



3.0 PROJECT DESCRIPTION

The County of Orange (County), acting as a Lead Agency, landowner and proponent, has prepared this Program EIR to provide a comprehensive analysis of the proposed Dana Point Harbor Revitalization Plan (the “Project”). The overall purpose for the Project is to implement the Dana Point Harbor Task Force goals, which focused on maintaining the Harbors’ small craft character while renovating the Harbor infrastructure and buildings, improving parking and amenities (see Section 3.5, Project Goals and Objectives).

The Project consists of two major components; refer to Section 3.4 (Project Characteristics):

- **Phase I (“Project-Level” detailed environmental analysis)** – The “Commercial Core” area of the Harbor, which includes Planning Area 1 (“Marine Services” – currently including the Embarcadero and shipyard area) and Planning Area 2 (“Day Use Commercial” – currently including the Dana Wharf and Mariners Village area). Extensive preliminary design studies and schematic plans have been developed for the Commercial Core, and this EIR is therefore intended to provide construction-level environmental review.

Phase I, planned for completion by 2012 includes:

- Potential use of two off-site areas for temporary and long-term parking and/or boat storage;
 - Construction of the first dry-stacked boat storage building (400 spaces);
 - Construction of a two-level parking deck (610 spaces) and access ramps;
 - Reconfiguration of surface parking areas (net overall increase of 573 parking spaces);
 - Addition of approximately 80,000 square feet (sq. ft.) of new retail and restaurant space;
 - Renovation of approximately 30,000 sq. ft. existing retail and restaurant space;
 - Net increase of approximately 13,520 sq. ft. marine services¹;
 - Relocation/replacement of various existing land uses;
 - Demolition of County Maintenance Yard and buildings; and
 - Extensive infrastructure, access, design, landscape and circulation improvements.
- **Phase II (“Program-Level” conceptual environmental analysis)** – Planning Areas 3-7 landside and 8-12 waterside (all remaining land-side

¹ This includes the relocation and expansion of the existing marina from Planning Area 2 to Planning Area 1, for a total of 9,100 sq. ft.



areas, the Island, hotel, Youth and Group Facility, and the southern portion of Planning Area 1, including the second dry stack boat storage building, shipyard reconfiguration, and the potential Lighthouse area). The Phase II area includes a variety of potential future waterside improvements, although the funding, phasing, and design details for the reconfiguration of the East and West Marinas are only known at a conceptual level of detail at this time. Due to the availability of funding for the Marina improvements by the State Department of Boating and Waterways, these improvements may begin in the near term, although in the absence of specific construction-level plans and phasing information, the Program EIR has used a buildout year of 2030 for all of Phase II projects. The Program EIR is intended to provide a programmatic analysis of potential Phase II improvements, in order to provide a basis for future “tiered” environmental analysis, as Project information becomes more defined and/or more detailed architectural and engineering plans are prepared.

Phase II improvements includes:

- Second dry-stacked boat storage building (additional 400 spaces);
- Lighthouse and ancillary building construction;
- Reconfiguration of the shipyard and shipyard building;
- Hotel renovation/ (up to 220 rooms and 14,300 sq. ft. support uses);
- East and West Marina renovations (slip and dock reconfiguration);
- Youth and Group Facility expansion (additional 6,000 sq. ft.);
- Harbor Patrol expansion (additional 1,500 sq. ft.);
- Island Restaurant expansion (additional 5,000 sq. ft.);
- Dana Point Yacht Club expansion (additional 5,600 sq. ft.);
- Dana West Yacht Club expansion (additional 5,000 sq. ft.); and
- Boater Service Buildings (additional 28,000 sq. ft. total maximum).

Other potential Harborwide improvements include:

- Seasonal water taxi facilities;
- Ensenada Place turnaround reconfiguration;
- Baby Beach reconfiguration/enhancements;
- Dana Drive turnaround modification on the east end of the Island;
- Improved utilities, drainage, lighting, signage, landscaping, and bike and pedestrian trails; and
- Repair/ renovation of quay wall and bulkhead as needed.



3.1 PROJECT LOCATION

Dana Point Harbor (Harbor) is approximately 276.8 acres, owned and operated by the County of Orange (County), and located entirely in the southern portion of the City of Dana Point (City); refer to Exhibit 3-1 (Regional Vicinity Map) and Exhibit 3-2 (Site Vicinity Map). The City is located in the southern portion of Orange County, midway between the cities of San Diego and Los Angeles. The Harbor is bordered by the Pacific Ocean to the south, Dana Headlands and Old Cove Marine Preserve to the west, Doheny State Beach to the east and a variety of commercial, hotel, residential, and park uses to the north. The San Diego Freeway (Interstate 5) (located approximately two miles east of the Harbor) runs north-south through the City and provides regional access to the Harbor. Pacific Coast Highway provides Harbor access via both Dana Point Harbor Drive, Street of the Golden Lantern, and Cove Road.

3.2 HISTORY AND BACKGROUND

HARBOR HISTORY

The Harbor (referred to as Dana Cove prior to Harbor construction) was first anchored in 1769 by Gaspar De Portola. After the founding of the Mission San Juan Capistrano in 1776, the “cove” was used more extensively. In the 1800s, the Harbor was used as a hide and tallow trading port. Hipolito Bouchard, a pirate from Argentina, utilized the cove as a safe refuge. In 1818, he docked his fleet in the cove while his sailors raided and set fire to parts of the nearby Mission San Juan Capistrano. This event is recreated at the annual Pirate Festival held in Dana Point and San Juan Capistrano.²

In 1830, the Harbor was visited by author Richard Henry Dana, whose name was subsequently chosen by the San Juan Corporation as the name of a resort destination in the Harbor built in the early 1920s.

In 1949, the County approved a feasibility study for the development of the Harbor. In 1957, the Dana Point Harbor Project was incorporated into the California Coastal Harbor Program, and in 1958, the United States Congress funded a survey report by the U.S. Army Corps of Engineers (ACOE). In 1959, the Dana Point Harbor Project was included in the California Division of Small Craft Harbors report titled *Master Plan for California's Small Craft Harbors*. The Harbor is a man-made regional recreational facility built in a cove formed by the headlands of Dana Point to the north, in Capistrano Bay. The State Legislature granted most of the site to the County as part of the Tidelands Grant in 1961. The Dana Point Harbor Project received congressional authorization under Public Law 87-874 in 1962. The ACOE, Los Angeles District issues the final general design of the Harbor in 1965. Construction began in the 1960s, with a cofferdam built using the outer breakwaters. Installation of the pilings and docks created the outer island and the cove side of the Embarcadero area. As construction was completed, water was allowed back into the basins and the first boats visited the “new” Harbor in 1969.

² Additional Dana Point Harbor historical references may be found at www.danapointharbor.com and in *Dana Point Harbor – Capistrano Bay: Home Port for Romance* (Doris Walker, 1995).



Scale: N.T.S.
Source: RBF Consulting, August 2005.



PLANNING ■ DESIGN ■ CONSTRUCTION

REGIONAL VICINITY MAP

DANA POINT HARBOR REVITALIZATION PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

EXHIBIT 3-1



Scale: N.T.S.
Source: Aerial Photography by Eagle Aerial, 2003.

— Commercial Core
— Harbor Boundary

SITE VICINITY MAP

DANA POINT HARBOR REVITALIZATION PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

EXHIBIT 3-2

RBF
CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION



On July 22, 1969, the County Board of Supervisors adopted the Planned Community (PC) Program document for Dana Point Harbor. This PC Program continues to provide the authority, regulations based on original leasehold boundaries, and procedures for development and administration of land uses in the Harbor. The document also identifies the general location and types of land uses that are permitted, and is structured to provide the appropriate level of site planning and design direction to provide for the orderly implementation and continuing maintenance of the Harbor.

The Chandler-Sherman Corporation deeded the small remainder of land at the base of the bluff to the County in 1970. The Harbor, which opened in 1971, has established itself as one of the premiere small boat harbors on the west coast, with a diverse range of recreational and commercial amenities. Dana Cove was the site of the world-famous “Killer Dana” surfing location, where the cove’s northern point created unusually favorable surfing conditions.

