

**DANA POINT HARBOR REVITALIZATION
COMMERCIAL CORE PROJECT
COASTAL DEVELOPMENT PERMIT (CDP13-0018)**



PLANNING APPLICATION

Prepared For:



CITY OF DANA POINT
33282 Street of the Golden Lantern
Dana Point, CA 92629

Prepared By:



OC DANA POINT HARBOR
24650 Dana Point Harbor Drive
Dana Point, CA 92629



April 2014



April 25, 2014

Jon Conk
Craig Hoffman
Project Dimensions, Inc.
4 Park Plaza, Suite 700
Irvine, CA 92614

SUBJECT: COASTAL DEVELOPMENT PERMIT CDP13-0018 FOR THE ORANGE COUNTY DANA POINT HARBOR

Dear Mr. Conk and Mr. Hoffman:

Thank you for the re-submitted materials for your Land Use Permits in the City of Dana Point received on April 22, 2014. The Community Development Department has reviewed your application for Coastal Development Permit CUP13-0018 as to its completeness for processing.

The application is considered complete, as submitted. Your project has been scheduled for the Planning Commission meeting of May 12, 2014, beginning at 6:00 p.m. You or a representative for the project should plan on attending this meeting should the Planning Commission have any questions. An Agenda, Staff Report, and Draft Resolution will be available the Friday prior to the meeting. Copies will be placed in the mail to your above address unless you specify another. If you would prefer, these documents will be forwarded to you at your email address in lieu of mailing. Please notify me if you would like to receive them via e-mail upon receipt of this correspondence.

Please contact Kurth Nelson, Senior Planner, at (949) 248-3572, or me at (949) 248-3570, if you have any questions or wish to set up a meeting to discuss the upcoming hearing.

Sincerely,

John Tilton, AIA
City Architect/Planning Manager

Kurth B. Nelson III
Senior Planner

Copies to: Brad Gross, Director OC Dana Point Harbor
Ursula Luna-Reynosa, Community Development Director

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TECHNICAL STUDIES / REPORTS AND INFORMATION

<u>Attachment</u>	<u>Description</u>
A	Report of Geotechnical Investigation, Dana Point Harbor Revitalization Project, Phase 1, Dana Point Harbor, County of Orange, California GMU Geotechnical, Inc., July 19, 2013
B	Geotechnical Map and Sections (Geotechnical Setbacks) GMU Geotechnical, Inc., February 26, 2013
C	Hydrology and Hydraulic Report – Dana Point Harbor Revitalization Project Fusco Engineering, May 3, 2013
D	Preliminary Water Quality Management Plan – OC Dana Point Harbor Revitalization Plan Fusco Engineering, Revised March 14, 2014
E	Arborist Report – Dana Point Harbor Areas 1-16, City of Dana Point, Orange County, California Michael Brandman Associates, September 23, 2011
F	Nest Survey Report – Dana Point Harbor Areas 1-16, City of Dana Point, Orange County, California Michael Brandman Associates, September 26, 2011
G	Section 02910 – Tree Planting Specifications Section 02975 – Tree and Palm Maintenance Specifications Section 02980 – Tree Mitigation Monitoring Program Lynn Capouya Inc., July 31, 2013
H	Tree Mitigation Monitoring Report Field Evaluation Form – Attachment A
I	Summary of Proposed Lighting and Design Elements – Dana Point Harbor Revitalization The Ruzika Company, March 8, 2013
J	Dana Point Harbor Baseline for Slips, Dry Boat Storage, Launch Ramp & Parking Prepared by Project Dimensions, Inc., October 2013
K	Parking Management Plan Prepared by Walker Parking Consultants, December 2013
L	Transportation Demand Management Plan for the Dana Point Harbor Revitalization Plan Prepared by Fehr & Peers, October 2013

TECHNICAL STUDIES / REPORTS AND INFORMATION (continued)

<u>Attachment</u>	<u>Description</u>
M	Dana Point Harbor Revitalization – Construction Management Parking Plans Prepared by Project Dimensions, Inc./MVE Institutional, November 4, 2013 <ul style="list-style-type: none">- Descriptions- Existing Parking Supply Figure 1- Proposed Parking Supply Figure 2- Construction Management Phasing Plans Exhibit B- Construction Management Phasing Plans Exhibit C
N	Shoreline Management Plan Prepared by Project Dimensions, Inc., March 2014
O	Coastal Engineering Analysis – Wave Uprush Analysis Prepared by Everest International Consultants, Inc., April 7, 2014

OVERVIEW

Project Background

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

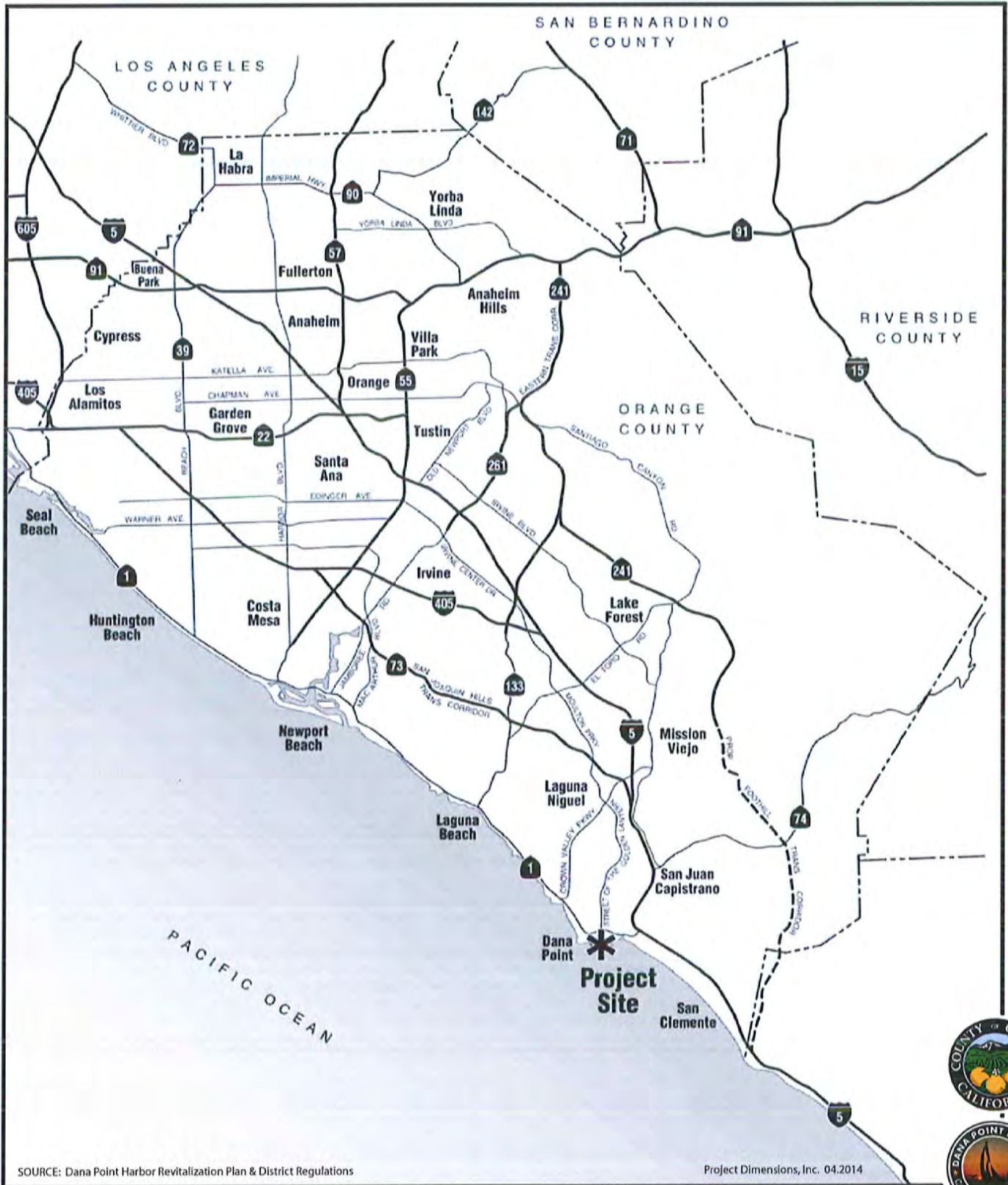
The Dana Point Harbor was created in 1968 from a natural cove along the Southern Orange County shoreline as a small boat marina. Steep bluffs surround it on the north and west; Dohney State Beach adjoins the Harbor on the southeast. The County of Orange, with the cooperation of the U.S. Army Corps of Engineers constructed the Harbor's basic infrastructure and public facilities that was officially dedicated on July 31, 1971. Over the past four decades, Dana Point Harbor has established itself as one of the best small boat harbors on the west coast. The complex offers a diversity of recreational and commercial amenities, attracting a variety of users, including boaters, tourists, local residents and business patrons.

The general configuration of the Harbor has three major components: a landside area adjacent to the bluffs; the island area (connected by a bridge to the landside); and marina areas consisting of boat docks, commercial fishing fleet slips, federal anchorage areas, tall ship docks adjacent to the Ocean Institute, marine service areas and fuel dock (see Existing Conditions Exhibit).

Entitlement History

Since its creation, many parts of the Harbor's infrastructure, including docks, piles and landside facilities such as storm drains, sewers, parking lots and some of the structures have deteriorated and are now in need of modernization and/or replacement. Recognizing the physical conditions in the Harbor required comprehensive intervention; in 1997 a Task Force was created by the Orange County Board of Supervisors to assist with the development of a comprehensive plan for the future Harbor. The Dana Point Harbor Revitalization Plan (Revitalization Plan) was developed over the next several years and officially adopted by the Orange County Board of Supervisors and Dana Point City Council in 2006.

A Program Environmental Impact Report (Program EIR) was prepared for the overall Harbor Revitalization Project (landside and waterside areas) and certified by the Orange County Board of



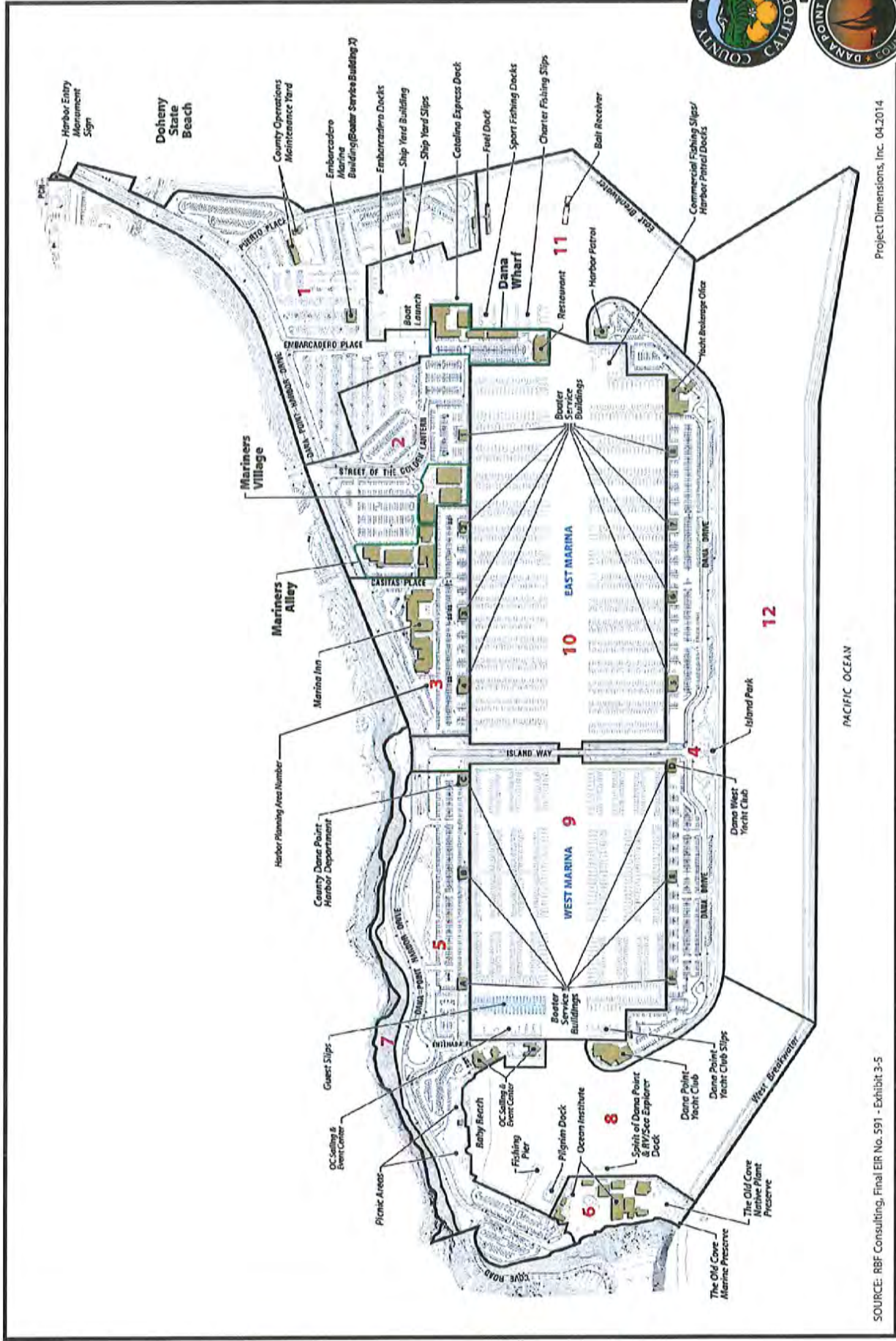
SOURCE: Dana Point Harbor Revitalization Plan & District Regulations

Project Dimensions, Inc. 04.2014



**DANA POINT HARBOR REVITALIZATION
COMMERCIAL CORE PROJECT**

Vicinity Map



Project Dimensions, Inc. 04.2014

Existing Conditions

DANA POINT HARBOR REVITALIZATION COMMERCIAL CORE PROJECT

SOURCE: RBF Consulting, Final EIR No. 591 - Exhibit 3-5

Supervisors on January 31, 2006 (County of Orange Dana Point Harbor Revitalization Plan Program FEIR No. 591). FEIR No. 591 evaluated the entire Harbor Revitalization Plan at a programmatic or conceptual level of detail and provided specific project or construction-level EIR analysis for the Commercial Core area of the Harbor (a portion of Planning Area 1 and all of Planning Area 2), consistent with CEQA Guidelines Sections 15146 and 15168.

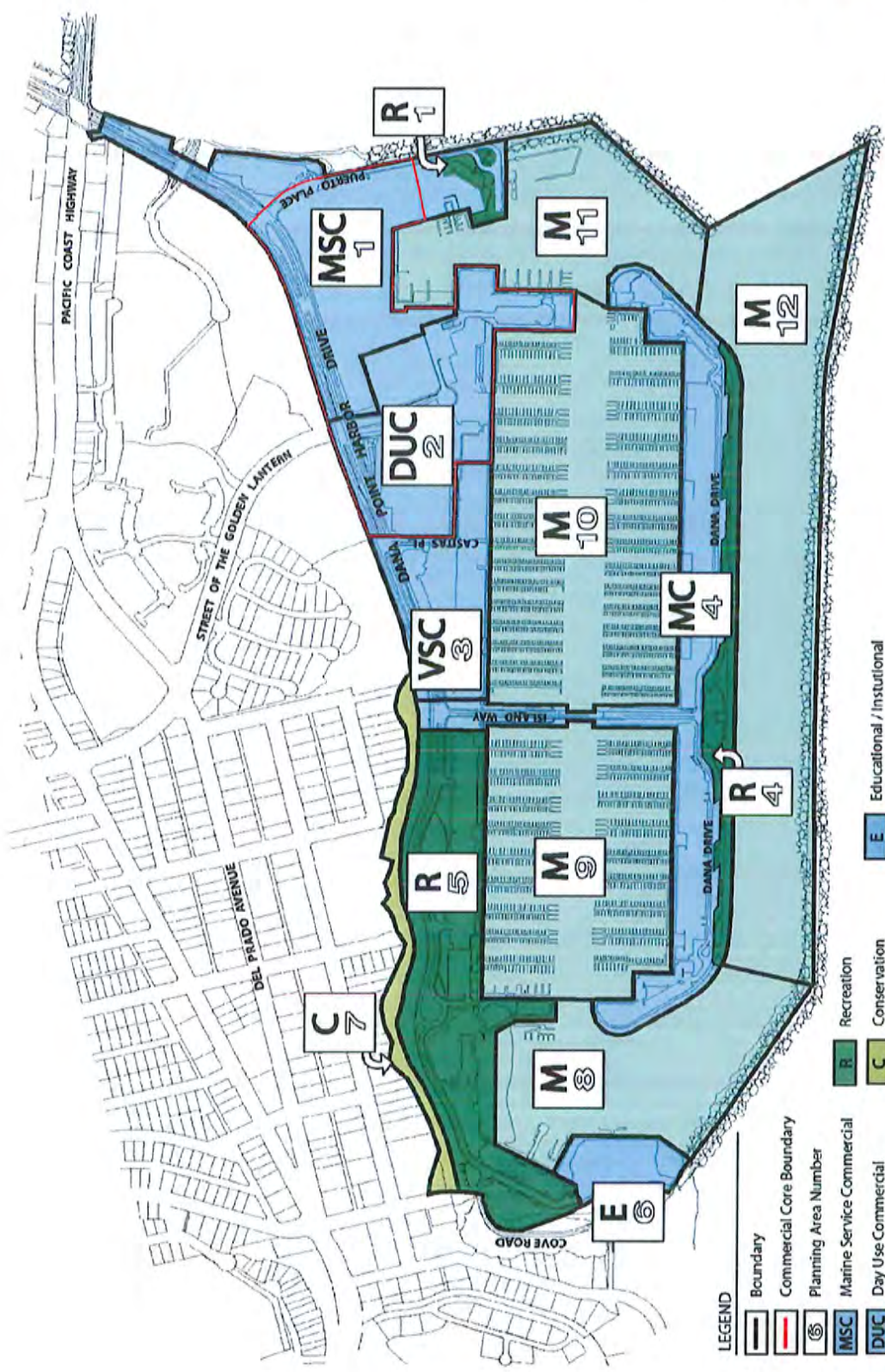
Implementation of the Dana Point Harbor Revitalization Plan also required a series of subsequent approvals by the City of Dana Point and the California Coastal Commission (CCC) to modify the previously adopted regulatory documents, including the City's Local Coastal Program (LCP). The Revitalization Plan & District Regulations therefore required a Local Coastal Program Amendment (LCPA). Pursuant to the requirements of the California Coastal Act, an LCP includes a Land Use Plan (LUP) component (see Certified Harbor Land Use Plan Exhibit) and an Implementation Plan (IP) component, which together establishes policies, zoning regulations and other implementing actions required for construction of improvements and ongoing management of the facilities.

Changes to the Land Use Plan as recommended by the City of Dana Point Planning Commission and adopted by the Dana Point City Council subsequent to the Orange County Board of Supervisors certification of FEIR No. 591 and action on the Revitalization Plan included:

- Elimination of one (1) Dry Stack Boat Storage Building and a reduction of the maximum building height of the structure from 70 to 65 feet.
- Revisions to development regulations to remove allowances for elevators, mechanical units, etc. that exceed the maximum building height on all buildings over 35 feet and reduce allowances for architectural building projections to not exceed 10% of the total roof area or a maximum of 5 additional feet.
- Addition of Parking Management Plan requirements to optimize on-site parking opportunities for the public and employees.
- Revitalization Plan design requirements to maintain the character, nature and vision of the Harbor as a "in water" small boat harbor.
- Incorporation of requirements to maintain a trail connection between the Harbor and Doheny State Beach.

Following review of the LCP Amendment application submitted by the City of Dana Point, the California Coastal Commission approved the LUP component of the LCPA for the Dana Point Harbor Revitalization Project with suggested modifications on October 8, 2009. The suggested modifications added a number of new Land Use Plan policies, including but not limited to:

- Prohibiting any new boating/yacht clubs or associations to be established in the Harbor.
- Removal of the lighthouse land use designation and elimination of a freestanding marine retail store in Dana Point Harbor Marine Services Commercial Planning Area 1 (PA 1).



LEGEND

	Boundary
	Commercial Core Boundary
	Planning Area Number
	Marine Service Commercial
	Day Use Commercial
	Visitor Serving Commercial
	Recreation
	Conservation
	Marine Commercial
	Educational / Institutional
	Marina Waterways, Marine Services, Education Basin and Harbor Entrance

Project Dimensions, Inc. 04.2014

SOURCE: Dana Point Harbor Revitalization Plan and District Regulations certified by the California Coastal Commission (October 6, 2011)

DANA POINT HARBOR REVITALIZATION COMMERCIAL CORE PROJECT

Certified Harbor Land Use Plan

Dana Point Harbor Revitalization
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- Restriction of building heights to 35 feet maximum with exceptions for Planning Areas 1, 2 and 3.
- Addition of an overall goal for renovation of the Harbor Marinas of “no net loss” of slips harbor-wide or a maximum of 155 slip loss for boat slips.
- Added a policy requirement to maintain a minimum 1.6 acre full-service shipyard facility.
- Added a policy requirement to provide Dry Boat Storage capacity of 493 spaces.
- Added a policy requirement to provide a minimum of 334 parking spaces for vehicles with trailers in the boat launch ramp area.
- Established parking standards to provide a minimum of 0.6 spaces per boat slip and 1 space per 3 passengers for sport fishing, charter boat and passenger ferry commercial operations.
- Included policy provisions for the protection of bird nesting and foraging habitat.
- Included policy provisions for tsunamis and rogue waves, storm surges and sea level rise.

The Coastal Commission approved the City’s LCPA Implementation Plan (IP) component with suggested modifications on January 12, 2011. The suggested modifications added a number of new regulations and development standards, including but not limited to the following:

- Established general regulatory provisions for building design to maintain consistency with the character of the community.
- Included requirements for preparation of a number of management plans to aid in the revitalization design, facility management and discretionary review process.
- Provided standards for the maintenance and trimming of trees.
- Designated areas containing existing park areas for continued recreation purposes.
- Required an area be provided in the Marine Services Commercial Planning Area 1 for boat owner vessel self maintenance and repair.
- Established requirements for the size and scope of the Boat Launch Ramp and Dry Stack Boat Storage areas.
- Established discretionary review/approval standards for allowing exceptions to the maximum building height requirements of 35 feet harbor-wide for Planning Areas 1, 2 and 3.
- Augmented provisions for the protection of public access to land and waterside areas, including expansion of recreational boating opportunities.
- Added restrictions for the future replacement of hotel units.
- Provided restrictions on the continued operation of existing yacht clubs and boating associations.
- Added environmental protection standards for the replacement of docks and piles.

- Added standards for the design and replacement of slips and pump-out facilities.
- Modified procedures for the adjustment of Planning Area boundaries.

On October 6, 2011, the California Coastal Commission concurred with the Executive Director's determination that actions of the City of Dana Point accepting certification of the Local Coastal Program Amendment No. 1-10 with suggested modifications was legally adequate, thereby certifying the Dana Point Harbor Revitalization Plan & District Regulations as being fully effective.

Due to the incorporation of additional policies, regulations and development standards by the California Coastal Commission, resulting in refinements to the Land Use Plan (LUP) and Implementation Plan (IP) components of the Dana Point Harbor Revitalization Plan & District Regulations in the form of various suggested modifications, the previously certified FEIR No. 591 required review to determine whether the conclusions remained valid. Therefore, consistent with the requirements of CEQA¹, an Addendum to FEIR No. 591 was prepared by OC Dana Point Harbor to provide a record of the changes resulting from the LCPA discretionary approval process that occurred subsequent to the certification of FEIR No. 591 by the Orange County Board of Supervisors.

The Addendum reviewed changes in the project that have occurred since FEIR No. 591 was certified and compares environmental effects of development of the project as revised with those of the original project. The Addendum also assessed whether new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time FEIR No. 591 was certified has become available and evaluates whether there are new or more severe significant environmental effects associated with changes in circumstances under which project development is now being undertaken.

Based on the analysis and conclusions provided in the Addendum to FEIR No. 591, OC Dana Point Harbor has determined that analyses of project environmental effects are best provided through use of an Addendum to the previously certified FEIR No. 591 to satisfy the requirements of CEQA for the changes made to the project as a result of the discretionary review and approval process.

The Addendum to FEIR No. 591 was prepared and concurrently processed with the Dana Point Harbor Marina Improvement Project and Subsequent EIR No. 613 to analyze and disclose the potential environmental effects associated with the construction and future operation of the proposed Harbor marina improvements. This Subsequent EIR (SEIR) was prepared to tier off the Dana Point Harbor Revitalization Program FEIR No. 591 as a legally and functionally separate from and independent of the Revitalization Project. The Marina Improvement Project includes the repair and/or replacement of waterside facilities in the West and East Basins, connection of dock gangways with the quay wall and bulkheads within those basins and replacement of gangways and security gates to both marina areas. Additionally, new Embarcadero/Dry Stack

¹ CEQA Guidelines Sections 15162 and 15164

Boat Storage Building and Staging Docks, dinghy docks, renovations to the marine services docks, OC Sailing and Events Center docks, guest slips, Harbor Patrol docks, commercial fishing docks and sport fishing docks are included as part of the proposed Marina Improvement Project.

