

1.1 DESCRIPTION OF DANA POINT HARBOR REVITALIZATION PLAN

1.1.1 Scope

This section describes the Dana Point Harbor Revitalization Plan Land Use Plan (LUP) components. Subsequent chapters provide the policies, technical information and plans related to a particular resource or proposed revitalization plan component.

1.1.2 Overview

The Land Use Plan for the Dana Point Harbor Revitalization Plan is summarized on the Summary Table (Table 2-1) and shown on Exhibit 2-1.

Table 2-1
LAND USE SUMMARY TABLE

Land Use Category	Gross Acres	Percent of Total Harbor
Marine Services (Landside)	46.3	16.8
Marinas (Waterside)	169.7	61.3
Visitor-Serving Commercial	35.7	12.9
Recreation	21.1	7.6
Conservation	4.0	1.4
Total:	276.8	100.0

The Dana Point Harbor Revitalization Project (Revitalization Plan) establishes a new Visitor-Serving Commercial area (the Commercial Core) that includes the replacement and/or remodeling of all existing retail and restaurant buildings. The Commercial Core revitalization also includes the reconfiguration of the main Marine Services area to provide enhancements to surface parking areas, new boater loading and drop-off areas, a new dry-stack boat storage facility and improvements to several boater service and public restroom buildings. The reconfiguration also necessitates the relocation of certain yacht brokerage firms and other harbor-related offices to the Commercial Core area.

