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Dana Point Harbor
**REVITALIZATION PLAN &
DISTRICT REGULATIONS**

City of Dana Point
Community Development Department
33282 Golden Lantern
Dana Point, CA 92629

Contact: Kyle Butterwick, Director of Community Development

County of Orange
Dana Point Harbor Department
24650 Dana Point Harbor Drive
Dana Point, CA 92629

Contact: George Carvalho, Director

September 2006

EXHIBIT 16

DPT-MAJ-1-08
Exhibit 16

Dana Point Harbor
**REVITALIZATION PLAN &
DISTRICT REGULATIONS**

Final Program Environmental Impact Report No. 591 certified by the Orange County Board of Supervisors, Resolution No. 06-013 on January 31, 2006

Dana Point Harbor Revitalization Plan Approved by the Orange County Board of Supervisors Resolution No. 06-014 on January 31, 2006

Recommended Approval of the Dana Point Harbor Revitalization Plan and District Regulations by the Dana Point Planning Commission Resolution No. 06-06-21-22 on June 21, 2006

Dana Point Harbor Revitalization Plan and District Regulations Adopted by Ordinance No. 06-08 of the Dana Point City Council on September 13, 2006

Submitted to the California Coastal Commission on

Approved by the California Coastal Commission on

Certified by the Dana Point City Council on

Certified by the California Coastal Commission on

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RESOLUTION OF THE BOARD OF SUPERVISORS OF
ORANGE COUNTY, CALIFORNIA
JANUARY 31, 2006

RESOLUTION NO. 06-014
APPROVING THE DANA POINT HARBOR REVITALIZATION PLAN

1
2
3 RESOLUTION OF THE BOARD OF SUPERVISORS OF
4 ORANGE COUNTY, CALIFORNIA

5 JANUARY 31, 2006

6 WHEREAS, in the early 1970's, the County of Orange entered into two separate leases for the
7 development and operation of Dana Point Harbor; and

8 WHEREAS, since it's construction the Dana Point Harbor facilities have been repaired as
9 needed, however, after over 30 years of use, the facilities now call for complete renovations and
10 reconstruction; and

11 WHEREAS, in 1997 Supervisor Wilson commenced the Revitalization of Dana Point Harbor by
12 creating a task force who would set the guidelines for the future of the Harbor; and

13 WHEREAS, the task force consisted of residents of Dana Point, merchants in the Harbor,
14 community leaders, and members of the County and City staffs; and

15 WHEREAS, the Revitalization Plan (the Plan) developed by Supervisor Wilson and the task
16 force addresses many needs in the Harbor including the need for more parking, new buildings, increased
17 users, and reconfiguration of the boat slips; and

18 WHEREAS, the Plan is broken into twelve Planning Areas comprising of the landside and
19 waterside improvements; and

20 WHEREAS, the Plan proposes these improvements are accomplished through a two phased
21 approach outlined in the EIR 591 with a project level analysis for most of Planning Area one and all of
22 Planning Area two, and a programmatic level approach for the rest of Planning Area one and all of
23 Planning Areas three through twelve; and

24 WHEREAS, the Harbor is approximately 276.7 acres located in the southern portion of the City
25 of Dana Point; and

26 WHEREAS, the Plan includes new restaurant and retail space for the current tenants in addition
27 to 25,000 square feet of new retail space, and 35,000 square feet of open space for the Festival Plaza;
28 and

1 WHEREAS, the Plan provides 400 additional parking spaces by redesigning the current parking
2 configurations and adding a two level parking structure; and

3 WHEREAS, the Plan includes the construction of two dry-stack boat storage buildings which
4 will hold a total of 800 boats allowing for in water slip reconfiguration with new docks and boater
5 facilities; and

6 WHEREAS, the Plan allows for the future construction of a 220 room hotel with the option to
7 move closer to the water's edge and provide enhanced facilities for visitors and guests; and

8 WHEREAS, in compliance with the California Environmental Quality Act (California Public
9 Resources Code Sections 21000 *et seq.*) ("CEQA"), the State CEQA Guidelines (Title 14, California
10 Code of Regulations Sections 15000 *et seq.*) and the County's environmental analysis procedures, the
11 County of Orange prepared Environmental Impact Report No. 591 ("EIR No. 591") to address the
12 environmental impacts of the proposed Revitalization Plan Project; and

13 WHEREAS, on January 10, 2006, the Orange County Planning Commission issued its formal
14 recommendation that this Board (i) certify Program EIR No. 591 as complete, adequate and in full
15 compliance with the requirements of CEQA and the State CEQA Guidelines (*see* Planning Commission
16 Resolution No. 06-01); and

17 WHEREAS, in accordance with the Government Code of the State of California, a legally
18 noticed public meeting concerning EIR No. 591 was conducted by this Board of Supervisors on January
19 31, 2006; and

20 WHEREAS, this Board listened to and carefully considered all of the public comments and
21 testimony presented during the public meeting identified above;

22 WHEREAS, this Board has carefully reviewed and considered all of the environmental
23 documentation prepared to evaluate the Plan, including all elements of EIR No. 591 and the
24 recommendations of the Planning Commission; and

25 WHEREAS, this Board, through Resolution No. 06-014, has heretofore certified EIR No. 591,
26 in its composite form, as complete and adequate in that it addresses all environmental effects of the
27 Project and fully complies with the requirements of CEQA, the CEQA Guidelines and the County's
28 environmental analysis procedures;

1 NOW, THEREFORE, BE IT RESOLVED THAT this Board of Supervisors makes and adopts
2 the following findings:

- 3 1. The Plan - The proposed Revitalization Plan is consistent with the objectives for
4 the Project area.
- 5 2. CEQA - No significant new information has become known to the Board of
6 Supervisors through the public meetings held on the Plan, through the comments
7 on EIR No. 591, or through any other medium/source.
- 8 3. Mitigation Monitoring - The monitoring requirements of Public Resources Code
9 Section 21081.6 have been met in that a Mitigation Measure Monitoring Program
10 has been adopted for the Project.

11 BE IT FURTHER RESOLVED THAT this Board makes the following findings regarding its
12 intent to adopt the proposed Plan: The Board pursuant to Resolution No. 06-014 and through a separate
13 action has certified EIR No. 591, which analyzes the potential environmental impacts of the Plan in
14 compliance with CEQA, and has adopted the Statement of Findings and Facts in Support of Findings for
15 the Project.

16 BE IT FURTHER RESOLVED THAT the Board of Supervisors approves the Dana Point
17 Harbor Revitalization Plan

The foregoing was passed and adopted by the following vote of the Orange County Board of Supervisors, on January 31, 2006, to wit:

AYES: Supervisors: THOMAS W. WILSON, CHRIS NORBY, LOU CORREA
JIM SILVA, BILL CAMPBELL
NOES: Supervisor(s):
EXCUSED: Supervisor(s):
ABSTAINED: Supervisor(s):

Bill Campbell

CHAIRMAN

STATE OF CALIFORNIA)
COUNTY OF ORANGE)

I, DARLENE J. BLOOM, Clerk of the Board of Orange County, California, hereby certify that a copy of this document has been delivered to the Chairman of the Board and that the above and foregoing Resolution was duly and regularly adopted by the Orange County Board of Supervisors .

IN WITNESS WHEREOF, I have hereto set my hand and seal.

Darlene J. Bloom

DARLENE J. BLOOM
Clerk of the Board
County of Orange, State of California



Resolution No: 06-014
Agenda Date: 01/31/2006
Item No: 25



I certify that the foregoing is a true and correct copy of the Resolution adopted by the Board of Supervisors , Orange County, State of California

DARLENE J. BLOOM, Clerk of the Board of Supervisors

By: _____
Deputy

ORDINANCE NO. 06-08

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DANA POINT, CALIFORNIA ADOPTING THE LOCAL COASTAL PROGRAM AMENDMENT LCPA06-03 FOR THE DANA POINT HARBOR REVITALIZATION PLAN AND DISTRICT REGULATIONS, THAT ALSO AMENDS THE DANA POINT SPECIFIC PLAN AND ZONING CODE, FOR APPROVAL AND CERTIFICATION BY THE CALIFORNIA COASTAL COMMISSION

ORDINANCE NO. 06-08

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DANA POINT, CALIFORNIA ADOPTING THE LOCAL COASTAL PROGRAM AMENDMENT LCPA06-03 FOR THE DANA POINT HARBOR REVITALIZATION PLAN AND DISTRICT REGULATIONS, THAT ALSO AMENDS THE DANA POINT SPECIFIC PLAN AND ZONING CODE, FOR APPROVAL AND CERTIFICATION BY THE CALIFORNIA COASTAL COMMISSION.

Applicant: County of Orange – Dana Point Harbor Department
File No.: FF# 0630-10/LCPA 06-03

WHEREAS, on July 9, 1991, the City of Dana Point adopted its General Plan; and

WHEREAS, The County of Orange has submitted the proposed Dana Point Harbor Revitalization Plan and District Regulations for the Dana Point Harbor which would amend the City's Local Coastal Program; and

WHEREAS, The Dana Point Harbor Revitalization Plan and District Regulations will amend the Dana Point Specific Plan, replacing the Dana Point Harbor Planned Community Program document; and

WHEREAS, the City of Dana Point adopted a Local Coastal Program, which was certified by the California Coastal Commission and may be amended in whole or in part; and

WHEREAS, the Dana Point Harbor Revitalization Plan and District Regulations will be consistent with and will continue to provide for the orderly, systematic and specific implementation of the City's General Plan; and

WHEREAS, The Dana Point Harbor Revitalization Plan and District Regulations will constitute the Local Coastal Program for the Dana Point Harbor, satisfying the requirements of the California Coastal Act; and

WHEREAS, the Dana Point Harbor Revitalization Plan and District Regulations is part of a comprehensive planning approach that has included extensive analysis of the Harbor area, including Environmental Impact Report No. 591 that has been certified by the Orange County Board of Supervisors and covers all Dana Point Harbor Revitalization improvements; and

WHEREAS, the preparation and adoption of the Local Coastal Program Amendment is statutorily exempt from the California Environmental Quality Act, pursuant to Section 21080.9 of the Public Resources Code; and

WHEREAS, on June 7, 2006, the Planning Commission of the City of Dana Point conducted a duly noticed public hearing to consider the Dana Point Harbor Revitalization Plan and District Regulations as an amendment to the City's Local Coastal Program; and

WHEREAS, at said public hearing, upon hearing and considering all documents, testimony and arguments of all persons desiring to be heard, the Planning Commission considered all factors relating to the Dana Point Harbor Revitalization Plan and District Regulations as an amendment to the City's Local Coastal Program, LCPA 06-03, the Dana Point Specific Plan and Zoning Code; and

WHEREAS, on June 21, 2006 the Planning Commission adopted a Resolution to forward its recommendations to the City Council for approval of the Dana Point Harbor Revitalization Plan and District Regulations and Local Coastal Plan Amendment LCPA 06-03 through Resolution No. 06-06-21-22; and

WHEREAS, the City Council did on September 13, 2006 conducted a duly noticed public hearing as prescribed by law to consider the Dana Point Harbor Revitalization Plan and District Regulations and Local Coastal Plan Amendment LCPA 06-03; and

WHEREAS, at the public hearing of September 13, after consideration of the recommendations of the Planning Commission, public testimony and evidence, the City Council made additional amendments to the Local Coastal Program Amendment and Dana Point Harbor Revitalization Plan and District Regulations as submitted and amended by the County; and

WHEREAS, the Dana Point Harbor Revitalization Plan and District Regulations, (Exhibit A is hereby amended by the City Council as identified by Exhibit B) attached hereto and made a part of this Ordinance; and

WHEREAS, at said public hearing, upon hearing and considering all documents, testimony and arguments, if any, of all persons desiring to be heard, the City Council considered all factors relating to LCPA 06-03; and

THE CITY COUNCIL OF THE CITY OF DANA POINT DOES ORDAIN AS FOLLOWS:

Section 1. That the above recitations are true and correct.

Section 2. The City Council finds as follows:

A. That the proposed action complies with all other applicable requirements of State law and local Ordinances;

- B. That the adoption of the proposed Dana Point Harbor Revitalization Plan and District Regulations as an amendment to the Dana Point Specific Plan and Local Coastal Program and Zoning Code is in the public interest;
- C. That the Local Coastal Program Amendment LCPA 06-03 is consistent with, and will be implemented in full conformity with the Coastal Act;
- D. That the City Council adopts the following specific findings:
 - 1. That the public and affected agencies have had ample opportunity to participate in the LCPA process. Proper notice in accordance with the LCP Amendment procedures has been followed.
 - 2. That all policies, objectives, and standards of the LCPA conform to the requirements of the Coastal Act, including that the Land Use Plan as amended is in conformance with and adequate to carry out the Chapter 3 policies of the Coastal Act in that the amendment is a Harbor Land Use Plan that meets the requirements of and implements the provisions and policies of the Coastal Act at the local level by protecting, maintaining and, where feasible, enhancing the natural and scenic qualities of coastal resources; assures access consistent with conservation principles and constitutionally protected private property rights; assures priority for coastal-dependent and coastal-related development; and, encourages state and local government cooperation concerning the planning and development process.
 - 3. That Coastal Act policies concerning specific coastal resources, hazard areas, coastal access concerns, and land use priorities have been applied to determine the locations and intensity of land and water uses in that subsequent development within the harbor will be reviewed for compliance with the Coastal Act provisions and other applicable state law.
 - 4. That the level and pattern of development proposed is reflected in the amended Land Use Plan, Zoning Code, and Zoning Map. The applicable sections are being amended accordingly to be consistent with state law.

5. That a procedure has been established to ensure adequate notice of interested persons and agencies of impending development proposed after certification of the LCPA. Proper notice in accordance with the LCP Amendment procedures has been followed.
6. That zoning measures are in place which are in conformance with and adequate to carry out the coastal policies of the Land Use Plan. The City's Zoning Code is being amended concurrently with the LCP amendment.
7. The City certifies that with the adoption of these amendments, the City will carry out the Local Coastal Program in a manner fully in conformity with Division 20 of the Public Resources Code as amended, the California Coastal Act of 1976.
8. The City certifies that the Land Use Plan, as amended, is in conformity with and adequate to carry out the Chapter Three policies of the Coastal Act.
9. The City certifies the implementing actions as amended, are in conformity with and adequate to carry out the provisions of the certified Land Use Plan.
10. The Resolution No. 06-09-13-06 of the City Council specifies that Local Coastal Program Amendment LCPA 06-03 be submitted to the Coastal Commission for certification.

Section 3. Chapter 9.25 of the City's Zoning Code is hereby deleted in its entirety and amended to read as follows:

Chapter 9.25

DANA POINT HARBOR DISTRICT

Sections:

9.25.010 Dana Point Harbor Revitalization Plan & District Regulations

9.25.010 Dana Point Harbor Revitalization Plan & District Regulations.

The land use and development regulations for this area are contained in the Dana Point Harbor Revitalization Plan & District Regulations included at Appendix C of the Dana Point Zoning Code.

Section 4. The Dana Point Harbor Revitalization Plan & District Regulations shall replace in its entirety the Dana Point Harbor Planned Community District Development Plan and thereby amend the relevant portion of the Dana Point Specific Plan as applicable.

Section 5. The Dana Point Harbor Revitalization Plan & District Regulations shall be included as Appendix C of the Dana Point Zoning Code. Furthermore, a reference to the Dana Point Harbor Revitalization Plan and District Regulations shall replace any reference to the Dana Point Harbor Planned Community in the City's Zoning and Municipal Code including, but not limited to, Appendix A of the Zoning Code.

Section 6. The County of Orange operated parking lot on Selva Road shall not be an option for boat storage, except during interim periods of construction for Planning areas 1, 2, 9 and 10. The County shall also take the City Council's other comments, as expressed at the 9-13-06 Council meeting, into consideration as the Plan goes forward to the extent that it is feasible.

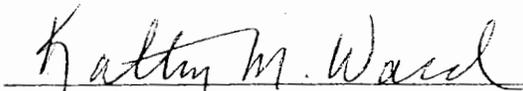
Section 7. The City Clerk shall certify to the adoption of this Ordinance and shall cause a summary thereof to be published as required by law.

PASSED, APPROVED, AND ADOPTED this 27th day of September, 2006.



LARA ANDERSON, MAYOR

ATTEST:



Kathy M. Ward
Acting City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF DANA POINT)

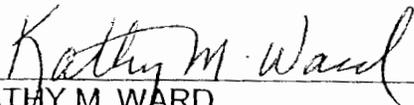
I, Kathy M. Ward, Acting City Clerk of the City of Dana Point, do hereby certify that the foregoing Ordinance No. 06-08 was duly introduced at a regular meeting of the City Council on the 13th day of September, 2006, and was duly adopted and passed at a regular meeting of the City Council on the 27th day of September, 2006, by the following vote, to wit:

AYES: Council Members Harkey, Lacy, Rayfield
 Mayor Pro Tem Chilton, and Mayor Anderson

NOES: Mayor Anderson

ABSENT: None

ABSTAIN: None



KATHY M. WARD
ACTING CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss
CITY OF DANA POINT)

AFFIDAVIT OF POSTING
AND PUBLISHING

KATHY M. WARD, being first duly sworn, deposes and says:

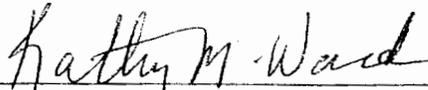
That she is the duly appointed and qualified Acting City Clerk of the City of Dana Point;

That in compliance with State Laws of the State of California, ORDINANCE NO. 06-08 being:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DANA POINT, CALIFORNIA ADOPTING THE LOCAL COASTAL PROGRAM AMENDMENT LCPA06-03 FOR THE DANA POINT HARBOR REVITALIZATION PLAN AND DISTRICT REGULATIONS, THAT ALSO AMENDS THE DANA POINT SPECIFIC PLAN AND ZONING CODE, FOR APPROVAL AND CERTIFICATION BY THE CALIFORNIA COASTAL COMMISSION.

was published in summary in the Dana Point News on the 21st day of September, 2006, and on the 5th day of October, 2006, and, in further compliance with City Resolution No. 91-10-08-1, on the 15th day of September, 2006, and the 29th day of September, 2006, was caused to be posted in four (4) public places in the City of Dana Point, to wit:

- Dana Point City Hall
- Capistrano Beach Post Office
- Dana Point Post Office
- Dana Point Library



KATHY M. WARD
ACTING CITY CLERK
Dana Point, California

RESOLUTION NO. 06-09-13-06

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DANA
POINT, CALIFORNIA, REGARDING LOCAL COASTAL PROGRAM
AMENDMENT LCPA06-03 AND REQUESTING CERTIFICATION BY
THE CALIFORNIA COASTAL COMMISSION

RESOLUTION NO. 06-09-13-06

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DANA POINT, CALIFORNIA, REGARDING LOCAL COASTAL PROGRAM AMENDMENT LCPA06-03 AND REQUESTING CERTIFICATION BY THE CALIFORNIA COASTAL COMMISSION

WHEREAS, after notice duly given pursuant to Government Code Section 65090 and Public Resources Code Sections 30503 and 30510, the Dana Point Planning Commission on June 7, 2006, held a public hearing to consider the adoption of Dana Point Local Coastal Program Amendment LCPA06-03 and via a resolution adopted on June 21, 2006, recommended its approval to the City Council; and

WHEREAS, the City Council, after giving notice as prescribed by law, held a public hearing on September 13, 2006, regarding the proposed Dana Point Local Coastal Program Amendment LCPA 06-03, and the City Council finds that the proposed amendment is consistent with the Dana Point General Plan, the Local Coastal Program and the California Coastal Act; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Dana Point as follows:

Section 1. That the above recitals are true and correct and incorporated herein.

Section 2. The City Council of the City of Dana Point certifies that it intends to implement the Local Coastal Program in a manner fully consistent and in conformance with Division 20 of the Public Resources Code as amended, the California Coastal Act of 1976.

Section 3. That the Dana Point City Council approved Dana Point Local Coastal Program Amendment LCPA06-03 pursuant to Ordinance No. 06-xx-xx-xx. LCPA06-03 pertains to the adoption of the Dana Point Harbor Revitalization Plan and District Regulations to amend the Dana Point Specific Plan and replace the Dana Point Harbor Planned Community Program document. The amendment is to both the land use plan and the implementing actions. A copy of Ordinance No. 06-xx-xx-xx approving LCPA06-03 with the specific content of the proposed amendment is attached hereto as Exhibit A and is incorporated herein by this reference as though fully set forth herein.

Section 4. The City certifies that it has found that the land use plan as amended is in conformity with and adequate to carry out the Chapter Three policies of the Coastal Act.

Section 5. The City certifies that it has found that the implementing actions as amended are in conformity with and adequate to carry out the provisions of the certified land use plan.

Section 6. LCPA06-03 pertains to the adoption of the Dana Point Harbor Revitalization Plan and District Regulations to amend the Dana Point Specific Plan and Zoning Code to replace the Dana Point Harbor Planned Community Program.

Section 7. The City hereby certifies that the amendment will be submitted to the Coastal Commission for review and approval and the California Coastal Commission is hereby requested to consider, approve and certify Dana Point Local Coastal Program Amendment LCPA06-03.

Section 8. That pursuant to Section 13551(b) of the Coastal Commission Regulations, Dana Point Local Coastal Program Amendment LCPA06-03 will automatically take effect immediately upon California Coastal Commission approval, as provided in Public Resources Code Section 30512, 30513 and 30519.