On December 11, 2012 the Orange County Board of Supervisors certified Final SEIR No. 613 (Resolution No. 12-176) and approved the Marina Improvement Project (Resolution No. 12-177), including findings that FEIR No. 591 together with the Addendum to FEIR No. 591 provided an appropriate program level analysis of the Dana Point Harbor Revitalization Project as required by CEQA and the CEQA Guidelines.

Consistent with CEQA Guidelines (Title 14, California Code of Regulations Chapter 3) and more specifically Section 15020, each public agency is responsible for complying with CEQA and must meet its own responsibilities under CEQA. The Guidelines Section 15050 also provides the direction in instances where a project is to be carried out or approved by more than one public agency by establishing that only one public agency has the responsibility for preparing the required CEQA documentation as the "Lead Agency". Furthermore, where two or more public agencies are to be involved with a project and if the project is carried out by a public agency, the agency responsible for carrying out the project is designated as the Lead Agency even if the project is located within the jurisdiction of another public agency. The decision-making body of each Responsible Agency involved in a project must therefore consider the Lead Agency's EIR prior to acting on or approving a project and shall independently certify that its decision-making body has reviewed and considered all the information contained in the EIR before approving the requested project in accordance with CEQA Guidelines Section 15050(b).

Requested Approvals

This Coastal Development Permit is being processed in accordance with the provisions of the Dana Point Harbor Revitalization Plan & District Regulations, Chapter II-16, Discretionary Permits and Procedures and the City of Dana Point Zoning Code, Chapter 9.69, Coastal Development Permit. Following approval of this Coastal Development Permit (CDP), subsequent grading and construction related permits that have been verified by the City of Dana Point, Director of Community Development as being in substantial conformance with this approved CDP shall be issued by the County of Orange. This application is intended to provide the following project approvals:

- Allow for the phased demolition of existing facilities throughout the Commercial Core area as shown on the Demolition and Street Improvement Plans.
- Allow for the phased removal of designated existing trees in the project area and establishment of a tree replacement mitigation program in conformance with the certified LCP policies and Tree Trimming and Maintenance Regulations as shown on the Tree Removal and Mitigation and Landscape Site Plans.
- Permit all grading and construction of walls, retaining structures, infrastructure, drainage and circulation improvements as shown on the Conceptual Grading Plans and Conceptual Infrastructure Plans (water, sewer, storm drains, wet and dry utilities).

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- Serve as a basis for City of Dana Point issuance of Encroachment Permits for the construction of infrastructure improvements within the City public street rights-of-way.
- Allow for the abandonment and reconfiguration of that portion of Street of the Golden Lantern in the Harbor to create a new main entry into the Commercial Core area and provide parking deck access via a split-level ramp structure.
- Allow for the removal of Embarcadero Place as a public access road to the Marine Service Commercial areas.
- Allow for the phased construction of all proposed street improvements, including crosswalks, handicap ramps, sidewalks, median improvements, street lighting and signals as shown on the Street Improvement Plans.
- Allow for the construction of a new sewer lift station by the South Coast Water District as shown on the Sewer Lift Station Plans.
- Allow for the interim use of the future Dry Stack Boat Storage Building pad as a surface boat storage area until such time as a CDP is approved by the California Coastal Commission for the construction of the new facilities.
- Permit the phased construction and/or renovation of all structures as shown on the Proposed Development Plans and allow OC Public Works to oversee construction of all structures pursuant to the building regulations as adopted by the Orange County Board of Supervisors.
- Permit the phased construction of all landscape and hardscape improvements, including decorative paving, outdoor activity areas and amenities in accordance with the Conceptual Landscape Plans and Landscape Details.
- Allow for the relocation of the existing cellular communications tower and San Onofre Siren as shown on the Dry Utilities Plan.
- Permit the temporary off-site storage of boats as required for the construction of the Commercial Core Project improvements.
- Allow for the use of a temporary doublewide office trailer, parking and identification signage adjacent to the existing Embarcadero Boat Hoist and Docks for use by the marina management company during construction.
- Approval of a Harbor Baseline Analysis, establishing the number of slips, dry boat storage and parking spaces for each area of the Harbor and thereby providing a basis for determining current and future parking demands.
- Approval of a Parking Management Plan addressing the requirements of LCP Chapter II-14, Off-Street Parking Standards and Regulations that includes a Construction Management Parking Plan maintaining access to the shoreline and priority coastal uses during construction in accordance with the policies and requirements of the Dana Point Harbor Revitalization Plan & District Regulations.
- Approval of a Transportation Demand Management Plan in conformance with LCP Policy I-6.2.1-4 to reduce vehicular trips associated with the proposed project.

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- Approval of a Preliminary Water Quality Management Plan and Storm Water Pollution Prevention Plan, satisfying the requirements of the City of Dana Point LIP and Storm Water/Surface Runoff Water Quality Ordinance and the Municipal Separate Storm Sewer System (MS₄) Permit by the Regional Water Quality Control Board – San Diego Region.
- Approval of a Master Sign Program for the Commercial Core area, including Signage and Wayfinding Designs, flag poles, Sign Standards and Regulations that allows OC Public Works to oversee construction of all signs and the Director, OC Dana Point Harbor to administer the on-going oversight of all signs in accordance with the approved Master Sign Program.
- Permit minor revisions to the Dana Point Harbor Revitalization Plan and Statistical Summary in accordance with LCP Chapter II-17, Revitalization Plan and Statistical Table Regulations and Procedures for the reallocation of allowable acreage to permit the reconfiguration of the Commercial Core Parking Deck.

In accordance with the provisions of Chapter II-16, Discretionary Permits and Procedures of the Dana Point Harbor Revitalization Plan & District Regulations, because a portion of the proposed project requires a Coastal Development Permit from both the City of Dana Point (includes development within the jurisdiction of the City's certified LCP) and the California Coastal Commission (because it includes development in the Commission's area of retained jurisdiction) a consolidated CDP (per Coastal Act Section 30601.3) is being requested by OC Dana Point Harbor. The scope of this consolidated CDP includes the construction of a replacement storm drain outfall with increased capacity and the Dry Stack Boat Storage Building, extending over the marina waters of the Harbor. Therefore, the County is requesting that the City consider as part of this CDP application the following project approvals in concept:

- The design of the Dry Stack Boat Storage Building; including operations office and waiting area, marine-related commercial retail space, boat maintenance area and building signage.
- The design of the Dry Stack Boat Storage Docks, including gangways, piles and utility connections.
- The design of a 25-foot high, 4-ton capacity, 18 foot bridge length jib crane in the Marine Service Commercial area.
- The abandonment of the existing Storm Drain Outfall D and replacement with a 42 inch outfall located outside the proposed Dry Stack Boat Storage Building footprint to the west and upgrades to Storm Drain Outfall E to increase the size from the existing 12 inch to 18 inches located to the south.

Following the City's action on the above mentioned project approvals, OC Dana Point Harbor will prepare and submit for consideration of the California Coastal Commission a separate CDP application for the development components located within the areas of retained jurisdiction of the California Coastal Commission.

City of Dana Point Planning Application & Attachments



CITY OF DANA POINT

PLANNING DEPARTMENT
33282 GOLDEN LANTERN
DANA POINT, CA 92629

PHONE: (949) 248-3500 FAX: (949) 248-7372

Application:

Planning Activity

- Conditional Use Permit
(Minor) (Major)
- Site Dev. Permit
(Minor) (Major)
- Coastal Development Permit
(Admin.) (Emergency) (Waiver)
- Variance
- Master Sign Program
- Parking Management Plan

Submittal Date	
Received By	

APPLICANT / AGENT: <i>(Print)</i> Name: <u>OC Dana Point Harbor – Brad Gross, Director</u> Mailing Address: <u>24650 Dana Point Harbor Dr.</u> City, State, ZIP : <u>Dana Point, CA 92629</u> Phone: (<u>949</u>) <u>923-3798</u> Fax: (<u>949</u>) _____ Email: <u>bgross@ocdph.com</u>	CONTACT PERSON: <i>(if different)</i> Name: <u>Project Dimensions, Inc. - Jon Conk / Craig Hoffman</u> Mailing Address: <u>4 Park Plaza, Suite 700</u> City, State, ZIP : <u>Irvine, CA 92614</u> Phone: (<u>949</u>) <u>476-2246</u> Fax: (<u>949</u>) <u>476-8520</u> Email: <u>jconk@projectdimensions.com</u> <u>choffman@projectdimensions.com</u>
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PROPERTY OWNER: <i>(if different)</i> Name: _____ Mailing Address: _____ City, State, ZIP : _____ Phone: () _____ Fax: () _____ Email: _____	CHOOSE ONE: <input checked="" type="checkbox"/> I am the sole owner and hereby authorize the filing of this application. <input type="checkbox"/> I own the project site jointly with one or more persons and am empowered to authorize the filing of this application on behalf of my fellow property owners, or, <input type="checkbox"/> I own the project site in conjunction with one or more persons who are listed with their acknowledgement and authorization for the filing of this application attached for additional property owner authorization/acknowledgements Signature: <u>[Signature]</u> Date: <u>12-19-13</u>
--	--

PROJECT DESCRIPTION: Project includes the phased demolition of existing commercial and boater support facilities, renovation and/or construction of new retail/restaurant/office space, master commercial sign program, 2-level parking deck, open space Festival Plaza area. Site improvements also include circulation/street/parking area reconfigurations and infrastructure improvements and relocation of existing telecommunications/SONGS towers. The project is being processed concurrently with a Parking Management Plan.

PROJECT ADDRESS: <u>Dana Point Harbor – Planning Area 2 and Portions of Planning Areas 1 and 3</u> <u>(Dana Point Harbor Revitalization Plan and District Regulations)</u>	
LEGAL DESCRIPTION: <u>See Attached Legal Description</u>	APN: <u>N/A</u>
COASTAL ZONE: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Appeal Zone	PREVIOUS APPROVALS: <u>FEIR No. 591, LCPA 1-10 effective certification (10-6-2011)</u>

<p align="center">CERTIFICATION</p> <p>As the Property Owner or Applicant/Agent in the request made by this filing, I hereby certify that I acknowledge, understand and concur with the following statements:</p> <p>(a) That there are no assurances at any time, implicitly or otherwise, regarding final staff recommendations to the decision making body regarding this application.</p> <p>(b) That major changes to the proposed project may require a new application and payment of new fees.</p> <p>(c) That to the best of my knowledge the information I have presented in this form and the accompanying materials is true and correct. I also understand that additional data and information may be required prior to final action on this application.</p> <p>Signature(s) <u>[Signature]</u> Date: <u>12-19-13</u> <i>Property Owner or Agent</i></p>	<p align="center">FEES</p> <table border="1"> <tr><td><i>Application Filing Fees:</i></td><td></td></tr> <tr><td><i>Environmental Fee:</i></td><td></td></tr> <tr><td><i>Required Postage:</i></td><td></td></tr> <tr><td><i>Deposit(s):</i></td><td></td></tr> <tr><td>Total:</td><td></td></tr> </table>	<i>Application Filing Fees:</i>		<i>Environmental Fee:</i>		<i>Required Postage:</i>		<i>Deposit(s):</i>		Total:	
<i>Application Filing Fees:</i>											
<i>Environmental Fee:</i>											
<i>Required Postage:</i>											
<i>Deposit(s):</i>											
Total:											



CITY OF DANA POINT
PLANNING DEPARTMENT

LAND USE APPLICATION FACT SHEET				
	Existing	Proposed Development	Zone Code Requirement	
General Plan Designation				
Zoning	Dana Point Harbor PC - Harbor Marine Landside Areas			
PRD	N/A			
Specific Plan	N/A			
Lot Area (sf)	<div style="border-left: 1px solid black; border-right: 1px solid black; border-bottom: 1px solid black; padding: 5px;"> <p align="center">Site development standards and requirements per the Dana Point Harbor Revitalization Plan and District Regulations, Chapters I-4.5 (PA 1), II-5.5 (PA 2) and II-6.5 (PA 3)</p> </div>			
Lot Width (ft)				
Lot depth (ft)				
Setback Yards				
<i>Front (ft)</i>				
<i>Side (ft)</i>				
<i>Side (ft)</i>				
<i>Rear (ft)</i>				
Gross Floor Area (sf)				
Floor Area Ratio				
Building Coverage (%)				
Building Height (ft)				
Landscaping (%)				
Paving (%)				
Parking Spaces	3,962	4,521		
Surrounding Land Uses				
<i>North</i>	Commercial, hotel, residential, public parks			
<i>South</i>	Pacific Ocean			
<i>East</i>	Doheny State Beach			
<i>West</i>	Dana Headlands, Old Cove Marine Preserve			



CITY OF DANA POINT
PLANNING DEPARTMENT

**INSTRUCTION SHEET FOR FILLING OUT
ENVIRONMENTAL IMPACT ASSESSMENT FORM – PART I**

The Environmental Impact Assessment (EIA) Form – Part I will be used to determine what type of environmental documentation (i.e. Environmental Impact Report, Mitigated Negative Declaration, Negative Declaration or Exemption) that will be required to be prepared for your application, per the California Environmental Quality Act (CEQA).

The clarity and accuracy of the information you provide is critical for purposes of quickly determining the specific environmental effects of your project.

Recent judicial decisions have held that a “naked checklist”, that is a checklist that is merely checked “yes” or “no”, is insufficient to comply with the requirements of the California Environmental Quality Act. Each “yes” or “no” answer must be accompanied by a written explanation justifying the “yes” or “no” answer. This is especially important when a Negative Declaration is being sought. The more information provided in this form, the easier and quicker it will be for Staff to complete the Environmental Impact Assessment Form – Part II.

Please be aware that recently adopted State Law (Assembly Bill 3158, Chapter 1702 of the Regular Session) requires all projects requiring an Environmental Impact Report (EIR) or Negative Declaration (ND) pay a filing fee to the County Clerk. If a project may pose a potential impact on “Wildlife Resources”; this State Law also requires paying a fee to the State Department of Fish & Game. As such, if there may be a potential impact on “Wildlife Resources” one of the following conditions will be placed on all projects requiring an EIR or ND:

For projects with Environmental Impact Reports:

“Within forty-eight (48) hours of the approval of this project, the applicant/developer shall deliver to the Planning Department a check payable to the *County Clerk* in the amount of Eight-Hundred-Eighty-Eight Dollars (\$888.00) which includes the Eight-Hundred-Fifty Dollars (\$850.00) fee required by Fish and Game Code Section 711.4(d)(4) plus the Forty-Three Dollars (\$43.00) County administrative fee, to enable the City to file the Notice of Determination required under Public Resources Code Section 21152 and 14, California Code of Regulations: 15094. If within such forty-eight (48) hour period the applicant/developer has not delivered to the Planning Department the check required above, the approval for the project granted herein shall be void”.

For Projects with Negative Declarations:

“Because the project may have a potential adverse effect on wildlife resources, within forty-eight (48) hours of the approval of the project, the applicant/developer shall deliver to the Planning Department a check payable to the *County Clerk* in the amount of One-Thousand-Two-Hundred-Eighty-Eight Dollars (\$1,288.00), which include the One-Thousand-Two-Hundred-Fifty Dollars (\$1,250.00) fee required by Fish and Game Code Section 711.4(d)(3) plus the Forty-Three Dollars (\$43.00) County administrative fee, to enable the City to file the Notice of Determination required under Public Resources Code Section 21152 and 14, California Code of Regulations: 15075. If within such forty-eight (48) hour period the applicant/developer has not delivered to the Planning Department the check required above, the approval for the project granted herewith shall be void.”



**CITY OF DANA POINT
PLANNING DEPARTMENT**

ENVIRONMENTAL IMPACT ASSESSMENT FORM

(To be completed by APPLICANT)

Project Name / Description: Dana Point Harbor Revitalization – Commercial Core Project

Application Number(s): CDP13-0018 Date Filed: 12/20/2013

General Information

DEVELOPER / PROJECT SPONSER: (Print)	CONTACT PERSON: (if different)
Name: <u>OC Dana Point Harbor – Brad Gross, Director</u>	Name: <u>Project Dimensions, Inc. - Jon Conk/Craig Hoffman</u>
Mailing Address: <u>24650 Dana Point Harbor Drive</u>	Mailing Address: <u>4 Park Plaza, Suite 700</u>
City, State, ZIP : <u>Dana Point, CA 92629</u>	City, State, ZIP : <u>Irvine, CA 92614</u>
Phone: (<u>949</u>) <u>923-3798</u>	Phone: (<u>949</u>) <u>476-2246</u>
Email: <u>bgross@ocdph.com</u>	Email: <u>jconk@projectdimensions.com</u> <u>choffman@projectdimensions.com</u>

Property Information

Project Address: <u>Dana Point Harbor – Planning Area 2 and portions of Planning Areas 1 and 3 (Dana Point Harbor Revitalization Plan and District Regulations)</u>	
Legal Description: <u>See Attached Legal Description</u>	APN: <u>N/A</u>
Previous Approvals: <u>The proposed project was contemplated and approved as part of the Dana Point Harbor Revitalization Plan (LUP & District Regulations effectively certified as part of LCPA 1-10 by the California Coastal Commission on October 6, 2011).</u>	
<u>The project was analyzed in FEIR No. 591 and satisfies the requirements of CEQA for the proposed project.</u>	

	Existing	Proposed
Land Use	<u>Public Harbor and Marina facilities</u>	<u>same</u>
Zoning	<u>Harbor Marine Landside/Waterside</u>	<u>same</u>
Lot Area (sf)	<u>N/A</u>	<u>N/A</u>
Building (sf)	<u>Per Dana Point Harbor Revitalization Plan & District Regulations</u>	
Number of floors		
Off-Street Parking Spaces	<u>3,962</u>	<u>4,521</u>

Project Information

1. **List and describe any other related permits and other public approvals required for this project, including those required by City, regional, state and federal agencies:** In addition to the requested CDP, Parking Management Plan and Commercial Sign Program, the project will require the issuance of Encroachment Permit(s) from the City of Dana Point for construction of street improvements within the City R-O-W and connections to existing utility/infrastructure. Ministerial permits and inspections for project implementation will be issued and administered by the County of Orange. NPDES Permits will be required from the SRWQCB – San Diego Region.
2. **Proposed use of site (Project for which this form is filed):**
Day Use Commercial (PA 2), Marine Services Commercial (portion of PA 1) and Visitor Serving Commercial (portion of PA 3) pursuant to the requirements of the Dana Point Harbor Revitalization Plan and District Regulations LUP and IP Chapters II-4, II-5 and II-6
3. **Proposed scheduling:**
The proposed Commercial Core Project will be constructed in 5 primary development phases over an estimated 5-year period
4. **Associated projects:**
The proposed Commercial Core Project will be developed in association with the construction of the Dry Stack Boat Storage facility and Storm Drain Relocation Project in Planning Area 1 and the Marina Improvement Project for waterside marina improvements (separate CDP application requests to the California Coastal Commission).
5. **Anticipated incremental development:**
The proposed Commercial Core Project will be phased to maintain public access to the shoreline, marinas and commercial businesses during construction.
6. **If residential, include the number of units, schedule of unit sizes, range of sale prices or rents and type of household size expected:**
N/A – Residential uses are prohibited in Dana Point Harbor
7. **If commercial, indicate the type, whether neighborhood, city or regionally oriented, square footage of sales area, and loading facilities:**
The Commercial Core Project includes the replacement and/or renovation of the commercial areas. The Plan provides for a total of 31,949 sq. ft. of retail uses, 12,309 sq. ft. of office-related uses, 77,178 sq. ft. of restaurant (with an additional 13,822 sq. ft. of outdoor dining areas), new 2-level parking deck, relocated yacht brokerage offices, 1,660 sq. ft. of relocated and new boater service facilities and a Boat Dry Stack Storage facility with a storage capacity of 400 boats in a 50,000 sq. ft. building and complete reconfiguration of all surface parking lots.

8. If industrial, indicate the major function, estimated employment per shift, estimated occupancy, loading facilities, and community benefits to be derived from the project:

N/A – No industrial uses are proposed

9. If institutional, indicate the major function, estimated employment per shift, estimated occupancy, loading facilities, and community benefits to be derived from the project:

N/A – Uses are as specified in the Dana Point Harbor Revitalization Plan and District Regulations

10. If the project involves a variance, conditional use or rezoning application, state this and indicate clearly why the application is required:

The proposed project has been designed to be in accordance with the Land Use Policies, Regulations and Site Development Standards contained in the Dana Point Harbor Revitalization Plan and District Regulations (effectively certified by the California Coastal Commission on October 6, 2011). This CDP is being processed in accordance with those requirements and the City of Dana Point Zoning Code, Chapter 9.69, Coastal Development Permit.

Environmental Questionnaire

Are the following items applicable to the project or its effects? Explain below all items checked yes (attach additional sheets as necessary).

YES	NO	
	✓	11. Change in existing features or any bays, tidelands, beaches, lakes or hills, or substantial alteration of ground contours.
✓		12. Change in scenic views or vistas from existing residential areas or public lands or roads.
✓		13. Change in pattern, scale or character of general area of project.
	✓	14. Significant amounts of solid waste or litter.
	✓	15. Change in dust, ash, smoke, fumes or odors in vicinity.
✓		16. Change in ocean, bay, lake, stream or ground water quality or quantity, or alteration of existing drainage patterns.
	✓	17. Substantial change in existing noise or vibration levels in the vicinity.
✓		18. Site on filled land or on slope of 10 percent or more.
	✓	19. Use of disposal of potential hazardous materials, such as toxic substances, flammable or explosives.
	✓	20. Substantial change in demand for municipal services (police, fire, water, sewage, etc.)
	✓	21. Substantially increase fossil fuel consumption (electricity, oil, natural gas, etc.)
✓		22. Relationship to a larger project or series of projects.

Explanations: The Dana Point Harbor Revitalization – Commercial Core Project will include the phased replacement and/or renovation of a significant portion of the existing commercial retail/restaurants and office space by consolidating uses in structures ranging in height from 35 to 60 feet. The project also includes the construction of a maximum 65 foot Dry Stack Boat Storage Building and selective removal of existing mature trees that will alter and improve existing public views (question 12). Improvements proposed also include a total of 31,949 sq. ft. of retail uses, 12,309 sq. ft. of office-related uses, 77,178 sq. ft. of restaurant (with an additional 13,822 sq. ft. of outdoor dining areas), new 2-level parking deck, relocated yacht brokerage offices, 1,660 sq. ft. of relocated and new boater service facilities and a Dry Stack Boat Storage Building with a storage capacity of up to 400 boats in a 50,000 sq. ft. building, complete reconfiguration of all surface parking lots (question 13). The existing commercial and marine services areas of the Harbor are relatively flat and grades will be modified as part of the proposed project to accommodate the Development Plan and update storm and water quality facilities in accordance with current requirements (question 16). The entire Dana Point Harbor is constructed on a fill site (question 18). This project was

Environmental Setting contemplated by the City, County and California Coastal Commission in their respective reviews and approvals of the Dana Point Harbor Revitalization Plan and District Regulations (question 22).

23. Describe the project site as it exists before the project, including information on topography, soil stability, plants and animals, and any cultural, historical or scenic aspects. Describe any existing structures on the site, and the use of the structures. Attach photographs of the site. Snapshots or Polaroid photos will be accepted.

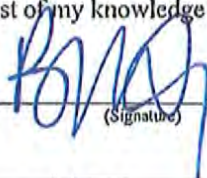
Dana Point Harbor was created in 1968 from a natural cove along the Southern Orange County shoreline as a small boat marina and is a County of Orange owned and operated facility located in the southern portion of the City of Dana Point. Since its creation, many parts of the Harbor's infrastructure, including docks, piles and landside facilities such as storm drains, sewers, parking lots and some of the structures have deteriorated and are now in need of modernization and/or replacement. The majority of the site is relatively flat and level and drains by sheet flow towards the south to existing storm drain catch basins. Elevations within the project site range from a high of approximately 25 feet above mean sea level (MSL) in the northern portion of the project site to a low of approximately 6 feet above MSL in the southern portion of the Commercial Core Project. The existing boat storage and automotive parking lots are paved and structures are wood frame construction with conventional foundations. There is generally minimal landscaping within the subject project site that consists of mature trees and ornamental plants and shrubs. The majority of the Commercial Core Project site is covered by asphalt pavement or concrete flatwork (estimated at approximately 90% impervious surfaces).

24. Describe the surrounding properties, including information on plants and animals and any cultural, historical or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (one-family, apartment houses, shops, department stores, etc.), and scale of development (height, frontage, setback, rear yard, etc.). Attach photographs of the vicinity. Snapshots or Polaroid photos will be accepted.

The Harbor is bordered by the Pacific Ocean to the south, Dana Point Headlands and Old Cove Marine Preserve to the west, a variety of commercial, hotel, residential and City public park uses to the north. Steep bluffs surround it on the north and west; Dohney State Beach adjoins the Harbor on the southeast.

Certification

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.


(Signature)

12-10-13
(Date)

For: _____



CITY OF DANA POINT
33282 GOLDEN LANTERN
SUITE 212
DANA POINT, CA 92629
(949) 248-3560

NOTICE OF PENDING COASTAL DEVELOPMENT PERMIT

A COASTAL DEVELOPMENT PERMIT APPLICATION FOR DEVELOPMENT ON THIS SITE IS PENDING BEFORE THE CITY OF DANA POINT.