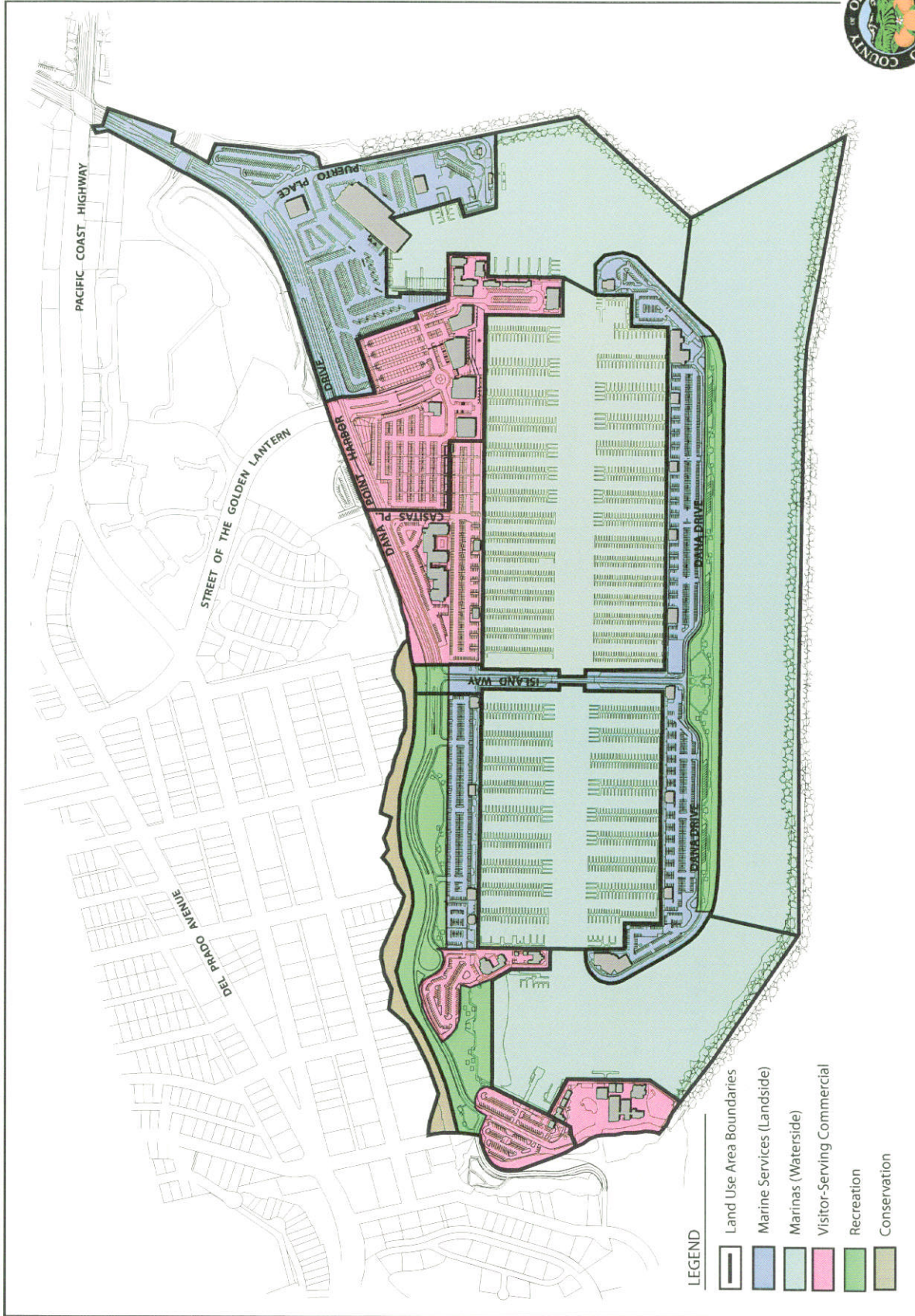


Exhibit 1-1

DANA POINT HARBOR LAND USE PLAN

11-2007

Dana Point Harbor REVITALIZATION PLAN & DISTRICT REGULATIONS

Supplemental Text



Outside the Commercial Core area, the Dana Point Harbor Revitalization Plan provides for the future improvement of many of the existing Harbor facilities as funding sources are identified and jurisdictional approvals are obtained. Major components to enhance other Visitor-Serving and Marine Commercial amenities are the replacement of the outdated Marina Inn complex with an upgraded hotel; the future renovation and / or expansion of the boater facilities on the Island, including expansion of the Dana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; expansion of the County Youth and Group Facility; and an upgraded boat shipyard. Other work anticipated to be performed includes the reconfiguration and/or reconstruction of the docks and needed repairs to portions of the seawall throughout the Marinas.

The proposed Dana Point Harbor Revitalization Plan improvements are planned to occur in two main phases over approximately 5 to 20 years. The near-term improvements to the Commercial Core area (also referred to as Phase I) are estimated to take approximately 2 to 5 years to complete after obtaining the necessary jurisdictional approvals. The long-term improvements (referred to as Phase II) are anticipated to include revitalization of the Marinas, renovations to existing structures, street and infrastructure improvements, the reconfiguration of the area presently used for non-shipyard related activities to provide space for mast-up boat storage as well as the construction of a potential lighthouse facility near the end of Puerto Place.

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

1.2 MARINA COMPONENTS

1.2.1 Marine Services

The Dana Point Harbor Revitalization Plan provides enhancements to the Marine Services area by adding one (1) dry stack boat storage facility building near the intersection of Puerto Place and Dana Point Harbor Drive with capacity to store up to 400 boats generally ranging in size from 20 to 40 feet. The dry stack facility offers upgraded boater services, including valet launch and retrieval services. Access to the dry stack facility and the launch ramp will be via Puerto Place. The dry stack boat storage facility also contains approximately 5,600 sq. ft. of new offices and a boater lounge area, hoist, indoor and outdoor boat maintenance areas and other marine-related support space. Development of these facilities also requires the reconfiguration and

modification of the wet slip staging area located adjacent to the boat launch ramp. This area is utilized to dock vessels for client access and for use as a drop-off area prior to returning boats to the dry stack building. The Revitalization Plan provides for a potential stand-alone marine retail store located at the corner of Puerto Place and Dana Point Harbor Drive or within the Commercial Core providing a wide range of boating-related supplies and gear in close proximity to the Marine Services area.

Currently, County maintenance buildings occupy a portion of this site. As part of the Dana Point Harbor Revitalization Plan, the County of Orange South Coastal Operations Administration Office and Maintenance Yard will be relocated to a location outside the Harbor and the existing buildings demolished. An existing telecommunications tower may also require relocation to another site within the Harbor.

The boater facilities located adjacent to the revitalized Commercial Core and Marina Hotel will be reconfigured to provide a linear park and a two-level restroom building that can be accessed by boaters from the lower level parking area and the public from the upper level. Along the landside areas of the Marinas, enhancements to the boater facilities include upgrades to restrooms and laundry facilities, expansion of office square footage and the reconfiguration of surface parking areas. Associated with the design of the Marina Hotel, several boater service buildings may be relocated or replaced.

The Harbor Patrol Facility is proposed to be expanded from 6,000 sq. ft. to 7,500 sq. ft. to provide additional conference facilities and staff offices. A potential seasonal water taxi may be provided, with possible pick-up/drop-off locations throughout the Harbor.