Section 9. The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED this 13th day of September, 2006.



LARA ANDERSON, MAYOR

ATTEST:


KATHY M. WARD,
ACTING CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF DANA POINT)

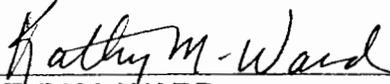
I, Kathy M. Ward, Acting City Clerk of the City of Dana Point, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 06-09-13-06, and was duly passed and adopted by the City Council of the City of Dana Point, California, at a regular meeting thereof, held on the 13th day of September, 2006, by the following roll-call vote, to wit:

AYES: Council Members Harkey, Lacy, Rayfield,
 and Mayor Pro Tem Chilton

NOES: Mayor Anderson

ABSENT: None

ABSTAIN: None



KATHY M. WARD,
ACTING CITY CLERK



The entire Dana Point Harbor is located within the Coastal Zone as defined by the California Coastal Act of 1976 and is therefore under the land use planning and regulatory jurisdiction of both the City of Dana Point and California Coastal Commission. Pursuant to the California Coastal Act, local jurisdictions are required to prepare a Local Coastal Program (LCP) for those areas of their jurisdiction within the Coastal Zone. The LCP is composed of land use plans, land use policies, zoning ordinances and zoning regulations. After adoption of the LCP and its certification by the California Coastal Commission, the administration of the LCP becomes the responsibility of the local jurisdiction and in the case of Dana Point Harbor, the City of Dana Point. The City of Dana Point has a certified Local Coastal Program and therefore has the authority to approve Coastal Development Permits for all landside development. Pursuant to the Coastal Act, the California Coastal Commission retains permit authority for all waterside activities, however.

The existing Planned Community Program (PC) document, originally adopted for the Dana Point Harbor on July 22, 1969 by the Orange County Board of Supervisors, provides the authority, regulations and procedures for administration of land uses in the Harbor. Upon incorporation, the City of Dana Point began the process of updating its General Plan and Zoning Code for the new City. As part of this process, the City also made modifications to the previously adopted Specific Plans/LCP to obtain certification by the California Coastal Commission allowing the City of Dana Point to approve projects located in areas covered by the City's LCP (inclusive of Dana Point Harbor). Because the County of Orange retains ownership of the entire Harbor, the City of Dana Point at the time of incorporation, chose not to modify the regulations adopted over 30-years ago. The proposed Dana Point Harbor Revitalization Plan will therefore require an amendment to the existing Dana Point Harbor Planned Community Program and Dana Point Specific Plan, in addition to a LCP Amendment to be submitted by the City of Dana Point for certification by the California Coastal Commission.

The Dana Point Harbor Revitalization Plan and District Regulations when included as part of the City General Plan and Zoning Code will constitute the LCP for the Dana Point Harbor area of the City of Dana Point. The Dana Point Harbor Revitalization Plan and District Regulations have been prepared to: 1) satisfy the requirements of the California Coastal Act for a Harbor Land Use Plan; and 2) establish the zoning regulations and other implementing actions programs required for the ongoing implementation of improvements and management of the Dana Point Harbor pursuant to the procedures set forth in Coastal Act.

With approval of the Dana Point Harbor Revitalization Plan and District Regulations, along with the land use configurations depicted on the Dana Point Harbor Revitalization Plan and regulations contained in the District Regulations portion of the document they will replace, in their entirety, the previously certified Land Use Plan (the 1986 plan), existing zoning ordinance and design guidelines (collectively referenced as Attachment C) with a comprehensive boundary, a current land use plan, zoning regulations and development standards to regulate existing and future land uses throughout the Harbor.

Organization of the Dana Point Harbor Revitalization Plan and Harbor District Regulations

This document is organized into the following three (3) components:

1) Introduction and Background

This section provides a general overview of the regional setting of Dana Point Harbor, including a description of existing facilities by Planning Area and jurisdictional considerations affecting the planning and operation of the facilities. The Dana Point Harbor Revitalization Plan and District Regulations document is organized into several parts, all of which, when taken together are intended to satisfy the requirements of the California Coastal Act as well as establish consistent standards for the revitalization and ongoing operation of Dana Point Harbor with the City of Dana Point's Local Coastal Program. Introduction and Background; Dana Point Harbor Revitalization Plan (Part I) are intended to replace the Land Use Plan (LUP) component of the Local Coastal Program (LCP) for the Dana Point Harbor area of the City of Dana Point. Dana Point Harbor District Regulations (Part II) serves to update the Implementing Actions Program (IAP) component of the City's LCP by establishing zoning regulations and procedures for the implementation of the Dana Point Harbor Revitalization Plan.

2) Part I – Dana Point Harbor Revitalization Plan

The Dana Point Harbor Revitalization Land Use Plan (LUP) is the general planning and policy document for Dana Point Harbor as part of the City's LCP. It illustrates the location and intensity of land uses, identifies the primary circulation system, provides coastal resource, marine, conservation and development policies and includes technical information and plans necessary to accomplish the objectives of the California Coastal Act as set forth by the General Plan of the City of Dana Point.

3) Part II – Dana Point Harbor District Regulations

The Dana Point Harbor District Regulations are one of the Implementing Action Programs (IAP's) for the City's LCP and comprises the Zoning Ordinances and Zoning District Maps required by the California Coastal Act and by the City of Dana Point Zoning Code, Chapter 9.69, *Coastal Development Permit*.

The regulatory component of the Dana Point Harbor District Regulations serves as the Implementing Actions Program (IAP) for the City of Dana Point LCP for Dana Point Harbor and includes land use regulations and site development standards for all areas in Dana Point Harbor. Furthermore, it establishes both specific regulations applicable to each Land Use Planning Area and general regulations for off-street parking, signage and the processing of discretionary permits and approvals throughout the Harbor.

The Dana Point Harbor District Regulations are prepared pursuant to the provisions of the California Government Code, Title 7, Division 1, Chapter 3, Sections 65450 through 65457. The Dana Point Harbor District Regulations provide the zoning designations for Dana Point Harbor and establish regulations for specific land use development projects, including submittal requirements and public hearing procedures for the consideration of subsequent City and California Coastal Commission approvals such as issuance of Coastal Development Permits.

The seven components of the Dana Point Harbor Revitalization Plan and District Regulations include:

Land Use Plan

- 1) Dana Point Harbor Revitalization Plan – describes the physical design and engineering of projects in terms of existing facilities and proposed renovations/improvements identified by the Dana Point Harbor Revitalization Plan;
- 2) Resource Management Program – comprehensively implements LUP policies for the conservation and protection of resources within Dana Point Harbor;

Implementing Actions Program

- 3) Regulations and Site Development Standards – provides the development regulations and standards for Dana Point Harbor – in effect serving as the zoning ordinance for the Harbor;
- 4) Design Standards – establishes design requirements for parking and signage components of the Harbor that can be used for subsequent design and project review;
- 5) Discretionary Permits and Procedures – provides community and governmental representatives with the opportunity to review and consider detailed plans for specific revitalization projects within Dana Point Harbor;
- 6) Revitalization Plan and Statistical Table – provides regulations and procedures for City of Dana Point Planning Commission to consider revisions to the Dana Point Harbor Revitalization Plan and Statistical Table; and
- 7) Legal Description – establishes a boundary for Dana Point Harbor that has been prepared to reflect current conditions and adjacent property ownerships.

Dana Point Harbor is a County of Orange owned and operated facility located in the southern portion of the City of Dana Point (see Exhibit 1.1-1, *Regional Vicinity Map*). The City of Dana Point lies in the southwest portion of Orange County and is part of the larger Southern California region. Dana Point is a coastal city with a coastline extending almost seven miles from Laguna Beach in the north to San Clemente in the south. The 276.8-acre (gross) Dana Point Harbor can be accessed by vehicles via Dana Point Harbor Drive, which can be reached primarily via Pacific Coast Highway, Street of the Golden Lantern or accessed by Cove Road at the west end of the Harbor. The Harbor is bordered by the Pacific Ocean to the south, Dana Point Headlands and Old Cove Marine Preserve to the west, Doheny State Beach to the east and a variety of commercial, hotel, residential and public park uses to the north. The Interstate-5 freeway is located approximately two miles to the east and provides regional access to the Harbor.

The Dana Point Harbor was created in 1968 from a natural cove along the southern Orange County shoreline as a small boat marina. Steep bluffs surround it on the north and west, Dohney State Beach adjoins the Harbor on the southeast. The County of Orange, with the cooperation of the U.S. Army Corps of Engineers, constructed the Harbor's basic infrastructure and public facilities, that first opened in 1971. Over the past three decades, Dana Point Harbor has established itself as one of the best small boat harbors on the west coast. The complex offers a diversity of recreational and commercial amenities, attracting a variety of users, including boaters, tourists, local residents and business patrons.

The City of Dana Point was incorporated on January 1, 1989 and comprises an area of approximately 6.7 square miles with a population of about 37,000 residents. The City serves a significant number of visitors each year, many of whom are drawn to the area by the Harbor, beaches, local and regional park facilities, golf courses and the resorts. The tourist industry is crucial to the financial well being of the City since transient occupancy taxes represent the single most important revenue source for the City and local businesses are heavily dependent upon visitor traffic for their sales throughout the year.

The general configuration of the Harbor has three major components: a landside area adjacent to the bluffs; the island area (connected by a bridge to the landside); and marina areas consisting of boat docks, commercial fishing fleet slips, federal anchorage areas, tall boat docks adjacent to the Ocean Institute, marine service areas and fuel docks. For the purpose of establishing land use and development regulations for the Dana Point Harbor Revitalization Plan, the Harbor has been divided into 12 Planning Areas (see Exhibit 1.1-2, *Planning Area Map*). The following is a summary of the existing conditions for each of the Planning Areas.

PLANNING AREA 1

Planning Area 1 makes up the eastern boundary of the Harbor, beginning at the intersection of Pacific Coast Highway and Dana Point Harbor Drive. A large monument sign is located on the southwest corner marking the main vehicular entrance to the Harbor. Immediately south of the intersection along Dana Point Harbor Drive is the main entrance to Doheny State Beach and the entrance road (Park Lantern) leading to Lantern Bay Park and the Laguna Cliffs Marriott Resort and Spa. Lantern Bay Park and Heritage Park are local park facilities operated by the City of Dana Point and are located on the bluffs, overlooking Doheny State Beach and the eastern portion of the Harbor. Park facilities include meandering walking paths, picnic benches and barbeques, turf areas shaded by large pine trees, a newly remodeled tot-lot, basketball courts and off-street parking lot.

Located immediately west of the Doheny State Beach entrance is the Puerto Place parking area. This paid parking area (between the hours of 6 AM to 12 AM) has a capacity of 163 cars and includes a small picnic area with benches and barbeque that overlooks the State Beach and ocean. Beach access stairs are also provided from the parking area.

Across from the Puerto Place Parking area, the County of Orange operates the South Coastal Operations Administration Office and Maintenance Yard. The maintenance campus includes approximately 4,120 sq. ft. of uses, comprised of a brick office and equipment storage building, several temporary modular units, materials storage and employee parking area. A telecommunications tower and standby generator are also located adjacent to the Maintenance Yard, providing cell service to the Harbor. Puerto Place extends along the eastern boundary of the Anchor Marine Center that includes the entrance to the Dana Point Shipyard and Dana Point Jet Ski Rentals.

The shipyard facilities include administrative offices and a machine shop (approximately 5,000 sq. ft. including Dana Point Jet Ski) located in a two-story ribbed metal panel building adjacent to the waterfront.

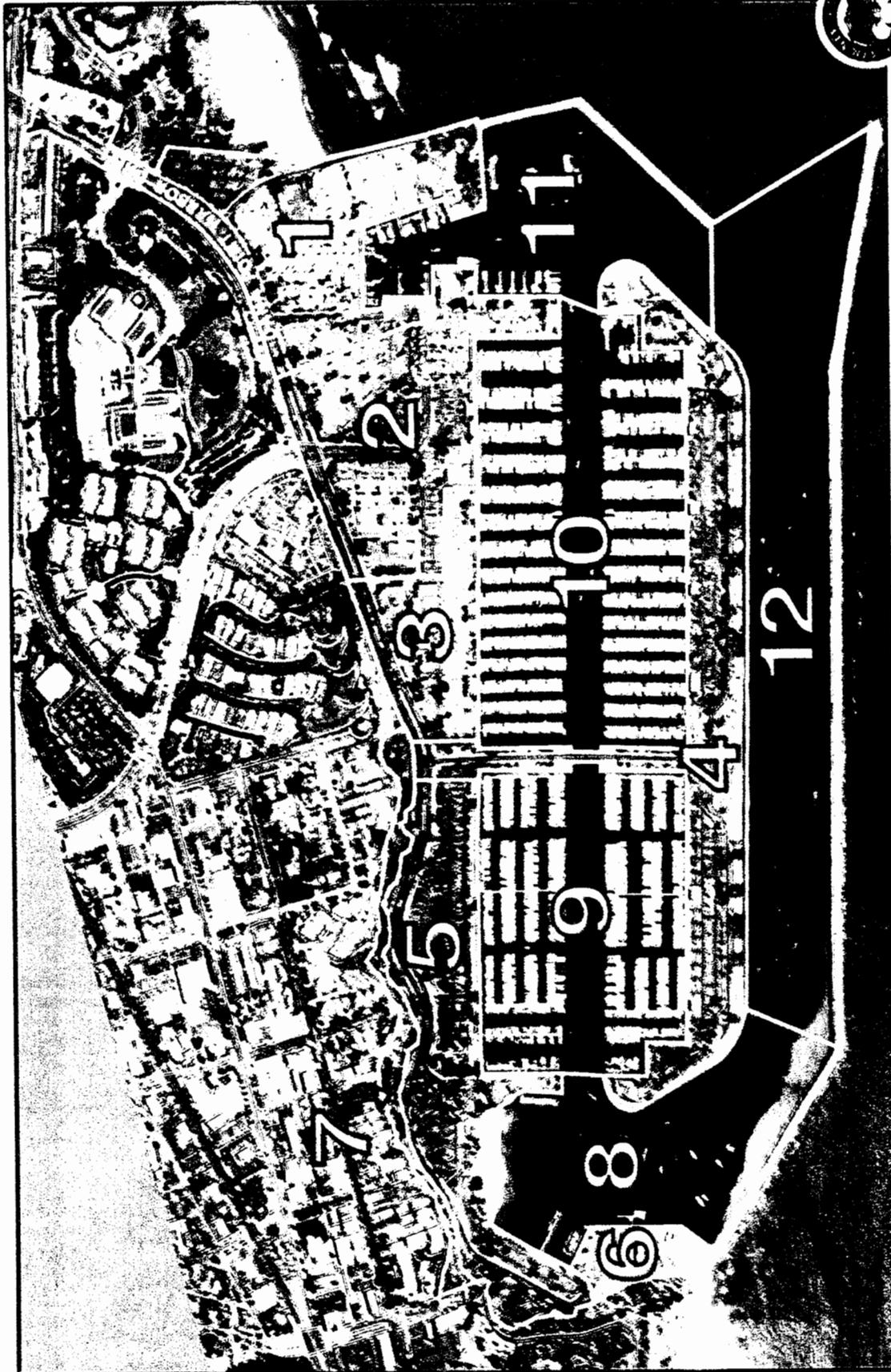


Exhibit 2

PLANNING AREA MAP

09-xx

Dana Point Harbor
REVITALIZATION PLAN & DISTRICT REGULATIONS



Puerto Place terminates with a circular turn-around that has a public restroom and a small park at the breakwater. A paid parking lot (28 spaces); park area that includes benches and the fuel dock, with a small office, sales area and convenience store (750 sq. ft.) are also located in this area of the Harbor. There is visible evidence of underground storage tanks adjacent to the fuel dock area, indicated by manholes and fuel pumps at the terminus of Puerto Place.

Immediately west of Puerto Place on Dana Point Harbor Drive is the Embarcadero Marina entrance, consisting of a two-lane, one-way roadway with card-key and fee-paid control gate access. The Embarcadero Marina facilities include a large surface parking lot for vehicles and boat trailers (183 spaces), four boat washdown stations, trash dumpsters, boat launch ramps with two floating docks and Embarcadero Boat Rentals. Embarcadero Marina offices are housed in a two-story building. The facility also includes a one-lane boat launch hoist. Users of the facility presently exit using Street of the Golden Lantern and Dana Point Harbor Drive.

Planning Area 1 currently has a total capacity of accommodating up to 288 cars in the various parking areas, 183 cars and trailers and 516 boats in the surface storage areas.

PLANNING AREA 2

Planning Area 2 (between Embarcadero Place and Casitas Place), presently includes Mariner's Village (directly east of Casitas Place), Mariner's Alley and Dana Wharf. A total of approximately 26,600 sq. ft. of retail and 51,300 sq. ft. of restaurant uses are presently located in Planning Area 2. Primary access to the retail shops and restaurants is from the Street of the Golden Lantern. Mariner's Village and Mariner's Alley uses consist primarily of small retail specialty shops and restaurants (including The Brig, El Torito, Harpoon Henry's, The Harbor Grill and Gemmell's).

Businesses that make up the Dana Wharf area of the Harbor consist primarily of various small retail shops, boater services (including Dana Wharf Sport Fishing and the Catalina Ferry Service) and restaurants (including the Wind & Sea, Turk's Bar and Grill, Jon's Fish Market, Harbor Delicatessen, Jolly Roger and Proud Mary's). The adjacent Dana Wharf parking area has a capacity of 170 spaces with narrow aisles, making access by large delivery trucks and emergency vehicles difficult.

Adjacent to the boardwalk, between Mariner's Village and Dana Wharf, a 4,000 sq. ft. Boater Service Building (No. 1) provides office space for yacht brokers and boater facilities such as restrooms with showers and laundry washing facilities.

Planning Area 2 currently has a total capacity of accommodating up to 900 cars in the various parking areas and up to 130 cars with trailers.

PLANNING AREA 3

Great Western Hotels built the Marina Inn in Dana Point Harbor in 1970 as a 3-story, 80-room apartment hotel for County residents looking for a weekly vacation destination. In 1974, 68-rooms were added to create the configuration of the current facility. At the time the hotel was constructed, the County expressly did not want to include retail or food service as part of the hotel to encourage guests to visit businesses and restaurants in the Mariner's Village and Dana Wharf areas. The Marina Inn presently provides overnight accommodations using a total of 136 guest rooms and limited guest amenities that includes outdoor pool and deck area, three meeting rooms totaling approximately 2,000 sq. ft. and a small lobby, located at the main entrance, accessed by a driveway from Casitas Place and Dana Point Harbor Drive.

Adjacent to the docks of the East Marina are three (3) Boater Service Buildings (Numbers 2, 3 and 4) that provide office space for yacht brokers, boater restrooms with showers and laundry facilities, including clothes washer and dryer. Boater Service Buildings 2 and 3 are approximately 3,600 sq. ft. in size and Boater Service Building No. 4 located adjacent to Island Way is 5,000 sq. ft. in size.

Planning Area 3 currently has a total capacity of accommodating up to 623 cars, including that portion of the parking area located immediately adjacent to the East Marina that is reserved for use by boaters. A portion of the boater parking area is also used periodically for overflow parking during peak summer periods to accommodate additional ferry passengers to Catalina Island.

PLANNING AREA 4

The Island Area (accessed by a two-lane bridge extending across the marinas) includes a number of Harbor-related uses, accessed via Dana Point Harbor Drive by Island Way and is comprised of the Dana Point Yacht Club (12,400 sq. ft.), Dana West Yacht Club (3,600 sq. ft.), Beach House Restaurant (10,000 sq. ft. with outdoor seating area) and Orange County Sheriff Harbor Patrol offices (6,000 sq. ft.).

Adjacent to the slips along the length of the Island are a total of seven (7) Boater Service Buildings (D, E, F, 5, 6, 7 and 8), each approximately 3,600 sq. ft. in size, with the exception of Boater Service Building 5 which is 4,000 sq. ft. The buildings presently provide office space for yacht brokers, yacht and sailing clubs (Dana West Yacht Club and Aventura Sailing Association), boater restrooms, locker rooms with showers, clothes washers and dryers. Located immediately adjacent to the Boater Service Buildings in the boater parking lots are racks for housing kayaks and other small boats. The Island also includes a linear park with meandering walking paths, turf and picnic areas, benches and public restrooms located throughout.

Planning Area 4 currently has a total capacity of accommodating up to 1,295 cars, including that portion of the parking area located immediately adjacent to the docks that is reserved for

use by boaters. A portion of the boater parking area is used as a surface boat storage area with a capacity for up to 60 vessels.

PLANNING AREA 5

Key recreational facilities include the Dana Point Youth and Group Facility, Baby Beach (provides a non-motorized craft launch), a public fishing pier and the adjacent large picnic area. These activity areas are popular location for picnics, beach activities, beginner sailing and kayaking and private parties of all types.

The Dana Point Harbor Youth and Group Facility totals approximately 11,000 sq. ft. in size and is located on the west side of the Dana Point Harbor. Built in 1985 to serve as a center for education and recreation for water activities, the facility is comprised of several wood framed buildings containing offices, kitchen, a multi-purpose building, a maintenance building, pre-launch area, jib crane and docks. The multi-purpose building is used for classes, meetings, programs and special events. The office building has two stories with conference rooms and offices on the second level.

Adjacent to the northern portion of the West Marina are a total of three (3) Boater Service Buildings (A, B and C), each approximately 3,600 sq. ft. in size. The buildings presently provide office space for yacht brokers and marina operations, boater restrooms, locker rooms with showers and clothes washers and dryers. In the upper level of the Boater Service Building C, located adjacent to Island Way, the County of Orange – Dana Point Harbor Department has its headquarters.