PROPOSED DEVELOPMENT: Project includes the phased demolition of existing commercial and boater support facilities, renovation and/or construction of new retail/restaurant/office space, 2-level parking deck, open space Festival Plaza area and new Dry Stack Boat Storage Building with a capacity of up to 400 boats. Site improvements also include circulation/street/parking area reconfigurations and infrastructure improvements. The project is being processed concurrently with a Parking Management Plan and Master Sign Program for the commercial and marine services commercial areas of the Harbor.

LOCATION: Dana Point Harbor

APPLICANT: County of Orange / OC Dana Point Harbor

APPLICATION NUMBER: GDP13-0018

DATE NOTICE POSTED: 12/20/13

NOTE:

A FINAL ACTION TAKEN BY THE CITY OF DANA POINT ON A COASTAL DEVELOPMENT PERMIT APPLICATION MAY BE APPEALED TO THE COASTAL COMMISSION BECAUSE THIS DEVELOPMENT SITE IS WITHIN AN APPEALABLE ZONE PURSUANT TO SECTION 9.75.010 OF THE ZONING CODE UNDER "APPEALABLE DEVELOPMENT, COASTAL". (COASTAL ACT/30603(A)).

FOR FURTHER INFORMATION, PLEASE PHONE OR WRITE THE OFFICE LISTED BELOW BETWEEN 8 AM AND 5 PM, WEEKDAYS.

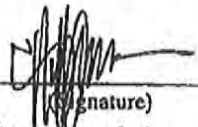
CITY OF DANA POINT
Community Development Department
33282 GOLDEN LANTERN
SUITE 212
DANA POINT, CA 92629
(949) 248-3560

Received by: ED

DECLARATION OF POSTING

Prior to or at the time the application is submitted for filing, the applicant must post, at a conspicuous place, easily read by the public and as close as possible to the site of the proposed development; notice that an application for the proposed development has been submitted to the City of Dana Point. Such notice shall contain a general description of the nature of the proposed development. The City of Dana Point furnishes the applicant with a standardized form to be used for such posting. If the applicant fails to post the completed notice form and sign the Declaration of Posting, the Community Development Director shall refuse to file the application, or shall withdraw the application from filing if it has already been filed when he or she learns of such failure. 14 Cal. Admin. Code Section 13054(b).

Please sign and date this Declaration of Posting form when the site is posted; it serves as proof of posting. It should be returned to our office with the application.

Pursuant to the requirements of California Administrative Code Section 13054(b), I hereby certify that on <u>12/20/13</u> , I or my authorized representative (date of posting)	
posted the Notice of Pending Permit for application to obtain a Coastal Development Permit for the development of: <u>PLASED DEMOLITION OF EXISTING COMMERCIAL AND BOATER SUPPORT FACILITIES AND RENOVATION AND/OR CONSTRUCTION OF NEW RETAIL / RESTAURANT / OFFICE SPACE.</u>	
Located at <u>24650 DANA POINT HARBOR DRIVE</u> (description of development)	
(address of development or assessor's parcel number)	
The public notice was posted at <u>DU DANA POINT HARBOR OFFICE - SUITE 102 WILSON</u> (a conspicuous place, easily seen by the public and as close as possible to the site of the proposed development)	
 (Signature)	
<u>12/20/13</u> (Date)	

Note: Your application cannot be processed until this Declaration of Posting is signed and returned to this office.

FOR OFFICE USE ONLY	
PERMIT NUMBER	<u>CDP 13-0018</u>
RECEIVED	<u>12/20/13</u>
DECLARATION COMPLETE	<u>12/20/13</u>

IN THE CITY OF DANA POINT AND PARTIALLY IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF ORANGE, STATE OF CALIFORNIA

BEING PORTIONS OF THE LAND SHOWN ON MAPS FILED IN BOOK 32, PAGES 35 THROUGH 40, IN BOOK 68, PAGES 40 THROUGH 44, AND IN BOOK 83, PAGE 41 ALL OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY, CALIFORNIA, PORTIONS OF DANA POINT HARBOR DRIVE (FORMERLY DEL OBISPO STREET) AND COVE ROAD, PORTIONS OF FRACTIONAL SECTION 22, TOWNSHIP 8 SOUTH, RANGE 8 WEST, SAN BERNARDINO MERIDIAN AND A PORTION OF THE TIDELANDS GRANTED TO THE COUNTY OF ORANGE BY LEGISLATIVE GRANT AS SHOWN ON A PLAT RECORDED IN BOOK 7651, PAGE 69 OF OFFICIAL RECORDS IN SAID OFFICE OF THE COUNTY RECORDER.

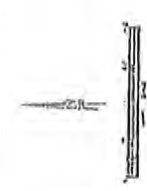
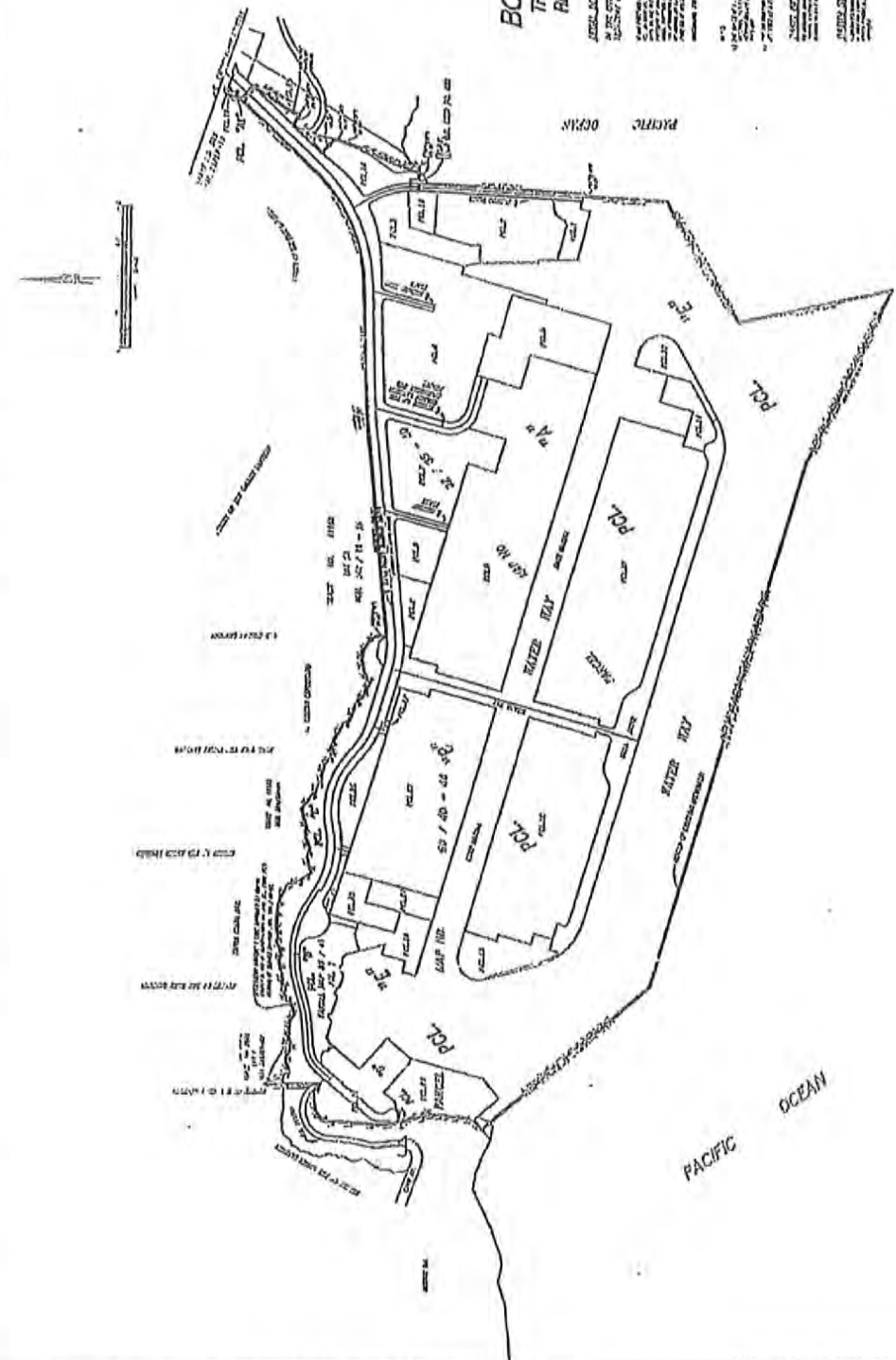
BOUNDARY EXHIBIT THE DAVID POINT HARBOR REHABILITATION PROJECT

GENERAL NOTES:
 1. THIS EXHIBIT IS A PART OF THE PROJECT AND SHALL BE USED IN CONJUNCTION WITH THE PROJECT CONTRACT AND THE PROJECT MANUAL.
 2. THE EXHIBIT IS A REPRESENTATION OF THE PROJECT AND SHALL NOT BE USED FOR ANY OTHER PURPOSE.
 3. THE EXHIBIT IS A REPRESENTATION OF THE PROJECT AND SHALL NOT BE USED FOR ANY OTHER PURPOSE.
 4. THE EXHIBIT IS A REPRESENTATION OF THE PROJECT AND SHALL NOT BE USED FOR ANY OTHER PURPOSE.
 5. THE EXHIBIT IS A REPRESENTATION OF THE PROJECT AND SHALL NOT BE USED FOR ANY OTHER PURPOSE.

DATE OF EXHIBIT:
 1. THIS EXHIBIT IS A REPRESENTATION OF THE PROJECT AND SHALL NOT BE USED FOR ANY OTHER PURPOSE.
 2. THE EXHIBIT IS A REPRESENTATION OF THE PROJECT AND SHALL NOT BE USED FOR ANY OTHER PURPOSE.
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 5. THE EXHIBIT IS A REPRESENTATION OF THE PROJECT AND SHALL NOT BE USED FOR ANY OTHER PURPOSE.



PROJECT DATA:
 PROJECT NO. 12345
 PROJECT NAME: DAVID POINT HARBOR REHABILITATION PROJECT
 DATE: 12/15/2023
 DRAWN BY: J. D. SMITH
 CHECKED BY: M. J. BROWN
 APPROVED BY: R. L. GREEN
 TITLE: BOUNDARY EXHIBIT



COMMERCIAL CORE DEVELOPMENT PLANS

Project Location

The Commercial Core Project is generally bounded by Dana Point Harbor Drive to the north and the marina waters of the Pacific Ocean to the south. The project encompasses portions of landside Marine Service Commercial Planning Area 1 and Visitor Serving Commercial Planning Area 3, in addition to all of Day Use Commercial Planning Area 2 as further described in the Dana Point Harbor Revitalization Plan & District Regulations (certified by the California Coastal Commission on October 6, 2011). The portion of Planning Area 1 included in the project generally extends from Doheny State Beach (at Puerto Place) west to Embarcadero Place. From Embarcadero Place, Planning Area 2 continues west past Street of the Golden Lantern where the project limits end at the intersection of Casitas Place and Dana Point Harbor Drive. The Commercial Core Project also includes a portion of Planning Area 3 (parking lot) located along the waterfront, immediately south of Planning Area 2.

Existing Conditions

Currently the project site is occupied by surface boat storage parking areas, the recently renovated Boat Launch Ramp and boat wash down areas, boat lift facility, automotive parking lots, several 2-story Boater Service Buildings that also house yacht brokerage firms and marina management staff and a combination of 1 and 2-story restaurant and retail buildings (see Existing Facilities, Photograph Locations and Site Photographs). The existing boat storage and automotive parking lots are paved and structures are wood frame construction with conventional foundations. There is generally minimal landscaping within the subject project site that consists of mature trees and ornamental plants and shrubs. The majority of the Commercial Core Project site is covered by asphalt pavement or concrete flatwork (estimated at approximately 90% impervious surfaces).

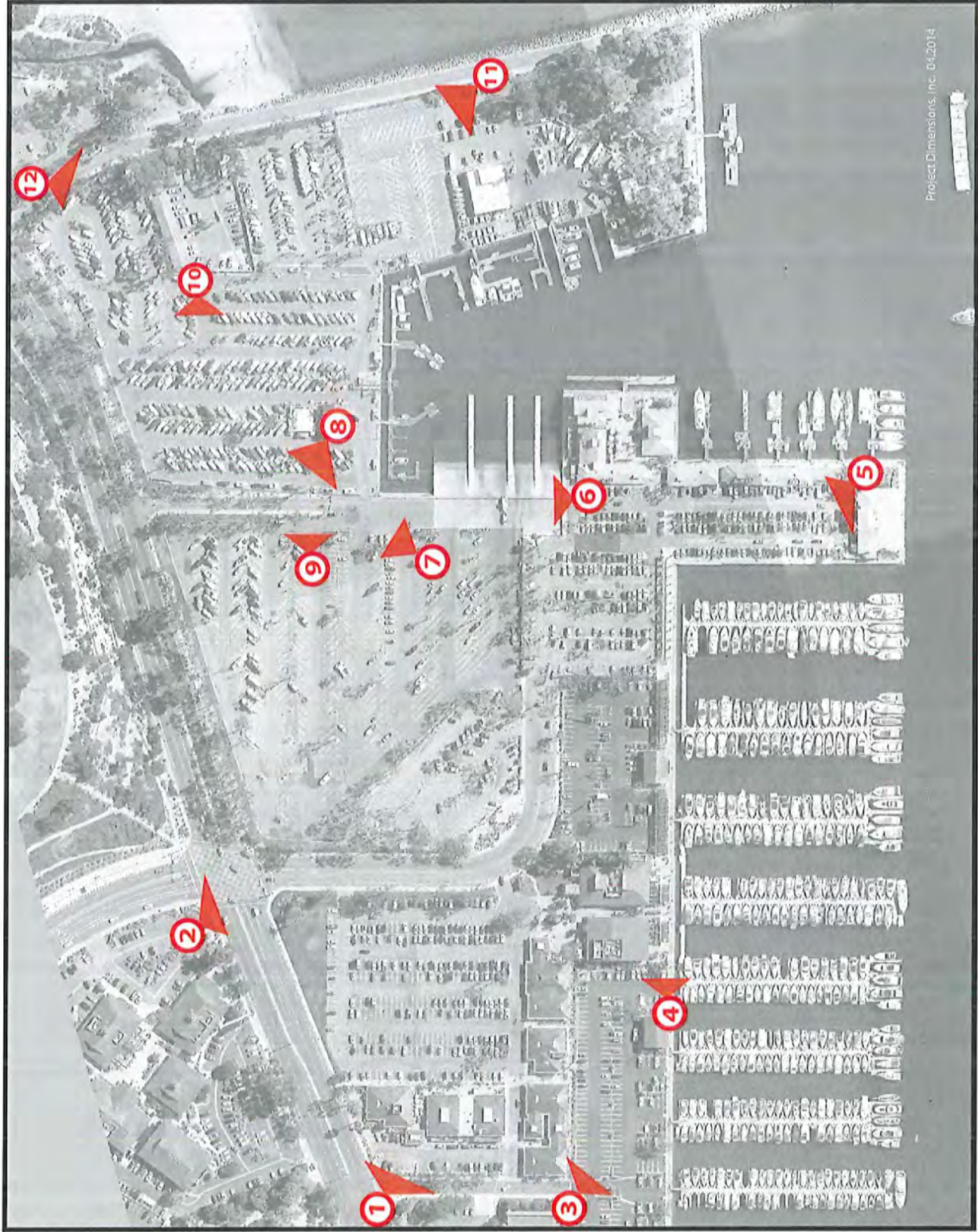
The primary pedestrian access to the Harbor is via the signalized Street of the Golden Lantern and Dana Point Harbor Drive intersection. Existing pedestrian access improvements include white parallel crosswalks on all four approaches with diagonal curb ramps, truncated domes and countdown pedestrian signals. East-west pedestrian crossings on the south side of Dana Point Harbor Drive are also provided at Casitas Place, Embarcadero Place and Puerto Place. Continuous sidewalks are located along the southern side of Dana Point Harbor Drive and a portion of the northern side between Street of the Golden Lantern and the entrance to Heritage Park. Sidewalks are also provided on both sides of Embarcadero Place and Puerto Place.

Bicycle access to the Harbor is provided by a striped bicycle lane located on Dana Point Harbor Drive, from Cove Road to Pacific Coast Highway and continues on along Del Obispo Street. The bicycle lane is curb adjacent and generally between 7 to 8 feet in width in the vicinity of the Harbor. There is also a bicycle lane from the southern terminus of Street of the Golden Lantern to Stonehill Drive to the north. Bicycle racks are currently located in various areas throughout the



**DANA POINT HARBOR REVITALIZATION
COMMERCIAL CORE PROJECT**

Existing Facilities



Project Dimensions, Inc. 04/2014

DANA POINT HARBOR REVITALIZATION COMMERCIAL CORE PROJECT

Photograph Locations



VIEW 1 - DANA POINT HARBOR DRIVE & CASITAS PLACE



VIEW 2 - DANA POINT HARBOR DRIVE & STREET OF THE GOLDEN LANTERN HARBOR ENTRANCE



Project Dimensions, Inc. 04.2014

**DANA POINT HARBOR REVITALIZATION
COMMERCIAL CORE PROJECT**

Site Photographs





VIEW 3 - MARINERS ALLEY & BOATER PARKING



VIEW 4 - MARINERS VILLAGE

**DANA POINT HARBOR REVITALIZATION
COMMERCIAL CORE PROJECT**

Site Photographs

Project Dimensions, Inc. 04.2014





VIEW 5 - DANA WHARF



VIEW 6 - BOAT LAUNCH RAMP ENTRANCE



Project Dimensions, Inc. 04.2014

Site Photographs

DANA POINT HARBOR REVITALIZATION COMMERCIAL CORE PROJECT



VIEW 7 - EMBARCADERO PLACE & BOAT LAUNCH RAMP ENTRANCE



VIEW 8 - SONGS TOWER



VIEW 9 - SEWER LIFT STATION NO. 11



VIEW 10 - DPHD LANDSCAPE



Project Dimensions, Inc. 04.2014

**DANA POINT HARBOR REVITALIZATION
COMMERCIAL CORE PROJECT**

Site Photographs



VIEW 11 - DRY BOAT STORAGE ADJACENT TO SHIPYARD



VIEW 12 - PUERTO PLACE & DRY BOAT STORAGE



Project Dimensions, Inc. 04.2014

Site Photographs

**DANA POINT HARBOR REVITALIZATION
COMMERCIAL CORE PROJECT**

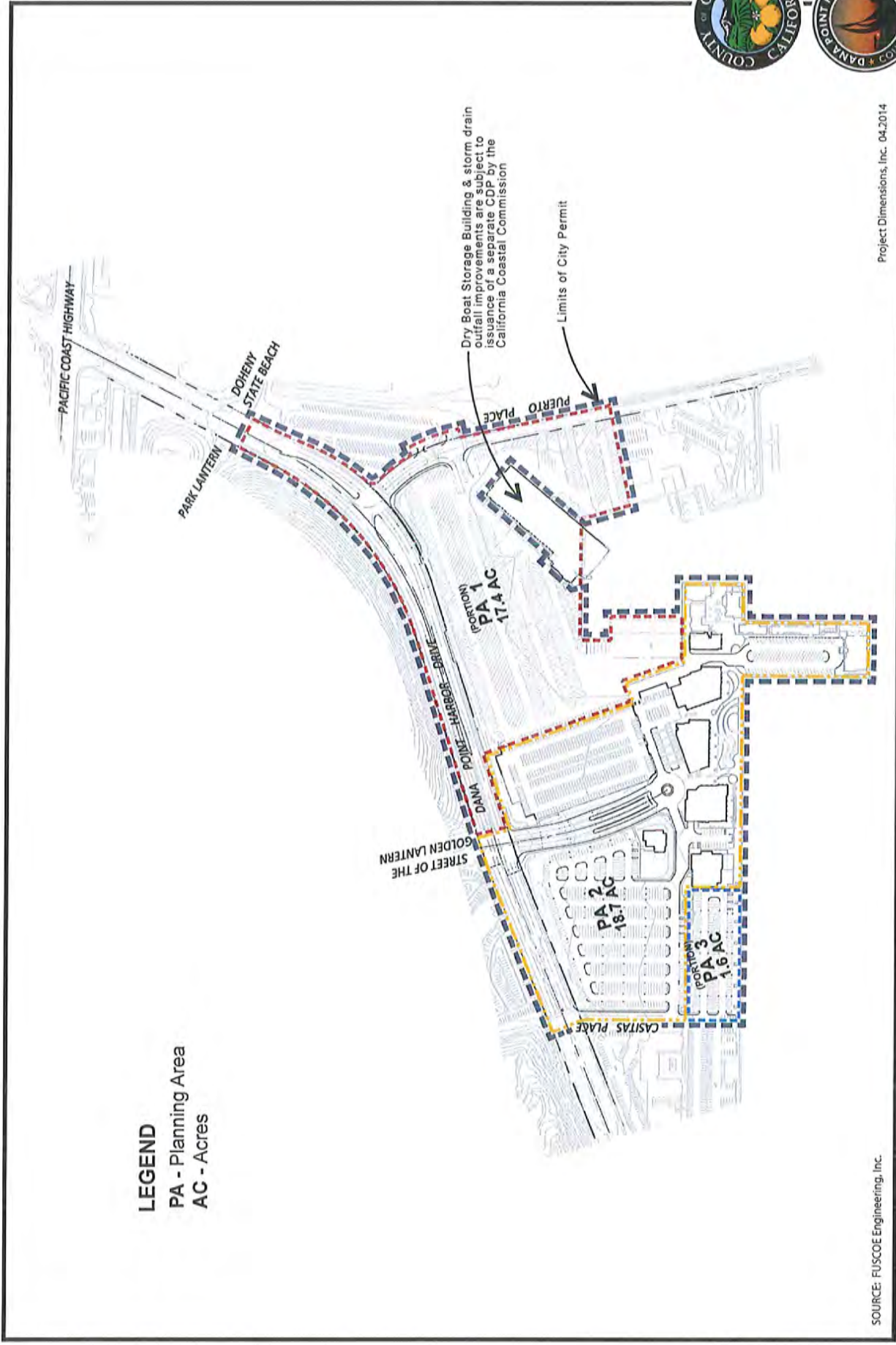
Harbor, including Mariners Village, Mariners Alley, Dana Wharf and adjacent to several of the Boater Service Buildings.

The majority of the site is relatively flat and level and drains by sheet flow towards the south to existing storm drain catch basins. There is an approximately 5 foot high slope between the surface boat storage areas and Street of the Golden Lantern, a 5 to 10 foot high slope along the north side of the surface boat storage area adjacent to Dana Point Harbor Drive and 1 to 10 foot high slopes along the east and west sides of Embarcadero Place. Additionally, there are minor slopes less than 5 feet in height within the southwest portion of the project site between the existing retail buildings and parking areas. Elevations within the project site range from a high of approximately 25 feet above mean sea level (MSL) in the northern portion of the project site to a low of approximately 6 feet above MSL in the southern portion of the Commercial Core Project (Dana Wharf area).

Project Description

Dana Point Harbor is a unique marine recreational facility that provides year round activities for local residents, boaters and general public day-users. The Revitalization Plan proposes to upgrade the amenities and facilities to address present and future demand and also enhance varied opportunities for dining, walking, viewing and public accessways. The defining vision behind the Dana Point Harbor Revitalization Commercial Core Project is to unify this key activity area using a consistent architectural design theme of "California Coastal". The archetype 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 types of businesses. The 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 proposed Commercial Core Project encompasses an approximately 37.7 acre subarea of the entire Harbor. The project is the landside focal point of the Dana Point Harbor Revitalization Plan and includes the northerly 17.4 acres of Planning Area 1, including portions of Dana Point Harbor Drive and Puerto Place. Planning Area 2 is roughly 18.7 acres that includes a portion of Casitas Place and Dana Point Harbor Drive, as well as a 1.6 acre portion of Planning Area 3 (see Project Boundaries Exhibit). In accordance with the Dana Point Harbor Revitalization Plan & District Regulations, Chapter II-17 (Sections II-17.2 and II-17.3), a Planning Area boundary adjustment resulting in a no-net-change to Planning Areas 1 and 2 is being requested to facilitate modifications to the parking deck design in Planning Area 2, allowing for an increase in the number of parking spaces from the previous estimated 610 to 690 (+80) spaces. The Harbor LCP (Chapter II-16, Discretionary Permits and Procedures) allows for minor adjustments in the boundaries of Planning Areas 1, 2 and 3 resulting in an acreage change of 5% for final street realignments, parking area reconfiguration, landscaping, geotechnical or other engineering-related reasons when approved as part of a Coastal Development Permit.



LEGEND
 PA - Planning Area
 AC - Acres

Project Dimensions, Inc. 04.2014

Project Boundaries

SOURCE: FUSCOE Engineering, Inc.

