

**COASTAL DEPENDENT / RELATED DEVELOPMENT**

**4.0 Coastal Dependent/Related Development**

This Chapter sets forth the Land Use Plan policies for Dana Point Harbor pertaining to the location of coastal-dependent and related developments which are in furtherance of the following Coastal Act policies:

*Coastal Act §30213 provides:*

*Lower cost visitor and recreational facilities shall be protected, encouraged and where feasible, provided. Developments providing public recreational opportunities are preferred.*

*Coastal Act §30220 provides:*

*Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.*

*Coastal Act §30221 provides:*

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

*Coastal Act §30223 provides:*

*Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.*

*Coastal Act §30224 provides:*

*Increased recreational boating use of coastal waters shall be encouraged in accordance with this division, by development dry storage areas, increasing public launching facilities . . .*

*Coastal Act §30234 provides:*

*Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.*

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Coastal Act §30255 provides:

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

**4.1 Dana Point Harbor Coastal-Dependent / Related Development**

Dana Point Harbor supports a wide range of coastal-dependent boating and coastal related commercial uses. These include passenger/sightseeing boats, passenger-fishing boats, boat and personal watercraft rentals and sales, commercial fishing vessels, educational and historical boats of significance, entertainment boats, boat storage, maintenance and repair, Orange County Sheriff Harbor Patrol and OC Dana Point Harbor operations offices. All these uses play a significant role in providing the wide range of amenities and services available in Dana Point Harbor.

**4.1.1 Coastal-Dependent / Related Development – Policies**

- 4.1.1-1 Coastal-dependent development, as defined in Chapter 9.75 of the City of Dana Point Zoning Code, shall have priority over other developments on or near the shoreline. Except as provided for in Conservation and Open Space Element Policy 3.6, coastal-dependent developments shall not be sited in a wetland. Coastal-related developments should be accommodated within the closest feasible proximity to the coastal-dependent uses they support. (Coastal Act Section 30255)
- 4.1.1-2 Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses. (Coastal Act Section 30220)
- 4.1.1-3 Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area. (Coastal Act Section 30221)
- 4.1.1-4 Protect irreplaceable beaches and coastal bluffs from development and natural erosion processes, to provide for the replenishment of beach sands when feasible, and to strive for increased public access to the Harbor beaches and the coastline.
- 4.1.1-5 Maintain and enhance boating use through the provision of various amenities to the waterside areas, including, but not limited to improved boater drop-off areas,

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dedicated boater parking, upgraded boater service buildings and restrooms and dinghy docks planned to be relocated adjacent to Planning Area 2.

- 4.1.1-6 Ensure that construction shall not block the main navigational channels of the Harbor (Planning Areas 8 through 12).
- 4.1.1-7 Increased recreational boating use of Dana Point Harbor shall be encouraged by maintaining and enhancing dry storage areas, maintaining and increasing public launching facilities, maintaining and enhancing berthing space within the Harbor and limiting non-water-dependent land uses that may congest access corridors and preclude boating support facilities. (Coastal Act Section 30224)

**4.2 Vessel Launching, Berthing and Storage**

Vessel launching refers to areas or facilities where vessels may be placed into and retrieved from the water. This could be as simple as hand-carried boat launching at Baby Beach or involve structures, such as ramps and docks or specialized equipment such as cranes, lifts or hoists. Dana Point Harbor has an existing boat launch facility that was recently upgraded. The LUP amendment would result in the enhancement of the vessel launching parking lot by bringing all of the parking spaces into compliance with Department of Boating and Waterways guidelines and maximizing the use of the Marine Service Planning Area primarily for vessel launching parking, boat storage and marine repair and maintenance.

Berthing refers to areas or facilities intended for the storage of a vessel in the water. These facilities can involve anchorage and mooring areas, marinas or individual slips. In addition to the simple docking or mooring of vessels by their owners, berthing can also be associated with boat rentals, vessels used in the charter boat industry, brokered vessels stored for sale, yacht clubs and sailing associations and vessels staged for entry into upland shipyards or repair facilities. The majority of vessel berthing occurs in Planning Areas 9 and 10 in the East and West Marinas. The LUP amendment allows for the reconstruction and reduction of the number of slips in the marinas. The LUP however ensures that the existing boat slips are maintained unless a CDP is issued that addresses not only the net loss of slips but also balances the loss of smaller slips (e.g. with the provision of dry boat storage), among other issues, in order to protect boating opportunities for the smaller boats, within the Dana Point Harbor.