Planning Area 5 currently has a total capacity of accommodating up to 725 cars, including that portion of the parking area located immediately adjacent to the docks that is reserved for use by boaters. Located in several of the boater parking lots, racks for housing kayaks and other small boats are provided.

As a condition of approval by the California Coastal Commission for the Dana Point Headlands Development and Conservation Plan, an underground water quality media and dry-weather diversion system was constructed under the parking lot adjacent to the fishing pier on County property. These improvements are described here for reference purposes only.

PLANNING AREA 6

The Ocean Institute is located in the westernmost portion of the Harbor, providing a unique educational campus, situated adjacent to the Old Cove Marine Preserve. The newly expanded Ocean Institute facilities provide a hands-on marine sciences experience for children and adults, including RV/Sea Explorer cruises, tours of the historical Brig "Pilgrim" and "Spirit of Dana Point" tall ships, tide pool excursions and other marine/coastal educational programs.

The Ocean Institute consists of a total of approximately 32,000 sq. ft. in a series of small buildings, designed to emulate the campus of an early coastal marine science facility historically located along the coastline of the western United States. Principal goals of the facility include providing significant increases in seating capacity for lectures and special events, larger learning center, areas for teacher conferences, training/lecture and instructional space for administrative staff and space for facility operational functions.

Three of the buildings are devoted to creating unique laboratory environments that serve as the principal learning centers for the At Sea, Ecology and Surf Science/Overnight programs. Three other buildings house support services, including the bookstore, a multipurpose room and a student services building that incorporates a main lobby area, exhibit area and student services, administration and conference room. The facility is also made up of two of the original buildings, the Maritime Center and Chilcote House.

The parking area adjacent to the Ocean Institute provides parking for 118 cars and also includes public restrooms and pedestrian walkways connecting with other areas of the Harbor, including the large boat docks and nearby fishing pier. The Ocean Institute also serves as the principle point of access to the Old Cove Marine Preserve. Currently the general public accesses the Marine Preserve primarily via the Harbor walk (along the seawall) or by using an emergency access road located along the western edge of the main Ocean Institute building.

PLANNING AREA 7

The Harbor is backed by high bluffs and cliffs that have been a landmark for Dana Point since sailors first discovered the area. Several drainage outlets are located at various points along the bluffs to route storm water towards the Harbor from the surrounding upland areas. A portion of the bluffs east and west of Golden Lantern were graded and concrete brow ditches installed to convey surface water runoff. The upper and lower system of laterals and intermediate drop channels are maintained by the County of Orange.

PLANNING AREA 8

The Educational Basin is located in the western most portion of Dana Point Harbor and includes a federal anchorage area and tall boat docks adjacent to the Ocean Institute. In addition to the docks for the Spirit of Dana Point and the Pilgrim vessels, a public fishing pier is located immediately adjacent to the Pilgrim dock. Because of its sandy bottom and gradual transition to deeper water in the main channel of the Harbor, the Educational Basin is frequently used by kayakers to enter and leave the water.

PLANNING AREAS 9, 10, 11 & 12

Marinas include the West Marina (west of Island Way, adjacent to the West Harbor Area or Planning Area 9); the East Marina (east of Island Way, adjacent to Dana Wharf and the Commercial Core area or Planning Area 10 and includes the East Turning Basin with a full-service fuel dock/bait receiver or Planning Area 11) and the Harbor entrance and the main channel behind the Federal breakwater or Planning Area 12.

Fully-sheltered from the open coast by almost 8,000 lineal feet of Federal breakwater, the interior basins provide berthing for approximately 2,493 small-crafts. A variety of public, commercial and educational ancillary facilities and recreation amenities, some of which are lease operated, occupy the areas adjacent to the mooring areas and waterways.

The County is directly responsible for operation and maintenance of all boating facilities within the Harbor. The Orange County Sheriff Harbor Patrol docks are located near the entrance to the East Basin. The facility consists of a combination of 23 single berth and additional side-tie dock space totaling approximately 10,000 sq. ft. of deck area. The floating docks are constructed of industry standard concrete pontoons fastened together with continuous treated timber wall and through rod systems. Several docks have been recently replaced, however most original gangways and anchor piles remain in place.

The West Basin Guest Docks are located near the entrance to the West Boat Basin. This transient berthing area contains 42 slips distributed over a single head walk. The 9,900 square feet of deck space has also been replaced with a concrete floating deck system. The Guest Docks are available on both a reservation and first-come-first-served basis and are managed by the County Harbor Patrol Office. The third County boating element is the dock space at the Youth and Group Facility located on the interior aspect of the West Basin. Two concrete dock systems on both sides of the educational center have been installed. The total deck space is approximately 10,700 square feet and provides a combination of wet and dry storage for small sail boats and dinghies.

The shoreline interface of Dana Point Harbor is protected by a combination of vertical bulkhead and side slope protection. The bulkhead is a cast-in-place concrete L-wall that borders the water's edge in the East and West Basins and the landside perimeter of the Harbor. The basin side slopes are protected in the mooring basins by a grid of pre-cast concrete panels set on grade. Areas outside of the mooring basins are armored with stone riprap that require ongoing periodic repair.

County of Orange

a) Tidelands and Submerged Lands Acquisition

Chapter 321 of the Statutes of 1961 was an Act of the State legislature (effective on September 15, 1961) that granted ownership of certain tidelands and submerged land of the State of California (including Dana Point Harbor) to the County of Orange.

Conveyance of the Harbor area by the State Lands Commission was subject to the following trusts and conditions:

- 1) That said lands shall be used by said County and its successors, only for the establishment, improvements and conduct of a harbor and for the construction, maintenance and operation thereon of wharves, docks, piers, slips, quays and other utilities, structures, facilities and appliances necessary or convenient for the promotion and accommodation of commerce and navigation and for use, public park, parking, highway, playground and business incidental thereto; and said County, or its successors, shall not, at any time, grant, convey, give or alien said lands, or any part thereof, to any individual, firm or corporation for any purposes whatever; provided, that said County, or its successors, may grant franchises thereon for limited periods (but in no event exceeding 50 years), for purposes consistent with the trust upon which said land are held by the State of California and with the requirements of commerce and navigation at said Harbor and collect and retain rents from such leases.
- 2) That said lands shall be improved by said County without expense to the State and shall always remain available for public use for all purposes of commerce and navigation and the State of California shall have at all times, the right to use, without charge, all wharves, docks, piers, slips, quay walls and other improvements and facilities constructed on said lands, or any part thereof, for any vessel or other water or aircraft, or railroad, owned and operated by the State of California.
- 3) That in management, conduct or operation of said Harbor, or of any of the utilities, structures, appliances or facilities mentioned in paragraph (1), no discrimination in rates, tolls or charges or in facilities for any use or service in connection therewith shall ever be made, authorized or permitted by said County or its successors.
- 4) There is hereby reserved, however, in the people of the State of California the absolute right to fish in the waters of said Harbor with the right of convenient access to said waters over said lands for said purposes.
- 5) There is hereby excepted and reserved to the State of California all deposits of minerals, including oil and gas, in said land and to the State of California, or persons

authorized by the State of California the right to prospect for, mine and remove such deposits from said land.

- 6) The lands herein described are granted subject to the express reservation and conditions that the State may at any time in the future use said lands or any portion thereof for highway purposes without compensation to the County, its successors or assigns, or any person, firm or public or private corporation claiming under it, except that in the event improvements have been placed upon the property taken by the State for said purposes, compensation shall be made to the person entitled thereto for the value of his interest in the improvements taken or the damages to such interest.
- 7) That within ten years from the effective date of this act, said lands shall be substantially improved by said County without expense to the State and if the State Lands Commission determines that the County has failed to improve said lands as herein required, all rights, title and interest of said County in and to all lands granted by this act shall cease and said lands shall revert and vest in the State.

In addition to the statutory requirements, the County must also adhere to the common law Public Trust Doctrine. This body of law mandates that the County adhere to Constitutional limitations as set forth by the State of California regarding the protection of commerce, navigation and fishing.

b) Dana Point Harbor Planned Community

On July 22, 1969, the Orange County Board of Supervisors approved the Dana Point Harbor Planned Community text and regulations. This zoning ordinance provided the basis for establishment and operation of all land uses currently existing throughout Dana Point Harbor.

c) Local Coastal Program – Dana Point Segment of the South Coast Planning Unit

The California Coastal Act of 1976 is incorporated in the California Public Resources Code (Section 30000 et seq.). The Coastal Act provides for comprehensive planning of coastal areas. Local jurisdictions are required to prepare a Local Coastal Program (LCP) for those areas of their jurisdiction within the Coastal Zone. The LCP is composed of land use plans, zoning ordinances and zoning regulations. After local adoption of the LCP and its certification by the California Coastal Commission, the administration of the LCP becomes the responsibility of the local jurisdiction.

All development within the Dana Point Harbor has been historically regulated by the County of Orange using the "Dana Point Harbor Planned Community District Development Plan". The Dana Point Harbor property was designated as a "Planned Community" (PC) District by Ordinance Number 2331 as adopted by the Orange County Board of Supervisors.

Subsequent to the adoption of the Dana Point Specific Plan and in accordance with the Coastal Act, the County prepared an LCP covering the area of four separately developed communities (Dana Point, Monarch Beach, Capistrano Beach and Dana Point Harbor), all with portions of which are located within the Coastal Zone boundary. Following adoption of the Land Use Plan, regulations and district maps by the Orange County Board of Supervisors in 1980 and certification of the LCP by the California Coastal Commission in 1981, the County of Orange was responsible for the implementation of the provisions and policies as set forth in Public Resources Code §30108.6 at the local government level.

City of Dana Point

Since incorporation of the City of Dana Point in 1989, the City has systematically worked to create a comprehensive General Plan that includes all mandatory components necessary to satisfy California land use laws, the Subdivision Map Act and Coastal Act as well as a stand alone Zoning Ordinance. Approximately one-half of the City's land area (2,158 of the City's total 4,148 acres) lies within the California Coastal Zone boundary and is therefore subject to the requirements of the California Coastal Act (Division 20 of the Public Resources Code commencing with Section 30000). In July 1991, the Land Use Plan (LUP) components of the County's LCP were incorporated into the City of Dana Point General Plan. As part of the General Plan update, all the land uses within the Local Coastal Program (with the exception of Dana Point Harbor) were updated and a comprehensive analysis of Coastal Act Policies provided. With certification by the California Coastal Commission of the LCP Amendment in 1993, the City of Dana Point assumed discretionary authority for all areas of the City, located within the Coastal Zone boundary, inclusive of the Dana Point Harbor.

County of Orange – Dana Point Harbor Department

On April 12, 2005, the Orange County Board of Supervisors authorized the establishment of the Dana Point Harbor Department. The newly created stand-alone County Department is responsible for the implementation of all components of the Dana Point Harbor Revitalization Plan (approved by the Board of Supervisors on January 31, 2006), overseeing the daily operations of all facilities and administration of Tidelands Grant revenues derived from management and operating agreement controlled areas and from rents and leases of land and improvements in or adjacent to the Harbor. The Dana Point Harbor Department is under the direct oversight of the County's Chief Executive Officer.



1.1 Dana Point Harbor Summary Table and Land Use Plan

The Dana Point Harbor Revitalization Plan consists of a Land Use Plan (Exhibit 1-1, *Dana Point Harbor Land Use Plan*), Summary Table (Table 1-1) along with project descriptions, policies, plan elements and design themes. The Dana Point Harbor Revitalization Plan is intended to comprehensively replace the certified Land Use Plan (the 1986 plan) for Dana Point Harbor that is included in the City's Land Use Plan/LCP. The Dana Point Harbor District Regulations, provided in Part II of this document, is intended to replace the City's Planned Community Program document that is presently in effect for Dana Point Harbor.

**Table 1-1
LAND USE SUMMARY TABLE**

Land Use Category	Planning Areas	Gross Acres	Percent of Total Harbor
Marine Services	1	25.2	9.2
Day-Use Commercial	2	18.1	6.5
Visitor-Serving Commercial	3	9.5	3.4
Marine Commercial	4	25.6	9.3
Day-Use Recreation	5	21.1	7.6
Educational-Institutional	6	3.6	1.3
Conservation	7	4.0	1.4
Education Basin	8	25.8	9.3
West & East Marinas	9, 10	76.2	27.5
Marine Services & Harbor Entrance	11, 12	67.7	24.5
Total:		276.8	

1.2 Dana Point Harbor Revitalization Plan

The Dana Point Harbor Revitalization Project (Revitalization Plan) establishes a new Commercial Core (the northerly portion of Planning Area 1 and Planning Area 2) that includes the replacement and/or remodeling of all existing retail and restaurant buildings. The Commercial Core revitalization also includes the reconfiguration of all existing surface parking areas to provide additional parking, new boater loading and drop-off areas, new dry-stack boat storage facilities and improvements to several boater service and public restroom buildings. The initial phase of the proposed Dana Point Harbor Revitalization Plan provides for the relocation of certain yacht brokerage firms and other harbor-related offices uses to the new Commercial Core area.

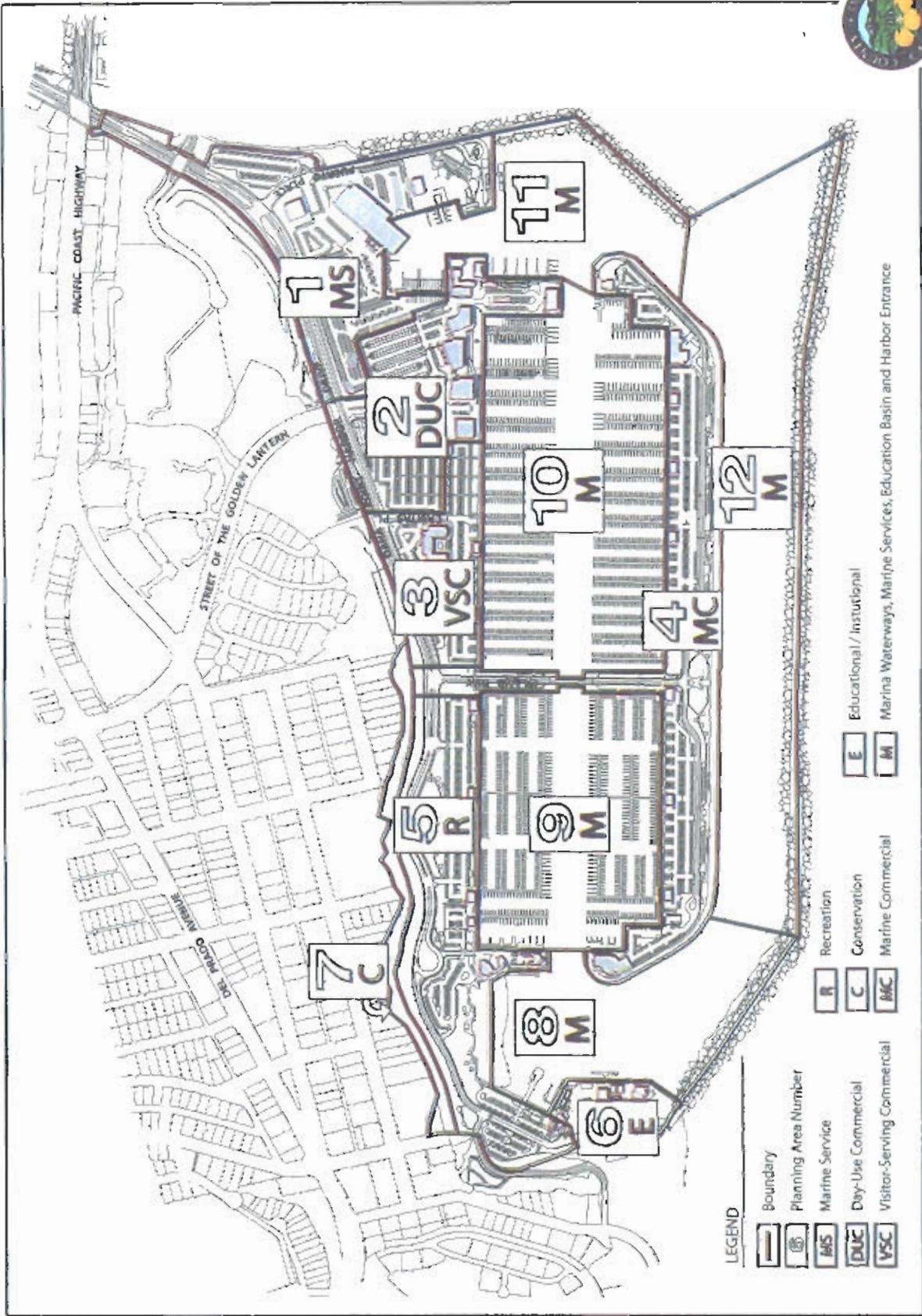


Exhibit 1-1

DANA POINT HARBOR LAND USE PLAN

09-06



**Dana Point Harbor
REVITALIZATION PLAN & DISTRICT REGULATIONS**



Outside the Commercial Core area, the Dana Point Harbor Revitalization Plan provides for a number of future improvements (the remaining portion of Planning Area 1 and Planning Areas 3 through 7 [landside] and 8 through 12 [waterside]). Planning Area 3 plans include a new Marina Hotel complex with conference and recreational facilities in addition to providing up to 220 new guest rooms and other visitor-serving amenities. Plans for Planning Area 4 allow for the future renovation and/or expansion of the Dana Point and Dana West Yacht Clubs, restaurant renovations and modifications to the Harbor Patrol Offices to provide additional meeting rooms or staff office space. Other work is anticipated to be performed to reconfigure and/or reconstruct the marina docks and portions of the seawall in Planning Areas 8 through 12, subject to a separate permitting and environmental review process to add additional guest boater docks closer to the Commercial Core with a dinghy dock area adjacent to Dana Wharf.

The proposed Dana Point Harbor Revitalization Plan improvements will occur in two main phases over approximately 5 to 20 years. The near-term improvements (referred to as Phase I) are estimated to take approximately 2 to 5 years to complete after obtaining the necessary jurisdictional approvals and consists of the northerly portion of Planning Area 1 and all of Planning Area 2, collectively referred to as the "Commercial Core" area of the Harbor ("Marine Services" – the Embarcadero and Shipyard area and "Day Use Commercial" – The Dana Wharf and Mariners Village areas). The long-term improvements (referred to as Phase II) are anticipated to commence as funding sources are identified and jurisdictional approvals are obtained and consists of future improvements in Planning Areas 3-12 including renovations to structures and street improvements on the Island and reconfiguration of the Marinas. Future improvements may also occur in the southern portion of Planning Area 1 and includes reconfiguration area used for non-shipyard related activities such as boat storage, boat brokerages, jet-ski rentals and sales and kayak rentals will be included as part of the Revitalization Plan's mast-up boat storage area as well as the construction of a potential lighthouse facility near the end of Puerto Place.

The Revitalization Plan has been developed with the specific intent of promoting Coastal Act compliance by enhancing public access opportunities, providing updated visitor-serving commercial and marine recreational amenities and promoting coastal resource preservation throughout the Harbor. Specific improvements described by Planning Area include:

Planning Area 1 – Marine Services

The Dana Point Harbor Revitalization Plan provides enhancements to the Marine Services area by ultimately adding one (1) dry stack boat storage facility building in the Northeast Marine Services Area (near the intersection of Puerto Place and Dana Point Harbor Drive) with a capacity to store up to 400 boats generally ranging in size from 20 to 40 feet.

Currently, County maintenance buildings occupy a portion of this site. As part of the Dana Point Harbor Revitalization Plan, the County maintenance facilities will be demolished. An existing telecommunications tower may require relocation.

The dry stack facility will offer enhanced boater services, including valet launch and retrieval services. Access to the dry stack facilities and the launch ramp will be via Puerto Place. The dry stack boat storage facility will contain approximately 400 spaces and includes 5,600 sq. ft. of new offices and boater lounge area, a hoist, boat maintenance area and other support space. A stand-alone 9,100 sq. ft. marine store is also proposed to be located at the corner of Puerto Place and Dana Point Harbor Drive. Development of this facility will also require the reconfiguration and modification of the wet slip staging area, currently located adjacent to the boat launch ramp area. This area is utilized to dock the vessels for client access and as a drop-off area prior to the return of boats to the dry stack building.

At full buildout, the marine services area parking will include 326 vehicle parking spaces, approximately 93 surface boat storage spaces and 230 car with trailer parking spaces. This reallocation results in the addition of 170 parking spaces and 47 cars with trailer spaces (achieved by a decrease of 130 cars with trailer spaces currently located within Planning Area 2). Surface boat storage in Planning Area 1 will decrease by approximately 423 spaces, however, this reduction will be partially off-set by the dry stack boat storage building. Additionally, as part of a Harborwide program being contemplated, a seasonal water taxi service stop may be located at the terminus of Puerto Place.

Planning Area 2 – Day-Use Commercial

The Dana Point Harbor Revitalization Plan establishes a large, centralized outdoor Festival Plaza, located at the southern terminus of Street of the Golden Lantern, within the central portion of the Harbor's Commercial Core. The Festival Plaza provides direct views across the Commercial Core by creating an open plaza along this section of waterfront as well as a central gathering space for events, activities, and celebrations throughout the year. Currently, these activities are limited to a small area of lawn adjacent to a restaurant service dock. The Festival Plaza includes approximately 35,000 sq. ft., with a combination of landscaping, decorative paving and informal seating areas. As designed, the Pedestrian Promenade extends from Casitas Place to Dana Wharf and varies in width from 15 feet to 50 feet.