DANA POINT HARBOR REVITALIZATION COMMERCIAL CORE PROJECT

In Day Use Commercial Planning Area 2, one of the key components of the Dana Point Harbor Revitalization Commercial Core Project is the creation of a major open space activity center at the terminus of the Street of the Golden Lantern. The Festival Plaza, flanked by commercial buildings containing retail shops, businesses and restaurants on the waterfront level and restaurants with sweeping views of the Harbor and open ocean beyond on the second level will provide a distinctive activity center for the Harbor. The Festival Plaza comprises approximately 35,000 sq. ft., with a combination of landscaping, paving and informal outdoor seating areas made up of a series of low-profile, wavelike seat walls opens at the waterfront with the Pedestrian Promenade linking the new Commercial Core with the rest of the Harbor.

A Pedestrian Promenade that extends from Casitas Place, west to Dana Wharf and varies in width from 15 to 50 feet provides the primary pedestrian circulation feature. Adjacent to the commercial areas is a 2-level parking deck with direct access to the retail business on the first level and restaurants on the second level. The lower level of the deck is set slightly into the ground, thereby minimizing the height appearance as viewed from the intersection of Street of the Golden Lantern and Dana Point Harbor Drive and creates a direct accessway to both the upper and lower levels of the deck via a split-level ramp structure. The design of the parking deck includes large vehicle circle drop-off areas located on both levels. On the upper Parking Deck level, the circle drop-off will offer valet service for restaurant patrons. The lower level of the parking deck will have a 14-foot ceiling height to allow delivery and emergency vehicle access, in addition to providing a circular boater drop-off area with a maximum time limit of 20 minutes to unload passengers and supplies.

The main focal points of the Commercial Core Project are the replacement and/or renovation of the commercial areas. The plan provides for a total of 31,949 sq. ft. of retail uses, 12,309 sq. ft. of office-related uses, 77,178 sq. ft. of restaurant (with an additional 13,822 sq. ft. of outdoor dining areas), 1,660 sq. ft. of relocated and new boater service facilities and a Dry Stack Boat Storage Building with a storage capacity of up to 400 boats in a 50,000 sq. ft. building (see Development Summary Table). Any enclosures used to shelter the outside eating areas have been designed using etched or tinted clear materials to make them visible to birds. The design of the outdoor seating areas may also include awnings or covers that are integrated into the architectural design of the buildings to protect restaurant patrons from the sun and wind while dining. All roof and ground-mounted building mechanical equipment and communication devices have been designed as part of the structure to be concealed from public view. The proposed plan also includes the reconfiguration of all existing surface parking areas to provide a total of 1,647 parking spaces (including the new 2-level parking deck and podium parking areas).

The existing buildings (Buildings 1, 2, 3, 4, 5a and 5b) on Dana Wharf will be renovated as part of the Commercial Core Project to include new exterior façades, signage, a reconfigured parking lot and new lighting. Building 1 presently is a legal non-conforming structure for building height in that a portion of the structure extends to approximately 38 feet, thereby exceeding the allowable building height of 35 ft. as defined by the certified Dana Point Harbor Revitalization Plan & District Regulations.

Dana Point Harbor Revitalization
COMMERCIAL CORE PROJECT
COASTAL DEVELOPMENT PERMIT (CDP13-0018)

DANA POINT HARBOR REVITALIZATION
COMMERCIAL CORE PROJECT

DEVELOPMENT SUMMARY TABLE

Building Description		Building Area & Use (sq. ft.)							
Building No.	Floor Level	Restaurant	Retail	Office	Boat Storage	Boater Misc.	Other	Total Building	Outdoor Dining (2)
Dana Wharf Area									
1	1	9,375						9,375	2,112
2	1	3,483						3,483	1,112
3	1		2,462					2,462	
4	1		3,643					3,643	
5-A	1	5,337						5,337	850
5-B	1	4,334						4,334	654
6	1		3,332					10,041	
	2					3,493			
	3					3,216			
Dana Wharf Subtotals:		22,529	9,437			6,709		38,675	4,728
Mariners Village Area									
7	1	3,168	6,674					17,372	460
	2	7,530							1,205
8	1	3,563	6,305					22,697	1,491
	2	12,829							2,031
9	1	2,504	7,533					21,088	400
	2	8,805							1,507
	Mezz.	2,246							
10	1	10,000					10,000	1,000	
11	1	4,004					4,004	1,000	
12 (1)	1					1,040		1,660	
	2						620		
Mariners Village Subtotals:		54,649	20,512			1,040	620	76,821	9,094
Marine Service Commercial Area									
M-1	1		2,000	5,600	50,000			57,600	
SCWD	1						475	475	
Telcomm. Tower	1						200	200	
Marine Services Commercial Subtotals:			2,000	5,600	50,000		675	58,275	
PROJECT TOTALS:		77,178	31,949	5,600	50,000	7,749	1,295	173,771	13,822 (2)

Notes:

- (1) Building 12 is a Boater Service Building/Public Restroom being relocated within PA 3 as part of the Commercial Core Project
- (2) Potential outdoor dining areas are shown on the building detail plans, are generally located adjacent to restaurants and included for the purpose of calculating parking requirements only. Outdoor dining areas may or may not be for the exclusive use of the adjacent restaurant.

For Building 5b, approximately 1,541 sq. ft. of the existing structure will be demolished and a new exterior wall built to enclose the opening created and provide a location for a new stairway to be constructed from the second level of Building 6. Renovations to the existing Dana Wharf buildings include replacement of exterior siding to closely match the new Commercial Core architecture, new roofs, concrete flatwork and landscaping. Also proposed are new backbone infrastructure improvements, including water, sewer, storm drains and complete replacement of the parking area. In accordance with the WQMP, all existing and proposed trash enclosures will be designed to capture and convey runoff directly to the sewer system, will be covered, enclosed from public view and attractively landscaped.

Vehicle drop-off and pick-up areas are proposed at the entrance driveway to the Dana Wharf parking lot for the convenience of restaurant patrons. Vehicle drop-off and pick-up areas are further described in the Dana Point Harbor Parking Management Plan (see Technical Studies/Reports and Information, Section J).

The existing buildings in the Mariners Village (see Existing Conditions Exhibit) will be demolished to allow construction of a new 3-story Retail/Office Building (Building 6) that includes OC Dana Point Harbor administrative offices, three new 2-story Retail/Restaurant Buildings (Buildings 7, 8 and 9), two new 1-story freestanding restaurant buildings (Buildings 10 and 11) and a new 2-story combination Boater Service Building/ Public Restroom (Building 12). A new 2-level parking deck (Parking Deck P1) and parking podium (Podium P2) are designed to provide pedestrian and vehicular access between the parking deck and Buildings 6, 7 and 8 and create drive aisles, drop-off areas and parking spaces along the north sides of the buildings. The upper level of the podium will wrap between and around the buildings to create elevated outdoor seating decks along the south sides of the Commercial Core buildings. A split-level ramp structure that is supported by retaining walls will lead up to the podium from the primary Harbor entrance to the new Mariners Village from the intersection of Dana Point Harbor Drive and Street of the Golden Lantern. The second levels of Buildings 6 and 7 will also be connected by a grade separated pedestrian bridge over the Dana Wharf access drive allowing direct access to the restaurants and businesses located along the waterfront on Dana Wharf.

Other changes consist of new concrete walkways, stairways, patios and site walls that will be constructed around the new commercial and restaurant buildings fronting onto the Festival Plaza and waterfront. Casitas Place and the walkway along the south side of Dana Point Harbor Drive will be widened and the circulation and parking areas will be repaved and reorganized. The parking area design incorporates the use of pervious pavement where feasible to provide for the treatment of storm runoff.

The 2-level parking deck located adjacent to the commercial area provides a combined total of 776 parking spaces (both levels of the parking deck and podium structure), including 72 designated for boater parking and 8 handicap spaces. The lower level of the parking deck design provides direct access from adjoining surface parking areas and the Street of the Golden Lantern. Separate pedestrian walkways are located on both sides of the split-level ramp structure to

minimize the need for pedestrians to use parking aisles to access the businesses on each level of the new Mariners Village. The parking deck is designed to include a light well that separates the upper deck area, allowing light and decorative landscaping to enhance the visual appearance of the deck. When completed, the Commercial Core and Dana Wharf areas will have a total of 1,647 automobile parking spaces.

Completion of the Commercial Core Project will include an expansion of marine retail uses, reconfiguration of the Embarcadero Boat Storage/Boat Launch Ramp and dock facilities and consolidation and construction of a new boat wash down area. Expansion of the surface boat storage and Public Boat Launch Ramp parking areas will require the demolition of the existing County Maintenance Yard to a location that has presently not been determined outside the Harbor.

As part of the infrastructure improvements associated with the Commercial Core project, the South Coast Water District will be relocating the existing Sewer Lift Station No. 11, presently situated adjacent to the Embarcadero Place gated entry to a location immediately adjacent to the entrance to the Marine Services Commercial facilities from Puerto Place. The existing sewer lift station that services much of the eastern portion of the Harbor was originally installed in 1969 as an unmanned facility and consists of a single wet well and single, below grade pump chamber (see Site Photographs). The existing pump chamber houses two dry-pit submersible pumps. The design capacity of the lift station is 600 gallons per minute and uses an automatic dialing remote monitoring system to communicate pump status updates and any malfunction alarms back to the District operations office. A portable generator provides backup power for the pumps. This facility will be removed with completion of the new replacement facility.

The new lift station will consist of a 25 by 45 foot underground structure that includes two new dry-pit submersible pumps, piping, isolation valves, meters, bypass facilities and various appurtenances. Also included, as part of the proposed design are an above ground emergency backup generator and fuel storage, odor control equipment, electrical equipment and appurtenances, that may be housed in a freestanding structure not to exceed 475 sq. ft. and 10 feet in height. Due to the location of the station and proximity to the ocean, the new station will be designed with a redundancy features to minimize the potential spills as well as reducing maintenance-related downtime. The sewer lift station facilities are proposed to be enclosed by an 8-foot high masonry wall or chain link security fence with landscape screening. The equipment will be accessed from the parking lot side of the facility through an 18-foot wide metal or chain link gate. Construction of the replacement sewer lift station will likely require the removal of approximately 1,000 cu. yards of material to construct the below grade vault area, with a construction schedule of approximately 6-months to complete. The sewer lift station project will be constructed concurrently with other improvements to the Marine Services Commercial area entrance from Puerto Place.

The Commercial Core Project will require the relocation of an existing cellular telecommunications facility presently located in the area of the Orange County Maintenance Yard. With demolition of the Maintenance Yard, the project includes the construction of a new up to 85 foot tall monopole or "monoecalyptus" (monopole designed to resemble a Eucalyptus tree with branches extending beyond the antennas to fully conceal the supporting structure, antennas and other equipment) to support up to 12 panel antennas. The location of the new telecommunications tower has been selected in an area of the Harbor with existing mature trees to provide additional screening from surrounding vantage points. The facility may also include up to 2 microwave dishes that are concealed by tree branches. Associated ground equipment to be located immediately adjacent to the monopole includes a 30 kilowatt diesel backup power generator, a 132 gallon fuel storage tank, housed in a maximum 200 sq. ft., 10 foot high equipment shelter or may include the relocation of the existing 12 by 17 foot existing structure (sea container). The relocated telecommunications facilities may be secured by a minimum 6 foot high chain link fence or masonry wall with landscape screening. The facility will be unmanned and operate 24 hours daily, 7 days a week.

The Marine Service area parking will include 93 dry boat storage spaces, 336 vehicle with trailer parking spaces and 100 automobile parking spaces. A major component of the Harbor Marine Services is the construction of a 50,000 sq. ft. Dry Stack Boat Storage Building that provides capacity to store up to 400 boats, ranging in size from 20 to 38 feet as well as providing boat launching capabilities directly to and from the water using an automated crane. The cantilevered portion of the structure is supported using pre-stressed concrete piles. Other boater enhancements include 7,600 sq. ft. administrative offices/boater lounge and marine retail area located immediately adjacent to the Dry Stack Boat Storage Building, a 5,418 sq. ft. canopy covered do-it-yourself boat maintenance area, 80 sq. ft. fire pump room and new 4.0 ton Jib Crane for launching vessels not stored in the Dry Stack Boat Storage Building. Development of the Surface Boat Storage and Boat Launch Ramp areas will also require the reconfiguration and modification of the wash down area, currently located adjacent to the boat launch ramp. Marine facilities will include a large surface parking area for vehicles and boat trailers, vehicle parking, controlled gate entry, boat wash down area that drains to the sewer, dumpsters, new lighting and signage.

In advance of construction of the Dry Stack Boat Storage Building, the location of the building pad will be utilized as an interim surface boat storage area, providing approximately one-hundred (100), 10 ft. by 40 ft. boat storage spaces. These spaces will remain available for dry boat storage until a Coastal Development Permit is approved by the California Coastal Commission that permits the construction of the Dry Stack Boat Storage Building, docks, associated boater service facilities and storm drain outlet improvements.

Also, included as part of the Commercial Core Project is the replacement of a portion of the parking area in Visitor Serving Commercial Planning Area 3 that will include demolition of Boater Service Building 2 and relocation of the facilities to a new building (Building 12) that provides boater showers and other support services on the ground level and public restrooms on the second level.

Existing on-site lighting will be replaced, including presently unshielded pole lighting for parking lots, interior lighting, building accent lighting and security lighting. New lighting will utilize directional lighting techniques and low wattage bulbs that focus light downwards and minimize the potential for light spillover. Parking areas will be illuminated in accordance with acceptable levels for safety and visibility. It should be noted that as described in FEIR No. 591, providing the minimum levels of light required for security and safety purposes will likely represent a significant increase in the amount of illumination in the Commercial Core area from the existing conditions. In the boat launch ramp area to facilitate turn-arounds by boat trailers and maximize turning radii, there will be a minimum number of lighting fixture poles placed throughout the lot. These poles will be higher than the existing fixtures to provide even illumination, unlike the current globe fixtures that scatter light uniformly in all directions and create a significant source of light and glare in the Harbor.

Architectural and landscape lighting will be focused on plant elements in the landscape to minimize light pollution. Landscape fixtures will be concealed or placed in 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 area, lighting will be of a pedestrian scale with building-mounted and tree-mounted fixtures focused onto pedestrian pathways.

The proposed Commercial Core Project improvements are shown on the following Illustrative Development Plan, Interim Development Plan and Development Plan Exhibits and also in greater detail in the Project Plans and Exhibits portion of this submittal.

Conceptual Grading Plans

As shown on the Conceptual Grading Plans (see Project Plans and Exhibits, Sheets C-2A through C-2C), the majority of the grades in Commercial Core Project area will remain essentially the same as existing grades with only minor cuts and fills ranging between a few inches to as much as 1 to 2 feet. Some site improvements will however, require more significant earthwork to create suitable sites for the proposed buildings. The proposed parking structure will require cuts of approximately 2 to 4 feet to allow at grade access to the lower level of the parking deck. New Buildings 10 and 12 will require fills of up to 1 foot and cuts of up to 5 feet. Building 11 will require fills between several inches to approximately 3 feet. The total earthwork currently estimated for all construction phases is 58,400 cu. yards of cut that will be removed to an off-site location to be determined by the contractor and approximately 16,700 cu. yards of fill.

Drainage and Water Quality Plans

The water quality goals for the Dana Point Harbor Revitalization have been developed in compliance with the 2011 Model WQMP and Technical Guidance Document requirements for incorporating low impact development (LID) principles as project design features wherever



Project Dimensions, Inc. 04/2014

Source: MVE Institutional

**DANA POINT HARBOR REVITALIZATION
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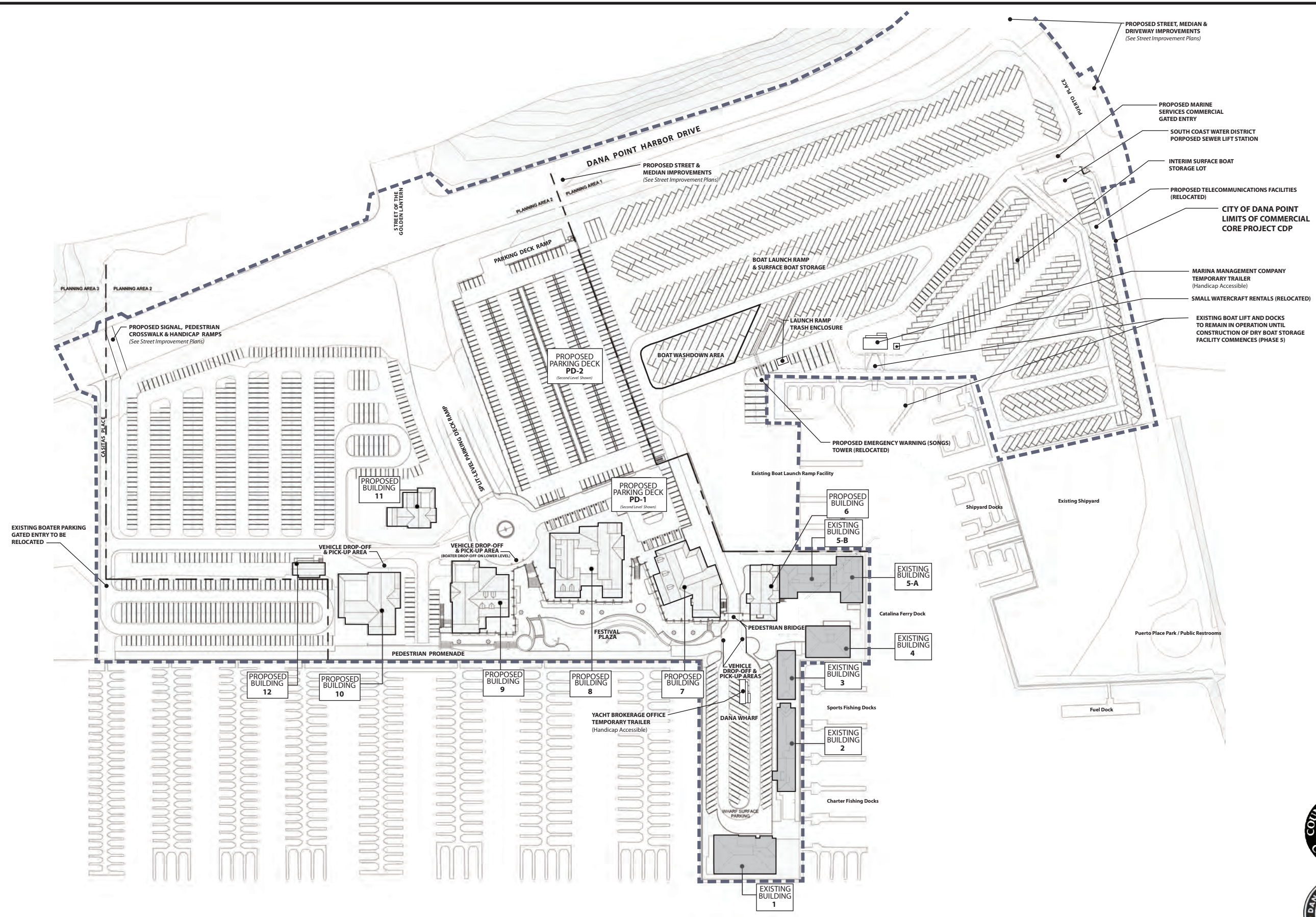
Illustrative Development Plan

SOURCE: MVE Institutional

Project Dimensions, Inc. 04.2014

DANA POINT HARBOR REVITALIZATION COMMERCIAL CORE PROJECT

Interim Development Plan



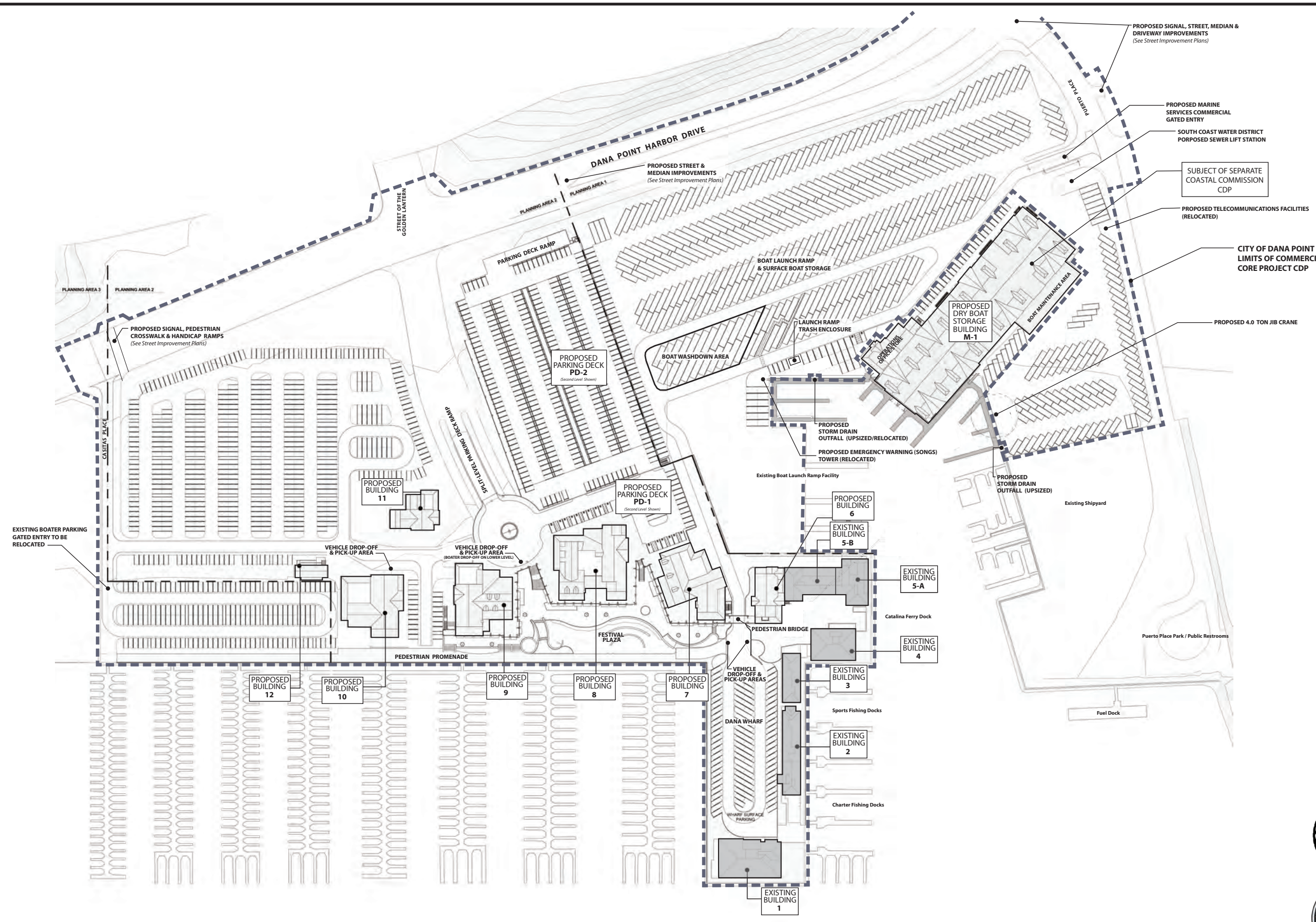
SOURCE: MVE Institutional

Project Dimensions, Inc. 04.2014



DANA POINT HARBOR REVITALIZATION COMMERCIAL CORE PROJECT

Proposed Development Plan



PROPOSED SIGNAL, STREET, MEDIAN & DRIVEWAY IMPROVEMENTS (See Street Improvement Plans)

PROPOSED MARINE SERVICES COMMERCIAL GATED ENTRY

SOUTH COAST WATER DISTRICT PROPOSED SEWER LIFT STATION

SUBJECT OF SEPARATE COASTAL COMMISSION CDP

PROPOSED TELECOMMUNICATIONS FACILITIES (RELOCATED)

CITY OF DANA POINT LIMITS OF COMMERCIAL CORE PROJECT CDP

PROPOSED 4.0 TON JIB CRANE

PROPOSED SIGNAL, PEDESTRIAN CROSSWALK & HANDICAP RAMPS (See Street Improvement Plans)

PROPOSED STREET & MEDIAN IMPROVEMENTS (See Street Improvement Plans)

PROPOSED PARKING DECK PD-2 (Second Level Shown)

PROPOSED PARKING DECK PD-1 (Second Level Shown)

PROPOSED DRY BOAT STORAGE BUILDING M-1

PROPOSED BUILDING 11

PROPOSED BUILDING 6

EXISTING BUILDING 5-B

EXISTING BUILDING 5-A

EXISTING BUILDING 4

PROPOSED BUILDING 12

PROPOSED BUILDING 10

PROPOSED BUILDING 9

PROPOSED BUILDING 8

PROPOSED BUILDING 7

EXISTING BUILDING 3

EXISTING BUILDING 2

EXISTING BUILDING 1

EXISTING BOATER PARKING GATED ENTRY TO BE RELOCATED

VEHICLE DROP-OFF & PICK-UP AREA

VEHICLE DROP-OFF & PICK-UP AREA (BOATER DROP-OFF ON LOWER LEVEL)

VEHICLE DROP-OFF & PICK-UP AREAS

FESTIVAL PLAZA

PEDESTRIAN PROMENADE

PEDESTRIAN BRIDGE

DANA WHARF

WHARF SURFACE PARKING

Catalina Ferry Dock

Sports Fishing Docks

Charter Fishing Docks

Fuel Dock

Existing Shipyards

Puerto Place Park / Public Restrooms

Existing Boat Launch Ramp Facility

PROPOSED STORM DRAIN OUTFALL (UPSIZED/RELOCATED)

PROPOSED EMERGENCY WARNING (SONGS) TOWER (RELOCATED)

PROPOSED STORM DRAIN OUTFALL (UPSIZED)

LAUNCH RAMP TRASH ENCLOSURE

BOAT LAUNCH RAMP & SURFACE BOAT STORAGE

BOAT WASHDOWN AREA

BOAT MAINTENANCE AREA

PARKING DECK RAMP

DANA POINT HARBOR DRIVE

STREET OF THE GOLDEN LANTERN

EVIL QUINCY

PLANNING AREA 3

PLANNING AREA 2

PLANNING AREA 2

PLANNING AREA 1

CASITAS PLACE

DRIVEWAY

DRIVEWAY

DRIVEWAY

DRIVEWAY

DRIVEWAY

DRIVEWAY

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feasible. The Preliminary WQMP (P-WQMP) submitted with this CDP (see Technical Studies/ Reports and Information, Attachment D) replaces the Conceptual WQMP or Program WQMP, originally approved in 2006 included an amendment specifically addressing the Commercial Core Project.