Dry storage of vessels is on-land storage of vessels including vessels normally stored in open or enclosed rack structures, on trailers, cradles, boat stands or by other means. The LUP amendment allows for commercial dry boat storage in a multi-story dry boat storage facility with the capacity of housing approximately 400 vessels in the Marine Services Commercial (MSC) area and requires that the existing number of surface dry storage spaces within the MSC area also be maintained until a dry storage facility is built and is open for use. Also, a minimum of 93 surface boat storage spaces will be maintained and additional surface dry

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boat spaces, where feasible. Additionally, the yacht clubs and associations have facilities for the limited storage of members' boats.

**4.2.1 Vessel Launching – Policies**

- 4.2.1-1 Protect and where feasible, expand and enhance vessel-launching facilities in Dana Point Harbor. Provide low-cost use of such facilities.
- 4.2.1-2 Protect, and where feasible, expand and enhance low-cost public boating facilities, such as providing a dedicated hand launch area at Baby Beach during peak usage periods; make publicly accessible areas of the docks available for hand launching; and providing adequate locations for vendors renting kayaks, paddleboards or other similar small vessels. Storage for hand launch vessels shall be provided as close to hand launch areas as feasible.
- 4.2.1-3 As part of a comprehensive Dana Point Harbor Sign Program, provide information to assist boat owners/operators and the public in locating public launching facilities.

**4.2.2 Berthing and Storage – Policies**

- 4.2.2-1 Provide a variety of berthing opportunities reflecting State and regional demand for slip size throughout Dana Point Harbor.
- 4.2.2-2 Protect, and where feasible, enhance and expand berthing, dry boat storage facilities and hand launch vessel storage opportunities.
- 4.2.2-3 Maintain existing quantity of anchorage space, and where feasible, provide new anchorages in areas of the Harbor that minimize interference with navigation and where shore access and support facilities are available.
- 4.2.2-4 Continue to enforce requirements that moored and docked vessels are seaworthy and navigable, thereby preserving the safe and positive image of Dana Point Harbor and promoting public use of the water.
- 4.2.2-5 Protect, and where feasible, expand and enhance facilities and services for visiting vessels, including public mooring and docking facilities, dinghy docks, guest slips, club guest slips, pump-out stations and other facilities. A minimum of 42 guest slips shall be maintained in the Harbor.
- 4.2.2-6 Protect and enhance berthing opportunities in Dana Point Harbor. The goal for any dock replacement should be no net loss of slips harbor-wide. However, if conformance with current engineering and Americans with Disabilities Act (ADA) design requirements, and/or the provision of larger slips to meet demands, requires a reduction in the quantity of slips in existing berthing areas, those slips should be

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replaced, if feasible, in new berthing areas elsewhere in the harbor (e.g. within a portion of the 'safe harbor' area near the east breakwater). Priority shall be given to provision of slips that accommodate boats less than 25 feet in length. The average slip length shall not exceed 32 feet. If new berthing areas are not available or are limited in size, the net loss of slips harbor-wide shall be minimized and shall not exceed 155 slips.

- 4.2.2-7 Design and site new development to avoid impacts to existing coastal-dependent and coastal-related developments. When reviewing new development proposals, give full consideration to the impact on coastal-dependent and coastal-related land uses including not only the proposed development on the subject property, but also the potential to limit existing coastal-dependent and coastal-related land uses on adjacent properties.
- 4.2.2-8 Maintain the Marine Commercial (MC) and Marine Services Commercial (MSC) designation in area on or near the water to encourage a continuation of coastal-dependent and coastal-related uses.
- 4.2.2-9 Encourage and maintain marine-related businesses and industries unless the demand for such facilities no longer exists. A shipyard shall be maintained in Planning Area 1 and shall be no less than 1.6 acres in size.
- 4.2.2-10 Ensure that the redevelopment of Dana Point Harbor maintains and enhances the following coastal-dependent and coastal related uses:
- Redesign and expand the existing 5.7 acre boat launch facility to maximize the number of vehicle with trailer parking spaces meeting minimum Department of Boating and Waterway guidelines (10 x 40 feet). Some larger and smaller vehicle with trailer parking spaces shall also be provided in adequate amount to meet demand as determined through the coastal development permit process;
  - Maintain space for at least 493 boats to be stored on dry land in Planning Area 1; 400 of these spaces may be provided in a dry stack storage facility. Maintain a minimum of 93 surface boat storage spaces, that can accommodate vessels that can not be stored in a dry stack storage building, within the Harbor at all times; additional spaces shall be provided where feasible;
  - Removal of any existing slips prior to construction and full operation of the boat storage facility shall only occur pursuant to an approved CDP for marina redevelopment that addresses impacts associated with any loss of slips; and
  - Maintain designated boater parking at a minimum ratio of 0.60 parking spaces per boat slip or side tie.