As part of ongoing improvements within the Harbor, on March 28, 2001, the Ocean Institute broke ground on a \$16.5-million educational facility with the capacity to accommodate 135,000 students each year. The new facility opened to the public in October 2002. This was the first major project in the Harbor since opening and required the preparation of an Environmental Impact Report and Coastal Development Permit.

PROJECT BACKGROUND

The identification of design goals and priorities for the Dana Point Harbor Revitalization Plan has evolved over the past several years, with work completed as part of two principal planning processes: the *Harbor Concept Plan* and the *Dana Point Harbor Commercial Core Concept Plan*.

Harbor Concept Plan. The County began the master-planning process by concentrating on the Harbor’s landside improvements in 1997 by creating the 23-member Dana Point Harbor Task Force. This Task Force had representatives from the County, City of Dana Point, local citizen groups, merchants, boaters, and other key Harbor users. Led by Orange County Supervisor Thomas Wilson, the Dana Point Harbor Task Force process resulted in the creation of the *Dana Point Harbor Draft Concept Plan*. The Plan emphasized a number of major design objectives for the long-range planning and implementation of Harbor improvements, including:

- Keep the Harbor’s present character and family atmosphere;
- Renovate Harbor structures that need a “facelift”;
- Maintain a full-service Harbor facility;
- Do not commercialize “the Island”;
- Ensure the future of the Yacht Clubs;
- Improve water quality;
- Promote better utilization of existing parking areas;
- Address the overall mix of land uses;



- Provide more parking in the commercial area;
- Retain existing parkland, beach, and landscaping areas;
- Promote a balance of revenue and nonrevenue land uses; and
- Address the need for restrooms and showers near the docks.

The Board of Supervisors received and filed the *Dana Point Harbor Concept Plan* in December 1998.

Dana Point Harbor Commercial Core Concept Plan. Recognizing the emphasis placed on the Commercial Core area (comprising the northeastern portion of the Harbor, generally between Puerto Place and Island Way) by the City and Task Force members, the County Board of Supervisors commissioned a team of design professionals and engineers to address the needs of this area. Refining the information contained in the *Harbor Draft Concept Plan* with input from governmental agency representatives and stakeholder groups, the *Commercial Core Concept Plan* was completed in April 2003. This plan made specific recommendations regarding planning, architecture, parking, landscaping, signage, bulkhead, grading, utilities, and roadways. *The Commercial Core Concept Plan* was also received and filed by the Board of Supervisors.

A key design component of the *Commercial Core Concept Plan* was the creation of a major open space corridor at the Harbor from the Street of the Golden Lantern. The proposed design envisioned clustering new one- and two-story commercial buildings, flanking both sides of a “Festival Plaza” that opened onto the water’s edge. A broad promenade would also be created along the bulkhead to provide pedestrian connections between the commercial businesses, dock areas, and recreational amenities throughout the Harbor.

To address parking needs in areas adjacent to the Commercial Core, the plan proposed construction of two parking decks north of the new commercial buildings and on either side of the main entrance roadway. The plan also provided the addition of a dry stack boat storage facility in the northern corner of the Commercial Core area, and reconfiguration of existing surface parking areas.

3.3 EXISTING CONDITIONS

The Harbor is comprised of three areas: a landside area along Dana Point Harbor Drive, adjacent to the bluffs; the Island area (connected by a bridge to the landside); and Marina areas consisting of docks, commercial fishingslips, federal anchorage areas, and tall ship docks for the Spirit of Dana Point, Sea Explorer, the Pilgrim, in addition to the fuel dock, sport fishing dock, and bait receiver. For the purpose of establishing land use regulations, Dana Point Harbor has been divided into 12 separate Planning Areas; refer to Exhibit 3-4 (Planning Area Overview).

The following is a summary of the existing conditions for each of the Planning Areas. These existing conditions establish the “baseline” for the EIR, and are further described in each topical area of Section 4.0. The surrounding land uses are commercial, residential, and recreational. Restaurants, multi-family and single-family residences, and hotels are located on top of the bluffs overlooking the site to the



northwest and north; refer to Exhibit 3-3 (Surrounding Land Uses). The land uses above the site, along the coastal bluffs, are generally Harbor-oriented commercial and residential properties with views of the Pacific Ocean and Dana Point Harbor. Adjacent land uses to the Harbor include, County and City public parks, and the Old Cove Marine Preserve .

The following is a summary of the existing conditions for each of the Planning Areas; refer to Exhibits 3-4 (Planning Areas Overview) and 3-5 (Existing Conditions).

PLANNING AREA 1 – EXISTING CONDITIONS

Planning Area 1 makes up the eastern boundary of the Harbor, beginning at the intersection of Pacific Coast Highway (PCH) and Dana Point Harbor Drive. A large monument sign is located on the southwest corner of PCH and Dana Point Harbor Drive which marks the main entrance to the Harbor.

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

Across from the Puerto Place Parking area, the County of Orange Harbors, Beaches and Parks operate the South Coastal Operations Administration Office and Maintenance Yard. The maintenance campus includes a total of approximately 4,120 square feet of uses, comprised of a brick office and equipment storage building, several temporary modular units, materials storage and employee parking area. A telecommunications tower is also located adjacent to the Maintenance facility, providing cell service to the Harbor.

Puerto Place extends along the eastern boundary to the Anchor Marine Center that includes the entrance to the Dana Point Shipyard, and Dana Point Jet Ski Rentals. A storage area containing several 55-gallon drums for disposal of marine equipment waste products is located near the Anchor Marine Center (west of Puerto Place). The shipyard facilities include boatlift and administrative offices (approximately 5,000 square feet) in a two-story ribbed metal panel building.

Puerto Place terminates with a circular turn-around that has a public restroom and a small park at the east breakwater. A paid parking lot, park area that includes benches and the fuel dock, with small convenience store (750 square feet) are also located in this area of the Harbor. There are underground storage tanks adjacent to the fuel dock area, 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 roadway with card-key control gate access. The Embarcadero Marina facilities include a large surface parking lot for vehicles and boat trailers, boat washdown stations, dumpsters, boat launch ramp with two floating docks and Embarcadero Boat Rentals. Embarcadero Marina offices are housed in a two-story (2,500 square foot) building. The facility also includes a one-lane boat launch hoist. Users of the facility presently exit via Street of the Golden Lantern and Dana Point Harbor Drive.