With completion of the new Commercial Core buildings and facilities, the existing businesses and restaurants will be relocated and demolition of Mariner's Village and Mariner's Alley will occur, making way for the construction of additional guest and boater parking areas. The new retail area improves water orientation and integration

with the Festival Plaza, the Pedestrian Promenade and the merchants located on Dana Wharf.

Planning Area 2 will replace and/or rehabilitate approximately 26,600 sq. ft. of existing retail uses and 51,300 sq. ft. of existing restaurant uses, thereby creating a net additional 6,200 sq. ft. of retail and 27,100 sq. ft. of restaurant uses. The Revitalization Plan calls for the relocation of the yacht brokerages within existing Boater Service Buildings 1 and 2 to the second and third floors of the new Wharf building that will be connected to the Commercial Core area by a second story pedestrian bridge. Commercial and restaurant uses will be integrated into a two level podium structure, accommodating approximately 89 parking spaces and contain waterfront retail uses on the bottom level and additional restaurant facilities and limited parking on the second level.

Adjacent to the Commercial Core is a new two-level parking deck that provides an estimated 610 parking spaces. The upper level of the parking deck is designed to provide direct access from Street of the Golden Lantern; the lower level is accessed from both Street of the Golden Lantern and the adjacent surface parking lot. With the construction of the parking deck and the reconfiguration of the surface parking lots, a net increase of 403 parking spaces in Planning Area 2 is provided. Parking area improvements have been designed to leave the new Dana Point Harbor Entry Monument Sign and landscaping improvements in place.

Planning Area 3 – Visitor Serving Commercial

The Dana Point Harbor Revitalization Plan provides for the future replacement of the existing Marina Inn with a new facility located in the present hotel location or relocated closer to the waterfront to promote a stronger pedestrian connection with the Pedestrian Promenade and Festival Plaza. The new hotel is planned to provide up to a maximum of 220 guest rooms with full-service guest amenities, including expanded lobby area with guest services, 2,750 sq. ft. restaurant, up to 12,000 sq. ft. of special function and meeting rooms, 500 sq. ft. of ancillary retail space, a 1,500 sq. ft. fitness center, pool and other outdoor activity facilities (sand volleyball court, etc.).

In addition to traditional hotel accommodations, the proposed hotel may include suites (up to 20 percent of the total number of rooms) that provide guests with a bedroom, living area, dining rooms, kitchens, clothes washers and dryers. The final design of the hotel may also include connections to adjoining rooms, allowing multiple bedroom suite accommodations. The new hotel rooms will have private decks or balconies for guests to take advantage of the views and oceanfront climate. These suites will be intended to encourage longer stays, particularly for families with children.

The architectural character of the hotel will be compatible with the California Coastal theme of the new Commercial Core, possibly including terraced levels of buildings in

various configurations to maximize views and break up building massing as viewed from surrounding vantage points. The hotel building design will also emphasize providing adequate parking for guests and maintaining convenient access to parking areas for boaters. Parking areas may be provided using a combination of at-grade parking lots and some underground parking facilities, allowing direct access to the Harbor and hotel facilities. A parking deck with access directly from Dana Point Harbor Drive, Casitas Place or the Commercial Core area may also be considered as part of the overall hotel design to separate the main guest entrances from service and delivery functions.

Planning Area 4 – Marine Commercial

The Harbor Patrol Facility is proposed to be expanded from 6,000 sq. ft. to 7,500 sq. ft. A potential seasonal water taxi may be provided, with pick-up/drop-off locations at the Harbor Patrol Facility, at one or more locations in Island Park and at the Dana Point Yacht Club.

The improvements at the Dana Point Yacht Club and Dana West Yacht Club, including an expansion of up to 5,000 sq. ft., provides storage for kayaks, rowboats and other small craft used by the yacht clubs, as well as increase the overall square footage. Additionally, the seven boater service buildings may be expanded by an additional 2,000 to 5,000 sq. ft. each.

A material disposal station will be installed within Planning Area 4 to facilitate boater drop-off of materials such as bilge pads. Plans also include enhancements in visitor parking availability and the replacement of existing turn-around at each end of Dana Drive to resolve large vehicle and emergency access constraints. Additional public parking may also be provided through the reconfiguration of Dana Drive. Other improvements to Planning Area 4 include the extension of pedestrian access to the Channel Side Tie docks and reconfiguration of existing parking on Dana Drive to provide parking for boaters using Channel Side Tie Docks.

Planning Area 5 – Day Use Recreation

Planning Area 5 includes a potential expansion of the Youth and Group Facility, which currently offers meeting rooms for recreational activities, community events and private parties, as well as sailing and ocean-related educational programs. The Youth and Group Facility may ultimately increase by approximately 6,000 sq. ft. to a total of 17,000 sq. ft. There may be a seasonal water taxi pick-up/drop-off station adjacent to the facility. Contemplated circulation and access improvements include the realignment of Dana Point Harbor Drive adjacent to the proposed facility to remove the existing traffic circle to improve traffic circulation. Currently, Cove Road provides secondary access to the Harbor; this roadway is configured for vehicles only. Additional enhancements include picnic area improvements, upgraded restrooms and reconfigured parking areas.

Planning Area 6 – Educational-Institutional

The Ocean Institute consists of a series of buildings devoted to creating unique marine laboratory environments that serve as learning centers for the At Sea, Ecology, and Surf Science/Overnight programs. Other support buildings house a bookstore (Campus Store), a multipurpose room, a main lobby, an exhibit area, student services, administration, a library and conference room and other support spaces. Recreational uses within the vicinity of the Ocean Institute include the Old Cove Marine and Native Plant Preserves. To facilitate access to the Ocean Institute, a seasonal water taxi stop may be located adjacent to the Ocean Institute's Tall Ship Harbor. The Ocean Institute was recently completely renovated and the Dana Point Revitalization Plan does not contemplate any future expansion of these facilities.

Planning Area 7 – Conservation

The Revitalization Plan provides for the preservation the coastal bluff-face as an important coastal resource. Planning Area 7 includes a small amount of coastal sage scrub, which is a sensitive plant species that provides habitat for other sensitive plant and animal species. Only limited improvements to surface drainage facilities are contemplated as part of the Dana Point Harbor Revitalization Plan.

Planning Area 8 – Educational Basin

The Dana Point Harbor Revitalization Plan provides for the renovation of the marine portions of Baby Beach. The non-motorized craft launching area and picnic and park area within Baby Beach and Federal anchorage area will remain. However, because of ongoing water quality concerns, the form and function of this area may be modified based on the findings of water quality research that is currently underway. Potential

changes range from implementing water quality Best Management Practices to reconfiguration of the sandy bottom to promote water movement.

Planning Areas 9 and 10 – West and East Marinas

Proposed as part of the Dana Point Harbor Revitalization Plan are provisions for the future reconfiguration and/or reconstruction of the East and West Marinas. Proposed plans for the East Marina include the construction of 22 additional visitor docks and improving visitor access to the Commercial Core. Although the number of visitor docks will slightly increase, the total number of boat slips within the East and West Marina Basins are anticipated to decrease to approximately 1,988 docks based on preliminary planning and feasibility estimates. Dock space will be supplemented by the dry stack boat storage capacity of new facilities located within Planning Area 1.

The reconstruction and reconfiguration of the docks will likely require relocation of the dock system guide piles or construction of new piles. As part of the marina work, the docks' reconfiguration will include facilities compliant with the Americans with Disabilities Act (ADA) and will provide improved lighting, security, signage and upgrade utility connections for vessels. All dock work will be phased to minimize loss or disruption of existing docks. This may involve use of temporary floating, staging and/or imported prefabricated docks to minimize construction time.

Planning Areas 11 and 12 – Marine Services and Harbor Entrance

The Dana Point Harbor Revitalization Plan provides renovations to the Harbor Entrance including several changes to improve access to the water and the circulation of boat traffic in the Harbor. The Revitalization Plan will increase the efficiency and recreational value of the channel by adding channel side tie docks. To improve boat/vessel circulation in the Harbor, the Dana Point Harbor Revitalization Plan includes modernization of the docks in the Marine Services area and sport fishing boat docks and the potential relocation of the fuel dock facility. Improvements to Planning Areas 11 and 12 also include the reconfiguration/relocation of rental and Marine Services area docks. Channel side-tie docks may be added to facilitate construction and temporary docking facilities during the reconfiguration of docks in the East and West Marinas (Planning Areas 9 and 10).

1.3 Dana Point Harbor Revitalization Plan Design Themes

The Dana Point Harbor is viewed as a unique marine recreational facility that provides year round activities for local residents, the boating public and visitors. The Dana Point Harbor Revitalization Plan proposes to upgrade the amenities and facilities to address present and future demand and also enhance varied opportunities for inside and outside

dining, walking, viewing and public access ways. The defining vision behind the Dana Point Harbor Revitalization Plan is to unify the entire Harbor under the design theme of "California Coastal". This vision is a hybrid-style based on the historic characteristics of coastal villages merged with the California traditions of open space and outdoor living.

The model for a California Coastal Village is a coastal area that has an appearance of being constructed over time, with buildings being added as needed, while at the same time allowing the various buildings to differentiate themselves based on users and individual type of businesses. Generally, buildings will share a color palette of cool colors, mixed with brighter accents and contrasting trim elements. Building exterior finishes will also share many materials which can be deployed in numerous ways such as clapboard, shingle, stone trim and stucco. By unifying some architectural elements, such as roof pitches and railings, these buildings will present a varied yet unified village appearance.

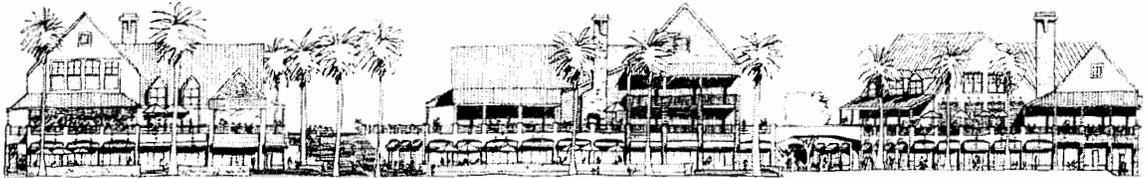
The scale of Dana Point Harbor allows the creation of a unique setting that includes the clustering of buildings together to provide a comfortable pedestrian setting for retail merchants and restaurants. The new village will also be moved closer to the existing Dana Wharf to create a stronger pedestrian link with the buildings that will remain and adjacent parking areas. A small number of careful architectural interventions will bring the California Coastal style to the existing buildings to remain, but allow their uniqueness to enhance the overall Commercial Core by appearing to have been built over time.

One of the key components of the Dana Point Harbor Revitalization Plan is the creation of a major open space activity center at the terminus of the Street of the Golden Lantern. The Festival Plaza, flanked by commercial buildings containing retail shops onto the waterfront level and restaurants with sweeping views of the Harbor and ocean beyond on the second level will provide a distinctive activity center for the Harbor. The Festival Plaza opens at the waterfront, with a Pedestrian Promenade that links the new Commercial Core with the rest of the Harbor.

The key to the success of the revitalization of the Harbor is the arrival sequence, both for pedestrians and vehicles. Architecture and landscape are coordinated to frame views of the spectacular Harbor setting. The emphasis on view corridors that will ultimately will draw visitors down to the waterfront, the Festival Plaza and Pedestrian Promenade areas is a major goal of the architectural and overall design of the Dana Point Harbor Revitalization Plan.

Architectural Character

As is the case in many areas of the City of Dana Point, Dana Point Harbor is an eclectic mix of California Coastal classic design features. The new Commercial Core area consists of buildings successfully grouped around a pedestrian scaled plaza or "Festival Plaza". The plaza has direct links to a major Pedestrian Promenade. The building clusters are composed of individual buildings with exterior arcades or a mix of exterior arcades and internal courtyards. Buildings are located in a manner that shelters the courtyards from westerly winds acting as a transition open space between larger open spaces and the interior courtyard areas.



At maturity, Dana Point Harbor will have a range of buildings falling into two generic visual categories, foreground buildings and background buildings. A limited number of foreground buildings will have distinctive forms, further accented by using varying types of decorative materials, colors and signage, distinguishing them from the balance of buildings. These focal point buildings in the Commercial Core include a number of restaurants and major shops.

While all buildings will be aesthetically appealing, some are intended to provide backdrops to the foreground buildings. They play an important role in creating open spaces but will not become the major objects of visual focus. Such buildings as restrooms, boater support and Harbor offices will be visually united with other buildings, but assume a less visually significant character.

Landscape Character

The existing landscape in Dana Point Harbor is characterized by relaxed, informal clusters of Eucalyptus, Pine, Melaleuca and Acacia. Native plantings of Lemonade Berry, Baccharis, Prickley Pear and Buckwheat are typical in the coastal bluff areas; while more semi-tropical plantings frame the existing urbanized areas. Along the waterfront areas, turf, exotic specimen trees such as Coral, Fig and Giant Bird of Paradise are commonly used landscape treatments.

Environmental factors, such as salt water infiltration, relatively high soils compaction, heavy clays and typical California coastal soil conditions inhibit plant species selection. Additionally, view considerations are of high community importance. The careful selection and placement of trees to open and maintain Harbor view corridors, while adequately screening parking areas, building facades and creating comfortable pedestrian areas are all important design considerations. As the existing Eucalyptus trees gradually succumb to old age and disease, a comprehensive approach is envisioned to ensure that in instances where replacement is necessary, new tree plantings are compatible in character (Melaleuca, some species of smaller Eucalyptus such as Eucalyptus lehmannii) are used to reduce overall tree heights and enhance views.

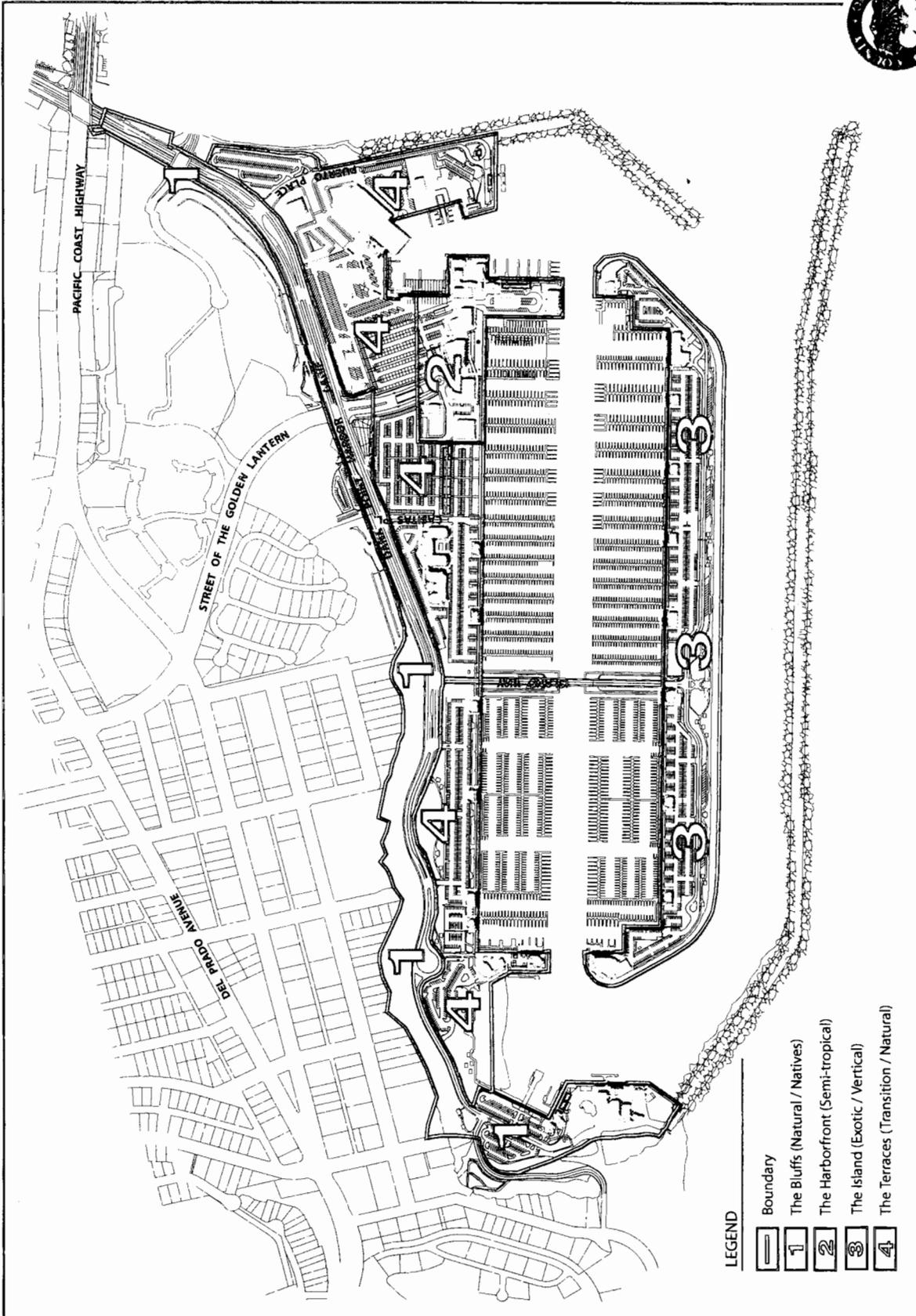
The maintenance of turf areas, such as the park and recreation areas adjacent to Dana Point Harbor Drive in Planning Area 5 and portions of Planning Area 4 (the Island) are critical to the accommodate active and passive recreational activities. The use of drought tolerant groundcovers, including native plant species in non-recreational areas will be encouraged to promote water conservation and reduce the potential for water runoff. The overall landscape concept for Dana Point Harbor must therefore accommodate a wide variety of priorities, while maintaining the distinct California Coastal environment that is characteristic of the Harbor.

Landscape Districts

In response to the varying character of different areas of the Dana Point Harbor, the Landscape Master Plan is comprised of four major districts: the Bluffs, the Harborfront, the Island and Terraces as shown on Exhibit 1-2, *Landscape District Map*.

The character of each of the unique landscape districts that make up the Dana Point Harbor Revitalization Plan and the goals for creating a sense of order and direction for each can be summarized as follows:

The Bluffs (District 1) – is characterized by the beautiful sandstone bluffs that frame inland views along the western portion of the Harbor. The landscape in this area is a distinct blend of the natural and manmade, with a blend of California natives and Mediterranean ornamental plantings that cover the less vertical bluff areas. In areas at the base of the bluffs, clusters of Eucalyptus, Pine and some Norfolk Island Pines are common. It is the goal of the landscape design in these areas to preserve established trees wherever possible and enhance the character of these areas by supplementing them with trees such as Melaleuca and Eucalyptus lehmannii. Overall, the intent of the Harbor is to provide new groundcover plantings that are reflective of the natural character of the Bluffs, while addressing water conservation and integration with the native species to minimize maintenance-associated costs and promote water conservation.



LEGEND

- Boundary
- 1 The Bluffs (Natural / Natives)
- 2 The Harborfront (Semi-tropical)
- 3 The Island (Exotic / Vertical)
- 4 The Terraces (Transition / Natural)



Exhibit 1-2
LANDSCAPE DISTRICT MAP



09-06

Dana Point Harbor
REVITALIZATION PLAN & DISTRICT REGULATIONS



The Harborfront (District 2) – is characterized by the urban uses of the Commercial Core, including shops, restaurants with outdoor dining around the Festival Plaza. A more semi-tropical landscape character is provided that incorporates varying textures, colors, sculptural qualities, solar and wind protection. Large specimen trees that provide sheltered shade areas, flowering vines, shade-tolerant tropicals and fragrant jasmine and salvias are all intended to create a unique activity center in the Harbor. Potted specimen plantings and colored pavement treatments are also utilized along the edges of the retail areas to provide additional textures and interest.

The Island (District 3) – is characterized by tall clusters of Washingtonia Palms, providing a significant vertical element to the long and somewhat narrow Island area of the Harbor. Current land uses, such as the yacht clubs, restaurant, boater parking and service buildings necessitate detailed ground plane plantings similar to the harbor-front area. Utilizing semi-tropical and smaller groupings of palms (Mediterranean Fan, Pigmy Date Palm and Senegal Date Palm) and combining more 'exotic' plantings of Calliandra, Agave, Hesperaloe and Yuacca provide unique focal points throughout the Island. The overall landscape design also maintains turf areas adjacent to the main channel, providing opportunities for active and passive recreation activities.

The Terraces (District 4) – the design of parking areas along Dana Point Harbor Drive are anchored by tree species reflective of the existing relaxed and informal nature of the Harbor. As the Harbor has matured over the last 30-years, many of the existing Eucalyptus trees require replacement with trees of a more suitable vertical scale. Species of trees with a lower mature height, similar character and drought tolerant characteristics include Melaleuca, Pine and Eucalyptus lehmannii. Special consideration is also to be given to the placement of new trees in order to maintain view corridors and provide adequate visibility for motorist along Dana Point Harbor Drive. Where possible, areas between parking stalls will be planted with drought tolerant ornamental grasses (Deergrass, Hybrid Fountain Grass, etc.) to minimize maintenance and provide pervious areas to absorb surface water runoff. The potential of these parking area planters to serve as bio-filtration reservoirs by incorporating them into the overall landscape design both reduces the presence of hardscape areas and provides partial screening of the cars.