The P-WQMP identifies a combination of BMPs, including site design, source control and treatment control BMPs. Generally, site design BMPs and source control BMPs focus on reducing the amount of pollution prevention resulting from storm water and treatment control BMPs target anticipated potential stormwater pollutants. The Commercial Core Project utilizes a combination of site design BMPs including pervious surfaces to minimize impervious cover, particularly when these areas are directly connected to the Harbor marinas. Source control BMPs incorporated into the project includes activities or operational practices and procedures (typically referred to as nonstructural) that are designed to prevent urban runoff pollution. These measures primarily address ways to either reduce the amount of runoff from the project site or prevent contact between potential pollutants and the stormwater. The source control measures provided in the P-WQMP include efficient landscape design and irrigation practices, runoff minimizing landscape areas, practical landscape maintenance practices (sweeping and collection of litter, etc.), catch basin stenciling, storage area design and implementing educational programs. The P-WQMP also proposes a "treatment train" approach to address runoff pollution utilizing a combination of treatment BMPs, including construction of areas of pervious pavement, vegetated swales in landscape areas, catch basin inserts, trench drains with filters and roof drains.

The March 14, 2014 P-WQMP reflects the incorporation of LID features and infiltration systems to provide infiltration of the required design capture volumes associated with the water quality requirements and the supporting calculations and documentation. Infiltration is considered the single highest priority for compliance with the MS₄ Stormwater Permit and the proposed solution for the Commercial Core Project is designed to satisfy the requirements.

Circulation Plans

Vehicle access to the Commercial Core area of the Harbor is via the signalized intersection of Street of the Golden Lantern and Dana Point Harbor Drive and the presently unsignalized intersection of Casitas Place and Dana Point Harbor Drive. Dana Point Harbor Drive is a 4-lane divided roadway trending in an east/west direction throughout the Harbor, until it transitions to a 2-lane non-divided roadway in the area of the OC Sailing and Event Center. On street is allowed in designated areas only. Puerto Place is a 2-lane undivided roadway trending in a north/south direction with no on-street parking permitted. Casitas Place is a 2-lane undivided roadway trending in a north/south direction with no on-street parking allowed. Access to the public boat launch, boater parking areas and other boater facilities in the Marine Services area are via the unsignalized intersections of Embarcadero Place and Dana Point Harbor Drive and Puerto Place and Dana Point Harbor Drive.

The design of the Commercial Core area emphasizes a pedestrian orientated environment designed to take full advantage of the Harbor's unique setting and promote better access to

parking, retail businesses, restaurants and boater facilities. All pedestrian access in the Commercial Core area have been designed in accordance with federal, state and local standards for providing continuous unobstructed paths of travel, connecting all accessible elements and spaces of buildings and Harbor amenities. Interior accessible routes include corridors, floors, ramps, elevators, lifts and clear floor space at fixtures. Exterior accessible routes include parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps and elevators. Two major pedestrian amenities of the project include the creation of a centralized Festival Plaza and Pedestrian Promenade along the waterfront. The Festival Plaza is comprised of landscaping, specialized pavement and informal waterside seating areas located at the southern terminus of the split-level ramp. Consistent with the overall goals of the Dana Point Harbor Revitalization Plan, the Festival Plaza adds a significant central gathering space for Harbor-wide events and outdoor entertainment surrounded by Harbor merchants and restaurants.

The other central component to providing a strong pedestrian-orientation for the Harbor is the creation of a Pedestrian Promenade that serves as a link between Dana Wharf and the other areas of the Harbor. As envisioned in the Harbor Revitalization Plan, a continuous Pedestrian Promenade (varying in width from 15 to 50 feet as measured from the 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.

Improvements in the Marine Services Commercial area include the widening of the existing right-of-way on Puerto Place, constructing a new controlled entry to the Dry Stack Boat Storage Building and Boat Launch Ramp areas and installation of a traffic signal and handicap accessible ramps at the intersection of Dana Point Harbor Drive and Puerto Place. Handicap ramps are also provided at the driveway entrance and exit of the Puerto Place Parking Lot, allowing an off-street handicap path of travel option through the Marine Services Commercial area to the businesses, restaurants and other uses along the waterfront. The Commercial Core Revitalization Project also eliminates the existing Embarcadero Place driveway and the left-turn pocket in the median of Dana Point Harbor Drive.

Other improvements associated with the Commercial Core Project include the realignment of Street of the Golden Lantern and construction of a split-level ramp providing vehicle and pedestrian parking deck access into both levels of Mariners Village from the Dana Point Harbor Drive intersection; constructing traffic circle links on both levels of the parking deck to Festival Plaza and extending the left-turn pocket. Additionally, a temporary traffic signal and pedestrian crosswalk is proposed at the intersection of Casitas Place and Dana Point Harbor Drive. Textured paving is used to identify pathway crossings and edge treatments throughout the parking and landscape areas of the Commercial Core. The traffic signal shall be constructed to permanent standards but will be subject to future traffic study and signal warrants. All street and infrastructure improvements are designed to be consistent with County of Orange specifications, including gradients, widths, radius and curvature of roads. Striping/stenciling and lighting are in accordance with the County of Orange Public Works Standard Plans and Specifications Manual.

The vehicular circulation system throughout the Commercial Core will be significantly enhanced by providing designated 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, a 20-minute maximum short-stay boater drop-off area will be provided in the ground level parking circle area. Boaters will also have use of designated boater spaces adjacent to pedestrian promenade, accessible from Casitas Place gated entry.

The County of Orange Master Plan of Bikeways identifies Dana Point Harbor Drive as a Class II Bikeway (bike lane). Class II Bikeways provide a restricted right-of-way in the established paved area of roadways designated for the exclusive or semi-exclusive use of bicycles, with through travel by motor vehicles or pedestrians prohibited, but permit motor vehicle parking and cross-flows by pedestrians and motorists. Secured bicycle parking opportunities will be provided throughout the Commercial Core, including 6 spaces located immediately adjacent to Building 10, 5 spaces on Level 1 of the Parking Deck adjacent to the traffic circle, 6 spaces immediately above on Level 2, 5 spaces between Buildings 7 and 8 on Level 1 and an additional 6 spaces located adjacent to Building 6.

Orange County Transportation Authority (OCTA) currently provides bus service to the Harbor area via routes 70, 85 and 187. The OCTA bus stops nearest to the Commercial Core are located on the northbound and southbound sides of Pacific Coast Highway, north of Street of the Ruby Lantern. Additionally, OCTA has a bus stop located at the intersection of Dana Point Harbor Drive and Street of the Golden Lantern at the main entrance to the Harbor and Mariners Village.

Infrastructure Plans

The Commercial Core Revitalization Project includes the relocation and/or replacement of a number of the wet and dry utility systems serving the Commercial Core and marina areas. Approximately 95% of the existing utilities and infrastructure will be removed and replaced as part of the proposed Commercial Core project. All new utility systems have been designed, located and sized in accordance with regulatory and utility service provider standards.

The South Coast Water District provides domestic water through a system of pressurized water lines that are fed by 2 pressure-reducing stations. The existing Dana Point Harbor water system consists of a combination of 6- to 12-inch asbestos cement piping (ACP) that were put into service approximately 40 years ago to deliver water. A section of 8-inch ACP water pipe and metered services provides water to the sport fishing area, restaurants and shops located in the Commercial Core area.

Water service to the Commercial Core Project will be constructed in phases to provide a looping system that connects with the existing 12-inch supply line in Dana Point Harbor Drive. Proposed points of connect include the extension of a new line through the North Parking Lot (adjacent to the split-level ramp structure) and the existing supply line located in Puerto Place. The new water line will connect adjacent to the Marine Services Commercial entrance and proceed along the

drive aisle adjacent to the Dry Stack Boat Storage Building, through the Boat Launch Ramp area and then along the Pedestrian Promenade. A new water line will also be extended along the parking area of Dana Wharf to provide water service to the existing businesses and restaurants as part of the proposed infrastructure improvements. All domestic water service lines have been sized to provide adequate fire flows in accordance with the design standards of OCFA as show on the Master Fire Plan (see Project Plans and Exhibits, Sheets 1 and 2).

South Coast Water District also operates reclaimed water facilities within the City. There are presently no reclaimed water service facilities serving the Harbor. South Coast Water District currently has plans to provide reclaimed water facilities from existing supply lines, down Street of the Golden Lantern as part of the District's planned capital improvement projects. The South Coast Water District provides sewer services to Dana Point Harbor. The existing gravity sewer system consists of 8, 10 and 12 inch vitrified clay pipelines. There are several 6 inch sewer lateral lines, a 6 inch PVC force main, 6 and 8 inch cast iron force mains and three sewer lift stations (numbered 9, 10 and 11). Lift Station No. 11 is located near the boat yard on Embarcadero Place and has pumps rated for 600 gpm at 34.9 feet total dynamic head and an efficiency of approximately 44 percent.

Sewer improvements proposed as part of the Commercial Core Project include the replacement of all existing sewer lines serving the project area and construction of a new Sewer Lift Station by the South Coast Water District. The new lift station will consist of a 25 by 45 foot underground structure that includes two new dry-pit submersible pumps, piping, isolation valves, meters, bypass facilities and various appurtenances. Also included, as part of the proposed design are an above ground emergency backup generator and fuel storage, odor control equipment, electrical equipment and appurtenances. The emergency generator will be housed in a 475 sq. ft. masonry structure that is 10 ft. in height and accessible from the adjacent dry boat storage lot. An 8 ft. chain link fence or masonry wall with a 10 ft. wide gate will provide access and secure the facility. Due to the location of the station and proximity to the ocean, the new station will be designed with a redundancy features to minimize the potential spills as well as reducing maintenance-related downtime. Proposed improvements also include water quality best management practices such as grease interceptors and oil/water separators in areas to capture potentially contaminated water runoff, provide pre-treatment before being conveyed to the sewer.

Under proposed conditions a combination of 5 existing and proposed storm drain lines will collect and convey runoff from the Commercial Core Project to the Pacific Ocean. Generally, surface runoff will flow in a southerly direction towards the harbor waters. Curbs and gutters will direct flows towards LID BMP's (permeable pavement and bio-retention systems) located through the project site for low flow storm water runoff treatment prior to discharging into the storm drain system.

There are currently two major pipe outfalls existing in Planning Areas 1 and 2. The easternmost storm drainpipe is an 18-inch reinforced concrete pipe (RCP) that discharges runoff from an area near the Harbor and a 4.6-acre portion of the surrounding bluff areas in the City of Dana Point.

The larger storm drain, a 60-inch RCP (County Facility L00P01) discharges runoff from a storm drain network that extends inland and includes a 234-acre portion of the surrounding City of Dana Point.

In the future condition, Storm Drain Line A collects runoff from the majority of Planning Area 2 west of Street of the Golden Lantern. This includes Casitas Place, the surface parking lots and the proposed ramped driveway into the Commercial Core area. It also includes runoff from proposed Buildings 9, 10 and 11. Three underground detention facilities are proposed in this area to match post-development peak flows to pre-development runoff rates. Ultimately, all collected runoff continues to discharge into the East Marine through an existing 15-inch outfall through the quay seawall as indicated on the Proposed Build-out Storm Drain Plan (see Project Plans and Exhibits, Sheet C-3).

Storm Drain Line B collects runoff from the central portion of Planning Area 2. This includes part of the west parking lot, proposed Building 12 and the surrounding landscaping and the southern portion of the ramped driveway. Storm Drain Line B ultimately currently ties into an existing 60-inch storm drain that conveys upstream off-site drainage from the City of Dana Point. The runoff is then discharged into the East Marina through an existing outfall along the quay seawall in the vicinity of proposed Building 9.

Storm Drain Line C collects runoff from the eastern half of Planning Area 2, including Dana Wharf and future Buildings 7 and 8. An underground detention facility will be located adjacent to the proposed parking deck to facilitate management of peak storm flows. All collected runoff is then conveyed for discharge in the East Marina through an existing 15-inch storm drain outfall through the quay seawall.

Storm Drain Line D collects runoff from the majority of Planning Area 1, including the Boat Launch Ramp area, Surface Boat Storage area and parking lot, the northern portion of the proposed Dry Stack Boat Storage Building and a small portion of Puerto Place. Line D also collects runoff from the proposed parking deck in Planning Area 2 and will include an underground detention system for peak flow runoff control. The boat wash down area is designed to divert runoff to the sanitary sewer. In compliance with current storm drain and water quality management design requirements and to allow for the construction of the Dry Boat Storage Building, the existing 18-inch Storm Drain Line D will be truncated and realigned to connect with a new 42 inch outfall that outlets into the East Marina in the area of the boat launch ramp. Because the construction of a new and upsized outfall is under the regulatory jurisdiction of the California Coastal Commission, an interim detention option is also included as part of this CDP application (see Project Plans and Exhibits, Tab Two, Sheet C-3A).

Storm Drain Line E collects runoff from the southeast portion of Planning Area 1 including the southern portion of the Dry Stack Boat Storage Building and adjacent parking area. The surface runoff from the proposed boat repair and maintenance area located adjacent to the Dry Stack Boat Storage Building will be conveyed to the sanitary sewer. With the more detailed planning

and engineering analysis completed for the development of the Commercial Core Project plans, it was determined that the existing Storm Drain E is a 12 inch line and outlet rather than an 18 inch facility as previously documented. As part of the Commercial Core Project, this storm drain will require upsizing and reconstruction. Similar to the replacement of the Storm Drain D outfall, because the construction of the replacement outfall is under the regulatory jurisdiction of the California Coastal Commission, this improvement will also be included as part of a consolidated CDP application and is included for an approval in concept part of Commercial Core Project CDP.

Southern California Gas Company provides natural gas service to Dana Point Harbor, primarily via high-pressure lines located in Dana Point Harbor Drive. The Commercial Core Revitalization Project will include the construction of lateral gas supply lines from existing facilities located throughout the project area to serve the new buildings as indicated on the Dry Utility Composite Plan (see Project Plans and Exhibits, Sheet 1).

Electrical service for the Harbor is provided by San Diego Gas and Electric that operates multiple conduits and high voltage cable systems feeding through various transformers presently located throughout the Harbor. New underground lateral supply lines and pad-mounted transformers will be placed adjacent to the proposed buildings as indicated on the Dry Utility Composite Plan (see Project Plans and Exhibits, Sheet 1) to serve the project.

Landscape Plans

The existing landscape in Dana Point Harbor is characterized by relaxed, informal clusters of mature Eucalyptus, Pine, Melaleuca and Acacia. Ornamental and more semi-tropical plantings frame the existing waterfront areas, along with turf, exotic specimen trees such as Coral, Fig and Giant Bird of Paradise. Environmental factors, such as salt water infiltration, relatively high soils compaction, heavy clays and typical California coastal soil conditions and water usage generally act to inhibit plan species selection. Additionally, view considerations from surrounding residents are also influential. The careful selection and placement of trees to open and maintain Harbor view corridors, while adequately screening parking areas, building facades and creating comfortable pedestrian areas are important design considerations incorporated into the design of the Commercial Core areas.

The Design Concepts addressing this vision is divided into four general objectives as follows:

- Maintain the character of the existing landscaping using cohesive materials on the site to tie together the existing and new features;
- Develop a new entry or 'Gateway' to create a stronger sense of arrival and destination statements;
- Increase sustainability measures on the site using water efficient plant materials, state-of-the-art irrigation equipment, reclaimed water and permeable pavements as appropriate; and

- Maintain and enhance land/sea relationships as they relate to the pedestrian experience both passive and interactive.

The Landscape design for the Commercial Core project is divided into six sub-areas as show on the Landscape Plan and further described as follows, each providing a specific thematic character based on the surrounding land uses as well as a cohesive transition between sub-areas. The plant palette (provided at the conclusion of this section) also reflects the efficient use of irrigation practices and native or non-invasive and drought-tolerant plants to minimize the need for fertilizers, pesticides and herbicides. Landscaping consisting of evergreen or deciduous trees, shrubs, ground cover and pedestrian oriented hardscape areas will be installed and maintained subject to the information provided on the Landscape Plan and the Tree Planting (Section 02910), Tree and Palm Maintenance (Section 02975) and Tree Mitigation and Monitoring Program (Section 02980) specifications (see Technical Studies and Reports, Attachment M).

Dana Point Harbor Drive

A major goal in developing the landscape concept for Dana Point Harbor Drive is to maintain the existing natural character of the streetscape. Water efficient plant materials have been selected, similar to the existing species that will provide an attractive and sustainable solution. The selection and placement of trees along Dana Point Harbor Drive respect view corridors along the street, adjacent neighborhoods, and homes along the bluff. The design is anchored by tree species reflective of the existing relaxed and informal nature of the Harbor. As the Harbor has matured over the last 40 years, many of the existing Eucalyptus trees require replacement with trees of a more suitable vertical scale. Flowering accent trees, such as *Arbutus unedo* (Strawberry tree), *Cercis occidentalis* (Western Redbud) and *Chitalpa tashkentensis* (White Chitalpa) will be utilized.

Special consideration is also given to the placement of new trees in order to maintain view corridors and provide adequate visibility for motorists along Dana Point Harbor Drive. Where possible, areas between parking stalls will be planted with drought tolerant ornamental shrubs (*Agave attenuate*, *Agave geminiflora*, *Aloe arborescens*, *Asplenium scolopendrium*, etc.) to minimize maintenance and provide pervious areas to absorb surface water runoff. The potential of these parking area planters to serve as bio-filtration reservoirs by incorporating them into the overall landscape design both reduces the presence of hardscape areas and provides partial screening of cars.

From vantage point along Dana Point Harbor Drive and Street of the Golden Lantern looking into the Harbor, large shrubs and trees are placed along the edge of the street, visually screening and softening the appearance of the new parking deck the new Commercial Core area buildings and the Dry Stack Boat Storage Building.

Mariners Village Entry

The Mariners Village Entry design provides a redesigned Main Entry Gateway into the Harbor. Existing signage highlights the gateway and the addition of an additional new matching monument sign together will flank the entry. Plantings for the entry concept will frame the area with flowering accent trees, palms, layered shrubs, and ground covers.

A formal row of palms edge the entry drive as it proceeds into the Harbor and terminates at an elevated circular arrival/pedestrian drop-off area. As the entry drive rises to meet the arrival area, flowering vines cover the surface of retaining walls that transition any grade differences. Adjacent tall and medium shrub masses give depth, dimension and textures to the entry landscape. Tree wells at the lower level of the parking deck are planted with an informal grouping of tall palms that reach up past the arrival area transitioning the two levels. Interlocking pavers provide an accent to the circular arrival area and break up the expanse of asphalt. Due to low light levels inside the deck, the lower level planting beneath the palms is layered with shade tolerant plant selections. The vehicular/pedestrian edge transitions with a series of bollards that begin to introduce amenities into the site vocabulary. The pedestrian drop-off area being elevated offers an expansive view into the Festival Plaza and the Harbor beyond. This provides a comfortable transition allowing visitors to move easily along the Grand Stairway to shops and restaurants at the lower level.

Site amenities and furnishings (tables, benches, trash receptacles, etc.) provide a comfortable gathering place for all visitors. The arrival area is accented with potted plants, which will be filled with colorful small trees, shrubs and ground covers.

Casitas Place Streetscape and Parking

The western edge of the site provides a dramatic view to the Harbor. The streetscape design along Casitas Place creates a formal edge lined with trees. The *Agonis flexuosa* (Peppermint Tree) has a graceful and weeping character and the open branch structure allows for a view through the trees, toward the Golden Lantern entrance. Shrub masses along the streetscape will be layered to add interest to the ground plane and heights staggered with the ultimate goal of screening parking areas from view. Tree selections for the interior parking areas are small evergreen canopy trees chosen to minimize obstruction of views while still providing shade for cars and contributing to lowering ambient site temperatures.

Puerto Place Streetscape and Parking

The eastern landscape edge of the site provides an opportunity to screen potentially undesirable views into the parking lot along Puerto Place and provides color in the landscape. Views of the Surface Boat Storage area adjacent to Puerto Place are visually minimized by the placement of trees with dense canopies. The proposed planting will be layered with tall, medium and low shrub varieties planted in masses.

Festival Plaza, Pedestrian Promenade and Dana Wharf

The Commercial Core and Dana Wharf areas of the project are characterized by more intensive urban uses, including shops, restaurants with outdoor dining, located around the Festival Plaza. A more semi-tropical landscape character is provided that incorporates varying textures, colors, sculptural qualities, solar and wind protection. Large specimen trees that provide sheltered shade areas; flowering vines and groundcovers are intended to create a unique activity center for the Harbor. Potted specimen plantings and colored pavement treatment are also utilized along the edges of the retail areas to provide additional textures and interest.

It is in this space that the design provides a new venue for group activities and community gathering that is a key component of the revitalization. The design element within the Festival Plaza area is an expansive freeform "wave" feature comprised of pedestrian-friendly turf and freeform bands of colored concrete interwoven to reinforce the flowing lines of the open space. The heart of the "wave" centers on a terraced amphitheater with a stage of interlocking pavers. The waveform is strengthened with the introduction of a curvilinear concrete seat wall. The Plaza at the base of the grand stairway provides space for casual dining, shopping and small group gathering. It is from this space that pedestrians are afforded the best areas for passive viewing of Harbor activities and sunsets. Careful placement of trees and palms frame the views from both the buildings and the Festival Plaza. The Pedestrian Promenade along the existing seawall currently provides active and passive pedestrian activities and will continue to provide boater access and open views of the boat docks and a path for walking and jogging along the waterfront.

The theme and style of the existing site amenities is reinforced further in the selection of site furnishings. The approximate quantities and locations of site amenities shown on the Landscape Plan and Detail Sheets (see Project Plans and Exhibits, Sheets L-5 through L-12).

Dry Stack Boat Storage Building

The new Dry Stack Boat Storage Building at the eastern perimeter of the Harbor will be creatively screened and softened. Planter areas along the northeast side of the building will use masses of vertical, upright tree species, which will include *Geijera parviflora* (Australian Willow), *Melaleuca linariifolia* (Paperbark Melaleuca), and *Pinus eldarica* (Mondale Pine) to accomplish the required effect. Clusters of palms will provide accents to the mass of these trees adding interest and texture to the landscape.