SURROUNDING LAND USES
 DANA POINT HARBOR REVITALIZATION PROJECT
 PROGRAM ENVIRONMENTAL IMPACT REPORT

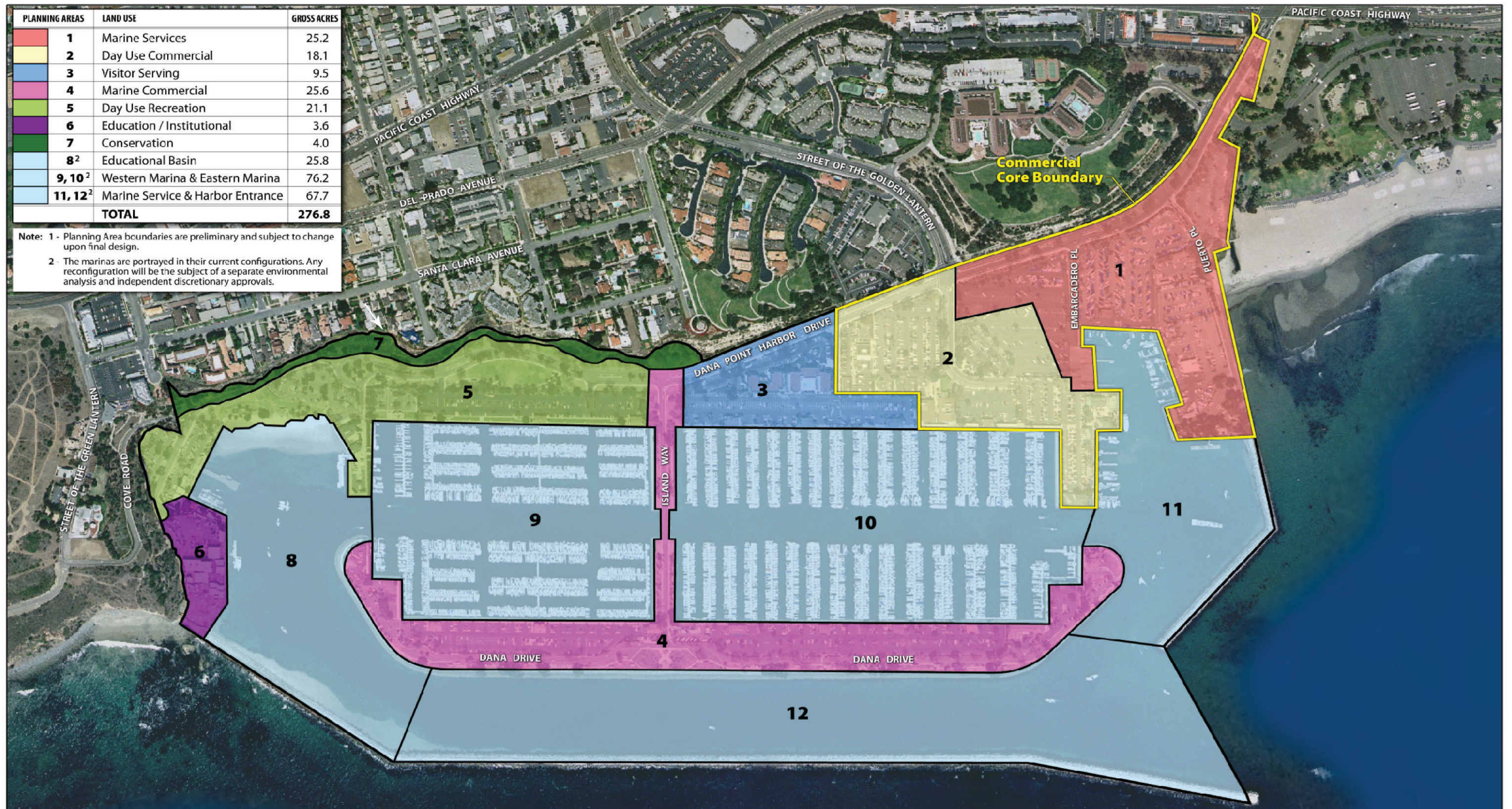


Source: Aerial photography by Eagle Aerial, 2003.

PLANNING AREAS	LAND USE	GROSS ACRES
1	Marine Services	25.2
2	Day Use Commercial	18.1
3	Visitor Serving	9.5
4	Marine Commercial	25.6
5	Day Use Recreation	21.1
6	Education / Institutional	3.6
7	Conservation	4.0
8 ²	Educational Basin	25.8
9, 10 ²	Western Marina & Eastern Marina	76.2
11, 12 ²	Marine Service & Harbor Entrance	67.7
	TOTAL	276.8

Note: 1 - Planning Area boundaries are preliminary and subject to change upon final design.

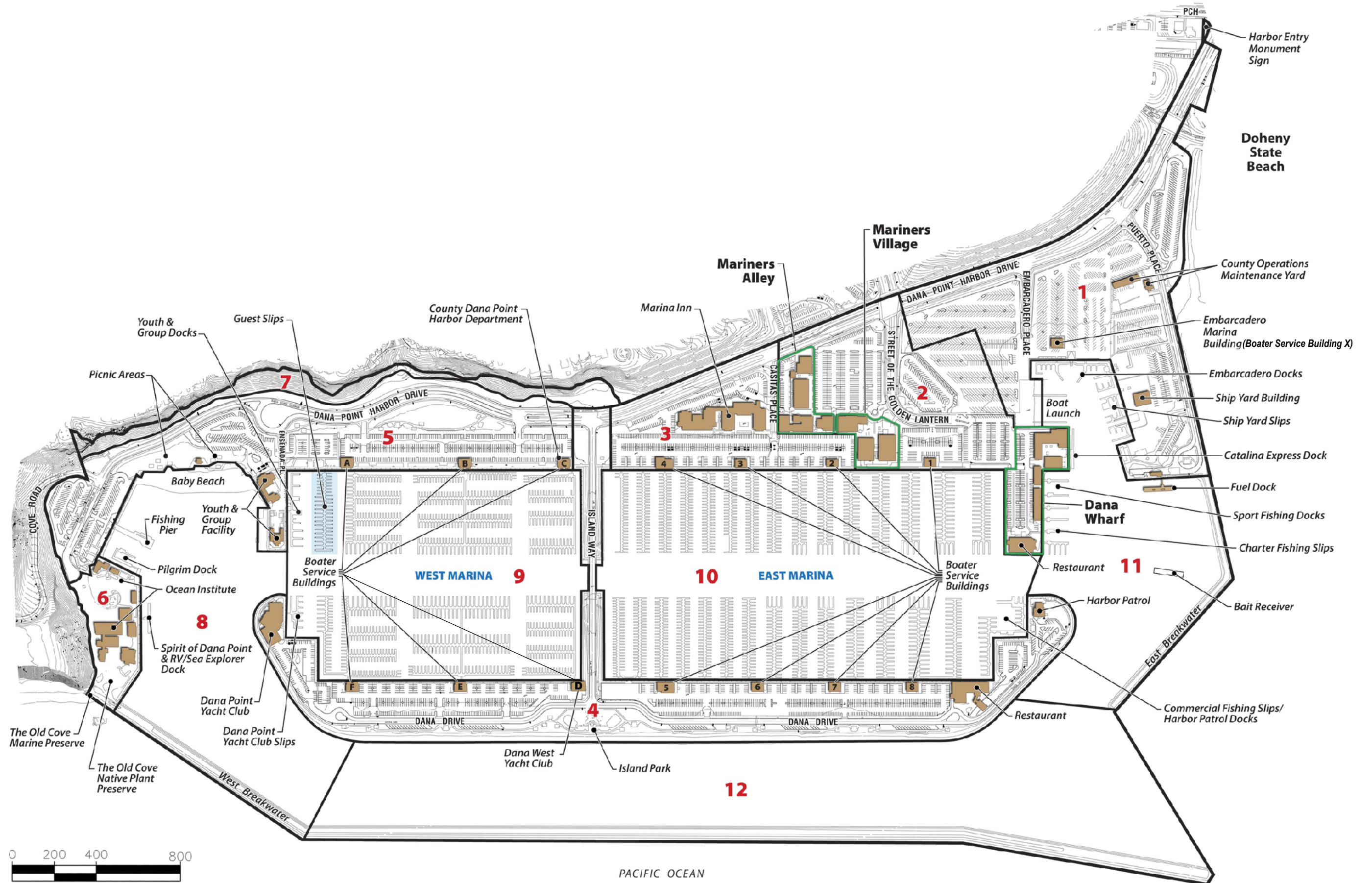
2 - The marinas are portrayed in their current configurations. Any reconfiguration will be the subject of a separate environmental analysis and independent discretionary approvals.



Source: RBF Consulting, August 1, 2005.

PLANNING AREA OVERVIEW

DANA POINT HARBOR REVITALIZATION PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT



Source: RBF Consulting, August 1, 2005.

EXISTING CONDITIONS

DANA POINT HARBOR REVITALIZATION PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

EXHIBIT 3-5



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

PLANNING AREA 2 – EXISTING CONDITIONS

This area is generally situated between Embarcadero Place and Casitas Place and includes Mariner's Village (directly east of Casitas Place) and Mariner's Alley, and Dana Wharf. A total of approximately 26,600 square feet of retail and 51,300 square feet of restaurant uses are presently located in Planning Area 2. Primary access to the retail shops and restaurants is from the main Harbor entrance that extends from the intersection of Dana Point Harbor Drive and 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 retail uses, 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 and Harbor Delicatessen, Jolly Roger, and Proud Mary's). The adjacent parking area has a capacity of 170 spaces and narrow isles, making access by large delivery trucks and emergency vehicles difficult.