The plant materials selected to achieve the framework of trees, shrubs and groundcovers in each of the districts, includes the following:

The Bluffs (District 1)

Dana Point Harbor Drive, Bluff transition areas, Ocean Education Center

Natural character, California natives, drought tolerant, transitional landscaping incorporates existing turf areas and specimen trees

Botanical Name	Common Name	Remarks
<u>Trees</u>		
Araucaria spp.	Norfolk Island Pine	Open pyramid form
Chilopsis linearis	Desert Willow	Specimen; along streets/medians
Erythrina caffra	Coral Tree	Specimen; snowy flowers
Eucalyptus ficifolia	Red-Flowering Gum	Dome-shaped; snowy flowers
Eucalyptus lehmannii	Bushy Yate	Small, compact tree
Ficus rubiginosa	Rusty Leaf Fig	Evergreen dome
Leptospermum laevigatum	Tea Tree	Large shrub
Maytenous boaria	Mayten Tree	Slow growing, evergreen
Melaleuca linariifolia	Flaxleaf Paperbark	Vertical evergreen
Melaleuca quinquenervia	Cajeput Tree	Buffer tree; upright open form
Metrosideros excelsus	New Zealand Christmas Tree	Evergreen, prune to form
Phoenix canariensis	Canary Island Date Palm	Entry specimen tree
Pinus halepensis	Aleppo Pine	Base of bluff
Pinus thunbergiana	Japanese Black Pine	20' tall, slow to moderate growth
Pinus torreyana	Torrey Pine	Base of bluff
Schinus molle	California Pepper	Evergreen, prune to form
Tristania conferta	Brisbane Box	Vertical growth when young
Washingtonia hybrid	Hybrid Fan Palm	Vertical element
Washingtonia robusta	Mexican Fan Palm	Accent entry tree
<u>Shrubs and Groundcover</u>		
Acacia spp.	Acacia	
Agave spp.	Agave	
Aloe spp.	Aleo	
Alyogne huegelii	Blue Hibiscus	
Anigozanthos flavidus	Kangaroo Paw	
Arbutus Unedo	Strawberry Tree	Large shrub
Arctostaphylos spp.	Manzanita	
Artemisia californica	Coastal Sagebrush	
Baccharis pilularis	Dwarf Coyote Bush	
Bougainvillea spp.	Bougainvillea	
Calliandra spp.	NCN	
Callistemon spp.	Bottlebrush	
Carex tumulicola	Sedge	Highly adaptable groundcover
Carissa macrocarpa spp.	Natal Plum	
Carpobrotus spp.	Ice Plant	
Ceanothus spp.	California Lilac	
Cistus spp.	Rockrose	
Clematis spp.	Bower Vine	
Coleonema pulchrum	Pink Breath of Heaven	
Convolvulus mauritanicus	Ground Morning Glory	
Cordyline australis	Dracaena	

The Bluffs

Botanical Name	Common Name	Remarks
<u>Shrubs and Groundcover (continued)</u>		
<i>Cynodon dactylon</i>	Bermuda Grass	
<i>Cuphea hyssopifolia</i>	False Heather	
<i>Delosperma 'Alba'</i>	White Trailing Ice Plant	
<i>Dietes bicolor</i>	Fortnight Lily	
<i>Dudleya</i> spp.	Dudleya	
<i>Echium fastuosum</i>	Pride of Madeira	Entry accent
<i>Eriogonum</i> spp.	Buckwheat	
<i>Feijoa sellowiana</i>	Pineapple Guava	
<i>Fescue</i> spp.	Fescue Grass	
<i>Festuca mairei</i>	Marie's Fescue	
<i>Fremontodendron</i> spp.	California Flannelbush	
<i>Grevillea</i> spp.	NCN	
<i>Hakea suaveolens</i>	Sweet Hakea	Large screening shrub
<i>Hemerocallis</i> hybrids	Daylily	
<i>Hesperaloe parviflora</i>	NCN	
<i>Heteromeles arbutifolia</i>	Toyon	Large screening shrub
<i>Heuchera</i> spp.	Coral Bells	
<i>Iris</i> spp.	Douglas Iris	
<i>Juncus</i> spp.	Rush	
<i>Lampranthus</i> spp.	Ice Plant	
<i>Lantana</i> spp.	Lantana	
<i>Lavatera bicolor</i>	Mallow	
<i>Lavendula</i> spp.	Lavender	
<i>Leptospermum scoparium</i>	New Zealand Tea Tree	
<i>Leymus triticoides</i>	Creeping Rye	
<i>Ligustrum texanum</i>	Waxleaf Privet	
<i>Limonium perezii</i>	Sea Lavender	
<i>Lirope gigantea</i>	Lily Turf	
<i>Lonicera japonica</i>	Honeysuckle	
<i>Lyonothamnus floribundus</i>	Catalina Ironwood	
<i>Malosma laurina</i>	Laurel Sumac	
<i>Melaleuca nesophila</i>	Pink Melaleuca	Screen shrub
<i>Miscanthus sinensis</i>	Eulalia Grass	
<i>Mimulus</i> spp.	Monkeyflower	
<i>Muhlenbergia</i> spp.	Deergrass	Highly adaptable groundcover
<i>Myoporum pacificum</i>	NCN	
<i>Nolina parryi</i>	Nolina	
<i>Oenothera</i> spp.	Primrose	
<i>Opuntia</i> spp.	Prickly Pear	
<i>Pelargonium</i> spp.	Geranium	
<i>Pennisetum</i> spp.	Hybrid Fountain Grass	Entry / Parking lot groundcover
<i>Phlomis fruticosa</i>	Jerusalem Sage	
<i>Ribes</i> spp.	Evergreen Currant	
<i>Raphiolepis indica</i>	India Hawthorn	

The Bluffs

Botanical Name	Common Name	Remarks
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Shrubs and Groundcover (continued)

Romneya coulteri	Matilija Poppy	
Rosa spp.	Rose	
Rosmarinus officinalis	Rosemary	
Salvia spp.	Sage	
Santolina virens	Santolina	
Scirpus spp.	Tule	
Senecio spp.	Common name varies	
Stenotaphrum secundatum	Saint Augustine Grass	
Stipa tenuissima	Mexican Feather Grass	
Tagetes lemmonii	NCN	
Trichostema lanatum	Woolly Blue Curls	
Verbena spp.	Verbena	
Yucca spp.	Yucca	

The Harborfront (District 2)

Commercial Core, including shops, restaurants with outdoor dining and the waterfront promenade
Refined character, semi-tropical, colorful, shade tolerant

Botanical Name	Common Name	Remarks
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Trees

Agonis flexuosa	Peppermint Tree	Small evergreen tree
Cupaniopsis anacardioides	Carrot Wood	Small evergreen dome/parking lot
Chamerops humilis	Mediterranean Fan Palm	Specimen clumps; potted
Chilopsis linearis	Desert Willow	Small deciduous tree
Erythrina caffra	Kafferboom Coral Tree	Large sepcimen tree
Eucalyptus ficifolia	Red-Flowering Gum	Dome-shaped; prune seed caps
Eucalyptus lehmannii	Bushy Yate	Small compact tree
Geijera parvifolia	Australian Willow	Weeping Willow effect
Ficus spp.	Fig	
Leptospermum laevigatum	Tea Tree	Patio specimen; large schrub
Maytenous boaria	Mayten Tree	Slow growing, evergreen
Melaleuca linariifolia	Flaxleaf Paperbark	Vertical evergreen
Melaleuca quinquenervia	Cajeput Tree	Buffer tree; upright open growth
Metrosideros excelsus	New Zealand Christmas Tree	Specimen patio tree
Phoenix canariensis	Canary Island Date Palm	Entry specimen tree
Phoenix reclinata	Senegal Date Palm	Specimen clumps
Phoenix roebelinii	Pigmy Date Palm	Specimen clumps
Pinus halepensis	Aleppo Pine	Buffer tree
Pinus thunbergiana	Japanese Black Pine	20' tall, slow to moderate growth
Pinus torreyana	Torrey Pine	Harbor plaza tree
Platanus acerifolia	London Plane tree	Prune to maintain small size

The Harborfront

Botanical Name	Common Name	Remarks
<u>Trees (continued)</u>		
Podocarpus spp.	Fern Pine	Prune to maintain small size
Rhus lancea	African Sumac	Slow growing; open spreading
Schinus molle	California Pepper	Specimen patio tree
Schinus terebinthifolius	Brazilian Pepper	Evergreen dome/Parking lot
Strelitzia nicolai	Giant Bird of Paradise	Entry accent / plaza potted specimen
Trachycarpus fortunei	Windmill Palm	Moderate growth, single trunk
Tristania conferta	Brisbane Box	
Washingtonia hybrid	Hybrid Fan Palm	Plaza specimen tree
Washingtonia robusta	Mexican Fan Palm	Golden Lantern entry tree

The Harborfront

Botanical Name	Common Name	Remarks
<u>Shrubs and Groundcover</u>		
Abutilon hybridum	Flowering Maple	Shaded areas only
Agave spp.	Agave	
Aloe spp.	Aloe	
Alyogne huegelii	Blue Hibiscus	
Anigozanthos flavidus	Kangaroo Paw	
Arbutus Unedo	Strawberry Tree	Large shrub
Bambusa spp.	Bamboo	
Bignonia spp.	Trumpet Vine	
Bougainvillea spp.	Bougainvillea	
Calliandra spp.	NCN	
Callistemon spp.	Bottlebrush	
Carex tumulicola	Sedge	Plaza accent
Carissa macrocarpa spp.	Natal Plum	
Cerastium tomentosum	Snow-in-Summer	
Cistus spp.	Rockrose	
Clematis spp.	Bower Vine	
Clytostoma callistegiodes	Violet Trumpet Vine	
Coleonema pulchrum	Pink Breath of Heaven	
Convolvulus mauritanicus	Ground Morning Glory	
Coprosma repens	Mirror Plant	
Cordyline australis	Dracaena	
Cynodon dactylon	Bermuda Grass	
Cuphea hyssopifolia	False Heather	
Cyperus papyrus	Papyrus	
Dietes bicolor	Fortnight Lily	Parking deck shrub
Distictis buccinatoria	Blood-Red Trumpet Vine	
Dudleya spp.	Dudleya	
Echium fastuosum	Pride of Madeira	Entry accent
Fatsia japonica	Japanese Aralia	Shaded areas only

The Harborfront

Botanical Name	Common Name	Remarks
Shrubs and Groundcover (continued)		
Feijoa sellowiana	Pineapple Guava	
Fescue spp.	Fescue Grass	
Festuca mairei	Marie's Fescue	
Hesperaloe parviflora	NCN	
Heteromeles arbutifolia	Toyon	
Jasminum polyanthum	NCN	
Juncus spp.	Rush	
Lampranthus spp.	Ice Plant	
Lantana spp.	Lantana	
Lavatera bicolor	Mallow	
Lavendula spp.	Lavender	
Leptospermum scoparium	New Zealand Tea Tree	
Ligustrum texanum	Waxleaf Privet	
Limonium perezii	Sea Lavender	
Liriope gigantea	Lily Turf	Shaded areas / pots
Lonicera japonica	Honeysuckle	
Melaleuca nesophila	Pink Melaleuca	Screen shrub
Miscanthus sinensis	Eulalia Grass	
Muhlenbergia dumosa	Bamboo Grass	Pots
Muhlenbergia rigens	Deergrass	Plaza accent
Nandina domestica	Heavenly Bamboo	
Parthenocissus tricuspidata	Boston Ivy	
Pelargonium spp.	Geranium	
Pennisetum spp.	Hybrid Fountain Grass	
Philodendron selloum	Philodendron	
Phlomis fruticosa	Jerusalem Sage	
Pittosporum tenuifolium	NCN	'Silver Sheen'
Pittosporum tobira	Mock Orange	
Podocarpus spp.	Fern Pine	
Prunus spp.	Catalina Cherry	
Raphiolepis indica	India Hawthorn	
Rosa spp.	Rose	
Rosmarinus officinalis	Rosemary	
Salvia spp.	Sage	
Santolina virens	Santolina	
Scirpus spp.	Tule	Plaza accent / groundcover
Senecio spp.	Common name varies	
Solanum jasminoides	Potato Vine	
Stenotaphrum secundatum	Saint Augustine Grass	
Stipa tenuissima	Mexican Feather Grass	Plaza accent
Strelitzia reginae	Bird of Paradise	
Tagetes lemmonii	NCN	
Trachelospermum jasminoides	Star Jasmine	
Verbena spp.	Verbena	
Yucca spp.	Yucca	

The Island (District 3)

Boater facilities, restaurants with outdoor dining and the waterfront park

Vertical, open and exotic character; defined by clusters of tall palms, tropical plantings

Botanical Name	Common Name	Remarks
<u>Trees</u>		
Agonis flexuosa	Peppermint Tree	Small evergreen
Chamerops humilis	Mediterranean Fan Palm	Specimen clumps; potted
Erythrina caffra	Coral Tree	Specimen; focal point tree
Ficus spp.	Fig	Evergreen patio tree
Geijera parvifolia	Australian Willow	Weeping Willow effect
Leptospermum laevigatum	Tea Tree	Patio specimen tree; large shrub
Maytenous boaria	Mayten Tree	Slow growing evergreen
Melaleuca linariifolia	Flaxleaf Paperbark	Vertical evergreen
Melaleuca quinquenervia	Cajeput Tree	Buffer tree; upright open growth
Metrosideros excelsus	New Zealand Christmas Tree	Patio specimen tree
Phoenix reclinata	Senegal Date Palm	Specimen clumps
Phoneix roebelini	Pigmy Date Palm	Specimen clumps
Rhus lancea	African Sumac	Slow growing; open form
Strelitzia nicolai	Giant Bird of Paradise	Entry accent / potted specimen
Trachycarpus fortunei	Windmill Palm	Accent palm tree; slow growing
Washingtonia hybrid	Hybrid Fan Palm	Vertical accent tree
Washingtonia robusta	Mexican Fan Palm	Main Island character tree

The Island

Botanical Name	Common Name	Remarks
<u>Shrubs and Groundcover</u>		
Agave spp.	Agave	
Aloe spp.	Aleo	
Alyogne huegelii	Blue Hibiscus	
Anigozanthos flavidus	Kangaroo Paw	
Arbutus Unedo	Strawberry Tree	Large shrub
Bignonia spp.	Trumpet Vine	
Bougainvillea spp.	Bougainvillea	
Calliandra spp.	NCN	
Callistemon spp.	Bottlebrush	
Carex tumulicola	Sedge	Highly adaptable groundcover
Carissa macrocarpa spp.	Natal Plum	
Carpobrotus spp.	Ice Plant	
Ceanothus spp.	California Lilac	
Cerastium tomentosum	Snow-in-Summer	
Cistus spp.	Rockrose	
Clematis spp.	Bower Vine	
Clytostoma callistegiodes	Violet Trumpet Vine	
Coleonema pulchrum	Pink Breath of Heaven	
Convolvulus mauritanicus	Ground Morning Glory	
Coprosma repens	Mirror Plant	

The Island

Botanical Name	Common Name	Remarks
<u>Shrubs and Groundcover (continued)</u>		
Cordyline australis	Dracaena	
Cuphea hyssopifolia	False Heather	
Cynodon dactylon	Bermuda Grass	
Cyperus papyrus	Papyrus	
Delosperma 'Alba'	White Trailing Ice Plant	
Dietes bicolor	Fortnight Lily	
Distictis buccinatoria	Blood-Red Trumpet Vine	
Echium fastuosum	Pride of Madeira	Entry accent
Fatsia japonica	Japanese Aralia	Shaded areas only
Feijoa sellowiana	Pineapple Guava	
Fescue spp.	Fescue Grass	
Festuca mairei	Marie's Fescue	
Ficus repens	Creeping Fig	
Gazania spp.	Gazania	
Pelargonium spp.	Geranium	
Gazania spp.	NCN	
Hakea suaveolens	Sweet Hakea	Large screening shrub
Hemerocallis hybrids	Daylily	
Hesperaloe parviflora	NCN	
Heteromeles arbutifolia	Toyon	Large screening shrub
Jasminum polyanthum	NCN	
Lampranthus spp.	Ice Plant	
Lantana spp.	Lantana	
Lavatera bicolor	Mallow	
Lavendula spp.	Lavender	
Leptospermum scoparium	New Zealand Tea Tree	
Ligustrum texanum	Waxleaf Privet	
Limonium perezii	Sea Lavender	
Lonicera japonica	Honeysuckle	
Lyonothamnus floribundus	Catalina Ironwood	
Melaleuca nesophila	Pink Melaleuca	Screen shrub
Miscanthus sinensis	Eulalia Grass	
Muhlenbergia spp.	Bamboo Grass	
Muhlenbergia spp.	Deergrass	Highly adaptable groundcover
Nandina domestica	Heavy Bamboo	
Osteospermum fruticosum	Freeway Daisy	
Parthenocissus tricuspidata	Boston Ivy	
Pelargonium spp.	Geranium	
Pennisetum spp.	Hybrid Fountain Grass	Entry / Parking lot groundcover
Philodendron selloum	Philodendron	
Phlomis fruticosa	Jerusalem Sage	
Pittosporum tenuifolium	NCN	'Silver Sheen'
Pittosporum tobira	Mock Orange	
Podocarpus spp.	Fern Pine	

The Island

Botanical Name	Common Name	Remarks
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Shrubs and Groundcover (continued)

Raphiolepis indica	India Hawthorn	
Rosa spp.	Rose	
Rosmarinus officinalis	Rosemary	
Salvia spp.	Sage	
Santolina virens	Santolina	
Scirpus spp.	Tule	
Senecio spp.	Common name varies	
Solanum jasminoides	Potato Vine	
Stenotaphrum secundatum	Saint Augustine Grass	
Stipa tenuissima	Mexican Feather Grass	
Strelitzia reginae	Bird of Paradise	
Tagetes lemmonii	NCN	
Tupidanthus calyptratus	NCN	
Verbena spp.	Verbena	
Yucca spp.	Yucca	

The Terraces (District 4)

Parking areas and recreational amenities

Transition zone between Bluff areas and the Harborfront; clustered tree plantings, drought tolerant plant species, natural and ornamental grass groundcovers

Botanical Name	Common Name	Remarks
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Trees

Agonis flexuosa	Peppermint Tree	Small evergreen tree
Chilopsis linearis	Desert Willow	Small deciduous tree
Cupaniopsis anacardioides	Carrot Wood	Small evergreen dome/parking lot
Eucalyptus ficifolia	Red-Flowering Gum	Dome-shaped; prune off seed caps
Eucalyptus lehmannii	Bushy Yate	Small, compact tree
Heteromeles arbutifolia	Toyon	
Melaleuca quinquenervia	Cajeput Tree	Buffer tree; upright open growth
Metrosideros excelsus	New Zealand Christmas Tree	Specimen patio tree; prune to form
Platanus acerifolia	London Plane Tree	Prune to maintain small size
Pinus thunbergiana	Japanese Black Pine	20' tall, slow to moderate growth
Pinus torreyana	Torrey Pine	Harbor plaza tree
Platanus racemosa	California Sycamore	Deciduous buffer tree
Schinus molle	California Pepper	Specimen patio tree
Schinus terebinthifolius	Brazillan Pepper	Evergreen dome/parking lot
Tristania conferta	Brisbane Box	Evergreen with vertical form
Washingtonia hybrid	Hybrid Fan Palm	Plaza specimen tree
Washingtonia robusta	Mexican Fan Palm	Golden Lantern entry tree

The Terraces

Botanical Name	Common Name	Remarks
<u>Shrubs and Groundcover</u>		
Acacia spp.	Acacia	
Agave spp.	Agave	
Aloe spp.	Aloe	
Anigozanthos flavidus	Kangaroo Paw	
Arctostaphylos spp.	Manzanita	
Arbutus Unedo	Strawberry Tree	Large shrub
Baccharis pilularis	Dwarf Coyote Bush	
Carex tumulicola	Sedge	Plaza accent
Carissa macrocarpa spp.	Natal Plum	
Carpobrotus spp.	Ice Plant	
Cistus spp.	Rockrose	
Coleonema pulchrum	Pink Breath of Heaven	
Convolvulus mauritanicus	Ground Morning Glory	
Cuphea hyssopifolia	False Heather	
Delosperma 'Alba'	White Trailing Ice Plant	
Dietes bicolor	Fortnight Lily	Parking deck shrub
Echium fastuosum	Pride of Madeira	Entry accent
Eriogonum spp.	Buckwheat	
Feijoa sellowiana	Pineapple Guava	
Festuca mairei	Marie's Fescue	
Grevillea spp.	NCN	
Hakea suaveolens	Sweet Hakea	Large screening shrub
Hesperaloe parviflora	NCN	
Heteromeles arbutifolia	Toyon	
Juncus spp.	Rush	
Lampranthus spp.	Ice Plant	
Lantana spp.	Lantana	
Lavatera bicolor	Mallow	
Lavendula spp.	Lavender	
Leptospermum scoparium	New Zealand Tea Tree	
Ligustrum texanum	Waxleaf Privet	
Limonium perezii	Sea Lavender	
Lyonothamnus floribundus	Catalina Ironwood	
Malosma laurina	Laurel Sumac	
Melaleuca nesophila	Pink Melaleuca	Screen shrub
Miscanthus sinensis	Eulalia Grass	
Muhlenbergia rigens	Deergrass	Plaza accent
Myoporum pacificum	NCN	
Osteospermum fruticosum	Freeway Daisy	
Pennisetum spp.	Hybrid Fountain Grass	
Phlomis fruticosa	Jerusalem Sage	
Raphiolepis indica	India Hawthorn	
Rhus integrifolia	Lemonade Berry	
Rosmarinus officinalis	Rosemary	

The Terraces

Botanical Name	Common Name	Remarks
Shrubs and Groundcover (continued)		
Salvia spp.	Sage	
Santolina virens	Santolina	
Senecio spp.	Common name varies	
Stipa tenuissima	Mexican Feather Grass	Plaza accent
Tagetes lemmonii	NCN	
Verbena spp.	Verbena	
Yucca spp.	Yucca	

1.4 Infrastructure and Utility Improvements

The Dana Point Harbor Revitalization Plan includes the relocation and/or replacement of a number of the wet and dry utility systems (water, sewer, natural gas, electrical, telephone, cable, etc.). All new utility systems will be designed, located and sized according to regulatory and utility service provider standards. Improvements include various infrastructure and utility elements, signage and landscape improvements to enhance the Harbor's appearance and provide adequate infrastructure. These elements include:

Streets

- Planning Area 1: Improvements to Puerto Place, include widening the existing western right-of-way (ROW), constructing new entries to the Marine Services area and installation of a traffic signal at the intersection of Dana Point Harbor Drive and Puerto Place (subject to future traffic study and signal warrants). The Revitalization Plan also eliminates the existing Embarcadero Place driveway and the left-turn pocket in the median of Dana Point Harbor Drive.
- Planning Area 2: Realignment of the terminus of the Street of the Golden Lantern, including construction of a split-level ramp providing parking deck access into the Commercial Core area from the Dana Point Harbor Drive intersection; constructing traffic circle links on both levels of the parking deck to the Festival Plaza; and constructing a left-turn pocket and additional exit lane from the parking deck.
- Planning Area 4: Future improvements to the Dana Drive turn-arounds on the Island to improve vehicle circulation and to provide additional public parking opportunities.