Dana Point Harbor Revitalization
 COMMERCIAL CORE PROJECT
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DANA POINT HARBOR REVITALIZATION
 COMMERCIAL CORE PROJECT – LANDSCAPE PLANT PALETTE

	Plant Name	Common Name	WUCOLS Value	Comments	
Street Trees					
Street Trees	Dana Point Harbor Drive	Arbutus unedo	Strawberry Tree	Low	
		Cercis occidentalis	Western Redbud	Low	
		x Chitalpa tashkentensis	White Chitalpa	Low	Variation - Morning Cloud
		Lythamnus floribundus	Catalina Ironwood	Very Low	
		Prosopis chilensis	Chilean Mesquite	Low	
	Commercial Core Entry	Angonis flexuosa	Peppermint Tree	Low	
		x Chitalpa tashkentensis	White Chitalpa	Low	Variation - Morning Cloud
		Koeleruteria paniculata	Golden Rain Tree	Low	
		Washingtonia robusta	Mexican Fan Palm	Low	
	Puerto Place	Arbutus unedo	Strawberry Tree	Low	
		Angonis flexuosa	Peppermint Tree	Low	
		Geijera parviflora	Austalian Willow	Low	
		Melalueca linariifolia	Paperbark Tree	Low	Non-invasive to Calif. region
		Rhus lancea	African Sumac	Low	
	Casitas Place	Angonis flexuosa	Peppermint Tree	Low	
		x Chitalpa tashkentensis	White Chitalpa	Low	Variation - Morning Cloud
		Geijera parviflora	Austalian Willow	Low	
		Lythamnus floribundus	Catalina Ironwood	Very Low	
		Melalueca linariifolia	Paperbark Tree	Low	Non-invasive to Calif. Region
		Rhus lancea	African Sumac	Low	
Tecoma stans		Yellow Trumpet Flower	Low		
Washingtonia robusta	Mexican Fan Palm	Low			
Area Trees					
Area Trees	Marine Services	Arbutus unedo	Strawberry Tree	Low	
		Angonis flexuosa	Peppermint Tree	Low	
		Geijera parviflora	Austalian Willow	Low	
		Melalueca linariifolia	Paperbark Tree	Low	Non-invasive to Calif. region
		Rhus lancea	African Sumac	Low	
	Vehicle Parking Lots	Angonis flexuosa	Peppermint Tree	Low	
		x Chitalpa tashkentensis	White Chitalpa	Low	Variation - Morning Cloud
		Geijera parviflora	Austalian Willow	Low	
		Lythamnus floribundus	Catalina Ironwood	Very Low	
		Melalueca linariifolia	Paperbark Tree	Low	Non-invasive to Calif. region
		Rhus lancea	African Sumac	Low	
		Tecoma stans	Yellow Trumpet Flower	Low	
	Washingtonia robusta	Mexican Fan Palm	Low		
	Festival Plaza & Promenade	Aloe Balsai	Tree Aloe	Low	
		Arbutus unedo	Strawberry Tree	Low	
		Dracaena draco	Dragon Tree	Very Low	
		Geijera parviflora	Austalian Willow	Low	
		Melalueca linariifolia	Paperbark Tree	Low	Non-invasive to Calif. region
		Tecoma stans	Yellow Trumpet Flower	Low	
	Washingtonia robusta	Mexican Fan Palm	Low		
Shrubs (Large)					
Shrubs (Large)	Commercial Core	Agave americana	Century Plant	Low	
		Caesalpinea gilliesii	Yellow Bird of Paradise	Low	
		Eleagnus pungens	Silverberry	Low	Non-invasive species
		Eremophila maculata	Spotted Emu Bush	Low	Variation - Brevifolia
		Heteromeles arbutifolia	Toyon	Low	
		Myrica californica	Pacific Wax Myrtle	Low	
		Phormium tenax	New Zealand Flax	Low	
		Prunus lyonii	Catalina Cherry	Low	
		Rhus integrifolia	Lemonade Berry	Low	
		Teucrium fruticans	Bush Germander	Low	

Dana Point Harbor Revitalization
 COMMERCIAL CORE PROJECT
 COASTAL DEVELOPMENT PERMIT (CDP13-0018)

DANA POINT HARBOR REVITALIZATION
 COMMERCIAL CORE PROJECT – LANDSCAPE PLANT PALETTE (Continued)

		Plant Name	Common Name	WUCOLS Value	Comments
Shrubs (Medium to Low)					
	Commercial Core	Agave attenuata	Fox Tail Agave	Low	
		Agave geminiflora	Twin Flowered Agave	Low	
		Agave desmettiana	Variegated Dwarf Century P	Low	
		Aloe arborescens	Aloe	Low	
		Aloe polyphylla	Spiral Aloe	Low	
		Asplenium scolopendrium	Hart's Tongue Fern	Low	
		Berberis aquifolium	Oregon Grape	Low	
		Calliandra eriophylla	Fairy Duster	Very Low	
		Cistus x pulverulentus	Magenta Rockrose	Low	
		Cotoneaster microphyllus	Rockspray Cotoneaster	Low	
		Dasyliironwheeleri	Silver Desert Spoon	Low	
		Eriogonum fasciculatum	California Buckwheat	Very Low	
		Hesperaloe parviflora	Red Yucca	Very Low	
		Kniphofia uvaria	Flamenco Red Hot Poker Pl	Low	
		Lavandula stoechas	Spanish Lavender	Low	
		Leonotis leonurus	Lion's Tail	Low	
		Leptospermum laevigatum	Austrian Tea Tree	Low	
		Leucophyllum zygophyllum	Dwarf Blue Texas Ranger	Low	
		Mahonia repens	Creeping Mahonia	Low	Shade Tolerant
		Muhlenbergia rigens	Deer Grass	Low	
		Nassella pulchra	Purple Needlegrass	Low	
		Phormium tenax	New Zealand Flax	Low	
		Rosa californica	California Wild Rose	Low	Variation - Elsie
		Salvia leucantha	Mexican Bush Sage	Low	Variation - Santa Barbara
		Sisyrinchium bellum	Blue-eyed Grass	Low	
		Westringia fruticosa	Coast Rosemary	Low	Variation - Mundi
		Yucca filamenosa	Golden Sword Yucca	Low	Variation - Golden Sword
Ground covers & Perennials					
	Commercial Core	Aeonium arboreum	Green Pinwheel	Low	
		Aeonium spp.	Canary Island Rose	Low	
		Aloe humilllis	Spider aloe	Low	
		Arctostaphylos	Manzanita	Low	Variation - Emerald Carpet
		Baccharis pilularis	Dwarf Coyote Brush	Low	Variation - Twin Peaks
		Berberis amplexans	Creeping Barberry	Low	Shade Tolerant
		Crassula spp.	Crassula	Low	
		Clivia minata	Kaffir Lily	Low	Shade Tolerant
		Juniperus rigida conferta	Shore Juniper	Low	
		Lampranthus deltoides	Ice Plant	Low	
		Lantana montevidensis	Trailing Lantana	Low	
		Myoporum x Pacificum	Pacifica Saltbush	Low	
		Pennisetum massalsum	Red Bunny Tails Fountain G	Low	Variation - Red Bunny Tails (non-invasive species)
		Portularcaria afra	Emerald Elephant Carpet	Low	Variation - Minum (shade tolerant)
		Rosmarinus officinalis	Dwarf Rosemary	Low	Variation - Prostrata
		Sedum dasyphyllum	Corsican Stonecrop	Low	
		Sedum spurium	Variegated Stonecrop	Low	Variation - Tricolor
		Senecio mandraliscae	Blue Chalk Sticks	Low	
Shrubs (Medium to Low)					
	Commercial Core	Agave attenuata	Fox Tail Agave	Low	
		Agave geminiflora	Twin Flowered Agave	Low	
		Agave desmettiana	Variegated Dwarf Century P	Low	
		Aloe arborescens	Aloe	Low	

**DANA POINT HARBOR REVITALIZATION
 COMMERCIAL CORE PROJECT – LANDSCAPE PLANT PALETTE (Continued)**

		Plant Name	Common Name	WUCOLS Value	Comments
Turf Grass					
	Commercial Core	Rye grass blend		Not Rated	Turf to be used only in designated areas; Grand Slam (Saline), a new variety is strongest option for coastal environment. MUCOLS value - moderate
Potted Shrubs (Large)					
	Commercial Core	<i>Agonis flexuosa</i>	Peppermint Tree	Low	Variation - Jervis Bay Afterdark
		<i>Aloe Hercules</i>	Hercules Tree Aloe	Low	spp. Hercules
		<i>Calliandra eriophylla</i>	Fairy Duster	Very Low	
		<i>Dasyliroa wheeleri</i>	Silver Desert Spoon	Low	
		<i>Dodonaea viscosa</i>	Purple Hopseed Bush	Low	Variation - Purpurea
Potted Shrubs (Medium, Low & groundcover)					
	Commercial Core	<i>Aeonium</i> spp.	Canary Island Rose	Low	
		<i>Aloe rudikoppae</i>	Little Gem Aloe	Low	spp. Little Gem

SOURCE: Lynn Capouya, Inc., Landscape Architects

Landscape Maintenance and Tree Removal

All trees in Dana Point Harbor, including the native trees were planted as landscape and ornamental trees and generally include various species of eucalyptus (*Eucalyptus* sp.), California sycamore (*Platanus racemosa*), pine trees such as Norfolk Island Pines (*Araucaria heterophylla*), Coral trees (*Erythrina* sp.) Bay Fig (*Ficus macrophylla*) and various species of palm. As noted in FEIR No. 591 (Section 4.7.4 – Terrestrial Biological Resources), the project is likely “to include the removal of some native and non-native landscape and ornamental trees during construction. A number of these trees are large enough that they may provide habitat for several bird species.” In acknowledgement of the habitat value of some trees, the California Coastal Commission adopted Land Use Plan Policy 7.1.2-2 for the protection of bird nesting habitat. The policy states:

“Ensure the protection of bird nesting habitat protected by the Migratory Bird Treaty Act and the long-term protection of breeding, roosting and nesting habitat of bird species listed pursuant to the federal or California Endangered Species Acts, California bird species of special concern and wading birds (herons or egrets). The trimming and/or removal of any trees that have been used for breeding and nesting by the above identified species within the past five years, as determined by a qualified biologist or ornithologist shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game, the U.S. Fish and Wildlife Service and U.S. Migratory Bird Treaty Act and shall be conducted under the parameters described in the Dana Point Harbor Tree Maintenance Procedures.”

In conformance with these requirements, Arborist and Biological Reports are required to allow for appropriate tree trimming and maintenance, in addition to satisfying the County’s obligation to protect public health and safety. Such reports establishing a baseline evaluation of the trees in

Planning Areas 1, 2 and 3 were prepared in September of 2011 (see Technical Studies and Reports, Attachments K and L). As described in the reports, the subject Planning Areas contained a total of 721 existing trees at the time. The majority of these trees, 451 (62%) are various species of Eucalyptus trees. Since September 2011, subsequent reports have been conducted and a total of 70 trees have been removed. As part of the proposed Revitalization Plan improvements, an additional 343 trees will need to be removed (see Project Plans and Exhibits, Tree Removal and Mitigation Plan, Sheet L-13) and a total of 416 trees mitigated² as part of the proposed project landscape design (see Project Plans and Exhibits, Tree Replacement Mitigation Plan, Sheet L-14).

As noted in the surveys, 232 of the trees identified for removal (62%) are various Eucalypts trees of which 3 trees contain a single crow or raptor nest and will require additional observation during the nesting and breeding season to conform if the nests are active, but were not considered to be a heronry or part of a heronry by the biologist conducting the survey. Pursuant to the specifications contained in Tree Planting – Section 02910, Tree and Palm Maintenance – Section 02975 and Tree Mitigation and Monitoring Program – Section 02980 (see Technical Studies and Reports, Attachment M) and the requirements of the Dana Point Harbor Revitalization Plan and District Regulations, Chapter II-3, Special Provision Number 21, mitigation trees will be no less than a 36-inch box tree. In the event palm species are used for mitigation replacement, the tree will be no less than 8-ft. 10-inches Brown Trunk Height (BTH), considered to be the industry equivalent to a 36-inch box tree. Provided planting specifications also include a 5-year monitoring program to ensure the viability of the mitigation trees planted. The monitoring report records will be maintained by OC Dana Point Harbor staff and available for public review upon request.

A detailed Landscape Plant Palette is provided on the following pages that identifies plant materials by type and area of the Commercial Core Revitalization Project and includes Water Use Classifications of Landscape Species (WUCOLS) Values based on the Landscape Coefficient Method of estimating irrigation needs. This information is also depicted on the Landscape Site Plan (see Project Plans and Exhibits, Section Three, Sheet L-1).

² A total of 391 trees will be mitigated at a 1:1 replacement ratio with the assumption that the nests in the 3 identified trees are crow nests and 2 previously removed trees with nests and 1 proposed to be removed will be mitigated at a 2:1 ratio for a total of 395 mitigation trees per the Dana Point Harbor Revitalization Plan and District Regulations, Chapter II-3, Special Provision Number 21.

Project Architecture

As is the case with many areas of beachfront communities, including Dana Point, the architectural character is an eclectic mix of California Coastal classic design features. The Commercial Core Project will consist of buildings grouped around a pedestrian scaled plaza or "Festival Plaza". The building clusters are composed of individual buildings with exterior arcades or a mix of exterior arcades and internal courtyards. Buildings are located in a manner that shelters the courtyards from westerly winds acting as a transitional open space between larger open areas, such as Festival Plaza and the interior courtyards areas. Generally, buildings will share a color palette of cool colors, mixed with brighter accents and contrasting trim elements. Building exterior finishes will share many materials that 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, the proposed buildings will present a varied yet unified village appearance.

The scale of the Commercial Core Project 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 Mariners Village will also be located somewhat closer to the waters edge to create a stronger pedestrian link with the buildings that will remain in the Dana Wharf area and the adjacent parking areas (see Project Plans and Exhibits, Sheets A-02 through A-17).

As part of the Commercial Core Project, construction of the new buildings will be completed with all exterior finishes, including windows, doors, awnings, canopies and trellises. The County will also be responsible for the construction of all demising walls for all tenant spaces, and installation of HVAC equipment, plumbing and electrical points of connection and the construction of public restrooms and handicap accessible elevators. Tenants will be responsible for the interior design and construction of their individual businesses or restaurants in accordance with the provisions of a Master Tenant Criteria Manual that includes specifications for the construction of floors, ceilings, walls, lighting and other decorative applications. Tenants will also be responsible for individual signage in conformance with the Master Sign Program standards and regulations (see Project Plans and Exhibits, Tab Five).

Lighting fixtures throughout the Commercial Core will be the unifying element. Fixtures in pedestrian high-use areas will contribute to an energizing environment through finish, shape and lighting intensity. Storefront lighting will be designed to provide the highest caliber, state-of-the-art design to highlight store contents. Tall pole lights (18 to 20 feet in height) will be located adjacent to the main Mariners Village entrance (split-level ramp) that incorporate cutoff shielding to minimize glare and provide adequate levels of light for vehicles and pedestrians. Bollards will be located in the planters to illuminate vehicle accessways and medium pole lights (14 to 16 feet in height) will be spaced evenly in the surface parking lots for security lighting.

Signs

The Dana Point Harbor Revitalization Commercial Core Project includes a comprehensive Master Sign Program that is divided into two parts (see Project Plans and Exhibits, Tab Five). Part 1 includes locations, specifications and construction details for all operational and directional/wayfinding signs to be located throughout the Commercial Core. For review purposes, the Master Sign Program also references a series of freestanding monument signs, primary and secondary directional signs that were previously approved by the City of Dana Point as part of a separate Sign CDP (CDP12-0014).

The second component, Part 2 focuses on tenant signage and includes upper and ground level tenant identification signs, tenant awning identification signs, tenant entry signs, directory and tenant window signage. The primary objective of the sign design and regulatory standards is to ensure consistent quality, size, variety and placement to promote and maintain a high quality atmosphere throughout the Commercial Core. Column-mounted blade signs perpendicular to the pedestrian flow are easily identifiable and may also be included on printed awnings by individual tenants. The signage is proportional in size to the proposed awnings and limited by reasonable vertical head heights along the pedestrian rights-of-way. Wayfinding signage also reflects standard materials and color palettes depicted in the Master Sign Program.

Illumination of sign graphics, freestanding monument and directional signage shall be of a concealed internal monolith light fixture and/or external ground mounted light fixture type of construction. Tenant sign lighting may also consist of internally illuminated acrylic face channel letters, pin mounted with halo illumination, opaque faced reverse channel letters with silhouette illumination or will be externally illuminated. All illuminated signs or lighting devices shall employ only lights emitting a light of constant intensity and no sign shall be illuminated by nor contain flashing, intermittent, rotating or moving lighting or lights. In no event shall an illuminated sign or lighting device be placed or directed so as to permit the beams and illumination to be directed or beamed upon a public street, sidewalk or adjacent premise causing glare or reflection that may constitute a traffic hazard or visual nuisance. For tenant signs, the surface brightness of all illuminated materials shall be of a consistent intensity and shall be free of light leaks. No signs shall be permitted on building rooftops in accordance with the requirements of the LCP. Many restaurants and shops will include architectural treatments, such as overhangs, trellises and/or awnings that reduce glare and light pollution. Signage will be compatible with the architectural style of the buildings.

All signs shall be installed in accordance with applicable building and electrical codes and maintained in good repair, free from all defects including but not limited to cracking, peeling and rusting and functioning properly to the satisfaction of the Director, OC Dana Point Harbor. Signs that are installed without all required permits or not properly maintained will be subject to removal pursuant to the Harbor District Regulations.

Throughout the Commercial Core Project, bicycle wayfinding signage will be designed to direct cyclists to on-street bicycle facilities, including bicycle paths, key destinations in the commercial areas and bicycle racks. Highly visible bicycle racks will be provided to encourage the use of bicycles by visitors as their transportation to the Harbor, as well as encouraging recreational riders and business/restaurant employees to utilize alternative means of transportation.

Development Phasing and Construction Management

The Dana Point Harbor Revitalization Commercial Core Project improvements will be implemented in 5 principal construction phases. The overall project components as generally described, will be developed in incremental steps, but are structured to minimize the disruption of vehicular and pedestrian access routes and parking availability to the maximum extent feasible. Generally, the initial construction phases will create access and additional parking opportunities; the new Commercial Core and Festival Plaza will then be constructed before existing businesses are relocated, followed by the demolition of the existing Mariner's Village and Mariner's Alley to create additional parking opportunities. In the event of temporary closures, alternate routes and clear directional signage shall be provided. Additionally, any temporary parking loss during construction shall be replaced prior to its removal and shall be located in reasonable proximity to the uses they serve or convenient shuttle services will be provided in accordance with the Parking Management Plan. Access to the Marina Service Commercial areas shall be maintained during all construction phases.

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

With completion of the parking deck, construction will commence on the new Commercial Core facilities. Crews will first remove existing structures and facilities and construct new subsurface infrastructure, including water, sewer and power transmission lines. Utilities being replaced will be adequately sized for future improvements. Following completion of the underground infrastructure improvements, construction of the podium deck (extending from the completed parking deck) will begin, followed by construction of the restaurant and retail buildings. Completion of the Commercial Core buildings will then allow existing tenants in the Mariner's Village to make individual tenant improvements prior to moving into the new buildings.

Construction in the Commercial Core will also entail completing the surrounding surface parking lots and construction the Dry Stack Boat Storage Building with adjoining administrative offices and marine retail store amenities.

During construction, vehicle parking, launch ramp parking, dry boat storage spaces will be temporarily displaced for variable durations of time. This will require temporary relocations to other parking lots within the Harbor and in the case of Dry Boat Storage, to areas nearby but outside of the Harbor as contemplated at the time of LCP certification by both the City and Coastal Commission. The Construction Management Parking Plan (see Technical Studies/Reports and Information, Tab M) provides a description of the areas impacted during construction (Exhibit A), a schedule to show when these impacts occur (Exhibit B), plans depicting where the impacts occur, along with the locations for vehicle and pedestrian circulation, construction areas, parking and dry boat storage (Exhibit C). A matrix is also included depicting the number of spaces impacted during each phase of the project (Exhibit D).

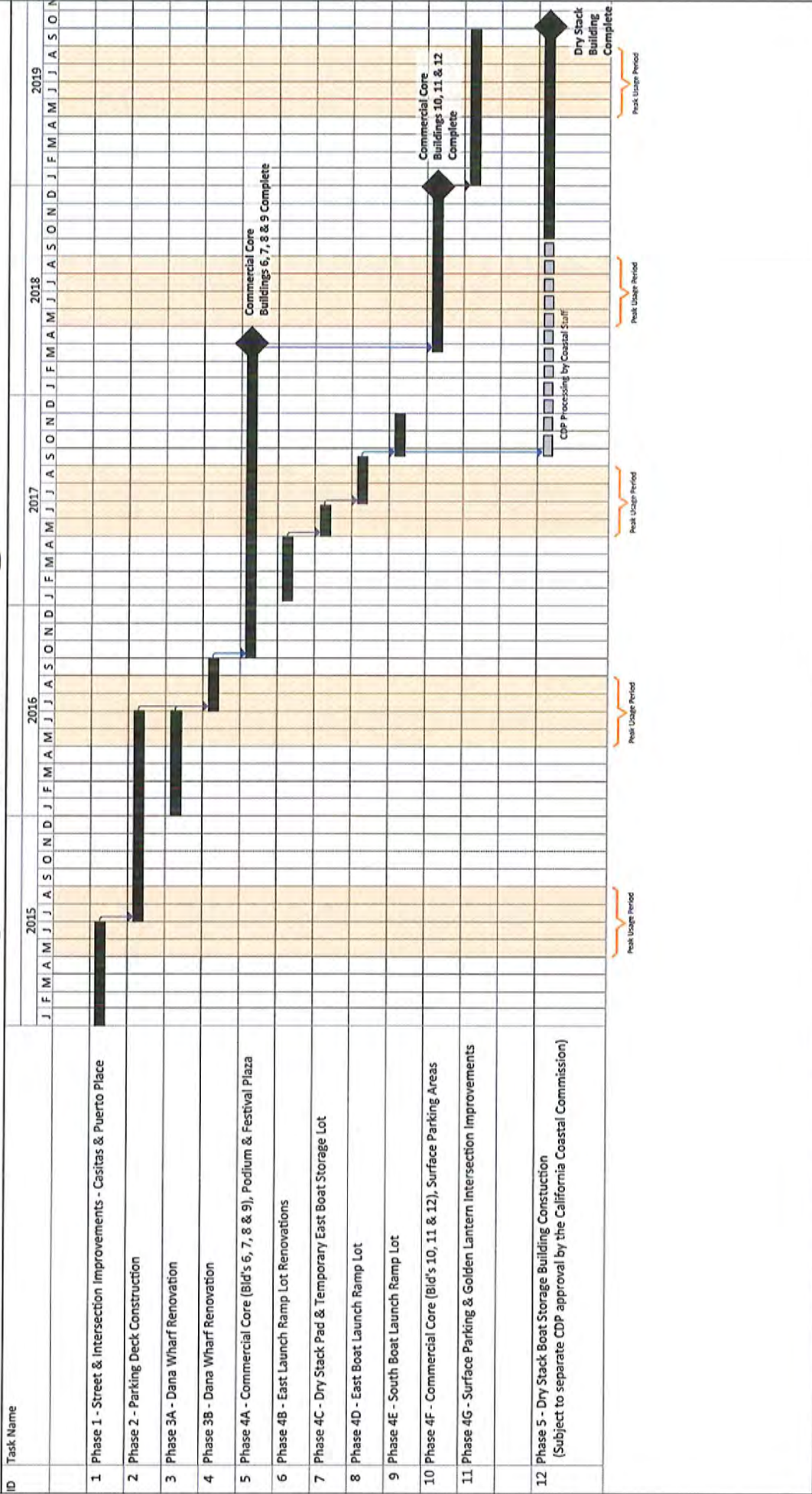
Throughout construction, priority to provide designated boater parking consistent with the LCP parking ratio standard of 0.6 parking spaces per boat slip will be maintained at all times. Priority is also given to Launch Ramp Parking to maintain 334 Launch Ramp spaces. 516 Dry Boat Storage spaces are also proposed to always be available until construction is complete.

The following information provides an overview of the proposed Commercial Core Project Implementation Schedule and a description of the construction phases and sub-phases. Each of the Technical Studies/Reports that rely on the phased implementation of the have also been prepared to be consistent with this Construction Phasing approach.

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DANA POINT HARBOR REVITALIZATION
 COMMERCIAL CORE PROJECT
 IMPLEMENTATION PHASING SCHEDULE
 OC DANA POINT HARBOR



Prepared by Project Dimensions, Inc. for the Dana Point Harbor Revitalization - Commercial Core Project
 March 2014

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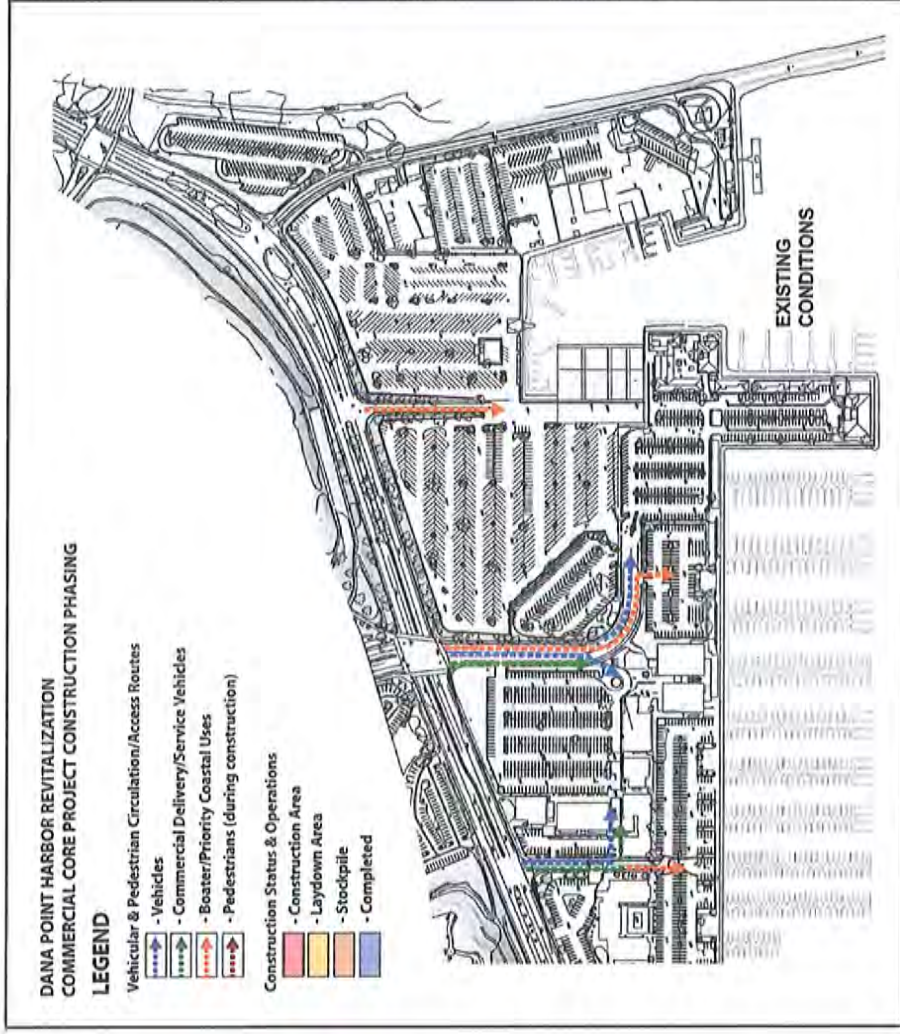
Existing Conditions – Dana Point Harbor

As indicated, currently the Day Use Commercial (PA 2) and Marine Services Commercial (PA 1) uses in Dana Point Harbor are accessible by vehicles, delivery/service vehicles, boaters and pedestrians using three primary routes. Access to the boat launch ramp and dry boat storage areas is provided by Embarcadero Place, a 2 lane, one-way roadway with card key gated entry. Primary access to the retail shops and restaurants of Mariners Village, Mariners Alley and Dana Wharf is from the Street of the Golden Lantern. Secondary access to retail and restaurant businesses and access to the boater service buildings and designated boater parking along the East Marina is provided via Casitas Place.

