⁵ Southern California Association of Governments (SCAG), *2004 RTP Growth Vision*, June 2004.



5.4.3 HOUSING

The County population is projected to grow at a faster rate than the number of households because of ethnic diversification and economic changes in the County. The County's housing supply totalled 875,105 housing units in 1990, and 969,484 housing units in 2000. Between 1990 and 2000, the housing supply in the County increased by approximately 10.8 percent (94,379 units) to 1,063,863 units. As of January 2003, the County's housing supply was 994,702 units. The County had 2.9 million people and 0.9 million households according to the 2000 Census. The residential vacancy rate (based on the number of unoccupied housing units on the market) is a good indicator of the balance between housing supply and demand in a community. The County's vacancy rate was 3.55 percent as of January 2003, which is close to the 4.0% that is considered ideal to provide an adequate return for property owners and adequate market turnover and mobility. The average number of persons per household in the County was 3.06 (January 2003).

Total households in Orange County are projected to reach 1.1 million in 2030. The annual growth rate for households is about 0.6 percent during the forecast period. Housing prices in Orange County have been rising very rapidly and are projected to continue to rise because the demand for housing exceeds the supply. The high cost of Orange County housing is likely to prevent or delay the formation of new households.

Between 1990 and 2000, the City's housing supply increased from 14,666 housing units⁶ to 15,682 housing units.⁷ As of January 2003, the City's housing supply was 15,824 units, an increase of 142 housing units over the 2000 estimate. The vacancy rate in the City as of January 2003 was 7.81 percent (1,236 vacant housing units). The City's vacancy rate was more than double the County's vacancy rate of 3.55. The average number of persons per household in the City is estimated to be 2.47 (January 2003), or nearly 20 percent less than the County's estimated average. SCAG estimates that in 2005 the number of households within the City is 14,606, which is anticipated to increase in Year 2030 to 15,550 households.

5.4.4 EMPLOYMENT

Employment in the subregion is forecast to increase to approximately 2.0 million in 2020. According to the 2000 Census, the County's employment totaled approximately 1.4 million. An estimated five percent (71,059 persons) of the County's employment was unemployed at the time of the Census. The majority (approximately 38 percent) of the County's labor force was employed in managerial, professional, and related occupations. The County's employment base is primarily filled positions in manufacturing industry (17 percent) and in educational, health, and social services industries (16 percent).

The 2000 Census reported a total employment of approximately 19,648 in the City, with approximately 2.6 percent (748 persons) unemployed at the time of the Census. This unemployment rate was lower than the County's five percent unemployment

⁶ State of California, Department of Finance, *City/County Population and Housing Estimates, 1991-2000, with 1990 Census Counts*. Sacramento, California, May 2000.

⁷ State of California, Department of Finance, *City/County Population and Housing Estimates, 2003, Revised 2002, with 2000 Census Counts*. Sacramento, California, May 2003.



rate. Approximately 43 percent of the City's labor force was employed in managerial, professional, and related occupations. As with the County, managerial, professional, and related occupations represented the largest group in the City. The majority, an estimated 17.7 percent, of the City's labor force filled positions in educational, health, and social services. SCAG projects that the City's employment will reach approximately 13,841 persons by 2010 and 15,446 persons by 2020.⁸

5.5 PROJECT IMPACTS

5.5.1 POPULATION, HOUSING, AND EMPLOYMENT

As outlined in Table 3-1 (Land Use Summary), the Project involves the expansion of the Commercial Core area by approximately 6,200 square feet of retail uses and 27,100 square feet of commercial uses, as well as adding additional parking and boat storage capacity. The Project does not propose the development of housing, and therefore, does not directly increase the City's permanent population. However, the employment created by the proposed commercial uses directly increase the City's population, since the potential exists that future employees (and their families) may choose to relocate to the City. Estimating the number of these future relocating employees would be highly speculative, since many factors influence personal housing location decisions (e.g., family income levels and the cost and availability of suitable housing in the local area). Further, additional housing opportunities exist for the Project's future employees in the communities surrounding the City of Dana Point. Nonetheless, due to the uncertainty regarding the number of relocating employees, a conservative analysis of impacts associated with the City's permanent population is provided. For analysis purposes, if 25 percent of the proposed project's new employees (74 persons) were to relocate to the City, the project could potentially create a demand for 19 housing units and result in a population increase of approximately 47 persons.⁹ This represents approximately 0.1 percent of the anticipated population growth of 40,437, persons by the year 2030.

As previously noted, the housing supply and vacancy rate in the City as of January 2003 was 15,824 housing units and 7.81 percent vacancy (1,236 vacant housing units), respectively. Assuming that future Project employees would occupy existing housing, Project implementation would decrease the City's housing vacancy rate to approximately 1,217 vacant housing units. Therefore, the Project would not decrease the City's vacancy rate such that the ideal vacancy rate of 4.0 percent would be met. In consideration of the City's existing housing supply and vacancy rate, it would appear that the housing demand created by the Project could be absorbed without significantly impacting housing availability.

The potential population increase of 47 persons generated by the Project would increase the City's 2005 population of 37,352 persons to 37,399 persons, constituting an approximately 0.13 percent increase. The potential 0.13 percent population increase is not considered a significant growth inducing impact, based on the following conclusions:

⁸ SCAG, *2004 RTP Growth Forecast*, 2004.

⁹ The Project's potential population increase was calculated based upon the Project's potential demand for 19 housing units and the City's estimate of 2.47 persons per household, based on Department of Finance 2003 projections (Table E-5). Employment generation rate is based upon one employee per 450 square feet of commercial development.



- As noted in Section 4.1 (Land Use and Relevant Planning), the proposed Project is consistent with the use of the subject site (i.e., recreational and commercial). Therefore, anticipated development of the subject site and it is inherently assumed that a proportion of future employees would also be City residents.

In summary, the Project proposes the development of commercial and recreational uses in an urban setting. The Project would not result in direct growth-inducing impacts, since it does not provide urban services to an undeveloped area. In addition, the Project would not involve the extension of facilities onto the Project site and therefore would not induce the conversion of surrounding property to urban uses. Urban development already exists north, east, and south of the Project site. Further, as discussed above, the Project would not create significant population increases or significant demand for new housing within the surrounding City of Dana Point, and therefore, would not result in indirect growth-inducing impacts.