Adjacent to the boardwalk, between Mariner's Village and Dana Wharf, 4,000 square foot Boater Service Building No.1 provides office space for yacht brokers and boater facilities such as restrooms, locker room with showers and household amenities.

Recently, the County completed a landside monument entry sign and enhanced landscaping at the corner of Street of the Golden Lantern and Dana Point Harbor Drive. The sign contains the County logo with "Dana Point Harbor" text.

Planning Area 2 currently has a total capacity of accommodating up to 900 cars in the various parking areas and up to 130 cars and trailers. Current parking area configuration in the Dana Wharf area is not of an adequate width to accommodate emergency vehicles or oversized delivery trucks.

PLANNING AREA 3 – EXISTING CONDITIONS

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 local 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 Mariners Village area. The Marina Inn presently provides overnight accommodations consisting of 136 guest rooms and limited guest amenities that includes an outdoor pool and deck area, small fitness center (approximately 950 square feet), two meeting rooms totaling approximately 2,000 square feet and a small lobby, located at the main entrance, accessed by a driveway from Casitas Place.



Adjacent to the East Marina are three Boater Service Buildings Nos. 2, 3, and 4 which provide office space for yacht brokers, boater restrooms, locker rooms with showers and household amenities. Boater Service Buildings 2 and 3 are approximately 3,600 square feet in size and Boater Service Building 4, located adjacent to Island Way is 5,000 square feet 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 service to Catalina Island.

PLANNING AREA 4 – EXISTING CONDITIONS

Planning Area 4 (accessed by Island Way and a two-lane bridge extending across the marina) includes a number of Harbor-related uses: Dana Point Yacht Club (12,400 square feet); Dana West Yacht Club (1,800square feet); Beach House Restaurant (10,000 square feet with outdoor seating area)and Harbor Patrol Offices (6,000 square feet). A chemical storage and hazardous material collection areas containing several 55-gallon drums for the disposal of marine waste products is located near the Harbor Patrol offices.

Adjacent to the slips along the length of the Island are a total of six (6) Boater Service Buildings (E,F,5,6,7, and 8) each approximately 3,600 square feet in size. The buildings presently provide office space for yacht brokers, boater restrooms, locker rooms with showers and household amenities. 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 a meandering walkway, with turf and picnic areas and public restrooms located throughout.

Planning Area 4 currently has a total capacity of accommodating up to 1,295 cars, including a 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 also used as a surface boat storage area with a capacity to house up to 60 vessels.

PLANNING AREA 5 – EXISTING CONDITIONS

Key recreational amenities include the 11,000 sq. ft. Dana Point Youth and Group Facility, Baby Beach (with a non-motorized craft launch) and a public fishing pier. Planning Area 5 is a popular location for picnics, beach activities, beginner sailing, and kayaking and private parties.

The Youth and Group Facility offers meeting rooms for recreational activities, educational classes, community events and private parties, as well as sailing, ocean-related programs, and the Sea Scout Base and totals approximately 11,000 sq. ft in size. Built in 1985 to serve as a center for education and recreation for water activities, this facility is comprised of several wood framed buildings containing offices, a multi-purpose activities building, maintenance building, dry boat storage, boat pre-launch area, hoist, and docks. 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 Boater Service Buildings (A, B, and C) each approximately 3,600 square feet in size. The buildings presently provide office space for yacht brokers, boater restrooms, locker rooms with showers and household amenities. 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 also provided.

As a condition of approval from the Coastal Commission for the Dana Point Headlands Development, a water quality media system and a dry weather diversion system was conditioned to be located in the parking lot adjacent to the pier on County Property. Note that this filtration system is not a component of the Dana Point Harbor Revitalization Project, but rather part of the Dana Point Headlands Development Project, with a separate environmental analysis contained within the Dana Point Headlands Development and Conservation Plan EIR.

PLANNING AREA 6 – EXISTING CONDITIONS

The Ocean Institute is located in the westernmost portion of the Harbor, providing a unique educational campus, situated adjacent to the Dana Point Marine Life Refuge and the newly created coastal dune park. The newly expanded facilities provide a hands-on experience to children and adults, including the RV/Sea Explorer Cruises, the historical Brig “Pilgrim” and “Spirit of Dana Point”, tide pool excursions and other marine/coastal educational programs.

The facility consists of a total of approximately 33,800 square feet in a series of small buildings, designed to emulate the campus of an early coastal marine science facility located along the coastline of the western United States. Principal goals for undertaking a comprehensive renovation of the facility included providing significant adequate seating capacity for lectures and special events, an increase in learning center resource space, areas for teacher conferences and training/lectures and space for administrative staff and operational functions.

Three of the buildings are devoted to creating unique laboratory environments that serve as the principal learning centers for the At Sea (2,100 square feet), Ecology (4,000 square foot) and Surf Science / Overnight (4,500 square foot physical and earth sciences lab) programs. Three other buildings house support services, including the bookstore (3,300 square foot Campus Store), a multipurpose room (3,380 square feet) and a student services building (13,600 square feet) that incorporates a main lobby area, exhibit area and student services, administration and conference room. The facility also includes two of the original buildings, the Maritime Center (1,362 square feet) and Chilcote House (496 square feet).

The 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 principal point of access to the Old Cove Marine Preserve



area. Currently the general public accesses the Marine Preserve primarily via the Harbor walk (along the seawall) or by walking on an emergency access road located.

PLANNING AREA 7 – EXISTING CONDITIONS

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 surrounding upland areas. A portion of the bluff east and west of Street of the Golden Lantern was graded and concrete brow ditches installed to divert surface runoff. The County of Orange and the City of Dana Point maintain the upper and lower system of laterals and intermediate drop channels. The natural vegetation on these bluffs serves as important habitat.

PLANNING AREA 8 – EXISTING CONDITIONS

The Educational Basin is located in the westernmost portion of the Harbor and includes a federal anchorage area and tall ship docks adjacent to the Ocean Institute. In addition to 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 and Baby Beach are frequently used by kayakers to enter and leave the water.

Additionally, under a grant from the State Water Resources Control Board and local funding from the City of Dana Point and the County of Orange, the County is conducting various studies and pilot programs to reduce the bacteria levels at Baby Beach. A State of the Beach Report was finalized on June 2003, which recommends various BMPs to control the pollution sources in the Harbor.

PLANNING AREAS 9, 10, 11 AND 12 – EXISTING CONDITIONS

The County is directly responsible for operation and maintenance of all small boating facilities within the Harbor. Marinas include the West Marina (west of Island Way, which includes the West Turning Basin and the Youth and Group Facility docks) and the East Marina (east of Island Way, adjacent to Dana Wharf, including the East Turning basin and a full-service fuel dock/bait receiver).

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

The Orange County Sheriff Harbor Patrol docks are located near the entrance to the East Marina. The facility consists of a combination of 23 single berth and additional side-tie slip space totaling approximately 10,000 square feet of deck area. The floating docks consist of concrete pontoons fastened together with continuous treated timber wale and through rod systems. Several docks have been recently replaced, however original gangways and anchor piles remain in good condition.



The West Marina Guest Docks are located near the entrance to the western boat basin. The guest slips area contains 42 slips distributed over a single head walk. The 9,900 square feet of deck space has also been partially replaced with a concrete floating deck system.

An additional County boating element is the dock space at the Youth and Group Facility located on the interior aspect of the West Marina. 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 quay wall and side slope panel protection. The bulkhead is a cast-in-place concrete L-wall that borders the water's edge in the East and West Marinas and the landside perimeter of the Harbor. The basin side slopes are protected within the east and west basins by a grid of pre-cast concrete panels set on grade. Areas outside of the east and west basins are armored with stone riprap.

3.4 PROJECT CHARACTERISTICS

The "Project" includes the Phase I Commercial Core area (Planning Areas 1 and 2, addressed at construction-level detail except for the southern portion of Planning Area 1) and Phase II (the remaining Planning Areas 3-12 and southern portion of Planning Area 1).