The Marine Services Commercial Planning Area (PA 1) currently includes the Orange County Maintenance Yard and various parking areas with capacity for 183 cars and trailers in the boat launch ramp area and 516 boats in the surface storage areas.

Day Use Commercial Planning Area (PA 2) includes a total of approximately 26,600 SF of retail and 51,300 SF of restaurant uses and a 4,000 SF Boater Service Building (BSB No. 1). PA 2 currently has a total capacity of accommodating up to 900 cars in the various parking areas, including designated boater parking for up to 130 vehicles with trailers.

The Dana Point Harbor Revitalization, Commercial Core Project is planned as a five-year phased redevelopment project, with an anticipated commencement date of January 2015.



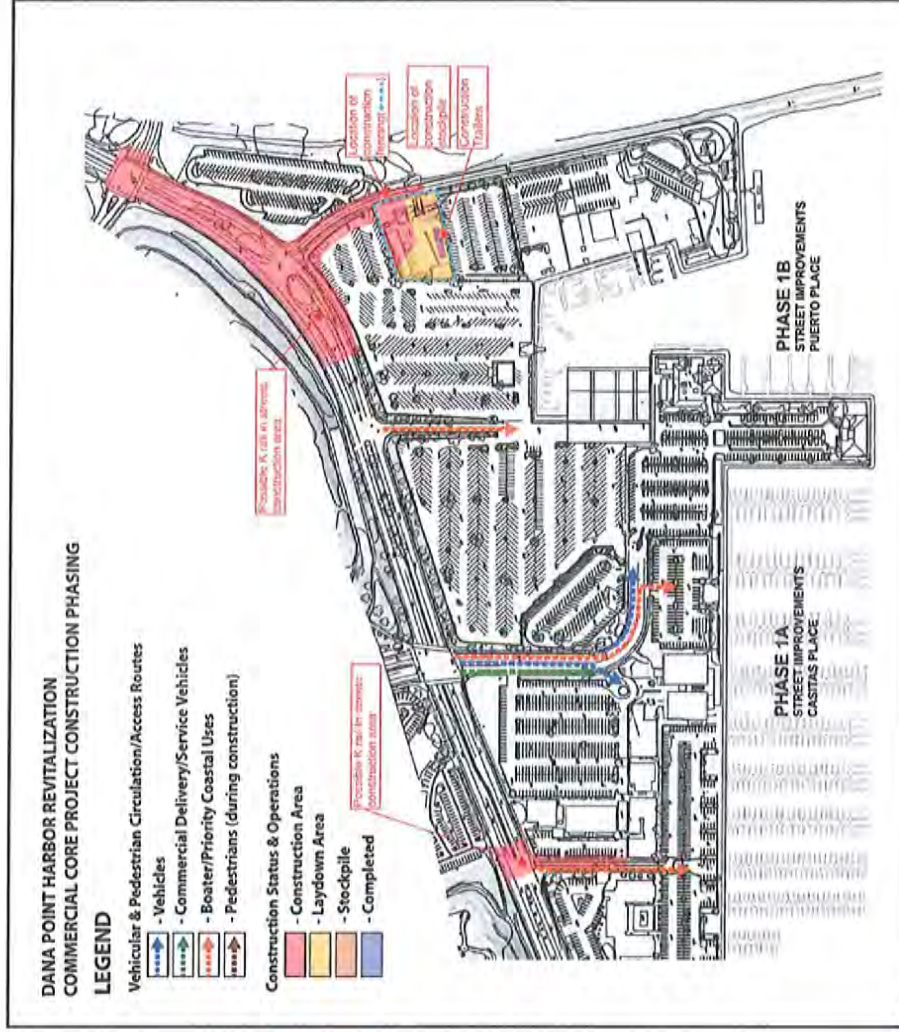
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Phase I – Dana Point Harbor and Puerto Place Intersection Improvements, Dana Point Harbor Drive and Casitas Place Intersection Improvements and Marine Service Area Entrance Construction

Initial construction for the Commercial Core Revitalization Project will require the demolition of the County of Orange, OC Parks South Coastal Operations Administration Office and Maintenance Yard. The existing maintenance campus includes a total of approximately 5,500 sq. ft. of uses, including a brick office, garage and shed, several temporary modular units, bulk materials storage areas and employee parking area. The plan also requires the relocation of a telecommunications tower immediately adjacent to the County maintenance facility.

Construction activities include the widening of Casitas Place to provide an additional 12 to 14 foot wide right-turn only lane, 6 foot wide curb adjacent sidewalk, a new traffic signal, crosswalk across Dana Point Harbor Drive and installation of handicap ramps with truncated domes and new curbs and gutters. All traffic stripes and pavement markers shall be manufactured and installed per Caltrans standard plans and specifications. All existing utilities at the intersection are planned to remain.

At the Puerto Place intersection, improvements include the widening of the street, installation of new traffic signal and construction of a new, gated entry road into the Marine Services Commercial area of the Harbor. The proposed infrastructure improvements include the replacement of water, sewer lines, future connections to future reclaimed water facilities to be constructed by South Coast Water District



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(SCWD) and the construction of a sewer force main and replacement of the sewer lift station currently located adjacent to Embarcadero Place by SCWD.

Street Improvements on Puerto Place consist of widening Puerto Place on the westerly side to create two southbound lanes and two northbound lanes on Puerto Place from Dana Point Harbor Drive, to the new entry into the Embarcadero Marina/Day-Use Area. A right turn lane will be added to Dana Point Harbor Drive on to Puerto Place.

Other improvements will include adding a traffic signal at the intersection of Puerto Place and Dana Point Harbor Drive, an additional left-hand turn lane on Dana Point Harbor Drive at Puerto Place for west-bound Dana Point Harbor Drive traffic, cross walks, sidewalks, a new entry drive into the Embarcadero Marina/Day-Use Area off of Puerto Place, a pad for a future sewer lift station (by South Coast Water District), street lighting, utilities, landscaping and irrigation.

The proposed street improvement projects are anticipated to be complete within approximately 6 months from the start of construction.

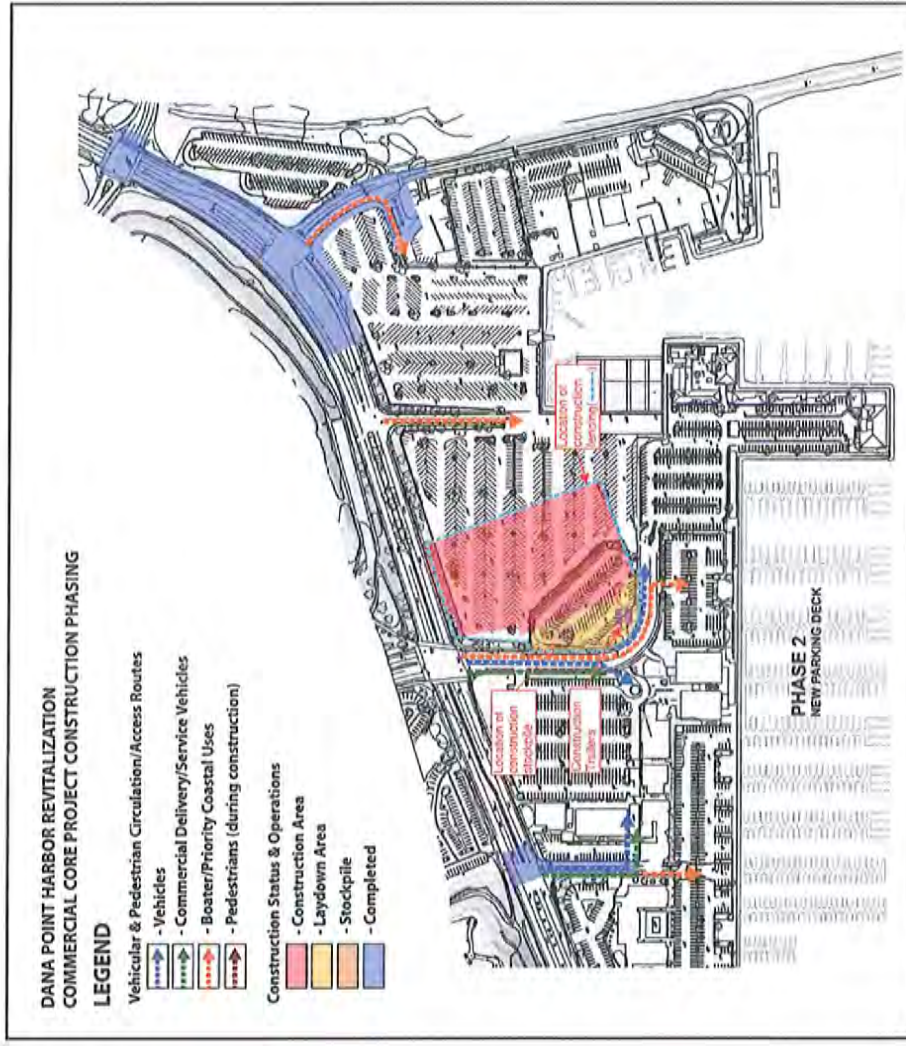
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Phase 2 – Parking Deck and Dana Wharf Revitalization:
 Phase 2 includes the construction of the new two-level Parking Deck (PD2). The Parking Deck will include an interim parking deck access ramp (west side of the ramp) from existing Street of the Golden Lantern to the lower level of the ramp. Access to the upper level of the deck will be via a ramp at the north end of the deck.

Phase 2 will also include new hardscape, lighting, signage, utilities and repair of the existing landscaping and irrigation affected by construction. This phase will also require the construction of an interim access road to the lower level of the parking deck to allow vehicular access to provided parking and designated boater parking during subsequent phases of construction to build the podium, new Mariners Village buildings and the Festival Plaza area.

Phase 2 will not require the demolition of any buildings.

Phase 2 will begin at the completion of Phase 1. Construction is anticipated to take approximately 12 months.



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Phase III – Commercial Core Revitalization

A total of approximately 26,600 sq. ft. of retail and 51,300 sq. ft. of restaurant uses presently located in PA 2. Boater Service Building 1, comprised of 4,000 sq. ft. will be demolished.

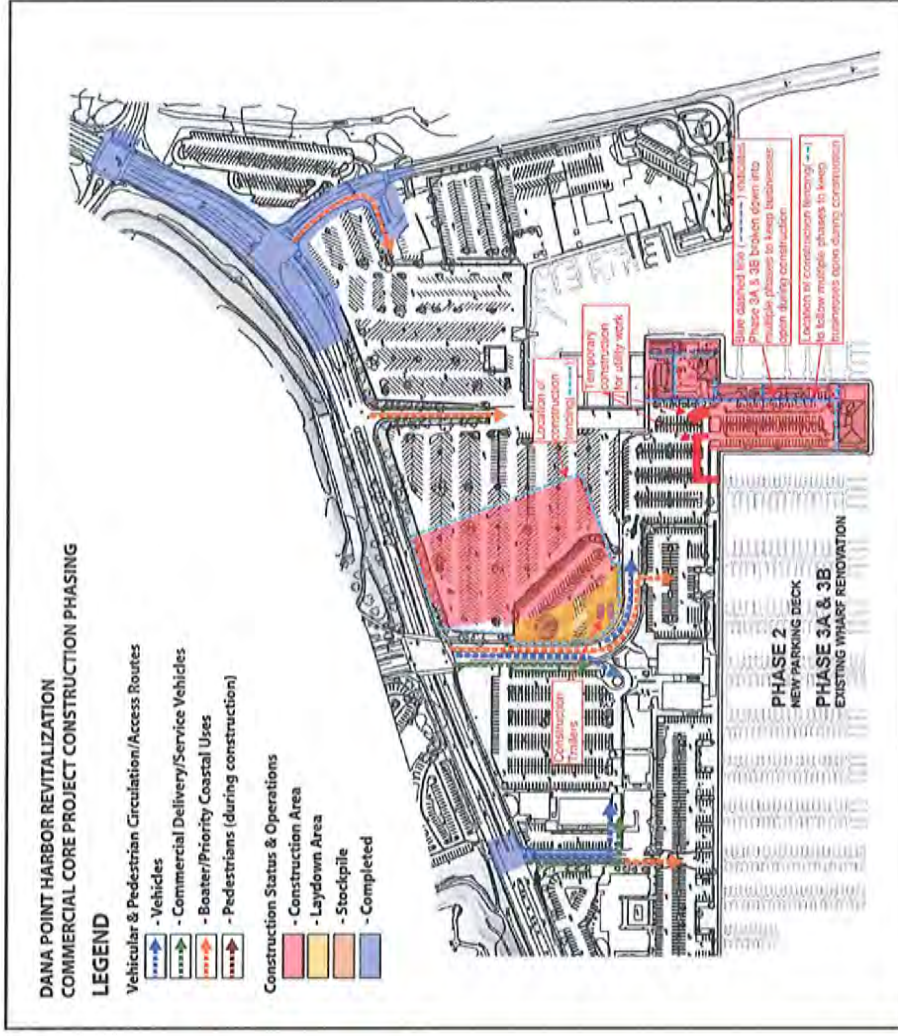
Improvements to Dana Wharf include the renovation of the existing retail and restaurant buildings in a consistent architectural style with the Commercial Core Project. The adjacent parking area has a capacity of 170 spaces that will be reconfigured to expand parking aisle widths to allow access by larger delivery trucks and emergency vehicles.

Phase 3A includes a portion of the Dana Wharf area. Improvements will include construction of a new parking lot, storm drains, water quality BMP's, water main and sewer main. The exterior renovation (mainly siding and roofing) of the existing Buildings on Dana Wharf, hardscape, lighting, signage, utilities, landscaping and irrigation.

New sewer, water mains and storm drains will be connected to existing utility lines on an interim basis to allow business to remain open and then connected to new utilities as future phases of construction are completed. connections while future phases are under construction.

Phase 3A will not require the demolition of any buildings.

Phase 3A will begin 6 months after the start of Phase 2.

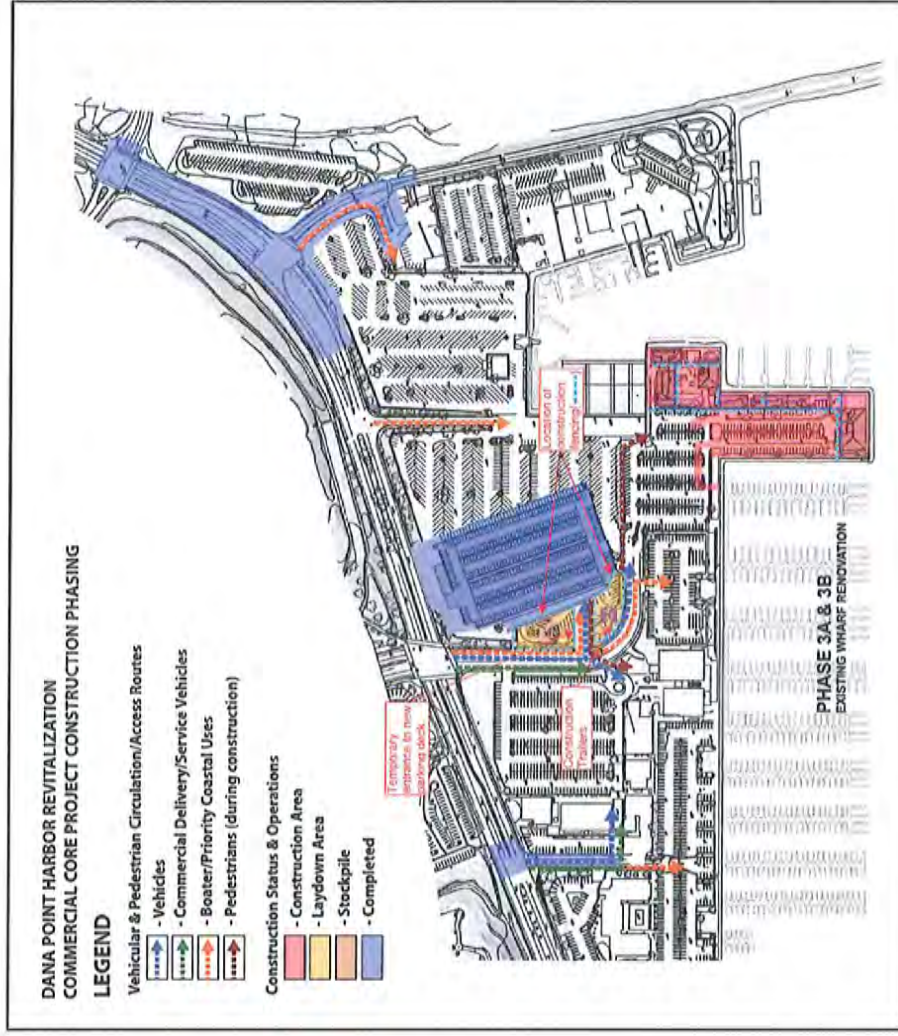


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PHASE 3B includes the remaining portion of the Dana Wharf area. Improvements will include the exterior renovation (mainly siding and roofing) of the existing buildings on Dana Wharf, the renovation of the existing parking lot, hardscape, lighting, signage, utilities, landscaping and irrigation.

Phase 3B will not require the demolition of any buildings.

Phase 3B will begin after the completion Phase 3A and is anticipated to be completed over a 3 month period.

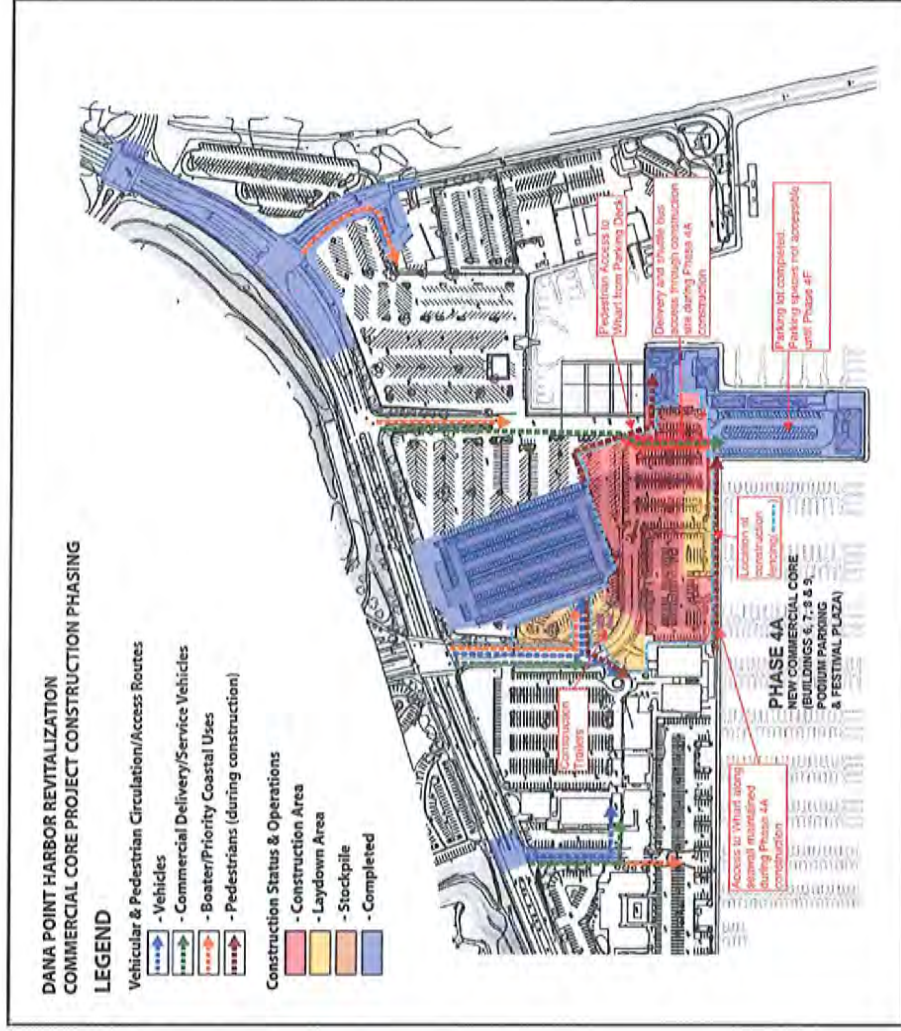


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Phase 4A includes the construction of new Commercial Core Buildings 6, 7, 8 & 9, the Festival Plaza and the Parking Podium (PD1) and will include new hardscape, lighting, signage, utilities, landscaping and irrigation.

Phase 4A will require the demolition of Boater Service Building No. 1 and a portion of Building 5B. During construction of improvements to Building 6, the yacht broker located in BSB 1 may be temporarily relocated to a single-wide trailer located in the Dana Wharf parking area.

Phase 4A will begin after the completion Phase 3B and is anticipated to be completed over an 18 month period.

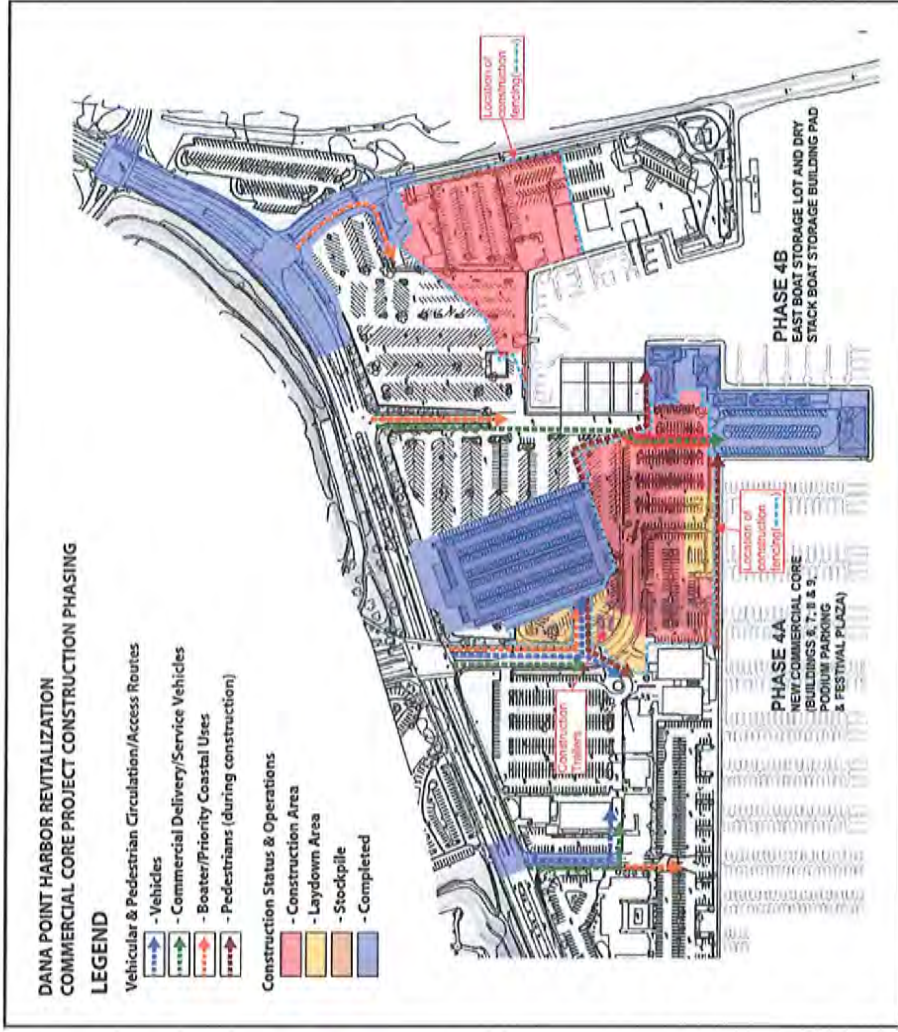


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PHASE 4B includes the construction of the East Dry Boat Storage Lot and the Dry Stack Boat Storage Building Pad (Shown as the "Interim Development Plan" on Sheet A-03 in the Project Plans and Exhibits). Phase 4B will include the installation of a temporary Boater Services Building (Modular Building) new paving, hardscape, lighting, fencing, signage, utilities, landscaping and irrigation.