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**4.3 Harbor Support Facilities**

Harbor support facilities are uses, equipment and vessels that provide repair, maintenance, new construction, parts and supplies, fueling, waste removal, cleaning and related services to vessels berthed in or visiting Dana Point Harbor.

**4.3.1 Harbor Support Facility – Policies**

- 4.3.1-1 Protect public coastal access recreational opportunities through the provision of adequate support facilities and services.
- 4.3.1-2 Ensure the distribution of support facilities and services in Dana Point Harbor considers the amount of public use.
- 4.3.1-3 Protect and where feasible, expand and enhance facilities necessary to support vessels berthed or moored in Dana Point Harbor, such as boat haul-out and repair facilities.
- 4.3.1-4 Protect and where feasible, expand and enhance existing harbor support uses serving the needs of existing waterfront uses, recreational boaters, the boating community and visiting vessels.
- 4.3.1-5 Maintain the ability to distribute, remove and relocate support facilities and services in Dana Point Harbor in response to changes in land uses and recreational interests while continuing to provide comparable facilities and levels of service.
- 4.3.1-6 Coordinate with the California State Department of Parks and Recreation to expand and enhance support facilities and access opportunities between Dana Point Harbor and Doheny State Beach.
- 4.3.1-7 As part of a comprehensive Dana Point Harbor Sign Program, provide information to direct the public to parking areas, restrooms and other support facilities in and adjacent to Dana Point Harbor.

**4.4 Marine Commercial (MC) and Marine Services Commercial (MSC)**

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

To aid and enhance water quality improvements, a materials and recycling disposal station would be installed within Planning Area 4 to facilitate boater drop-off of materials such as oil

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absorbing bilge pads. Plans also contemplate enhancements in visitor parking availability and the replacement of existing turn-around at each end of Dana Drive to resolve large vehicle and emergency access constraints. Additional public parking may also be provided through the reconfiguration of Dana Drive.

The Land Use Plan amendment would provide enhancements to the Marine Services Commercial area by allowing one (1) dry stack boat storage facility building with a capacity to store up to 400 boats generally ranging in size from 20 to 40 feet. Currently, County maintenance buildings occupy a portion of this Planning Area.

The dry stack facility would offer enhanced boater services, including valet launch and retrieval services and may also include new offices, marine retail sales and boater lounge area, a hoist, boat maintenance area and other support space.

The provision of surface boat storage and parking for the boat launch (i.e. vehicle with boat trailer) is a priority in the Marine Services Commercial area. Approximately 93 surface boat storage spaces will be provided. Additional dry boat storage will be provided in surface storage and/or in a dry stack boat storage facility. The boat launch facility will be redesigned and expanded such that spaces are maximized and meet the minimum Department of Boating and Waterways guidelines of 10 x 40 feet to the greatest extent feasible while taking into account consideration the demand for larger and smaller spaces. An adequate quantity of larger and smaller vehicle with trailer spaces shall be provided for the type of tow vehicles and vessels that use the launch ramp facility, as determined through the Coastal Development Permit process.

**4.4.1 Marine Commercial (MC) and Marine Services Commercial (MSC) – Policies**

4.4.1-1 Facilities serving the commercial fishing and recreational boating industries shall be protected and where feasible, upgraded. Existing commercial fishing and recreational boating shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry. (Coastal Act Section 30234)

4.4.1-2 Renovation of the southern portion of the Marine Services Commercial area of the Harbor (southern portion of Planning Area 1) may include reconfiguration of the areas presently used for non-shipyard related activities such as boat storage, boat brokerages, jet-ski rentals and sales and kayak rentals to include a future boat storage area.