As landowner and Lead Agency, the County of Orange will use this EIR for "Project" approval (The Revitalization Plan), as well as subsequent discretionary and ministerial permits/approvals under County jurisdiction. 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 recreational amenities and promoting coastal resource preservation in the Harbor. Following EIR certification and Revitalization Plan approval by the County, various permits and approvals will be required from other agencies to implement the Project; refer to Section 3.6, Required Agreements, Permits, and Approvals. The City of Dana Point and County of Orange will be joint applicants for the forthcoming Local Coastal Plan Amendment (LCPA), which is an essential approval governing land uses and development standards for both Phase I and Phase II (the entire Project). The LCPA will be adopted by the City, with input from the County and forwarded to the California Coastal Commission for certification. As discussed further in Section 3.6 and 4.1, Land Use/Relevant Planning, the Project will provide the basis of the LCPA, and is therefore by definition "inconsistent" with the current LCP. However, the Project and LCPA will be consistent with the Coastal Act, and the LCPA will better reflect current Coastal Commission policies and relevant regulations. Following LCPA certification, the City of Dana Point will use the Program EIR and LCPA to issue Coastal Development Permits (CDPs) for land-side improvements and the Coastal Commission will use the LCPA and program EIR to issue CDPs for water-side (marina) improvements.



Please refer to the discussion below for a detailed discussion on the proposed improvements for Planning Areas 1 through 12. Refer to Exhibit 3-6 (Dana Point Harbor Revitalization Proposed Plan), Table 3-1 (Existing and Proposed Land Use Summary), Table 3-2 (Surface Boat Storage and Car Parking Summary), and Table 3-3 (Boat Slip and Dock Summary). Additional Project details are provided in various project design documents (particularly for Phase I), available for review at the County of Orange Dana Point Harbor Department. In each Planning Area, the Revitalization Plan includes enhancements to infrastructure, landscaping, street and parking areas, signage, and lighting.

The proposed Revitalization Plan includes improvements to the Commercial Core (Planning Areas 1 and 2) and provides for the replacement and/or remodeling replacement of all 26,600 sq. ft. of existing retail uses and 51,300 sq. ft. of existing restaurant uses in the eastern portion of the Harbor and the construction of a net additional 6,200 sq. ft. of retail uses and 27,000 sq. ft. of restaurant uses. The proposed plan includes the reconfiguration of all existing surface parking areas to provide a total of 1,761 parking spaces (including construction of a single two-level parking deck), approximately 800 total dry stack boat storage spaces (when both of the storage buildings are completed) and improvements to boater service and public restroom buildings. Additionally, the proposed Harbor Revitalization Plan provides for the relocation of several yacht brokerage firms currently located in Boater Service Buildings 1 and 2 and other harbor-related office uses to the Commercial Core. The plan also provides for the potential construction of a new lighthouse facility located at the terminus of Puerto Place.

Outside the Commercial Core area, the Revitalization Plan provides for a number of future improvements (Planning Areas 3 through 12). In the Planning Area 4, plans include the renovation and/or expansion of the Dana Point and Dana West Yacht Clubs, dinner house restaurant renovations and modifications to the Harbor Patrol Offices to provide additional meeting rooms or staff office space. In the future, detailed design studies and engineering will also include specifications for any refinements to the existing parking lot and roadway configurations to facilitate improved vehicular/pedestrian circulation and increase parking opportunities.

Work will also be performed to reconfigure and/or reconstruct the marina docks and portions of the seawall, to construct additional guest slips near the Commercial Core and to construct a dinghy dock area adjacent to Dana Wharf.



**Table 3-1
EXISTING AND PROPOSED LAND USE SUMMARY**

Planning Area	Existing	Proposed (maximum)	Difference
Planning Area 1 – Marine Services (25.2 acres)			
Dry Stack Boat Storage (two buildings)	NA	800 spaces	. 800 spaces
Dry Stack Boat Storage Adjacent Buildings			
▪ Offices and Boater Lounge	NA	5,600 s.f.	+5,600 s.f.
▪ New Marine Retail Store ¹	NA	9,100 s.f.	+9,100 s.f.
Boater Service Building (BSB)			
▪ BSB X	5,000 s.f.	0 s.f.	-5,000 s.f.
Shipyard Building	5,000 s.f.	2,500 s.f.	-2,500 s.f.
Lighthouse Facility ²	NA	2,500 s.f.	+2,500 s.f.
County Maintenance Yard Buildings ³			
▪ Offices	1,800 s.f.	0 s.f.	-1,800 s.f.
▪ Garage	1,800 s.f.	0 s.f.	-1,800 s.f.
▪ Sheds	520 s.f.	0 s.f.	-520 s.f.
Fuel Dock	750 s.f.	750 s.f.	0 s.f.
Planning Area 2 – Day Use Commercial (18.1 acres)			
Boater Service Building (BSB)			
▪ BSB 1 ⁴	4,000 s.f.	6,800 s.f.	+2,800 s.f.
Catalina Terminal Building	0 s.f.	1,000 s.f.	+1,000 s.f.
Retail	26,000 s.f.	32,800 s.f.	+6,200 s.f.
Restaurant	51,300 s.f.	78,400 s.f.	+27,100 s.f.
Planning Area 3 – Visitor- Serving (9.5 acres)			
Hotel	136 rooms	220 rooms	+84 rooms
Meeting Space	2,000 s.f.	12,000 s.f.	+10,000 s.f.
Restaurant	0 s.f.	2,750 s.f.	+2,750 s.f.
Retail	0 s.f.	500 s.f.	+500 s.f.
Fitness Center	450 s.f.	1,500 s.f.	+1,050 s.f.
Boater Service Buildings (BSBs)			
▪ BSB 2 ⁴	3,600 s.f.	1,000 s.f.	-2,600 s.f.
▪ BSB 3	3,600 s.f.	6,600 s.f.	+3,000 s.f.
▪ BSB 4	5,000 s.f.	7,000 s.f.	+2,000 s.f.
Planning Area 4 – Marine Commercial (25.6 acres)			
Harbor Patrol Building	6,000 s.f.	7,500 s.f.	+1,500 s.f.
Restaurant	10,000 s.f.	15,000 s.f.	+5,000 s.f.
Boater Service Buildings (BSBs)			
▪ BSB D (Dana West Yacht Club)	3,600 s.f.	8,600 s.f.	+5,000 s.f.
▪ BSB E	3,600 s.f.	5,600 s.f.	+2,000 s.f.
▪ BSB F	3,600 s.f.	5,600 s.f.	+2,000 s.f.
▪ BSB 5	4,000 s.f.	6,600 s.f.	+2,600 s.f.
▪ BSB 6	3,600 s.f.	6,600 s.f.	+3,000 s.f.
▪ BSB 7	3,600 s.f.	6,600 s.f.	+3,000 s.f.
▪ BSB 8	3,600 s.f.	6,600 s.f.	+3,000 s.f.
Dana Point Yacht Club	12,400 s.f.	18,000 s.f.	+5,600 s.f.
Planning Area 5 – Day Use Recreation (21.1 acres)			
Youth and Group Facility	11,000 s.f.	17,000 s.f.	+6,000 s.f.
Boater Service Buildings (BSBs)			
▪ BSB A	3,600 s.f.	5,600 s.f.	+2,000 s.f.
▪ BSB B	3,600 s.f.	5,600 s.f.	+2,000 s.f.
▪ BSB C (County Harbor Department)	3,600 s.f.	5,600 s.f.	+2,000 s.f.
Planning Area 6 – Education and Institutional (3.6 acres)			
Ocean Institute	32,000 s.f.	32,000 s.f.	0 s.f.
Planning Area 7 – Conservation (4 acres)			
No Development	0 s.f.	0 s.f.	0 s.f.



Table 3-1 (continued)
EXISTING AND PROPOSED LAND USE SUMMARY

Planning Area	Existing	Proposed (maximum)	Difference
Planning Area 8 – Educational Basin (25.8 acres)			
Baby Beach	0 s.f.	0 s.f.	0 s.f.
TOTAL	219,220 s.f.	323,300 s.f.	+104,080 s.f.⁵
TBD = to be determined; s.f. = square feet; NA = not applicable			
Notes: ¹ Includes the relocation of approximately 3,000 square feet from Planning Area 2. ² The lighthouse facility in Planning Area 1 contains a 500 square foot lighthouse and up to 2,000 square feet of other accessory uses. ³ The County Maintenance Yard Buildings will be moved off-site to a location to be determined at a later date. ⁴ The yacht brokerages in Boater Service Buildings 1 and 2 will be moved into the Commercial Core. The new Boater Service Building 2 will be a combination public restroom facility and Boater Service Building. ⁵ The increase in square footage does not reflect the additional 84 hotel rooms (Planning Area 3) and 800 dry stack spaces (Planning Area 1) proposed as part of the Revitalization Plan.			