Plans for the Island also allow for the renovation and/or expansion of the Dana Point Yacht Club and Dana West Yacht Club, creation of additional overall square footage to provide storage for kayaks, rowboats and other small craft used by the yacht clubs. Additionally, the seven boater service buildings may be expanded.

A material disposal station will be installed on the Island to facilitate boater drop-off of materials such as bilge pads. Plans may 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 if determined feasible.

1.2.2 Marinas

The Dana Point Harbor Revitalization Plan provides for the renovation of the marine portions of Baby Beach. The non-motorized craft launching area and picnic and park

area within the Baby Beach area will remain. However, because of ongoing water quality concerns, the form and function of this area may be modified based on the findings and recommendations of water quality research that is currently underway. Potential changes range from supplementing existing water quality Best Management Practices to reconfiguration of the sandy bottom to promote improved water movement.

Also proposed are provisions for the future reconfiguration and/or reconstruction of the East and West Marinas, the quay wall and bulkheads within those basins and gangways and security gates to both Marina areas. Additionally, new dry stack storage and dinghy docks and renovations to the Youth and Group docks, guest docks and sport fishing docks are included in the proposed marina project. In order to accommodate boaters during the renovations, temporary docks located in the Harbor's Main Channel and along the breakwater adjacent to Doheny State Beach will be provided.

Marina renovations will necessitate removal of all floating docks and piles; reconstruction of portions of the degraded quay wall; and installation of new docks, guide piles, gangways, security gates, dock boxes, and utilities. Other waterside project components are the enhancement of lighting on the docks and public access improvements, including gangways and docks in compliance with the Americans with Disabilities Act (ADA) requirements.

The East and West Marinas currently are comprised of 2,409 slips with an average length of 29.8 feet. Due to changes in the boating needs of the public and in response to the market trend of increased demand for larger slips, the proposed marina improvements include adjustments to the number and location of slips throughout the Marinas. Currently, the marina operators allow boats to be up to 3 feet longer than their dock length; approximately 400 boats presently exceed this policy and should be placed in the next larger size slip category. The majority of boats are in the 30-foot and under slip category. Other factors being considered in the renovation of the Marinas include analysis of market demand; boater feedback; waitlists; California Coastal Commission recommendations; California Department of Boating and Waterways design criteria; and ADA design requirements.

At project completion, the total number of boat slips under the County's preferred design may decrease from 2,409 to between 1,988 and 2,035, resulting in a net loss of between 421 and 374 slips. However, the average slip length will increase from approximately 30 (29.85) to approximately 34 (33.96) feet. While the total number of boat slips will ultimately decrease, the surface area of water currently occupied by floating docks would increase due to the proposed reconfiguration of the docks, which includes up to a 20-foot encroachment (from each side) into both the East and West Marina channels and a 50-foot encroachment (from each side) into both channels near

the island bridge. In addition, to maximize the number of boat slips, the West Marina would be realigned from a north–south orientation to an east–west orientation, consistent with the existing dock orientation in the East Marina. Implementation of the Marina Revitalization is anticipated to be accomplished in phases to minimize the number of boats being displaced at any one time by construction activities.

1.3 VISITOR-SERVING COMMERCIAL COMPONENTS

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

With completion of the new Commercial Core buildings and facilities, the existing businesses and restaurants will be relocated and demolition of Mariner's Village and Mariner's Alley will occur. The new retail area design improves water orientation and integration with the Festival Plaza, the Pedestrian Promenade and the merchants located on Dana Wharf.

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

Adjacent to the Commercial Core is a new two-level parking deck that provides an estimated 610 parking spaces. The upper level of the parking deck is designed to provide direct access from the Street of the Golden Lantern; the lower level is accessed from both the 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, there will be a net increase of 403 parking spaces. Parking area improvements have been designed to leave the new Dana Point Harbor Entry Monument Sign and landscaping improvements at the intersection of Dana Point Harbor Drive and the Street of the Golden Lantern in place.

The Dana Point Harbor is viewed as a unique marine recreational facility that provides year round activities for local residents, the boating public and visitors. The defining vision behind the Dana Point Harbor Revitalization Plan is to unify the entire Harbor under the design theme of "California Coastal". This vision is a hybrid-style based on the historic characteristics of coastal villages merged with the California traditions of open space and outdoor living.

