

## 6.0 LONG-TERM IMPLICATIONS OF THE PROJECT

### 6.1 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The Guidelines for the California Environmental Quality Act (CEQA), Section 15126.2 (c), require that an Environmental Impact Report (EIR) consider and discuss significant irreversible changes that would be caused by implementation of the proposed project. The CEQA Guidelines specify that the use of nonrenewable resources during the initial and continued phases of the project should be discussed because a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary and secondary impacts (such as a highway improvement that provides access to a previously inaccessible area) should also be discussed because such changes generally commit future generations to similar uses. Irreversible damage can also result from environmental accidents associated with the project and should be discussed.

The proposed Dana Point Harbor Marina Improvement Project would improve an existing marina facility. The project includes replacement of existing docks and slip facilities in the West and East Marinas, connection of dock gangways with the quay wall and bulkheads within those basins, and replacement of gangways and security gates to both Marina areas. Additionally, new Embarcadero/Dry Boat Storage Staging docks and dinghy docks, along with renovations to the Marine Services docks, Orange County Sailing and Event Center docks, guest docks, Harbor Patrol docks, commercial fishing docks, and sport fishing docks are included in the proposed project. In order to accommodate displaced boats during project implementation, a temporary dock near the breakwater next to Doheny State Beach is included in the project. The project would decrease the number of boat slips from 2,409 to 2,293 for a loss of 116 slips. A total of 1,306 existing piles will be removed and approximately 969 new piles will be emplaced. In addition, the proposed Marina Improvement Project includes the addition of Americans with Disability (ADA) access at gangway ramp and dock locations where it currently is not available.

Construction of the project will result in a commitment of limited, slowly renewable, and nonrenewable resources. Such resources may include certain types of lumber and other forest products; raw materials such as steel; aggregate materials used in concrete and asphalt such as sand and stone; water; petrochemical construction materials such as plastic; and petroleum-based construction materials. In addition, fossil fuels used by construction equipment will also be consumed.

Similarly, operation of the proposed project will result in the continued commitment of limited, nonrenewable resources and slowly renewable resources such as electricity, petroleum-based fuels, fossil fuels, and water. Electricity will be used for lighting associated with the Marina facilities. However, the Marina facilities are not being expanded; rather, they are being replaced with updated facilities. In addition, Title 24 of the California Code of Regulations requires conservation practices that will limit the amount of energy consumed by the proposed project.

Operation of the proposed project requires continuation of potable water to serve the Marina needs. However, due to the reduction in the number of boat slips, the project would result in a small

reduction in, or maintenance of, existing levels of service of potable water compared to existing conditions. The potable water use will not increase, but will continue to represent the existing long-term commitment of this essentially nonrenewable resource.

As discussed in Section 4.5, Air Quality, the proposed project would result in construction impacts related to air quality. However, the project would not result in any long-term on-site stationary sources and would cause little to no change in the off-site vehicle trips. The project will generate emissions of GHGs in the form of worker vehicle, project material transport, and equipment exhaust during construction. Long-term operation of the proposed project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Because the proposed Marina Improvement Project would replace existing facilities and does not increase or expand Marina capacity or allow new uses that might generate emissions, operation of the Marina facilities after construction would not result in any long-term change in off-site vehicle trips, boat trips, or additional equipment usage. Implementation of the project would result in GHG emission levels that would not substantially conflict with implementation of the GHG reduction goals under AB 32 or other State regulations. Therefore, project-related impacts related to GCC are considered less than cumulatively significant.

As discussed in detail in Section 4.10, Hazards and Hazardous Materials, the proposed project does not pose a significant health risk as a result of any health and safety hazards. Because the proposed project does not include uses that would generate or use substantial amounts of hazardous waste, and construction activities or site operation will not cause additional significant short- or long-term health risks, the project does not contribute to potential long-term public health and safety impacts.

Overall, due to the possible reduction in boat slips, any change in marina usage patterns is expected to be negligible as a result of project implementation; hence, no increase in demand for resources is anticipated when compared to existing conditions. The commitment of limited, slowly renewable, and nonrenewable resources required for the construction of the proposed project will limit the availability of these resources for future generations or for other uses during the life of the project. However, the uses associated with operation of the project represent a continued, not increased, use of these resources. No other significant irreversible changes are expected to occur as a result of project implementation.

## **6.2 GROWTH-INDUCING IMPACTS**

Section 15126 (d) of the State CEQA Guidelines requires that an EIR analyze growth-inducing impacts. Further, the CEQA Guidelines state that an EIR should discuss the ways in which the project could foster economic or population growth or construction of additional housing, either directly or indirectly, in the surrounding environment. Impacts associated with the removal of obstacles to growth, as well as the development of new or expanded facilities that encourage or facilitate growth, are considered to be growth inducing. However, the CEQA Guidelines also state that it should not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

The project site is a fully developed marina facility; the proposed project would implement improvements and/or replacement of existing Harbor facilities. The proposed project would not expand the existing facilities; rather, the project would decrease capacity due to the reduction in boat

slips. The proposed project site is currently served by all utilities and public services required for existing and proposed uses; it is anticipated that the utilities would be brought up to current code requirements in order to meet the needs of the boaters. The project will not remove obstacles to growth in a previously undeveloped area because the uses on site will not change.

The potential for the project to generate additional growth is unlikely because the proposed project is the replacement and improvement of the existing Marina facilities and is intended to continue to serve the existing population. The project does not result in the creation of new jobs and would therefore not create a need for any additional housing. Based on these considerations, the proposed project would not induce population growth in the community or result in economic growth.