- Planning Area 5: Future modification of the turnaround on Dana Point Harbor Drive adjacent to the Youth and Group Facility and to provide better access for large vehicles (i.e., buses and emergency vehicles).

Harborwide Utilities, Drainage, Lighting, and Signage

- Upgraded utility capacities to serve the proposed improvement areas, including upgrading storm drain facilities;
- Improved lighting on streets, in parking areas and pedestrian walkways;
- Improved commercial, directional and public information signage; and
- In Planning Area 1 – replacement of an existing 18-inch storm drain and outlet structure with a 36-inch pipe and new outlet structure.

Quay Wall–Slope Panel and Bulkhead

Planning Areas 8, 9, 10, 11 and 12:

- Repair and partial replacement of the existing quay wall slope panels by filling voids and gaps and by placing a tie-back system or anchor rods where needed to provide improved longevity and seismic safety; and
- Replace degraded rock revetment as needed.

Harborwide Walkways and Landscaping Improvements

- Improved pedestrian walkways, including new paving, signage and access ramps that comply with Americans with Disabilities Act (ADA) requirements; and
- New landscaping and irrigation systems in the Commercial Core area and enhancement of existing landscaping throughout the Harbor as Revitalization Plan projects are implemented over time.

1.5 Implementation Phasing

The Dana Point Harbor Revitalization Plan improvements will be implemented in phases depending upon the availability of various funding grants and market demand. The overall Project components as generally described, will be developed in incremental steps, but are structured by their priority into two principal groups: Near-term or Phase I and Long-term or Phase II improvements.

The proposed Commercial Core area improvements are anticipated to be completed in the near-term by the year 2012 and Harborwide projects or long-term activities are anticipated to be incrementally implemented in multiple phases as funding becomes available through buildout (estimated between 2017 and 2030).

Near-term (Phase I - Project Level, Planning Areas 1 and 2): This phase of the Revitalization Plan projects in the northerly portion of Planning Area 1 and Planning Area 2, including:

- Construction of the Commercial Core retail area and parking deck;
- Phased demolition of existing Boater Service and commercial buildings and the County Maintenance Yard;
- Remodeling of existing commercial and restaurant buildings on Dana Wharf;
- Improvements to Catalina Express Ferry Service facility;
- Construction of the dry-stack boat storage building;
- Construction of the marine retail store;
- Remodeling/replacement of boater service buildings;
- Maintenance of rock revetments; and
- Street, lighting and infrastructure improvements.

Improvements within the Commercial Core area will be phased to minimize disruption of existing businesses and restaurants. The first construction phase will create access and additional parking opportunities; the new Commercial Core and Festival Plaza will then be constructed before existing businesses are relocated, followed by the demolition of Mariner's Village and Mariner's Alley to create additional parking opportunities. The construction of the Commercial Core consists of the development of Planning Areas 1 (northerly portion only) and 2 and is anticipated to move forward in increments of approximately 10 to 14 months, with completion of all improvements in approximately 2 to 5 years from the start of construction.

Generally, phasing of construction will begin in the area of the Embarcadero Marina Boat Launch parking area with construction of the new parking deck and extend to the main Harbor vehicular entrance with the construction of the entrance ramp structure. During this phase, the County South Coastal Operations Administration Office and Maintenance Yard will be demolished.

With completion of the parking deck, construction will commence on the new Commercial Core facilities. Crews will first remove existing structures and facilities and construct new subsurface infrastructure, including water, sewer and power transmission

lines. Utilities being replaced will be adequately sized for future improvements. Following completion of the underground infrastructure improvements, construction of the podium deck (extending from the completed parking deck) will begin, followed by construction of the restaurant and retail buildings. Completion of the Commercial Core buildings will then allow existing tenants in the Mariners Village to make individual tenant improvements prior to moving into the new buildings.

Construction in the Commercial Core will also entail completing the surrounding surface parking lots and constructing the first dry stack boat storage building with adjoining marine retail store.

Long-term (Phase II - Program Level, Planning Areas 3-12): Consists of the Revitalization Plan elements within Planning Areas 3 through 12 and the southern portion of Planning Area 1, including:

- Potential expansion of existing yacht clubs, boater service buildings and yacht broker buildings;
- Potential expansion of the Harbor Patrol Office and the Youth and Group Facility;
- Replacement of the Marina Inn and parking area;
- Reconfiguration of the surface parking areas and restrooms at the terminus of Puerto Place;
- Potential construction of a Harbor Lighthouse facility;
- Realignment/reconfiguration of Dana Point Harbor Drive and adjoining parking areas in the vicinity of the Youth and Group Facility; and
- Replacement and reconfiguration of the East and West Marinas.

All of these projects will require separate discretionary approvals including appropriate environmental review. Consistent with the landside improvements, construction phasing to replace the marina facilities will focus on minimizing the amount of disruption to marina operations and availability of boater facilities and services.

Dana Point Harbor is located entirely within the Coastal Zone as defined by the California Coastal Act of 1976. The primary purposes of the Coastal Act are to protect, maintain and where feasible, enhance and restore the natural and scenic qualities of coastal resources; assure an orderly and balanced use and conservation of coastal zone resources; maximize public access consistent with conservation principles and constitutionally protected private property rights; assure priority for coastal-dependent and coastal-related development; and, encourage state and local government cooperation concerning planning and development. The Coastal Act ensures the conservation of coastal resources through the implementation of a series of coastal resources planning and management policies.

The Coastal Act requires local governments to prepare Local Coastal Programs for areas located within the Coastal Zone. Local Coastal Programs are comprised of the relevant portions of a local government's general plan, zoning ordinances, zoning district maps and other implementing actions, which, when taken together meet the requirements of and implement the provisions and policies of the California Coastal Act at the local level.

The following general policies shall provide the framework for interpreting the Land Use Plan (LUP) components for the Dana Point Harbor Revitalization Plan:

1. Where policies within the LUP overlap, the policy that is the most protective of the coastal resources shall take precedence;
2. Where there are conflicts between the policies set forth in this LUP and those set forth in any element of the City of Dana Point General Plan Elements, other adopted plans, programs or existing ordinances, the policies of this LUP shall take precedence; and
3. In the event of any ambiguities or conflicts not resolved by (1) or (2) above or by other provisions of the Dana Point Harbor Revitalization Plan and District Regulations, the policies of the California Coastal Act shall guide interpretation of this LUP.

2.1 Resource Protection

Background

The existing Dana Point Harbor area is fully developed, being comprised of buildings of varying height, surface parking areas, meandering walkways, large open space grass areas with picnicking facilities, native and non-native vegetation and landscaping and boat docks. More specifically, an overview of existing Harbor resources includes:

Trees

All of the trees within Dana Point Harbor, including the native trees, were planted as landscape, ornamental trees. Of the approximately 525 eucalyptus (*Eucalyptus* sp.) trees, a non-native species, approximately 175 of the eucalyptus trees are large with

good ecological or aesthetic value; the remaining trees are small or leggy, with little canopy cover. Approximately 40 native California sycamore (*Platanus racemosa*) trees are located east of Island Way in Planning Areas 1 through 3. The sycamore trees throughout the Harbor are typically large and healthy. Also located throughout the Harbor are approximately 25 pines (*Pinus* sp.) that are generally less than 20 feet in height. Additionally, there are Norfolk Island Pines (*Araucaria heterophylla*) located near the Youth and Group Facility. Other common trees included Coral trees (*Erythrina* sp.), Bay Fig (*Ficus macrophylla*), and various species of palm.

Vegetation

Most of the Harbor is covered with asphalt parking lots, commercial buildings, expansive lawn areas and scattered ornamental landscaping. The vegetation community subtypes in the developed areas is non-native, commercial and ornamental landscaping. Ornamental landscaping consists of planted and maintained trees, shrubs, flowers and turf grass. Very few native species can be observed in the Harbor, with the exception of the native plants installed in the native plant garden at the Ocean Institute in Planning Area 6 and the coastal bluff scrub in Planning Area 7.

Within the Harbor, southern coastal bluff scrub occurs along the northern side of Dana Point Harbor Drive, along the bluffs in Planning Area 7. This area is not easily accessible to the public. The vegetation on the bluffs consists of coastal scrub species, including California sagebrush, coyote brush, California bush sunflower and dudleya. Sensitive plant species that have a potential to occur in this plant community, include aphanisma, Coulter's saltbush, south coast saltscale, Blochman's dudleya and cliff spurge. Implementation of the Dana Point Harbor Revitalization Plan designates Planning Area 7 for Conservation land uses and therefore precludes any new development other than that required to maintain existing surface drainage facilities. The nearest construction to the bluff areas includes realignment of Dana Point Harbor Drive, the Youth and Group Facility expansion and replacement of the existing Marina Inn. Construction in these areas will not encroach into the native habitat in Planning Area 7 and therefore will not impact potentially sensitive species in Planning Area 7.

Urban Environment

Current uses within the Harbor area produce light and glare typical of a small-craft Harbor, with relatively limited high-intensity lighting and small amounts of metallic surfaces on existing facilities. Existing on-site light sources include parking lot lighting, interior lighting from the assemblage of buildings that comprise the Commercial Core, security lighting and flood lighting at the boat docks. Occasional special events require temporary lighting, typically placed in the parking lot areas. Glare generation in the Harbor is predominantly a nighttime event. With the exception of the Ocean Institute, there are no buildings that have large glass or polished surfaces.

Cultural Resources

The Paleontology Literature and Records Review obtained from the San Bernardino County Museum indicate that the Harbor area is underlain by sediments of the Capistrano Formation and marine terrace deposits. The Capistrano Formation has yielded fossil remains of foraminifera, echinoids and marine vertebrates, including sharks and whales. The marine terrace deposits have yielded marine invertebrate fossils (molluscs, crustaceans, and echinoids) and marine vertebrate fossils (sharks, rays, and bony fish).

The historical property data file at the South Central Coastal Information Center at California State University, Fullerton, currently lists 28 properties in the vicinity of the City of Dana Point that have been evaluated for their potential historical significance. Four archaeological sites have been documented within one-half mile of Dana Point Harbor, however none of the sites are located in or directly adjacent to the existing or proposed Harbor facilities.

Relevant Coastal Act Policy Sections for Resource Protection

Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat and only uses dependent on those resources shall be allowed within those areas. Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas and shall be compatible with the continuance of those habitat and recreation areas. (Coastal Act Section 30240)

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required. (Coastal Act Section 30244)

Project Design Features and Requirements

1. The Landscape Concept Plan provides a design to minimize the loss of native trees within the Harbor. Trees that are removed during construction will be replanted on at least a 1:1 ratio. The landscape replanting program provides a preferential use of native species and vegetation.
2. In accordance with the Orange County Grading and Excavation Code, prior to the issuance of a Grading Permit, written evidence shall be provided ensuring that a County-certified archaeologist and paleontologist been retained to observe grading activities and salvage and catalogue archaeological and paleontological resources as necessary. The archaeologist and paleontologist shall be present at the pre-grading conference, shall establish procedures for archaeological and paleontological resource surveillance and shall establish, in cooperation with the County of Orange

- Dana Point Harbor Department, procedures for temporarily halting or redirecting work to permit the sampling, identification and evaluation of the artifacts as appropriate. The archaeological and paleontological observer shall also determine appropriate actions, in cooperation with the County of Orange – Dana Point Harbor Department for exploration and/or salvage.
3. The Dana Point Harbor Revitalization Plan provides for the protection of the natural bluffs (Planning Area 7) by restricting the siting of any structures on the bluffs with the exception of drainage control structures. Recreational structures (i.e., picnic areas and shelters) located adjacent to the bluffs are permitted only in existing developed lawn areas. In areas that abut the bluffs, a landscape buffer shall be maintained. All plant material shall be native or naturalized drought tolerant species to provide a transition between natural and ornamental landscaped areas.
 4. In compliance with the National Pollution Discharge Elimination System, water quality Best Management Practices (BMP's) will be designed to remove pollutants to an acceptable level prior to outletting into the waterways. These features may include diversion structures, media filtration systems and vertical drop outlet structures in accordance with the approved Conceptual Water Quality Management Plan for Dana Point Harbor. All storm drain systems shall be designed to comply with the requirements of the County of Orange Local Drainage Manual and Master Plan of Drainage.

Consistency

The policies contained in Coastal Act Article 5 are intended to protect environmentally sensitive habitat areas against any significant disruption of habitat values and require that only uses dependent on those resources shall be allowed within those areas. The policies place priority on maintaining productive coastal agricultural land and require that development in areas adjacent to environmentally sensitive habitat areas, including parks and recreation areas be sited and designed to prevent impacts that would significantly degrade the habitat value of these areas.

Although most undeveloped areas of the California coast, as well as many isolated pockets of open space in urban areas provide a "habitat" for many species of animals and plants, the intent of the Coastal Act is preservation of significant habitat resources. Environmentally sensitive habitat areas are defined as "any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and that could be easily disturbed or degraded by human activities and developments." (Coastal Act Section 30107.5)

The Dana Point Harbor Revitalization Plan enhances the existing parkland throughout the Harbor by incorporating upgraded landscaping, maintaining active and passive recreation uses and upgrading public service facilities such as restrooms. Additionally, the Revitalization Plan creates an approximately 4-acre Conservation Planning Area 7 to preserve the natural bluffs that are a significant regional natural coastal resource and

establishes regulatory mechanisms for the ongoing preservation of the coastal bluff face areas. Further, areas that include sensitive species of habitat will be protected by creating landscape buffer areas to minimize construction and land use related impacts on the native coastal bluff scrub habitat. All landscaping in areas adjacent to Conservation Planning Area 7 (including any required temporary erosion control) will be maintained by the County of Orange. Native plants used for landscaping shall be provided, to the maximum extent practicable, from seeds and vegetative sources in and around the bluffs. No plant species listed as problematic and/or invasive by the California Native Plant Society, California Exotic Pest Plant Council or as may be identified from time to time by the State of California shall be utilized in the Harbor. No plant species listed as a 'noxious weed' by the State of California or the U.S. Federal Government shall be utilized.

Implementation of the Dana Point Harbor Revitalization Plan will include the removal of some native and non-native trees as part of construction activities. However, design features that have been incorporated into the Revitalization Plan, including the replacement of native trees into newly developed or other landscaped areas will minimize the effects of selective tree removal on bird species that include the black-crowned night herons, snowy egrets and different species of raptors that forage in and around the Harbor. Additionally, other practices such as noise avoidance will be implemented throughout the construction process where possible to reduce impacts on bird species.

The selection of plant species in the Landscape Concept Plan considers environmental factors, such as salt-water infiltration, relatively high soils compaction, heavy clays and typical California coastal soil conditions. The careful selection and placement of trees to open and maintain Harbor view corridors, while adequately screening parking areas, building facades and creation comfortable pedestrian rest areas are all important design considerations incorporated into the Dana Point Harbor Revitalization Plan. As the existing Eucalyptus trees gradually succumb to old age and disease, implementation of the Harbor Landscape Concept Plan will ensure that in instances where replacement is necessary, new tree planting are compatible in character (*Melaleuca* and some other small species of *Eucalyptus* such as *Sucalyptus lehmannii*) and are used to reduce the effects of obstructing views of the ocean from neighboring areas.

Due to the varying character of the existing Harbor improvements, the Landscape Concept Plan divides the facilities into four major districts: the Bluffs (District 1), the Harbor Front (District 2), the Island (District 3) and the Terraces (District 4). The goal for the Bluffs area is to preserve established trees wherever possible and enhance the character of these areas by supplementing them with trees such as *Melaleuca* and *Eucalyptus lehmannii* and includes naturalized groundcovers reflective of the natural character of the area.

A more semi-tropical landscape character will be provided in the Commercial Core by incorporating plant materials that provide varying types of textures, colors, sculptural qualities, in addition to solar and wind protection. Large specimen trees that provide

sheltered shade areas, flowering vines, shade-tolerant tropicals and fragrant jasmine and salvias are all intended to create a unique activity center. Potted specimen plantings and colored pavement treatment will also be used to break up the larger hardscape areas.

The Island area of the Harbor will utilize semi-tropical and smaller groupings of palms (Mediterranean Fan, Pigmy Date Palm and Senegal Date Palm), combined with more "exotic" plantings of Calliandra, Agave, Hesperaloe and Yuacca to provide unique focal points throughout the Island. The overall landscape design also maintains the existing turf areas adjacent to the main channel to continue providing opportunities for active and passive recreation activities.

Landscaping for the Terraces areas, which includes land uses such as parking areas located along Dana Point Harbor Drive, Baby Beach, the Visitor-Serving and Marine Services Planning Areas (PAs 3 and 1, respectively) will receive special consideration to provide for the screening of structures as well as maintaining view corridors to the Harbor and ocean. Trees will be placed to maintain view corridors and provide adequate visibility for motorists along Dana Point Harbor and the Street of the Golden Lantern coming into the Harbor's main vehicle entrance to the Commercial Core. Where adequate space exists in areas between parking stalls and adjacent to roadways, drought tolerant grasses will be planted to minimize maintenance and provide pervious areas to absorb surface runoff.

The Dana Point Harbor Revitalization Plan requires compliance with the South Coast Air Quality Management District Rule 403 to ensure the implementation of soil erosion techniques during construction activities and implementation of all feasible BMPs in order to reduce erosion. Additionally, requirements for the preparation and approval of erosion control plans prior to the commencement of any grading operations that specifies practices to prevent off-site siltation, construct or upgrade drainage facilities and minimize slope erosion will be implemented in conformance with Part II – Chapter 3, *General Provision and Regulations*.

The Revitalization Plan also includes a minor amount of improvements to Doheny State Park and the Old Cove Marine Preserve. Existing landscaping along the edge of the boundary between Doheny State Beach and the Marine Services area will be enhanced to further reduce visual impacts associated with the improvements to the Marine Services Planning Area 1. Access to the Old Cove Marine Preserve will be confined to two locations from the Ocean Institute and interpretive signage installed to protect sensitive species and their habitat. The Old Cove Marine Preserve itself will not be affected by any of the improvements proposed as part of the Dana Point Harbor Revitalization Plan.

2.2 Circulation and Access

Background

The design of the future Commercial Core area emphasizes a pedestrian oriented environment designed to take full advantage of the Harbor's unique setting and promote better access to parking, retail businesses, restaurants and boater facilities. Two critical components of the proposed Revitalization Plan improvements are the creation of a centralized Festival Plaza and Pedestrian Promenades along the waterfront. The Festival Plaza, to be comprised of landscaping, specialized pavement and seating will be located at the southern terminus of the Street of the Golden Lantern. Consistent with the Revitalization design goals established by the Dana Point Harbor Advisory Committee, the Festival Plaza adds a significant central gathering space for Harbor-wide events and outdoor entertainment surrounded by Harbor merchants and restaurateurs.

The other central component to providing a strong pedestrian-orientation for the Harbor is the creation of Pedestrian Promenades that serve to link the land uses located throughout the Commercial Core area. As envisioned in the Harbor Revitalization Plan, a continuous Pedestrian Promenade (varying in width from 15 to 50-feet as measured from the Harbor bulkhead) will be created between Island Way and the businesses located on Dana Wharf. To provide a safer and more convenient connection between the Marina Inn, visitor and boater parking areas and the businesses located in the Commercial Core, a secondary Pedestrian Promenade will be created as part of a new linear park.

The Vehicular circulation system throughout the Commercial Core will be significantly enhanced by providing dedicated parking areas to serve the merchants, restaurants, surface boat storage and boater needs. Additionally, to assist boaters with loading and unloading of supplies and guests, several short-stay boater drop-off areas will be provided in close proximity to the marinas edge.