4.4.1-3 To provide enhancements to boater facilities and services in the Marine Services Commercial area (Planning Area 1) one (1) dry stack boat storage facility building may be constructed with a capacity to store up to 400 boats generally ranging in

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size from 20 to 40 feet. The existing functionality and mode of use of surface boat storage by boaters should be provided within any dry stack boat storage facility to the maximum extent possible. Other services may include ancillary marine-related administrative, professional and business offices, marine retail store, a boater lounge area, a hoist, boat maintenance area, and potentially other boat maintenance and support facilities. The existing public launch ramp and associated vehicle and trailer parking facilities shall be enhanced and maintained. There shall be no net loss of the existing 334 vehicle with trailer parking spaces. The existing vehicle with trailer parking spaces shall be reconfigured such that spaces are maximized and meet the minimum California Department of Boating and Waterways guidelines of 10 x 40 feet to the greatest extent feasible while taking into consideration the demand for larger and smaller spaces. An adequate amount of larger and smaller vehicle with trailer parking spaces shall also be provided for the type of tow vehicles and vessels that use the launch ramp facility, as determined through the Coastal Development Permit process.

- 4.4.1-4 To aid and enhance water quality improvements a materials and recycling disposal station will be installed to facilitate boater drop-off of materials such as oil absorbing bilge pads.
- 4.4.1-5 Renovation of the Marine Commercial area (Planning Area 4) may include the potential expansion of the two existing yacht clubs, restaurant upgrades and modifications to the Harbor Patrol offices to provide additional meeting rooms and staff office space. Additional new private (membership) yacht clubs are prohibited. Public access parking shall not be reduced as a result of new development.
- 4.4.1-6 Access to the Marine Services Commercial areas shall be maintained during all construction phases. A Construction Management Plan shall be prepared identifying the configuration of construction staging areas, temporary access routes and parking areas and will be submitted with development permit applications.

**4.5 Public Facilities**

The Land Use Plan policies for the Dana Point Harbor related to the location of public facilities are in furtherance of the following Coastal Act policy:

Coastal Act §30212.5 provides:

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



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Lands designated for public facilities that are on or adjacent to the shoreline are primarily used for public parking for access to the beach and open space areas, public safety facilities and educational facilities. In Dana Point Harbor, these facilities include Baby Beach, Island Park, the Ocean Institute, Harbor Patrol and the OC Sailing and Events Center.

**4.5.1 Dana Point Harbor Public Facility – Policy**

4.5.1-1 Wherever appropriate and feasible, public facilities, including parking areas or facilities shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area. (Coastal Act Section 30212.5)

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**5.0 Visitor-Serving Commercial Development**

This Chapter sets forth the Land Use Plan policies for Dana Point Harbor related to the location of visitor serving commercial and related development which are in furtherance of the following Coastal Act policies:

*Coastal Act §30213 provides:*

*Lower cost visitor and recreational facilities shall be protected, encouraged and where feasible, provided. Developments providing public recreational opportunities are preferred.*

*Coastal Act §30221 provides:*

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

*Coastal Act §30222 provides:*

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

*Coastal Act §30223 provides:*

*Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.*

*Coastal Act §30250 (c) provides:*

*Visitor Serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.*

**5.1 Visitor Serving Commercial (VSC) and Day Use Commercial (DUC)**

In order to insure that Coastal Act priorities are accommodated in the Day Use Commercial Planning Area, extensive site planning has been undertaken, balancing the need for boater services and parking, visitor serving retail and restaurants, coastal access, etc. All these land uses, when combined, play a significant role in ensuring that the policies in this Section can be met and Coastal Policies ensured.

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**5.1.1 Visitor Serving Commercial (VSC) and Day Use Commercial (DUC) – Policies**

- 5.1.1-1 Future visitor serving facilities shall be located in those areas designated as Visitor Serving Commercial and Day Use Commercial by the Dana Point Harbor Land Use Plan.
- 5.1.1-2 Continue to provide commercial uses, including eating and drinking establishments, recreation and entertainment establishments as a means of providing public access to the waterfront.
- 5.1.1-3 The Commercial Core area shall include a public Pedestrian Promenade, located immediately adjacent to the waterfront and extending from Casitas Place to Dana Wharf that will vary in width from 15 to 50 feet.
- 5.1.1-4 Design of the Commercial Core buildings and facilities shall improve the water orientation of these visitor serving land uses through the integration with the Festival Plaza, the Pedestrian Promenade and the merchants located on Dana Wharf.
- 5.1.1-5 As a part of planned new development, visitor serving commercial and restaurant uses may be integrated into a two-level podium structure, with visitor serving commercial and restaurant uses and parking on each level.
- 5.1.1-6 The two-level parking deck in the Commercial Core area shall be designed to provide direct access from the Street of the Golden Lantern and adjacent Harbor surface parking areas.
- 5.1.1-7 Cluster and phase new commercial development in the Harbor to minimize significant adverse individual or cumulative impacts on public recreational areas and the ability to provide adequate land area and support facilities for higher priority public access, public recreational and coastal dependent uses.
- 5.1.1-8 Phase new commercial development such that sufficient parking for higher priority uses (e.g. slips, boat launch, surface boat storage) is provided prior to construction of the new commercial development.
- 5.1.1-9 Ensure that adequate land area is reserved to provide parking for 2,409 boat slips (i.e. no net loss) unless a net loss of slips is authorized by a Coastal Development Permit.