Table 3-2
SURFACE BOAT STORAGE AND CAR PARKING SUMMARY

Planning Area	Existing Spaces	Proposed Spaces	Difference
Planning Area 1 – Marine Services			
Car Parking	288	458	+170
Car with Trailer Parking	183	230	+47
Surface Boat Storage	516	93	-423
Boat Storage #1	0	400	400
Boat Storage #2	0	400	400
Planning Area 2 – Day Use Commercial			
Car Parking	900	1,303	+403
Car with Trailer Parking	130	0	-130
Planning Area 3 – Visitor- Serving			
Car Parking	623	666	+43
Planning Area 4 – Marine Commercial			
Car Parking	1,295	1,295	0
Planning Area 5 – Day Use Recreation			
Car Parking	725	725	0
Planning Area 6 – Education and Institutional			
Car Parking	118	118	0
TOTAL CAR PARKING	3,949	4,565	+616
TOTAL CAR WITH TRAILER PARKING	313	230	-83
TOTAL SURFACE BOAT STORAGE	516	893	+377



**Table 3-3
BOAT SLIP AND DOCK SUMMARY**

Planning Area	Existing Slips/Docks	Proposed Slips/Docks	Difference	Existing Lineal Feet	Proposed Lineal Feet	Difference
Planning Areas 9 and 10 – West Marina and East Marina (76.2 Acres)						
Marina Side and End Ties	93	68	-25	0	0	0
East and West Marina Slips	2,260	1,715	-545	0	0	0
Guest Slips	42	66	24	83	83	0
Youth and Group Docks	13	13	0	58	58	0
Commercial Fishing Slips	15	15	0	85	85	0
Dana Point Yacht Club Slips	11	11	0	78	78	0
Harbor Patrol Docks	10	10	0	0	0	0
Dinghy Docks	0	0	0	0	375	+375
Planning Areas 8, 11, and 12 – Educational Basin, Marine Services and Harbor Entrance (67.7 Acres)						
Charter Fishing Slips	15	15	0	0	0	0
Boat Rental Docks	15	7	-8	0	0	0
Dry-Stack Storage Docks	0	0	0	0	600	+600
Shipyard Slips	17	8	-9	0	0	0
Channel Side Ties	0	58	58	0	0	0
R/V Sea Explorer Dock	1	1	0	0	0	0
Pilgrim Dock	1	1	0	0	0	0
TOTAL	2,493	1,988	-505	304	1,279	+975

PLANNING AREA 1 – MARINE SERVICES

The Dana Point Harbor Revitalization Plan provides enhancements to the shipyard area by adding two (2) dry stacked boat storage facility buildings in the Northeast Shipyard Area (near the intersection of Puerto Place and Dana Point Harbor Drive) with a capacity to store up to 800 boats ranging in size from 20 to 40 feet when both buildings are completed.

Currently, County maintenance buildings occupy a portion of this site. As part of the Revitalization Plan, the County maintenance facilities will be demolished. An existing telecommunications tower may require relocation to allow for construction of the Revitalization Plan improvements.

The dry stack facilities will offer enhanced boater services, including valet launch and retrieval services. Access to the dry stack facility and the launch ramp will be via Puerto Place. The first 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, 9,100 sq. ft. marine store, and other support space. 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 retrieval to the dry stack building. The second dry stack building will occupy a portion of the Dana Point Shipyard. The shipyard will be reconfigured in order to continue operations. The development of the second dry stack facility, which will include approximately 400 spaces, will be subject to market demand conditions. At full buildout, the marine services area parking will include 458 vehicle parking spaces. There will be 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 car with trailer spaces, within Planning Area 1. However, there will be a decrease of 130 cars with trailer spaces currently located within Planning Area 2. Surface boat parking will decrease by approximately 423 spaces, but will be partially off-set by the dry stack boat storage buildings. Additionally, as part of the Harborwide program being contemplated, a seasonal water taxi service stop is being considered at the terminus of Puerto Place, with a pedestrian link to Doheny State Beach.

The Dana Point Lighthouse Society, a local nonprofit organization, has proposed to construct and operate a lighthouse facility in Dana Point Harbor. The County has agreed (in concept) to lease property to the Society for this purpose; however, a formal agreement has not been negotiated. The County and the Society have selected the area at the south end of Puerto Place as the preferred location for the lighthouse, subject to a separate engineering feasibility study and additional environmental analysis. Amenities associated with the lighthouse may include a 2-story structure of up to 2,500 square feet housing a small nautical museum, a small retail gift shop, meeting rooms, a kitchen, and restrooms. Final design and schematic diagrams are not yet available but it is estimated that the lighthouse will be approximately 50 feet high from the base of the tower to the bottom of the lantern deck, with an approximately 15-foot-high fixed lantern, for a total maximum height of 65 feet. The lantern facility is proposed with an operational light to serve as a private aid to navigation approved through the United States Coast Guard. Full intensity of the light will be directed over water areas and shielded in such a manner so as not to be objectionable over landside areas. The Lighthouse Society also intends to lease space in the tower to other communication providers including but not limited to directional finder, radio and cellular telephone repeater stations. Prior to issuance of any construction permits, the DPLS would be required to submit a Coastal Development Permit for approval.

The following improvements would also occur within Planning Area 1:

- Demolition of Embarcadero Marina building;
- Relocation/downsizing of Shipyard building;
- Revitalization Schematic Plans show removal of Embarcadero Place (curb cut, driveway) and would also require modification of the median on Dana Point Harbor Drive to remove the left-turn pocket;
- New lighting, infrastructure and signage improvements;
- Boat Launch Ramp wash down area (adjacent to parking deck);
- WQMP improvements;
 - Pervious surface areas in parking lots (if determined feasible);
 - Landscape swales;
 - Surface drainage BMP's in parking areas
- Harbor Entry Monument Sign (improvements/replacement) at PCH; and
- Potential street signal at Puerto Place (pending signal warrants report).



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 area to the Harbor by creating an open plaza area along this section of waterfront. The Festival Plaza adds a central gathering space for Harborwide events, activities, and celebrations throughout the year; currently, events in the Commercial Core area are limited to a small area of lawn adjacent to a restaurant service dock. The Festival Plaza area includes approximately 35,000 square feet, with a combination of landscaping, decorative paving, and informal seating areas. A Pedestrian Promenade extends from Casitas Place, to Dana Wharf and varies in width from 15 feet to 50 feet.

A Traffic Management Plan will be prepared to define the operational practices to ensure adequate parking exists to meet the needs of the merchants, employees, restaurants, surface boat storage, boaters and other Harbor users throughout the year. Additionally, to assist boaters with loading and unloading of supplies and guests, several short-stay boater drop-off areas and restricted stay parking spaces behind the Commercial Core businesses, on both levels of the parking deck will be provided.

The Revitalization Plan includes the relocation and demolition of Mariner's Village and Mariner's Alley. 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 26,600 sq. ft. of existing retail uses and 51,300 sq. ft. of existing restaurant uses, thus 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 will be connected to the Commercial Core area by a covered 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 area is a single two-level parking deck, which will provide an estimated 610 parking spaces. The upper level of the parking deck is set slightly into the ground, affording 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 within 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.

