

The Dana Point Harbor Revitalization Plan and District Regulations dated September 2006

This document is being made available by the County of Orange – Dana Point Harbor Department and the City of Dana Point to help facilitate communication regarding proposed future improvements to Dana Point Harbor. The document reflects approvals by each of these agencies as described in their respective actions (provided following the Table of Contents). Prior to the issuance of any permits for the implementation of the improvements shown on the Dana Point Harbor Revitalization Plan, a Local Coastal Program Amendment must be certified by the California Coastal Commission, a process that is currently underway.

Dana Point Harbor Revitalization Plan & District Regulations



City of Dana Point
Community Development Department

September 2006

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 *Eucalyptus 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 Yucca 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.

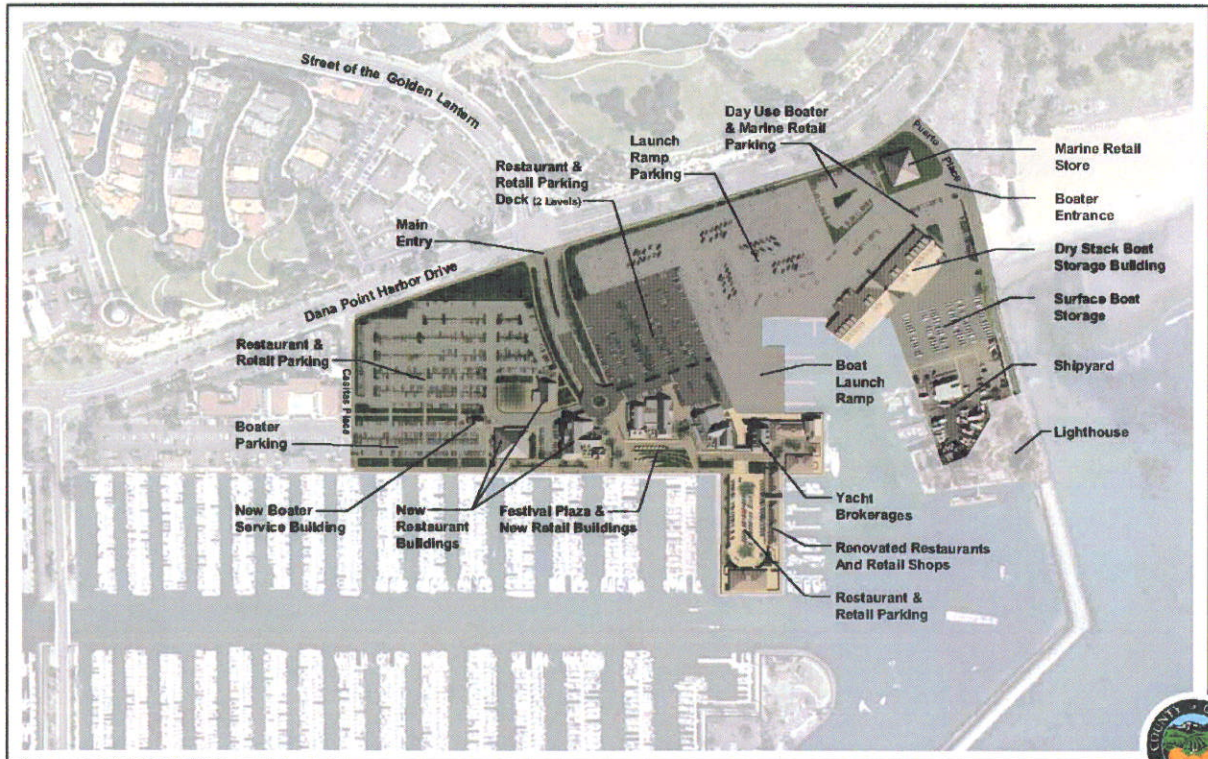
Consistency

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

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.

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).