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**5.2 Overnight Visitor Accommodations and Recreational Facilities (R)**

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

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

The Dana Point Harbor Revitalization Plan anticipates at some time in the future, plans will be prepared by interested parties to replace the existing Marina Inn. Conceivably, any future plans, in addition to offering overnight accommodations would also include ancillary services intended to enhance the financial viability of the facility and attract patrons.

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

Planning Area 5 includes a potential expansion of the OC Sailing and Events Center, which currently offers meeting rooms for recreational activities, community events and private parties, as well as sailing and ocean-related educational and instructional programs. The OC Sailing and Events Center may ultimately increase by approximately 6,000 sq. ft. to a total of 17,000 sq. ft. There may be a seasonal water taxi pick-up/drop-off station adjacent to the facility. Additionally, locations for the provision of low-cost boating activities, including hand launch vessel rentals and marine sightseeing excursions the operation of sports fishing

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and/or charter boat concessions may be provided. Other enhancements include picnic area improvements, upgraded restrooms and reconfigured parking areas.

Contemplated circulation and access improvements in future phases of the Harbor Revitalization Plan may include the realignment of Dana Point Harbor Drive adjacent to the proposed facility to remove the existing traffic circle to improve traffic circulation. Currently, Cove Road provides secondary access to the Harbor.

**5.2.1 Overnight Visitor Accommodations and Recreational Facilities (R) – Policies**

5.2.1-1 Harbor visitor serving and overnight accommodations (Planning Area 3) will be enhanced by potential replacement and/or remodeling of the hotel complex to include conference and recreational facilities in addition to providing up to 220 new guest rooms and amenities.

5.2.1-2 If demolition of the existing lower cost overnight accommodations (presently called the Marina Inn) in the Harbor is proposed, all demolished units shall be replaced in the area designated as visitor serving commercial by the Dana Point Harbor Land Use Plan with units that are of equal or lower-cost than the existing lower-cost units to be demolished. Conversion of any existing units to high cost, replacement of any existing units with anything other than lower cost, and construction of any new/additional units that are anything other than lower cost units shall require a Local Coastal Program Amendment to address Coastal Act issues associated with such proposals.

5.2.1-3 The conversion of any existing overnight accommodations located on public tidelands to timeshares or condominium-hotel units or any other type of Limited Use Overnight Visitor Accommodations, shall be prohibited. The construction of new timeshares or condominium-hotel units, or any other type of Limited Use Overnight Visitor Accommodation, on public tidelands, shall be prohibited. Limited Use Overnight Visitor Accommodations are any hotel, motel or other similar facility that provides overnight visitor accommodations wherein some or all of the units, rooms, lots or parcels or other segment of the facility may be sold to a subsequent purchaser who receives the right in perpetuity, for life or a term of years, to the recurrent, exclusive use or occupancy of a lot, parcel, unit, room(s) or segment of the facility, annually or on some other seasonal or periodic basis, for a period of time that has been or will be allotted from the use or occupancy periods into which the facility has been divided and shall include, but not be limited to timeshare, condominium-hotel, fractional ownership hotel or uses of a similar nature.

5.2.1-4 Harbor visitor serving and overnight accommodations (Planning Area 3) will be enhanced by potential remodeling and/or replacement (if remodeling isn't feasible) of the hotel complex to potentially include conference and recreational facilities in addition to providing up to 220 new guest rooms and amenities.