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

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

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

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

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

The Youth and Group Facility 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 in overall size by approximately 6,000 sq. ft. to a total of 17,000 sq. ft. Anticipated expansion of community meeting space, activity areas, instructional facilities and office are contemplated in addition to the potential reconfiguration of adjacent parking areas to provide additional parking opportunities.

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, public restrooms and other support spaces. Recreational uses within the vicinity of the Ocean Institute include the Old Cove Marine and Native Plant Preserves. To facilitate access to the Ocean Institute, a seasonal water taxi stop may be located adjacent to the Ocean Institute's Tall Ship Harbor. The Ocean Institute was recently completely renovated and the Dana Point Revitalization Plan does not contemplate any future expansion of these facilities.

1.4 RECREATION COMPONENTS

Several recreation areas located throughout the Harbor provide a range of active and passive recreational opportunities. Situated on both sides of Dana Point Harbor Drive, between the Youth and Group Facility and the public fishing pier are a series of lawn areas with meandering pedestrian paths, restrooms and sheltered picnic facilities. The lawn area adjacent to the waterfront also serves as an informal staging area for recreational small craft users (kayaks, etc.) using Baby Beach as a point of access. During the summer months, the lawn areas also provide a popular location for the Ocean Institute and Youth and Group Facility to conduct youth instructional programs. Several parking areas are located immediately adjacent to the Youth and Group Facility and public fishing pier.

One of the most prominent recreational areas in the Harbor is located along the main channel on the Island. This long linear park provides views of the open ocean, boat traffic entering and leaving the Harbor and includes a series of sheltered picnic areas and restroom buildings, connected by a waterfront meandering pedestrian walkway. Parking is located along Dana Drive.

The Dana Point Harbor Revitalization Plan contemplates several enhancements to these recreational facilities including picnic area improvements, upgraded restrooms and reconfigured parking areas.

1.5 CONSERVATION COMPONENTS

Recognizing the emphasis the Coastal Act places on the preservation of significant coastal topographical landmarks, the Revitalization Plan provides for the preservation the coastal bluff-face that has served to define the area since sailors first discovered the area. This area, protected under the Conservation land use designation includes a small amount of coastal sage scrub, which is a sensitive plant species that provides habitat for other sensitive plant and animal species. Only limited improvements to surface drainage facilities are contemplated as part of the Dana Point Harbor Revitalization Plan.

1.6 CIRCULATION COMPONENTS

1.6.1 Vehicular Roadways

Access to Dana Point Harbor is provided principally from Pacific Coast Highway via Dana Point Harbor Drive and the Street of the Golden Lantern. Pacific Coast Highway is classified as a Major Arterial Highway and both Dana Point Harbor Drive and the Street of the Golden Lantern are Primary Arterials.

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.

Contemplated circulation and access improvements include the realignment of Dana Point Harbor Drive adjacent to the Youth and Group Facility to remove the existing traffic circle, thereby improving traffic circulation for large vehicles (buses, and emergency apparatus, etc.) to the Ocean Institute and potentially allowing the reconfiguration of adjacent parking areas to provide additional parking opportunities. Currently, Cove Road provides secondary access to the Harbor; this roadway is configured for vehicle use only.

The majority of Harbor facilities are accessed by a series of local collector roads from Dana Point Harbor Drive. These streets have been designed to accommodate two-way traffic and have a low design speed to minimize conflicts between vehicles, pedestrians and bikers.

1.6.2 Pedestrian Pathways

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 serves 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.

All Harbor facilities are linked by a series of pedestrian pathways that meander through the landscape areas of the Harbor and along the local collector streets. Most of the walkways are of adequate width (between 5 and 10-feet) to allow opposing paths of travel for pedestrians as well as occasional bicycle access to all areas of the Harbor.

1.6.3 Bicycle Trails

Dana Point Harbor Drive is identified on both the Orange County and City of Dana Point Master Plan of Bikeways as a Class II Bikeway (on-street bike lane). The Class II Bikeway provides a restricted right-of-way in the established paved area of highways designated for the exclusive or semi-exclusive use of bicycles. Dana Point Harbor Drive is configured to have designated bicycle paths on both sides of the street, continuing from Pacific Coast Highway to the traffic circle, adjacent to the Youth and Group Facility. On-street vehicle parking is presently only allowed on the Harbor-side of Dana Point Harbor Drive, extending from the traffic circle to Casitas Place.

As previously stated, pedestrian walkways located throughout the Harbor also typically serve as informal bicycle paths, particularly during periods of low pedestrian usage or during special events.