Commercial Core area design features (Planning Area 2) include:

- A ramp structure permitting vehicular access to both levels of the parking deck directly from Dana Point Harbor Drive and Street of the Golden Lantern;



- Grade separated pedestrian sidewalks to each parking level as part of the ramp design to minimize pedestrians using parking aisles to access Commercial Core businesses;
- Creation of pedestrian linkages between Harbor amenities – Pedestrian Promenade and linear park;
- Add handicap accessibility to all businesses;
- Update Commercial Core structures in accordance with current Building Code requirements;
- Elevators and “grand stairs” between levels of the commercial center;
- Construction of new boater service facilities and public restrooms;
- Boater drop-off areas, accessible and dedicated boater parking areas;
- Upgrades to existing structures in the Dana Wharf area;
- Convenient delivery and restaurant service areas;
- Upgraded infrastructure and utility connections, including modern water quality Best Management Practices (grease traps, trash storage enclosures, and wash-down facilities in restaurant areas and upgraded utility service for boat docks);
- Reconfigure the parking area adjacent to Dana Wharf to enhance circulation and provide adequate emergency vehicle access;
- Upgrades to street, parking area and architectural lighting;
- Seasonal water taxi drop-off and pick-up areas along Dana Wharf;
- Structural enhancements of the bulkheads and revetments where needed;
- Upgrades to Harbor area signs; and
- Architectural design provides for expanded view corridors to the Marina and Ocean from Dana Point Harbor Drive and Street of the Golden Lantern.

PLANNING AREA 3 – VISITOR SERVING

The Dana Point Harbor Revitalization Plan provides for future replacement of the 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 promenade and Festival Plaza in front of the new Commercial Core area. Although not yet designed, the new hotel is planned to provide up to a maximum of 220 guest rooms with full-service amenities, including expanded lobby area with guest services, 2,750 sq. ft. restaurant, 12,000 sq. ft. of special function and meeting room areas, 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 provides guests with a bedroom, living area, dining rooms, kitchens, and 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, consistent with Coastal Act Policies.

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 maximum building height will be restricted to 50 feet. Architectural treatments (intended to add interest and variation to the roof design, yet which do not exceed 10 percent of the overall roof area) including elevators, stairways, rooftop mechanical equipment enclosures, and chimneys may also be provided as long as they do not exceed the maximum building height by more than 12 feet.

The hotel building design may also emphasize providing adequate parking for guests and maintaining convenient access to parking areas for boaters. Parking areas may be a combination of at-grade parking lots and some buildings may provide underground parking opportunities, allowing direct access to areas of the Harbor and hotel facilities. A parking deck with access directly from Dana Point Harbor Drive may also be considered as part of the overall hotel design to separate the main guest entrances from service and delivery functions. Phasing of the hotel would be independent of the Commercial Core improvements and may be implemented by an independent hotel developer/operator under a long-term lease/operating agreement with the County of Orange.

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 provides storage for kayaks, rowboats, and other small craft used by the yacht clubs, as well as increase the overall square footage. Boat hoist and mast-up storage is provided at the Dana Point Yacht Club. Additionally, the seven boater service buildings may be expanded by an additional 2,000 to 5,000 square feet each.

A material disposal station will be installed within Planning Area 3 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. Additional 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 will include an 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 square feet to a total of 17,000 square feet. There will be a seasonal water taxi pick-up/drop-off station adjacent to the Facility. Dana Point Harbor Drive will be slightly realigned adjacent to the facility to remove the existing traffic circle to improve traffic circulation. Currently, Cove Road provides secondary access to the Project site; this roadway is striped as two lanes, and is for vehicles only. Additional enhancements will 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 Preserve. To facilitate access to the Ocean Institute, a seasonal water taxi stop may be located adjacent to the Ocean Institute's Tall Ship Harbor. It should be noted that the Ocean Institute plans to reconfigure its docks in the near future, as part of a separate action not addressed in this EIR. The Ocean Institute was recently completely renovated and the Dana Point Revitalization Plan does not contemplate any future expansion of the 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 by 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 nonmotorized craft launching area and picnic and park area within Baby Beach will remain. However, because of ongoing water quality concerns at Baby Beach, the form and function may be modified based on the findings of water quality research that is on-going in this area. Potential changes range from implementing water quality Best Management Practices (BMPs) to reconfiguring the existing man-made sandy beach to its original tide pool configuration. Completion of the water quality studies and subsequent environmental review in combination with separate Coastal Development Permits will ultimately determine what is implemented or changed within this Planning Area.



PLANNING AREAS 9 AND 10 – WEST MARINA AND EAST MARINA

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 slips and improving visitor access. Although the number of visitor slips will slightly increase, the total number of boat slips within the East and West Basin will decrease to approximately 1,988 slips; refer to Table 3-3 for a detailed summary. Note that the slip configurations are preliminary estimates and will be modified through the engineering process. Additionally, slip space will be supplemented by the dry stack boat storage capacity located within Planning Area 1. Improvements to Planning Areas 11 and 12 also include the reconfiguration/relocation of rental and shipyard docks/slips.

The reconstruction and reconfiguration of the docks will likely require relocation of the dock system guide piles or construction of new piles. Additionally, 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 utilities. All dock and slip 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 accelerate the construction time.

PLANNING AREAS 11 AND 12 – MARINE SERVICES AND HARBOR ENTRANCE

The Revitalization Plan provides renovations to the Harbor entrance including several changes to improve access to the water and the circulation of boat traffic within the Harbor. The Revitalization Plan will increase the safety, efficiency, and recreational value of the channel. To improve boat/vessel circulation within the Harbor, the Revitalization Plan includes modernization of the docks in the shipyard area and sportfishing boat slips, and the potential relocation of the fuel dock facility.

OFF-SITE AREAS

To minimize the disruption of the Harbor facilities for marina users and visitors during construction operations, the County proposes implementation of a Construction Parking Management Plan. This plan will provide adequate parking facilities for boats and vehicles to offset the loss of parking in the Harbor during construction. Additionally, as part of the Construction Parking Management Plan, a combination of on- and off-site parking areas may be used for the temporary storage of boats and vehicles, and for employee parking. Two potential off-site parking locations are presently under consideration; refer to Exhibit 3-7 (Off-Site Parking Locations).

The Selva Parking Lot is owned and operated by the County of Orange and is located near the southern terminus of Selva Road, approximately 1.5 miles west of the Harbor. The Selva Parking Lot will be utilized as an alternative site should overflow parking be needed. Subject to approval of a discretionary permit to construct specific improvements (fencing and gates, etc.) to allow the existing facility to be utilized for the temporary storage of boats and employee vehicles during the construction of Harbor improvements.



Scale: N.T.S.
Source: Aerial Photography by Eagle Aerial, 2003.

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OFF-SITE PARKING LOCATIONS

DANA POINT HARBOR REVITALIZATION PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

EXHIBIT 3-7



The South Coast Water District (SCWD) property is located north of Pacific Coast Highway and east of San Juan Creek. The County has discussed with SCWD using a portion of the property for Harborwide long-term boat storage and vehicle parking. Provisions include providing regularly scheduled shuttle transportation to the off-site areas during periods of peak Harbor usage. A portion of the existing SCWD property (the size will depend on negotiations between SCWD and County) could be leased to store boats. Also note that the SCWD has already obtained a Coastal Development Permit (CDP) from the City for this land use and the County will be subject to the operational constraints imposed by the City as part of the CDP approval (e.g., limited access and hours of operation, etc.).

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, 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 to create a more pedestrian-friendly environment. These elements will include:

Streets

- Planning Area 1: Improvements to Puerto Place, including widening the existing western right-of-way (ROW), constructing new entries to the Dry Stack Boat Storage Center. Installation of a traffic signal at the intersection of Dana Point Harbor Drive and Puerto Place (subject to future traffic study and signal warrants). Deletion of Embarcadero Place and the left-turn pocket in the median of Dana Point Harbor Drive.
- Planning Area 2: Realignment of 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 to provide better access for large vehicle (i.e., buses) and emergency vehicles.

Harborwide Utilities, Drainage, Lighting, and Signage

- Upgraded utility capacities to serve the proposed improvement areas, including upgrading storm drainage facilities.
- Improved lighting on streets, in parking areas and on pedestrian walkways.
- Improved commercial, directional, and public information signage.



- 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.