Relevant Coastal Act Policy Sections for Circulation and Access

In carrying out the requirements of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners and natural resource areas from overuse. (Coastal Act Section 30210)

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to the use of

dry sand and rocky coastal beaches to the first line of terrestrial vegetation. (Coastal Act Section 30211)

Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources; (2) adequate access exists nearby; or (3) agriculture would be adversely affected. (Coastal Act Section 30212)

Wherever appropriate and feasible, public facilities, including parking areas or facilities shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area. (Coastal Act Policy Section 30212.5)

Lower cost visitor and recreational facilities shall be protected, encouraged and where feasible, provided. Developments providing public recreational opportunities are preferred. (Coastal Act Section 30213)

Public access shall be implemented in a manner that takes into account the need to regulate the time, place and manner of public access depending on the facts and circumstances in each case, including, but not limited to the following: (1) topographic and geologic site characteristics; (2) the capacity of the site to sustain use and at what level of intensity; (3) the appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses; and (4) the need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area. (Coastal Act Section 30214)

Project Design Features and Requirements

1. Construction phasing for the Harbor Revitalization Plan has been designed to minimize the disruption of vehicular and pedestrian access routes and parking availability throughout the Harbor. In the event of temporary closures, alternate routes and clear directional signage will be provided.
2. Harbor visitors and guest parking at the off-site locations may include regularly scheduled shuttle transportation during special events and periods of peak Harbor usage. Conditions of project approval also require that the County of Orange – Dana Point Harbor Department develop a construction sign program to direct Harbor visitors and boaters to available parking locations.

3. Implementation of a Traffic Management Plan (that includes management strategies for construction areas) will minimize disruptions of traffic flow during construction activities. The Plan includes the locations of shuttle drop-off areas, relocation of public transit facilities and provisions for valet service (if construction activities do not allow convenient parking adjacent to existing businesses). Additionally, should any construction work occur in Caltrans or City of Dana Point rights-of-way, issuance of encroachment permits will be required from the appropriate agency(ies).
4. The construction phasing plan for the Commercial Core includes early construction of the parking deck and ramp, augmenting parking for Harbor visitors and boaters.
5. A seasonal water taxi service may be incorporated throughout the Harbor to reduce average daily trips (ADTs) during peak Harbor usage periods.
6. The Dana Point Harbor Revitalization Plan provides for future improvements to Dana Point Harbor Drive at the west end of the Harbor in front of Youth & Group Facility that may include the reconfiguration and realignment of the roadway to provide improved road circulation and facilitate access by large vehicles, including buses.
7. Dedicated boater drop-off areas and parking are provided in the Commercial Core.
8. Enhanced lighting for streets, parking lots, and pedestrian will be implemented with Revitalization Plan improvements.
9. Existing surface parking may be restriped to improve efficiencies in parking stall configuration.
10. The Dana Point Harbor Revitalization Signage Plan includes recommendations on signage throughout the Harbor to reduce pedestrian/vehicle conflicts (i.e., no crossing signs).
11. Off-Site Roadway Improvements:
 - a. *Camino Capistrano/Stonehill Drive* – Restripe the northbound Camino Capistrano approach from two left-turn lanes and one shared through/right-turn lane to consist of one left-turn lane, one shared left/through lane, and one right-turn lane. Widen or restripe the southbound Camino Capistrano approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, two through lanes, and two right-turn lanes. Widen or restripe the eastbound Stonehill Drive approach from one left-turn lane, one through lane, and one right-turn lane to consist of one left-turn lane, two through

- lanes, and one right-turn lane. Modify the Camino Capistrano/Stonehill Drive intersection signal phasing from protected phasing to split phasing.
- b. *Doheny Park Plaza/Pacific Coast Highway* – Prior to issuance of the first building permit in Planning Areas 3 through 12 (subsequent to development of the Commercial Core), the County of Orange Dana Point Harbor Department shall enter into an agreement to conduct a study to and potentially fund (on a fair share basis) the widening of the eastbound Pacific Coast Highway approach from one left-turn lane and two through lanes to consist of one left-turn lane and three through lanes; and to widen the westbound Pacific Coast Highway approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane.
 - c. *Puerto Place/Dana Point Harbor Drive* – Six months following completion of the Commercial Core improvements (Planning Areas 1 and 2), the County of Orange Dana Point Harbor Department will initiate a traffic intersection study to determine if a traffic signal and/or other capacity improvements are needed at the intersection of Puerto Place and Dana Point Harbor Drive. If a traffic signal or capacity improvements are warranted, the County of Orange will be responsible for installing the signal or capacity improvements in a manner meeting the approval of the Manager, Orange County, RDMD/Subdivision and Grading in consultation with the City of Dana Point Public Works Director.
12. *Street of the Golden Lantern/Dana Point Harbor Drive* – During a typical summer weekday/weekend (at least 12 months following completion of the Commercial Core improvements in Planning Areas 1 and 2), the County of Orange - Dana Point Harbor Department will initiate a traffic intersection study to determine if capacity improvements are needed at the intersection of Street of the Golden Lantern and Dana Point Harbor Drive. The study shall investigate whether adequate queuing storage lengths are provided (i.e., ensure that vehicles entering into a left turn movement do not spill out onto the through traffic lanes). If capacity improvements are warranted, the County of Orange - Dana Point Harbor Department will be responsible for implementing the improvements in a manner meeting the approval of the Manager, Orange County, RDMD/Road Divisions in consultation with the City of Dana Point Public Works Director.

13. Upon final design of the Commercial Core improvements, the County of Orange Dana Point Harbor Department shall prepare a queuing analysis for the parking deck located at Street of the Golden Lantern and Dana Point Harbor Drive. The queuing analysis shall be based on the Crommelin Methodology and analyze all ingress/egress points to recommend the appropriate number of inbound/outbound lanes, lane storage requirements, and access controls.

Consistency

The policies contained in Article 2 of the California Coastal Act focus on providing for maximum public access to beach and the provision of recreational use of the coastline, consistent with private property rights and environmental protection practices. Further, the policies require that development not interfere with public access, except where it is inconsistent with public safety and natural resource protection or limits facilities for boaters and other water-dependent uses or industries. New development is encouraged to provide convenient access from the nearest public roadway to the shoreline, including parking areas that minimize the potential for overcrowding or overuse of a single area.

As implemented, the Dana Point Harbor Revitalization Plan will continue to allow the Harbor to provide a wide range of public access opportunities to the coast through the reconfiguration of the main Harbor vehicular entrance and providing dedicated parking for visitors and businesses in the Commercial Core, boaters and boat service users. The physical design of the Commercial Core will facilitate the consolidation of a majority of the Day-Use Commercial land uses by clustering the commercial businesses and restaurants in one centralized area and providing more convenient parking accessibility.

The Dana Point Harbor Revitalization Plan provides for improvements to the vehicular circulation system to minimize pedestrian conflicts, thereby improving public access to the Commercial Core area and the ocean. The vehicular entrance to the Harbor from Dana Point Harbor Drive and Street of the Golden Lantern will provide direct access to the parking deck facility, enhancing accessibility to the businesses located in the Commercial Core area. An above ground pedestrian bridge will be located east of the Festival Plaza, providing an unimpeded pedestrian connection to the Dana Wharf area. Non-vehicular accessibility of the different areas of the Harbor may also be enhanced by the provision of a seasonal water taxi service.

To reduce the current commercial/retail parking shortage and improve access, the Dana Point Harbor Revitalization Plan proposes to consolidate parking areas into a two-level parking deck north of the proposed new commercial buildings that will extend directly from Street of the Golden Lantern and Dana Point Harbor Drive. The new parking deck facility will provide efficient ingress and egress and allow for safe pedestrian movement from the parking areas to shopping and restaurants. Additionally, a seasonal shuttle

service may be provided for employees and overflow visitor parking areas to enhance visitor parking opportunities in the Commercial Core area.

Implementation of the traffic management strategies to be developed as part of a comprehensive Traffic Management Plan will minimize short-term disruptions of traffic flow during construction activities and continue with long-term ways of managing traffic throughout the year. The Plan includes the locations of shuttle drop-off areas, relocation of public transit facilities and provisions for valet service (if construction activities do not allow convenient parking adjacent to existing businesses).

The signage program will be consistent with the California Coastal theme. Commercial signage will be of appropriate village scale and designed for legibility within the pedestrian-scale Festival Plaza. Column-mounted blade signs perpendicular to the pedestrian flow will be easily readable and additional elements may be printed on the awnings. The signage will be proportional in size to the proposed awnings and limited by reasonable vertical head heights along the pedestrian right-of-way. Directional and wayfinding signage will also reflect the material and color palettes appropriate to the Dana Point Harbor Revitalization Plan.

2.3 Public Recreation

Background

Dana Point Harbor contains a wide variety of recreational facilities and activities in the Commercial Core area, along the beaches and throughout the Harbor's twelve Planning Areas. The goal of these Planning Areas is to provide regional recreation activities and facilities that successfully meet the diverse interests of existing and future residents of the entire County, by designating the most appropriate and cost effective uses for each Planning Area. Recreational facilities provided include:

Planning Area 1 (Marine Services) – Most of Planning Area 1 consists of boat services and storage. The Marina Services area is located at the south-central portion of Planning Area 1. Components of the Dana Point Harbor Revitalization Plan include a completely renovated public boat launch, a non-motorized boat launch, jet ski and boat rentals, a hoist for launching and retrieving boats and dry surface storage spaces for boats. In addition, the Catalina Express (a high-speed ferry to Catalina Island) has service out of Planning Area 1.

Planning Area 2 (Day-Use Commercial) – Most of the Commercial Core is located within Planning Area 2. Approximately 26,600 sq. ft. of existing retail uses and 51,300 sq. ft. of existing restaurant uses are located within the Commercial Core. Adjacent to the boardwalk, between Mariner's Village and Dana Wharf, a 5,000 square foot boater service building provides office space for yacht brokers and restrooms with showers

and laundry washing facilities for boaters. In addition, Dana Wharf Sportfishing and Dana Island Yachts provide boat and fishing charters.

Planning Area 3 (Visitor-Serving Commercial) – The Marina Inn at Dana Point provides year round hotel accommodations for guests and visitors offering a variety of recreational amenities and services for the visiting public. Additionally this Planning Area provides boater parking to support boat slips in Planning Area 10 and also provides boat service buildings which include offices, restrooms, showers and laundry washing facilities for recreational boaters.

Planning Area 4 (Marine Commercial) – Planning Area 4 includes the Dana West Yacht Club and the Dana Point Yacht Club. The Dana West Yacht Club is a full-service club that provides junior sailing programs, racing programs and billfish tournaments. The Dana Point Yacht Club also provides junior sailing programs, racing programs and permanent and visitor slips available on a reservation or first-come-first-serve basis. Along the southern boundary of the island is a one-half-mile picnic park area that includes picnic areas with benches, restroom facilities and barbecues on wide grassy areas. Planning Area 4 also includes the Aventura Sailing Association, which provides boat rentals, sailing instruction, cruises, whale-watching charters and racing programs.

Planning Area 5 (Day-Use Recreation) – Planning Area 5 is dedicated to open-space recreational activities and educational uses. Key recreational amenities include the 11,000 sq. ft. Dana Point Harbor Youth and Group Facility, Baby Beach (with a non-motorized craft launch and fishing pier access and parking). Planning Area 5 is a popular location for picnics, beach activities, beginner sailing, kayaking and private parties. Specifically, the Dana Point Harbor Youth and Group Facility (Youth and Group Facility) is located on a one-acre site within the southeastern portion of Planning Area 5. This facility is a center dedicated to the promotion of boating, sailing and safety around the water. Many groups, including the Girl Scouts, Saddleback College, the Boy Scouts and the Coast Guard Auxiliary use the facility for public instruction and recreation. The programs held at the Youth and Group facility include basic boating, rowing, canoeing, sailing, marine safety education, summer camps and tide pool walks. The Youth and Group Facility includes docks, three buildings (comprised of the 3,500 sq. ft. Dana Cove Room with kitchen and stage), administration building, conference room, three classrooms, storage and showers.

Planning Area 6 (Education/Institutional) – Planning Area 6 includes the Ocean Institute within the southeastern portion of the Planning Area. The Institute is dedicated to providing education on marine life and its preservation and public programs, including sailing trips on an historic ship (the Spirit of Dana Point), summer camps and marine life excursions. The Ocean Institute has a 5,200 sq. ft. exhibit space featuring interactive demonstration areas focused on sea floor exploration. The Institute also provides classes on living systems, surf science, sea floor exploration and advanced

education. The Institute includes a lecture hall and conference center totaling 3,000 square feet inside and 2,000 square feet outdoors. Two tallships are harbored at the Ocean Institute, the Spirit of Dana Point and the Pilgrim, which provide historical connections to Dana Point Harbor.

Planning Area 7 (Conservation) – Planning Area 7 is reserved for conservation. The area includes bluff land with native and non-native habitat. Hiking walkways traverse the area and there are small park areas for resting and picnicking.

Planning Area 8 (Waterside – Educational Basin) – Planning Area 8 includes the Pilgrim Dock and Sea Explorer Dock adjacent to the Ocean Institute and the marine portions of Baby Beach. The Fishing Pier is also located within this Planning Area as well as a launching area for non-motorized craft contiguous to the Youth and Group facility.

Planning Areas 9 and 10 (West and East Marina's) – Planning Area 9 (West Marina) and PA 10 (East Marina) consist of 2,260 boat docks. Additionally, Planning Area 9 includes 42 visitor docks, 13 Youth & Group slips and 11 docks for the Dana Point Yacht Club.

Planning Areas 11 and 12 (Marine Services and Harbor Entrance) – Planning Area 11 includes the Catalina Express dock, the Embarcadero Boat Rental Docks, Sport Fishing Docks, Charter Fishing Docks, Bait Receiver and the shipyard docks. Planning Area 12 is the marine entrance to the Harbor from the Pacific Ocean.

Relevant Coastal Act Policy Sections for Public Recreation

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses. (Coastal Act Section 30220)

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area. (Coastal Act Section 30221)

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have a priority over private residential, general industrial or general commercial development, but not over agriculture or coastal-dependent industry. (Coastal Act Section 30222)

Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses. (Coastal Act 30222.5)

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible. (Coastal Act Section 30223)

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by development dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge and by providing for new boating facilities in natural harbors, new protected water areas and in areas dredged from dry land. (Coastal Act Section 30224)

Project Design Features and Requirements

1. Separate pedestrian walkways will be provided as part of the ramp design to minimize pedestrians using parking aisles to access the Commercial Core businesses.
2. Pedestrian linkages will be created between Harbor amenities, such as the Pedestrian Promenade and linear park.
3. Various amenities will be enhanced in the waterside areas, including improved boater drop-off areas, dedicated boater parking, upgraded boater service buildings and restrooms, landscaping upgrades and convenient seasonal water taxi drop-off and pick-up areas throughout the Harbor.

Consistency

The Recreation Policies contained in Article 3 of the California Coastal Act are intended to provide protection for suitable oceanfront land to be used for recreational purposes as well as maintaining necessary upland areas necessary to support coastal recreation uses, where feasible. The policies prioritize water-oriented recreational activities and encourage increased recreational boating use of coastal waters by developing support facilities (e.g., dry storage areas, public launching facilities, etc.). The policies also place priority on the use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation over private residential, general industrial or general commercial development, but not over agriculture or coastal-dependent industry.

The Dana Point Harbor Revitalization Plan provides for the expansion of existing marine uses through the expansion of a dry storage facility for approximately 400 boats, reconfiguration of the East and West Marinas to include facilities for larger vessels and additional visitor/guest docks in the vicinity of the Commercial Core. Other improvements include the expansion of the Harbor Patrol facilities and yacht clubs. Further, recreational opportunities will be increased through the expansion of the Youth

and Group Facility and planned enhancement to the existing park areas throughout the Harbor.

Implementation of the Dana Point Harbor Revitalization Plan will increase the availability of water-oriented recreational activities by expanding space and facilities for boaters and existing yacht and boater service buildings; creating improved pedestrian areas in the marinas and enhancing park areas. Additionally, when construction activities are undertaken in the submerged areas of the Harbor, adequate provisions will be used to ensure that the minimum amount of damage occurs to the marine environment.

The Dana Point Harbor Revitalization Plan design protects the Harbor's small boat character. The Revitalization Plan anticipates the reconfiguration/reconstruction of the marina docks and seawalls, enhancement of the guest boater slips by placement of additional slips adjacent to the Commercial Core area and includes the provision of dinghy docks adjacent to Dana Wharf. The relocation of the yacht brokerage offices and other Harbor-related offices will provide better access and help minimize parking conflicts. The sport fishing facilities are planned to remain in their present location. As part of the overall marina reconfiguration and renovation project, adequate facilities will be provided to comply with the Americans with Disabilities Act (ADA) in addition to enhanced lighting, signage and upgraded wet and dry utility systems.

The meandering walkways that extend the length of Planning Area 5 and the linear pedestrian pathways provided in Planning Areas 1 and 2 will include scenic outlooks and opportunities for passive recreational activities, however, none of the facilities will be located directly on the beach.

Implementation of the Dana Point Harbor Revitalization Plan improvements will increase the availability of water-oriented recreational activities by expanding space and facilities for boaters including Boater Services Buildings, yacht brokers and yacht clubs and by creating improved pedestrian areas in the marinas and enhancing park and picnic areas.

2.4 Marine Environment

Background

Originally, the Dana Point Harbor was an open coast, mixed sand and rocky beach located between the Dana Point Headlands and San Juan Creek. The area provided favorable habitat for fish and invertebrates and the sand beach served as roosting and nesting habitat for shorebirds. In the 1970's, a breakwater was constructed and the Harbor was dredged and completed. The bottom topography and composition within the Harbor are relatively uniform. The bottom is generally covered by silt that exhibits variable chemical properties. The channels of the Harbor are maintained to design

depth of between 8 and 15 feet by periodic dredging by the County of Orange to ensure that the bottom profile does not vary greatly. Development of the Harbor has altered the local physiography to that of an embayment.

The Dana Point Harbor modifications have changed the type of habitat available for marine organisms. These modifications have created artificial habitats, which support a wide diversity of biological communities. Because of dredging and filling, very little sandy-beach and shallow-water habitats remain. Benthic (at the bottom of a body of water) habitat has also been altered. However, the deep-water habitat for fish has expanded because of the emplacement of bulkheads, riprap for shoreline breakwaters and pier pilings. The riprap provides refuge and foraging habitat for fish and birds and the protected, open waters of the Harbor maintain a diverse fish community that in turn provides food for several species of birds.

Relevant Coastal Act Policy Sections for Marine Environment

Marine resources shall be maintained, enhanced and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Use of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific and educational purposes. (Coastal Act Section 30230)

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats and minimizing alteration of natural streams. (Coastal Act Section 30231)

Protection against the spillage of crude oil, gas, petroleum products or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur. (Coastal Act Section 30232)

The diking, filling or dredging of open coastal waters, wetlands, estuaries and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative and where feasible mitigation measures have been provided to minimize adverse environmental effects. (Coastal Act Section 30233)

Facilities serving the commercial fishing and recreational boating industries shall be protected and where feasible, upgraded. Existing commercial fishing and recreational

boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry. (Coastal Act Section 30234)

The economic, commercial and recreational importance of fishing activities shall be recognized and protected. (Coastal Act Section 30234.5)

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls and other construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline and sand supply. (Coastal Act Section 30235)

Channelizations, dams or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible and be limited to: (1) necessary water supply projects; (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development; or (3) developments where the primary function is the improvement of fish and wildlife habitat. (Coastal Act Section 30236)

Project Design Features and Requirements

1. Future waterside improvements to the east and west breakwaters (Planning Areas 8, 11, and 12) shall be reconstructed within the seaward footprint of the existing structures except as necessary to provide for public safety or public access. Construction activities taking place below the mean higher high water (MHHW) mark shall prepare a focused marine biological survey to determine if sensitive species are present.
2. The County of Orange – Dana Point Harbor Department shall an effective combination of erosion and sedimentation control BMPs to be implemented during construction in order to ensure minimum impacts to water quality or the marine environment are minimized to the maximum extent practical. State of the art BMPs may include, but are not limited to:
 - Erosion to be controlled by landscaping (leave existing vegetation in place where possible), paving and drainage structures;
 - Berms (sand bags) around all construction sites to catch run-off;
 - Wind and tracking controls to minimize pollutants from being tracked into and out of the Project site;

- During wet weather, Harbor basin inlets shall be protected by placing a wire mesh and gravel filter to intercept debris and soil runoff; and
 - Appropriate housekeeping activities to minimize the potential for pollutants from material storage, waste management or construction activities.
3. The Orange County - Dana Point Harbor Department shall obtain coverage under the NPDES Statewide Stormwater Permit for General Construction Activities from the Regional Water Quality Control Board prior to commencement of any construction activities associated with the Dana Point Harbor Revitalization Plan.
 4. The Dana Point Harbor Revitalization Plan provides for the upgrading of marine commercial and recreational Harbor boating uses as envisioned under the Coastal Act (Section 30234).

Consistency

The Marine Resource policies of the Coastal Act are intended protect the marine environment and recognize the economic, commercial and recreational importance of fishing activities and the facilities that provide them. To this end, the policies require that uses of coastal waters, streams, wetlands, estuaries and lakes be carried out in a manner that will restore and sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific and educational purposes. The policies require protection against the spillage of crude oil, gas, petroleum products or hazardous substances in relation to any development or transportation of such materials. The policies require implementation of strict environmental protection practices during any necessary diking, filling or dredging of open coastal waters, wetlands, estuaries and lakes to reduce any significant disruption of habitats and water circulation. The policies also require that standards for maintaining the quality of water through the implementation of erosion control and flood control facilities are achieved.