Phase 4B will not require the demolition of any buildings.

Phase 4B will begin 3 months after the start of Phase 4A and will run concurrent with Phase 4A and is anticipated to be completed within approximately 4 months.

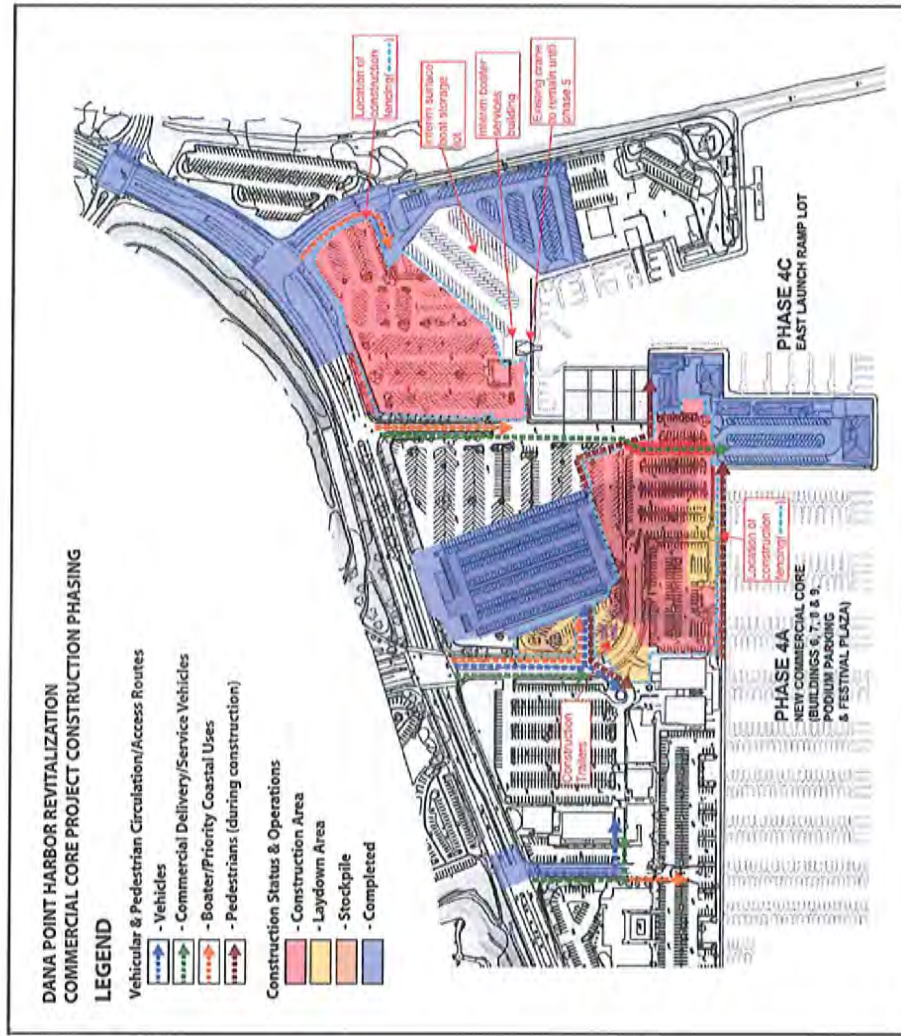


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PHASE 4C includes the construction of the East Launch Ramp Lot and will also include new paving, hardscape, lighting, fencing, signage, utilities, landscaping and irrigation. Phase 4C will also complete construction of the new Embarcadero Marina/Day Use Area entrance off of Puerto Place. This phase will include the construction of the SCWD sewer lift station.

Phase 4C will require the demolition of Boater Service Building X in Planning Area 1 and the small building immediately behind it.

Phase 4C will begin after the completion of Phase 4B and will run concurrent with Phase 4A and is anticipated to be completed within approximately 2 months.

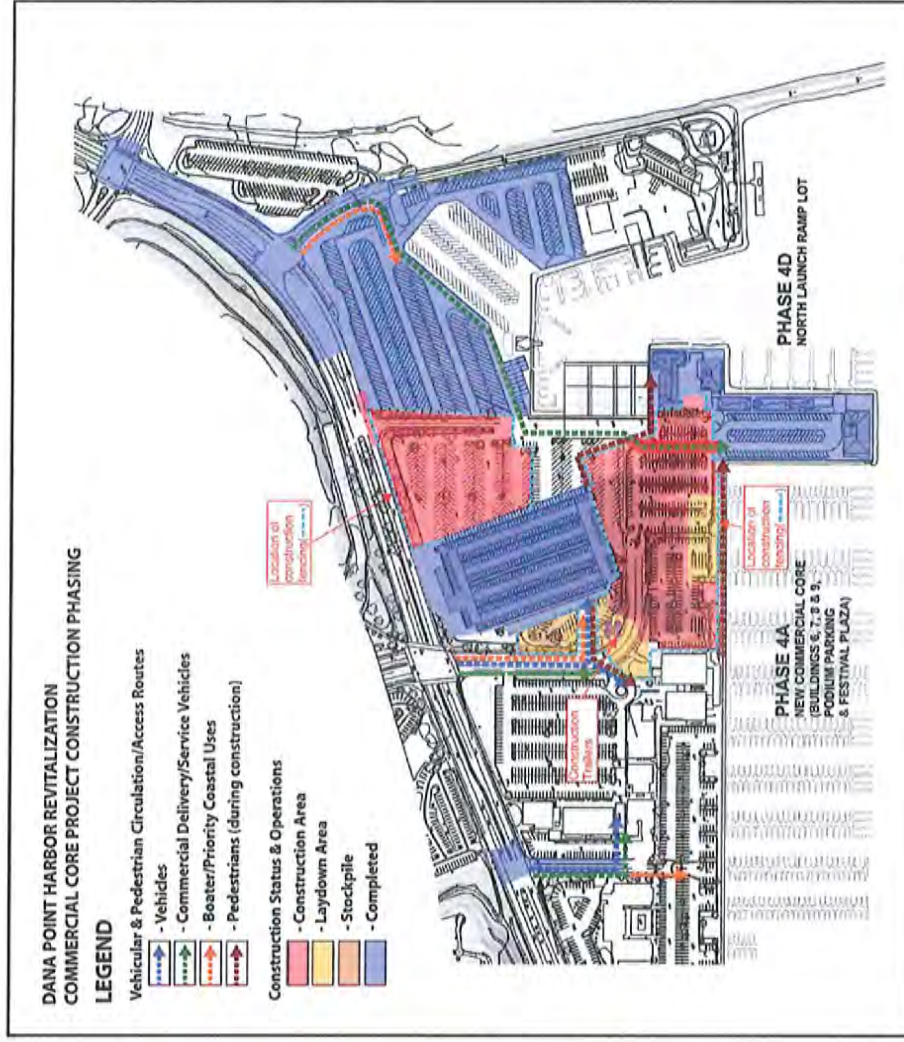


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PHASE 4D includes the construction of the North Launch Ramp Lot and will also include new paving, hardscape, lighting, fencing, signage, utilities, landscaping and irrigation. Phase 4D will eliminate the use of Embarcadero Place and the new Embarcadero Marina/Day Use Area entrance off of Puerto Place will be opened.

Phase 4D will not require the demolition of any buildings, but will require the demolition/removal of Embarcadero Place and the existing SCWD sewer lift station.

Phase 4D will begin after the completion of Phase 4C and will run concurrent with Phase 4A and is anticipated to be completed in approximately 3 months.

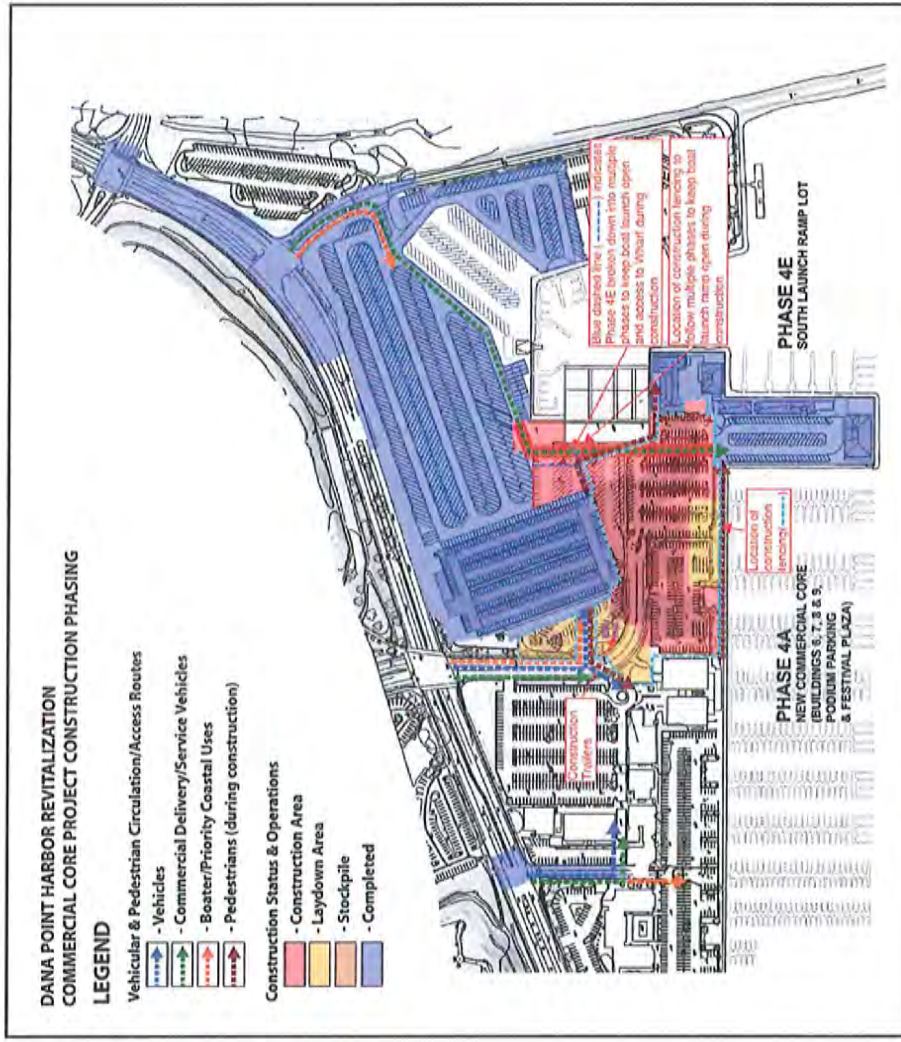


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PHASE 4E includes the construction of the South Launch Ramp Lot and will also include new paving, hardscape, lighting, fencing, signage, landscaping and irrigation.

Phase 4E will not require the demolition of any buildings.

Phase 4E will begin after the completion of Phase 4D and will run concurrent with Phase 4A and is anticipated to be completed in approximately 2 months.

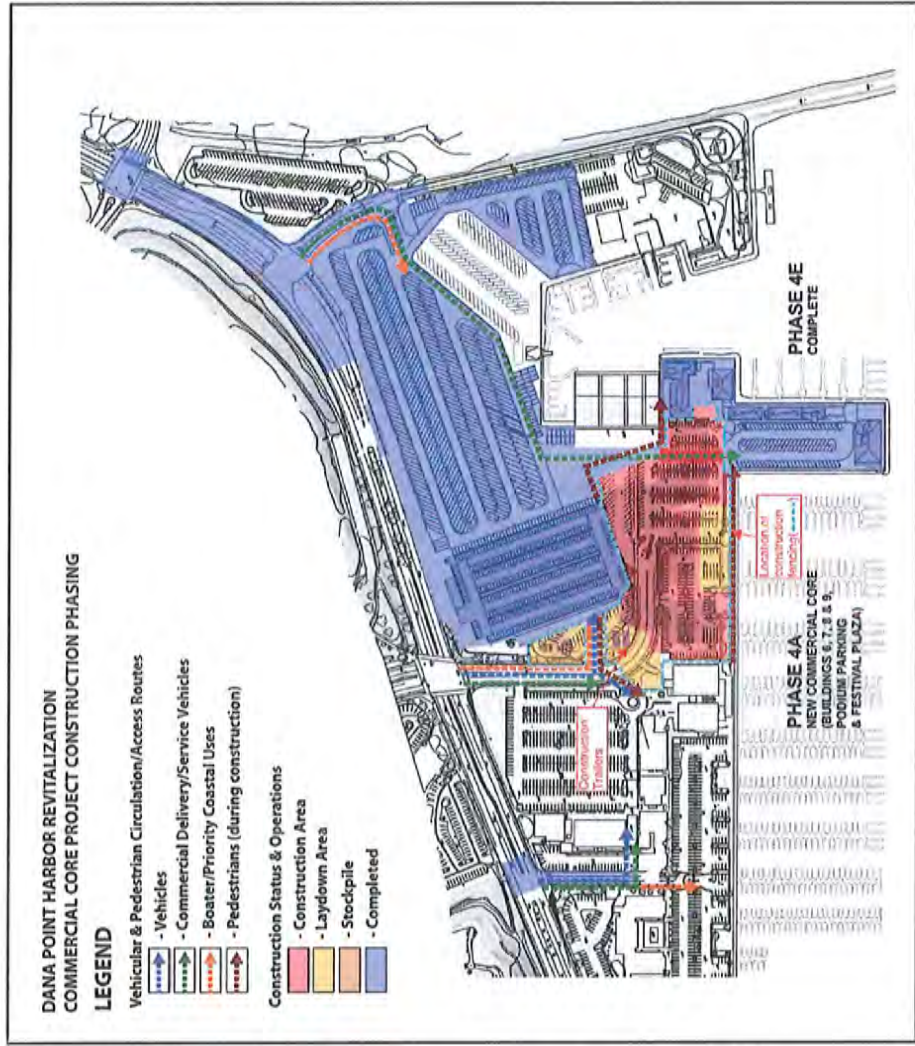


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PHASE 4F includes the construction of new Commercial Core Buildings 10, 11 & 12, The renovation of the existing Boater's Parking Lot and a portion of the Mariner's Village Parking Lot and will include new hardscape, lighting, signage, utilities, landscaping and irrigation.

Phase 4F will require the demolition of Boater Service Building #2 and the five (5) buildings in Mariner's Village closest to the water.

Phase 4F will begin after the completion of Phase 4A and is anticipated to be completed in approximately 9 months.

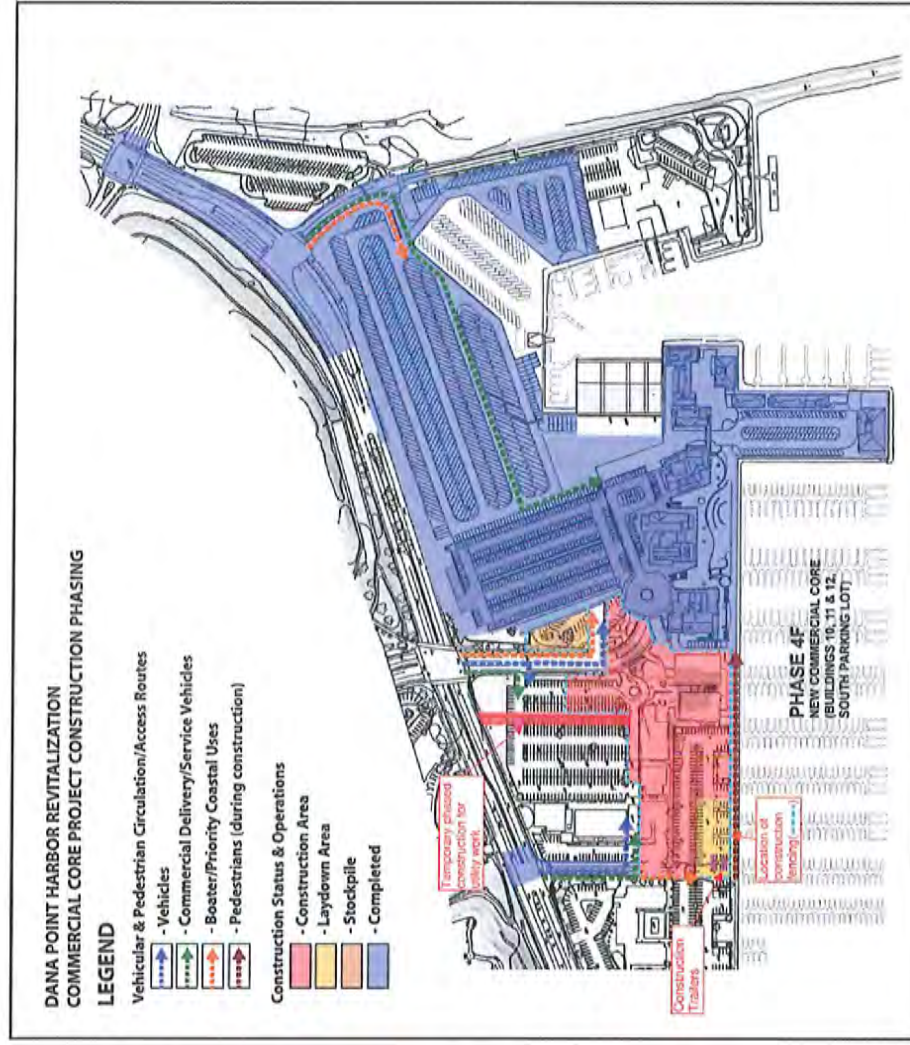


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Phase 4F includes the construction of new Commercial Core Buildings 10, 11 & 12. The renovation of the existing Boater's Parking Lot and a portion of the Mariner's Village Parking Lot and will include new hardscape, lighting, signage, utilities, landscaping and irrigation.

Phase 4F will require the demolition of Boater Service Building 2 and the five (5) buildings in Mariner's Village closest to the water.

Phase 4F will begin after the completion of Phase 4A and is anticipated to be completed in approximately 9 months.

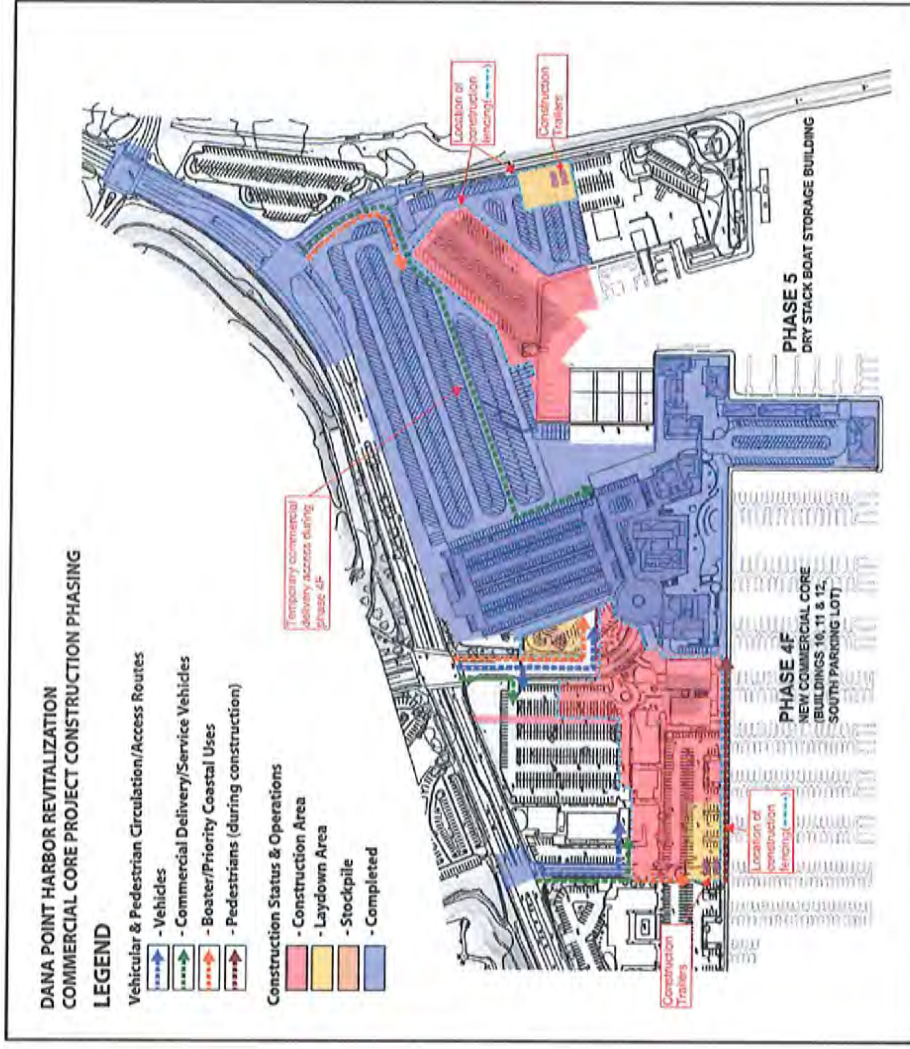


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PHASE 5 includes the construction of the new Dry Stack Boat Storage Building. Phase 5 will also include new paving, hardscape, lighting, signage, utilities, landscaping and irrigation.

Phase 5 will not require the demolition of any buildings.

Phase 5 could begin 6 months after the start of Phase 4F, but is subject to a separate approval process by the California Coastal Commission. With issuance of discretionary approvals, construction is anticipated to be completed in 12 months.

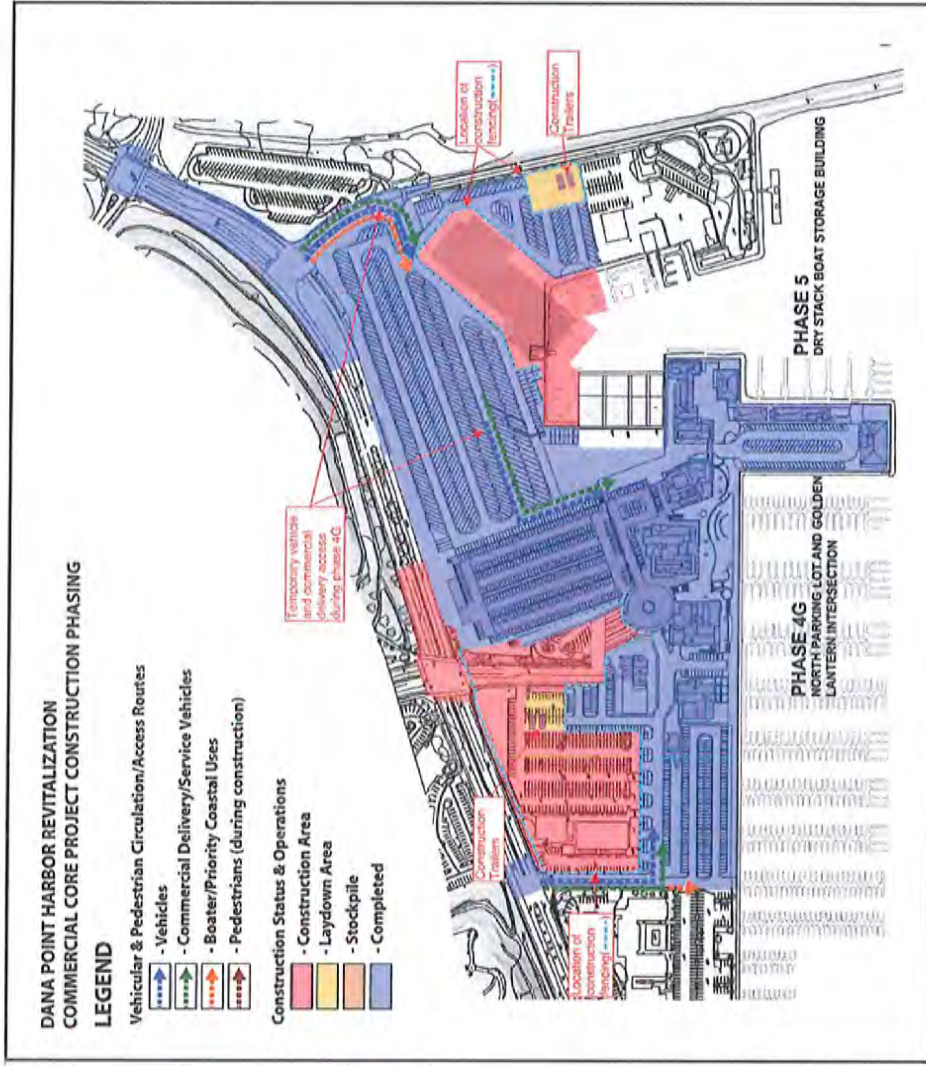


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PHASE 4G includes the construction of the North Parking Lot, the Street of the Golden Lantern / Dana Point Harbor Drive Intersection and the section of the Street of the Golden Lantern south of Dana Point Harbor Drive. Phase 4G will also include new paving, hardscape, lighting, signage, utilities, landscaping and irrigation.

Phase 4G will require the demolition the three (3) remaining Mariner's Village Buildings and will require the demolition of the interim parking deck access ramp (west side of the ramp) from existing Street of the Golden Lantern to the lower level of the ramp.

Phase 4G will begin after the completion of Phase 4F and is anticipated to be completed within 9 months.



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Construction Completion – Dry Boat Storage Building and Docks, all Commercial Core Project improvements.