Harborwide Walkways and Landscaping Improvements

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

PROJECT PHASING

The County is preparing to implement improvements to the Harbor 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 Project buildout (estimated by 2030). Two non-Harbor areas (the Selva Parking Lot and the SCWD Lot) are proposed to be used for temporary overflow vehicle parking and boat storage during construction activities (which are collectively referred to as the Off-Site Areas).

Phase I (Project Level, Planning Areas 1 and 2): This phase includes the Revitalization Plan projects in Planning Areas 1 and 2, including:

- Construction of the Commercial Core Retail area and parking deck;
- Phased demolition of existing commercial facilities;
- Remodeling of existing commercial and restaurant buildings;
- Improvements to Catalina Express Ferry Service facility;
- Construction of the first dry -stacked boat storage building;
- Construction of new boater service buildings;
- Street and infrastructure improvements; and
- Implementation of required mitigation measures (on and off-site) involving construction of 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 and public amenities. The construction of the Commercial Core consists of the development of Planning Areas 1 and 2, and is anticipated to move forward in increments of approximately 10 to 14 months, with completion of all improvements in approximately seven 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 facility and extend to the main Harbor entrance to create 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. Construction crews will first remove existing structures and facilities and construct new subsurface infrastructure, including water, sewer and power transmission lines. Each utility will be adequately sized for all future improvements. Following completion of the underground infrastructure improvements, construction of the podium deck (extending from the completed parking deck) will begin, followed by building construction. Completion of the Commercial Core buildings will then allow existing tenants in the Mariners Village area (restaurants and shops) to make tenant improvements prior to moving in to the new buildings.

The third stage of construction in the Commercial Core will entail completing the surface parking lots and constructing the first dry-stack boat storage building and adjoining marine retail facilities.

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 which include:

- Expansion of existing yacht clubs, boater service buildings, and yacht broker buildings;
- Construction of the second drystack boat storage building;
- Expansion of the Harbor Patrol's Office and the Youth and Group Facility;
- Reconfiguration of the shipyard area;
- Replacement of the Marina Inn;
- Reconfiguration of parking areas, fuel dock, and restroom uses at the terminus of Puerto Place;
- Construction of a Harbor Lighthouse facility;
- Reconfiguration of boater parking and shipyard parking areas;
- Realignment/reconfiguration of Dana Point Harbor Drive and adjoining parking areas in the vicinity of the Youth and Group Facility;



- Replacement and reconfiguration of the East and West Marinas; and
- Implementation of a comprehensive Master Harbor Sign Program.

All of these projects will require separate discretionary applications including appropriate environmental review. As part of the Dana Point Harbor Revitalization Plan, comprehensive renovation of the East and West Marina facilities is also contemplated. Presently a final design and schedule have not been determined. However, consistent with the landside improvements, construction phasing will focus on minimizing the amount of disruption to marina operations.

3.5 PROJECT GOALS AND OBJECTIVES

PROJECT GOALS AND OBJECTIVES

The primary goals of the Dana Point Harbor Revitalization Project are to invigorate the Harbor as a popular destination for boaters, local residents, and tourists while maintaining the unique character and family atmosphere of the Harbor.

Objectives (Task Force):

- Maintain the Harbor's current character and family atmosphere;
- Renovate and maintain the Harbor's appearance;
 - Maintain a full-service harbor;
- Prevent commercialization of the Island;
- Ensure the future of yacht clubs;
- Provide better utilization of parking spaces;
- Improve Harbor water quality;
- Maintain an overall mix of land uses;
- Provide more parking in the commercial area;
- Preserve/enhance existing parkland, beach, and landscape buffers;
- Address the balance between revenue-generating and non-revenue-generating land uses [The Project must generate sufficient revenue to fund construction, operation and maintenance of proposed improvements]; and
- Provide additional public restroom and shower facilities near the docks.

3.6 REQUIRED AGREEMENTS, PERMITS, AND APPROVALS

As part of the County's Dana Point Harbor Revitalization Plan, a wide range of interrelated design and environmental and regulatory elements will need to be addressed to ensure the future viability and functionality of the Harbor. These elements can be categorized into two groups: (1) landside Harbor facility improvements under jurisdiction of the County of Orange and the City of Dana Point; and (2) waterside and marina improvements under jurisdiction of the County and the California Coastal Commission. This EIR describes both the physical and regulatory enhancements for the entire Harbor with primary emphasis on the landside



elements. All improvements are under the regulatory jurisdiction of the California Coastal Commission (CCC) and are therefore subject to the project review and approval provisions of the California Coastal Act.

In addition to the Dana Point Harbor Revitalization Plan would also promote the following:

Additional Project Objectives:

- Enhance public access to the waterfront;
- Improve the pedestrian environment and water orientation of buildings and walkways by placing buildings closer to the water and creating a Festival Plaza focal point;
- Reinforce and create new activity centers;
- Increase the number of larger slips to reflect existing and projected boater demand and maintain storage capacity for a similar quantity of smaller vessels as required to meet market demands; and
- Provide efficient construction staging such that disruption of Harbor business and activities is minimized.

DANA POINT HARBOR REVITALIZATION PLAN PROCESS

The Dana Point Specific Plan and LCP (Specific Plan/LCP) were prepared and originally approved by the County to address the limited inland and coastal areas (referred to as the Dana Point Segment of the South Coast Planning Unit) of the then-unincorporated community of Dana Point. Upon incorporation, the City of Dana Point began the process of developing its general plan and municipal code for the new City. As part of this process, the City also made modifications to the Specific Plan/LCP to obtain certification by the CCC. Adoption of the Dana Point Harbor Revitalization Plan by the County and an amendment of the Dana Point Harbor Planned Community Program will require an LCP Amendment and CCC certification.

The actions addressed in this Program EIR include all discretionary and ministerial permits and approvals, construction staging, related demolition, construction activities, and operation of the Harbor. The County of Orange, as Lead Agency, is proposing Project design elements and regulatory procedures for implementation of the Harbor improvements. Following action by the County, the City of Dana Point will conduct its own public process to update the City's General Plan, Municipal Code, and LCP, consistent with the Dana Point Harbor Revitalization Plan. Several agreements, permits, and approvals will be necessary for project implementation, as identified in Table 3-4 (Permits, Approvals, and Agencies Involved).

The Planned Community (PC) Program document, adopted for Dana Point Harbor on July 22, 1969, by the County Board of Supervisors, provides the historical context for development and administration of land uses in the Harbor. The proposed PC Program Amendment to be processed by the City of Dana Point revises land uses within the Harbor Planning Areas (refer to Exhibit 3-6) and provides development standards, and requirements, that are intended to implement the California Coastal



Act policies and regulations. The document also identifies the general location and types of land uses throughout the Harbor.

Table 3-4
PERMITS, APPROVALS, AND AGENCIES INVOLVED

Permit/Approval	Agency
Final EIR Certification Revitalization Plan Approval	County of Orange: Harbor Review Board Planning Commission Board of Supervisors
Project Approval General Plan Amendment Zone Change Local Coastal Plan Amendment	City of Dana Point: Planning Commission Dana Point City Council California Coastal Commission (CCC) State Lands Commission (consultation)
Coastal Development Permits (landside) Coastal Development Permits (seaside) Coastal Development Permits (Marina)	City of Dana Point (landside) California Coastal Commission (CCC) (seaside, marina)
Section 404 Permit Dredge and Fill Activities Seawall, docks, launch ramp, marina	U.S. Army Corps of Engineers U.S. Fish and Wildlife Service (USFWS) (consultation)
Section 10 Permit Navigable waters (docks)	U.S. Army Corps of Engineers (ACOE) U.S. Coast Guard (consultation)
Section 401 Certification Construction and water quality	California Regional Water Quality Control Board - San Diego Region (RWQCB)
Utility Relocations and Construction	South Coast Water District (SCWD)
Encroachment Permits	City of Dana Point
Construction Staging (off-site storage and parking) San Juan Creek parcel	South Coast Water District (SCWD)
Improvement Plans (infrastructure) Water Quality Management Plans Building Plans Grading Permits Certificates of Occupancy Dewatering Permit (WDR)	County of Orange Resources Development and Management Department (RDMD)
Nuisance Diversion (dry weather urban runoff)	SCWD and South Orange County Wastewater Authority