The potential impact on Harbor and marina biota associated with the potential future dock reconfigurations will be evaluated once a specific design for the dock modifications is identified. The marina and slip improvements may range from simple dock and column renovations to phased replacement and/or reconstruction of docks and columns. Sedimentation and water quality impacts would be addressed through site-specific permitting requirements. The Harbor generally lacks inner harbor unique benthic species (e.g., eel grass). Additionally, on-going maintenance that is carried out by the County includes periodically dredging the Harbor. This maintenance activity is designed to maintain a navigable waterway and is subject to separate regulatory agency permitting.

In compliance with Coastal Act Policies to improve water quality, the Dana Point Harbor Revitalization Plan will enhance the biological productivity of the coastal waters through the upgrading of utility systems and treatment of runoff. Enhancements to the water quality within Dana Point Harbor will be implemented through the incorporation of state-of-the-art Best Management Practices (BMPs). Additionally, as part of the on-going Clean Beaches Initiative, diversions are contemplated for the drainages adjacent to the Baby Beach area. All dry-weather runoff or low-flow runoff that previously sheet flowed or drained into the storm drain system and directly from the Harbor will be treated by a series of pre-treatment and treatment BMPs. The implementation of a full range of BMPs including non-structural and on-site structural BMPs is proposed with the revitalization of the Commercial Core area and will reduce the total amount of pollutants in the storm water runoff.

Numerous BMPs have been incorporated into the design of the Dana Point Harbor Revitalization Plan in order to reduce pollutant loading into the Harbor and includes the maintenance of storm drain stenciling and signage for new storm drain construction in order to discourage dumping of waste and other materials into the drains. Other design features include the requirement for preparation of a comprehensive Water Quality Management Plan (with progressive amendments as new revitalization projects throughout the Harbor are identified) and Storm Water Pollution Prevention Plans in compliance with National Pollution Discharge Elimination System permits. Each Coastal Development Permit will require the implementation of state-of-the-art strategies to reduce the effects of pollutants on coastal water quality.

Water quality and conservation will also be addressed by diverting low-flow "nuisance" runoff to the sanitary sewer system for treatment where feasible, thereby avoiding dry weather flows being introduced into beach areas or the Harbor in general. The Dana Point Harbor Revitalization Plan also proposes to continue to expand a public awareness program focused on maintaining water quality standards by limiting the use of fertilizers and pesticides and performing routine maintenance of grease interceptors for restaurants and storm water treatment technologies.

To reduce beach erosion, the Dana Point Harbor Revitalization Plan proposes the repair and renovation of the existing quay wall slope panels by filling voids and gaps and by placing a tie-back system of anchor rods where necessary to provide for the improved longevity of recreational uses and address any existing seismic safety concerns.

2.5 Revitalization Development Policies

Background

Dana Point Harbor is located within the northwest-trending Peninsular Ranges in southern California. The Peninsular Ranges province is an elongated area characterized by parallel fault-bounded mountain ranges and intervening valleys. The Harbor is a

coastal reentrant (cove) protected by the Headlands at Dana Point. The protected cove owes its existence to differing resistance to wave erosion of the two bedrock formations exposed along a fault in the steep coastal bluff. Bedrock units include the Capistrano Formation and the San Onofre Breccia, both of which are exposed in the sea cliffs behind the Harbor, which are separated by the Dana Cove Fault. The weaker Capistrano Formation has been preferentially eroded, creating Dana Cove. More youthful sediments have been deposited in the Harbor, including colluvium, alluvium, beach deposits, talus and artificial fill placed during the original construction of the Harbor in the 1970's.

A well-defined fault zone passes diagonally through the Harbor, directly under and nearly parallel to the fishing pier located in the western portion of the Harbor (PAs 5 and 8). The seaward projection is estimated to be approximately 250 ft. wide, consisting of sheared breccia and contoured siltstones and sandstones. No seismic activity has been reported along this fault, which has been classified as inactive. The closest active fault to the Harbor is the South Coast Offshore Zone of Deformation (likely the offshore connection between the Newport-Inglewood and Rose Canyon Faults) which is located approximately 3.4 miles to the southwest.

The Dana Point Harbor Revitalization Project (Revitalization Plan) establishes a Commercial Core (northerly portion of Planning Area 1 and all of Planning Area 2) that includes the replacement and/or remodeling of all existing retail and restaurant buildings. The Commercial Core redevelopment (Phase I) also provides for the reconfiguration of all existing surface parking areas to provide additional parking, new boater loading and drop-off areas, new dry-stack boat storage spaces and improvements to several boater service and public restroom buildings. The initial phase of the proposed Revitalization Plan will provide for the relocation of certain yacht brokerage firms and other harbor-related offices uses to the Commercial Core area.

Outside the Commercial Core area (Phase II), the Revitalization Plan provides for a number of future improvements (southerly portion of Planning Area 1 and Planning Areas 3 through 7 [landside] and 8 through 12 [waterside]). Plans for Planning Area 4 allow for the future renovation and/or expansion of the Dana Point and Dana West Yacht Clubs, restaurant renovations and modifications to the Harbor Patrol Offices to provide additional meeting rooms or staff office space. Additional work is anticipated to be performed to reconfigure and/or reconstruct the marina docks and portions of the seawall, subject to a separate permitting and environmental review process to add additional guest boater slips closer to the Commercial Core and to construct a dinghy dock area adjacent to Dana Wharf.

Relevant Coastal Act Policy Sections for Revitalization Plan Development

(a) New residential, commercial or industrial development, except as otherwise provide in this division shall be located within, contiguous with or in close proximity to, existing

developed areas able to accommodate it or, where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels. (b) Where feasible, new hazardous industrial development shall be located away from existing developed areas; and (c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors. (Coastal Act Section 30250)

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and to minimize the alteration of natural land forms, to be visually compatible with the character of the surrounding areas and where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting. (Coastal Act Section 30251)

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service; (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads; (3) providing non-automobile circulation with the development; (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation; (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings; and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development. (Coastal Act Section 30252)

New development shall: (1) Minimize risks to life and property in areas of high geologic, flood and fire hazard; (2) Assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs; (3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development; (4) Minimize energy consumption and vehicle miles traveled; and (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses. (Coastal Act Section 30253)

Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. Where appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support. (Coastal Act Section 30255)

Project Design Features and Requirements

1. Within the Commercial Core, the appearance of long, continuous row structures will be avoided through the provision of open spaces, varied roof treatments, staggered exterior building facades and incorporation of a variety of building designs, materials and colors.
2. All signage shall be of a consistent architectural style. All externally illuminated signs in landscape areas shall have lighting sources that are hidden by vegetation or installed flush with the grade. Signage shall be designed to complement the architecture of the building and shall emphasize natural materials.
3. All fences and walls within the Harbor will be designed to have a minimum impact on coastal and scenic views from public areas. Enclosures used to shelter outside eating areas will be designed using clear materials with awnings or covers that are integrated into the architectural design of the buildings.
4. All roof-mounted mechanical equipment and communication devices that are visible from the Harbor will be hidden behind building parapets or screening materials from both ground level and elevated areas to the extent feasible. Ground-level mechanical equipment, storage tanks and other similar facilities shall be screened from view with dense landscaping and/or walls of materials and finishes compatible with the adjacent areas. In addition, service, storage, maintenance, utilities loading and refuse collection areas would be located generally out of view of public rights-of-way and uses adjacent to the development area.
5. All new solid waste (refuse/trash collection areas) will be screened from public view.
6. The design and layout of the future buildings in the Harbor shall be in conformance with the approved Dana Point Harbor Revitalization Plan and preserve views of the bluff area.
7. The Dana Point Harbor Revitalization Plan provides for the protection of the bluffs (Planning Area 7) by restricting the siting of any structures on the bluffs with the exception of drainage control structures and restricting recreational structures (e.g., picnic areas) adjacent to the bluffs.

8. Street and parking lot lighting shall be positioned to enhance the vehicular and pedestrian safety. Lighting shall be concentrated on intersections and pedestrian crosswalks and shall be shielded to direct the light downward.
9. The project will utilize minimally reflective glass and other materials used on the exterior of the buildings and structures will be selected with attention to minimizing reflective glare.
10. Roof-mounted solar panels, metal panels and skylight should incorporate non-reflective materials and be designed to point away from roadways.
11. All exterior lighting will be designed and located to avoid intrusive effects on the adjacent land uses atop the bluffs and Doheny State Beach. New lighting fixtures will be designed to direct light on-site and away from other areas.
12. The parking deck in Planning Area 2 is designed to include a light well that separates the upper deck area, allowing light and/or installation of landscaping elements to enhance its visual appearance.
13. Creation of the Festival Plaza and the Pedestrian Promenade along the waters edge in Planning Area 2 provides for extended structural setbacks from the bulkhead areas and provides a large outdoor activity area in close proximity to restaurants and shops.
14. All new buildings will include storm water collection systems (e.g., roof-top drainage conveyed to a storm drain system equipped with treatment devices in conformance with the Dana Point Harbor Water Quality Management Plan).
15. Reduction of vehicle trips is achieved by implementing a comprehensive Traffic Management Plan for Dana Point Harbor that may include, but may not be limited to:
 - Potential shuttle service to off-site (remote) parking areas;
 - Potential shuttle service to regional visitor attractions and for hotel guests;
 - Potential seasonal water taxi service;
 - Visitor boat slips and dinghy docks located near restaurants and retail areas; and
 - Phased construction of the Dana Point Harbor Revitalization Plan improvements to minimize the size of areas subject to disruption from construction activities.
16. The design of the dry-stack storage building includes covered areas for boat maintenance.
17. Interior and exterior water conservation measures will be incorporated into all Harbor Revitalization projects as development occurs. Measures include (but are

not limited to) low-flush toilets, low-flow faucets and installation of efficient irrigation systems to minimize water runoff and evaporation in landscape areas.

18. Various amenities will be provided to the waterside areas, including improved boater drop-off areas, dedicated boater parking areas, improvements to some boater service buildings and public restrooms and potential convenient seasonal water taxi drop-off and pick-up areas throughout the Harbor.
19. Prior to the issuance of any grading or construction-related permit for new buildings, a geotechnical report shall be prepared for approval by the County of Orange, Manager, RDMD/Subdivision and Grading. All foundation and setback requirements will reflect geologic and structural engineering evaluations of the site as recommended by a registered geotechnical and structural engineer.

Consistency

Policies included in Article 6 of the Coastal Act are intended to protect the scenic beauty of the coastal landscape as a resource of public importance. Policies direct new housing and other development to existing urbanized and/or developed areas with adequate services, rather than allowing a scattered pattern of subdivision and potentially dividing continuous areas of the coastline into divided communities. The policies regulate new development to ensure compliance with air quality regulations; to minimize risks in areas of high geologic, flood and fire hazard to assure stability and structural integrity; to neither create nor contribute significantly to erosion, geologic instability or destruction of the coastline or surrounding areas; and where appropriate, to protect the public's right to access.

A major emphasis of the Dana Point Harbor Revitalization Plan is the replacement/remodeling of existing retail and restaurant establishments and the upgrading of boater service facilities to meet present day Building Code standards. The Revitalization Plan provides a comprehensive approach by creating additional opportunities for visitors and local residents including the creation of a centralized Commercial Core unifying the commercial uses around a centralized plaza with enhanced pedestrian pathways, all designed to provide direct linkages to existing facilities throughout the Harbor. The design of open plaza areas and retail/restaurant uses facing the marina provides enhanced opportunities for Harbor visitors and boaters to enjoy the waterfront areas.

The Commercial Core area will include the reconfiguration and/or replacement of all the existing retail and commercial uses and the construction of one dry-stack boat storage building as shown on Exhibit 2-1, *Commercial Core Area Improvements*. The existing shops and restaurants will be reconfigured into a consolidated series of articulated two- and three-story terraced building arranged around a centrally located Festival Plaza, connected together by open walkways. The Festival Plaza will be

The Marine Services area within the northeastern portion of the Commercial Core will be reconfigured to accommodate at-grade launch ramp parking, mast-up boat storage and boater parking. Ultimately, this area includes the development of one dry-stack boat storage building partially extending into the channel and associated cranes inside the buildings. The dry-stack boat storage facility is approximately 65-feet in height and will be of an architectural style consistent with the Commercial Core area improvements.

The Dana Point Harbor Revitalization Plan combines the existing characteristics of the Harbor, including pedestrian scale buildings, boater and marina facilities, with improvements in vehicular and pedestrian circulation that will encourage Harbor users and visitors to enjoy all of the available amenities without reliance on vehicles to get from place to place. Design features to be included as part of a comprehensive Traffic Management Plan include programs to provide additional parking at off-site locations during special events and holiday weekends, shuttle service from more remote locations inside the Harbor and a potential seasonal water taxi service are intended to minimize parking and traffic conflicts. Vehicular circulation will be enhanced through the reconfiguration of the main Harbor vehicle entrance to provide direct access to the parking deck located adjacent to the Commercial Core area and the reconfiguration of existing surface parking lots to improve circulation.

With completion of the main Harbor vehicle entrance, ocean and Harbor views from the Street of the Golden Lantern and adjacent land uses will be enhanced. The Dana Point Harbor Revitalization Plan will preserve the overall character of the Harbor by maintaining the architectural character and providing regulations to screen rooftop mechanical equipment and modulate building massing. Implementation of the Commercial Core area improvements will enhance the viewsheds of the Harbor and Pacific Ocean through the clustering of the commercial uses, the development of the Festival Plaza at the terminus of the Street of the Golden Lantern and utilizing landscaping to screen parking areas from view.

The Dana Point Harbor Revitalization Plan will preserve and enhance public views in the Harbor by providing additional landscaping and the realignment of Dana Point Harbor Drive in the area adjacent to the Youth and Group Facility and Baby Beach, thereby increasing available park space and potentially enhancing parking opportunities.

The facilities located throughout Dana Point Harbor currently generate light and glare from sources that include indoor and outdoor lighting, security lighting and parking lot and boat dock lighting. Additionally, light that is reflected off building surfaces (i.e., windows and metal fixtures) marina equipment, boats and automobiles. The predominant lighting for the Harbor is currently provided by unshielded pole fixtures. These unshielded fixtures are the source of significant nighttime glare and light pollution. The other major source of lighting in the Harbor is provided by recessed step

lights. This form of lighting is used throughout the Harbor and is typically found along the seawalls (quay walls or bulkheads). Pedestrian areas are also illuminated using a wide variety of surface and semi-recessed area lighting fixtures.

One of the principal goals of the Dana Point Harbor Revitalization Plan is to improve the nighttime ambiance of the Harbor by minimizing glare, obtrusive light and artificial sky glow by limiting outdoor lighting that is misdirected, excessive or unnecessary. The Dana Point Harbor Revitalization Plan proposes the replacement of existing parking area lighting, initially in Planning Areas 1 and 2 as part of the improvements to the Commercial Core. The systematic replacement of substandard fixtures throughout the Harbor as improvements to the remaining Planning Areas will be included as part of the overall design of these areas. New lighting will utilize directional lighting techniques and low wattage bulbs that direct light downwards and minimize light spillover. All fixtures will be of a type that minimizes impacts to adjacent land uses and sensitive coastal resources and will conform with the nighttime security standards of the Orange County Sheriff's Department.

Architectural and landscape lighting will similarly be focused onto plant elements in order to minimize light pollution. Landscape fixtures will be concealed or placed on trees. The double row of palms placed along the main Harbor entrance will serve as a source of indirect street and pedestrian walkway lighting, with light sources focused on the tree trunks and canopies.

Inside the Festival Plaza of the Commercial Core, lighting will be of a pedestrian scale with building-mounted and tree-mounted fixtures focused onto the pedestrian pathways. Additionally, existing recessed fixtures located in the bulkhead (quay wall and revetment) will be replaced with energy efficient fixtures that focus light on the Pedestrian Promenade and other pedestrian walkways and stairs.

Further, as part of the architectural design of the future Commercial Core area buildings, windows will be shielded from the sun and will utilize minimally reflective building materials to reduce glare impacts.

The design of new signs throughout the Harbor will not be internally illuminated and therefore will not be a source of nighttime glare. Many restaurants and shops will include architectural treatments such as overhangs, trellises and awnings that will also reduce glare and light pollution. Restrictions are provided in Chapter 15, *Sign Standards and Regulations* that prohibit lights from flashing, blinking or being of unusual intensity or brightness to minimize the effects on surrounding land uses.

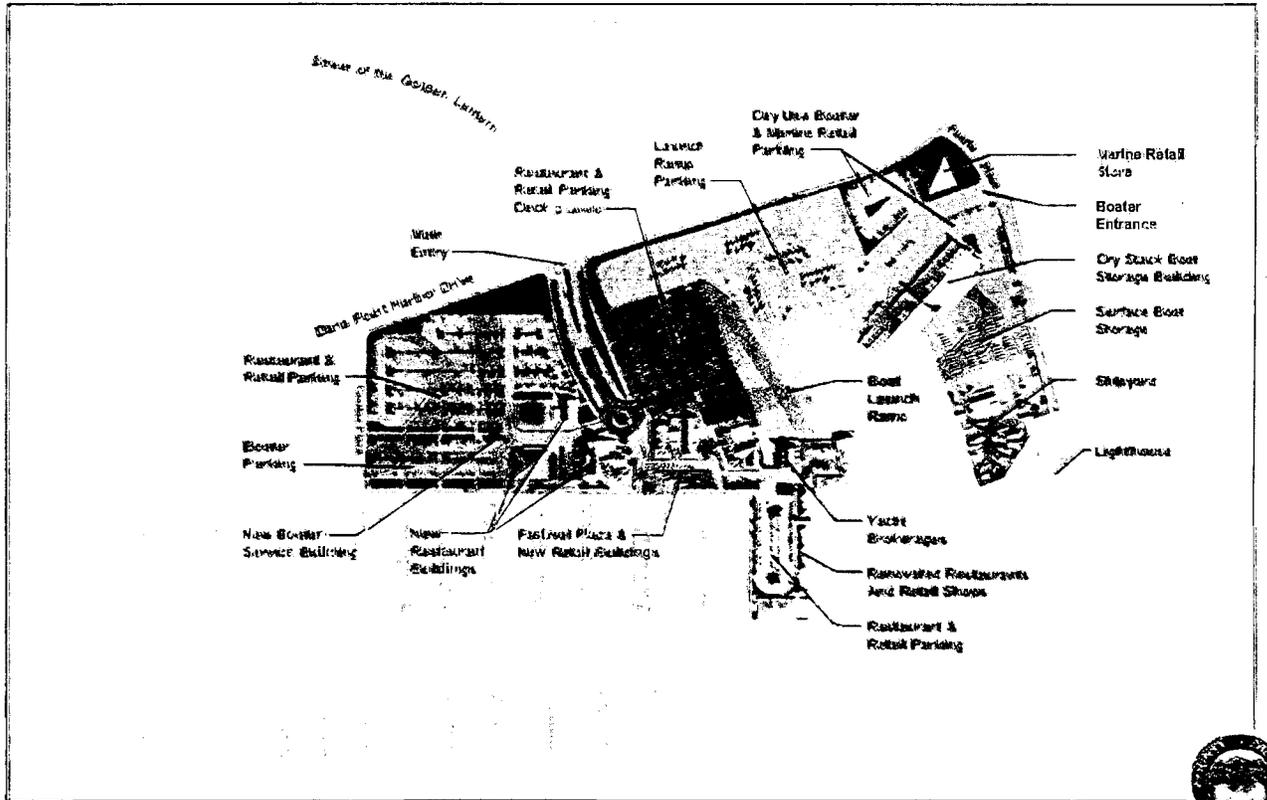
The Dana Point Harbor Revitalization Plan includes the relocation and/or replacement of a number of the wet and dry utility systems (water, sewer, electrical, telephone,

natural gas and enhancement of existing landscaping throughout the Harbor as Revitalization Plan projects are implemented.

The Dana Point Harbor Revitalization Plan improvements will be implemented in phases; beginning after all jurisdictional approvals are obtained through completion of Harbor Revitalization Plan buildout. However, because implementing the Revitalization Plan depends upon various funding grants and market demand, the overall Project components are structured by their priority into two phases: Phase I and Phase II.

The Commercial Core area improvements proposed during Phase I are anticipated to be completed by the year 2012 and Harborwide projects included as part of Phase II are anticipated to be incrementally implemented as funding becomes available through buildout of the Dana Point Harbor Revitalization Plan (estimated between 2017 to 2030).

approximately 35,000 sq. ft., terraced down to a waterfront Pedestrian Promenade that is intended to increase public access to the marina. Buildings fronting the plaza will include outdoor table and seating areas and will be protected from the sun by vine-covered trellises and architectural shade structures.



The design of the Commercial Core has been developed to enhance pedestrian circulation using a number of strategies. An above ground pedestrian bridge will be located east of the Festival Plaza, providing an unimpeded pedestrian connection to the Dana Wharf area. The terrace design of the buildings and a partially buried parking deck will enhance the overall views of the Commercial Core area from vantage points along Dana Point Harbor Drive and the Street of the Golden Lantern. Further, the realignment of the Street of the Golden Lantern with the open area of the Festival Plaza will provide increased visibility of the marina and ocean beyond.