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- 5.2.1-5 The design of any renovated or new hotel in addition to traditional guest accommodations may encourage longer visitor stays, particularly for families with children, by providing up to 20% of the total number of rooms with guest amenities in addition to a bedroom, that include a living area, dining room, kitchen, clothes washers and dryers.
- 5.2.1-6 Some hotel rooms may provide accommodations for larger groups by offering connections to adjoining rooms, allowing multiple bedroom suites.
- 5.2.1-7 The design of hotel rooms shall incorporate wherever possible the use of private decks or balconies to allow guests to take advantage of the Harbor views and enjoy the oceanfront climate.
- 5.2.1-8 The design of the hotel will be compatible with the California Coastal design theme of the Commercial Core area and terraced levels of buildings in various configurations to maximize public views and break up building massing as viewed from the surrounding public vantage points shall be encouraged as part of the design.
- 5.2.1-9 The hotel building design shall emphasize providing adequate parking for guests and maintaining convenient access to parking areas for boaters.
- 5.2.1-10 A parking deck with access directly from Dana Point Harbor Drive, Casitas Place or the Commercial Core area may be considered as part of the overall hotel design to separate the main guest entrances from service and delivery functions.
- 5.2.1-11 Future facilities providing overnight accommodations will be located in the area designated as Visitor Serving Commercial (Planning Area 3) by the Dana Point Harbor Land Use Plan.

**PUBLIC ACCESS AND RECREATION**

**6.0 Public Access and Recreation**

This Chapter sets forth the Land Use Plan goals and policies for Dana Point Harbor implementing several sections of the California Coastal Act that pertain to providing public access in the Coastal Zone. They include:

Coastal Act §30210 provide:

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

Coastal Act §30211 provide:

*Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.*

Coastal Act §30212 provide:

- (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided except where:
  - (1) it is inconsistent with public safety, military security needs or the protection of fragile coastal resources;*
  - (2) adequate access exists nearby . . .**

Coastal Act §30214, in part provide:

- (c) In carrying out the public access policies of this article, the commission, regional commissions and other responsible public agencies shall consider and encourage the utilization of innovative access management techniques, including but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.*

Coastal Act §30252 provides in part:

*The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service . . . (3) providing non-automobile circulation within the development; (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses . . .*

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Coastal Act § 30253(d) provides in part that:

*New development shall do all of the following:*

*(d) Minimize energy consumption and vehicle miles traveled*

Coastal Act §30212.5 provide that:

*Whenever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise of overcrowding or overuse by the public of any single area.*

The policies contained in Chapter 3, Article 2 of the California Coastal Act focus on providing for maximum public access to the coast and the provision of recreational use of the coastline, consistent with property rights and environmental protection practices. Further, the policies require that development not interfere with public access where acquired through use or legislative authorization. Coastal development is encouraged to provide convenient access from the nearest public roadway to the shoreline, including parking areas that minimize the potential for overcrowding or overuse of a single area.

## **6.1 Shoreline Access**

The Dana Point Harbor Revitalization Plan is planned to continue to allow the Harbor to provide a wide range of public access opportunities to the coast as shown on Exhibit 6-1, *Dana Point Harbor Coastal Access*. The Revitalization Plan would provide for the reconfiguration of the main Harbor vehicular entrance and provide dedicated parking for visitors and businesses in the Commercial Core, boaters and boat service users. The physical design of the Commercial Core would facilitate the consolidation of a majority of the Day Use Commercial land uses by clustering the commercial businesses and restaurants in one centralized area and providing more convenient parking accessibility.

### **6.1.1 Shoreline Access – Policies**

6.1.1-1 Oceanfront land suitable for recreation use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area. (Coastal Act Section 30221)





- LEGEND**
- Class II (On-Road) Bike Trail
  - Water Accessways
  - Pedestrian Accessways
  - Parks & Picnic Areas
  - Primary Public Parking Areas
  - Pedestrian Overlooks

Source Reference Note:  
 This Exhibit is based on Figures 7 & 8, Existing and Proposed Access, respectively, contained in the original Local Coastal Program, Land Use Plan / Implementing Actions Program South Coast Planning Unit / Dana Point and has been updated for the Dana Point Harbor area of the City of Dana Point. Existing and proposed improvements associated with the Dana Point Harbor Revitalization Plan are shown for reference purposes only. Any new development will be subject to approval of a Coastal Development Permit pursuant to the provisions contained in Chapter 16, Discretionary Permits and Procedures.



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



Exhibit 6-1

**DANA POINT HARBOR COASTAL ACCESS**

**PUBLIC ACCESS AND RECREATION**

- 6.1.1-2 Priority should be given to those projects that provide for coastal recreational opportunities for the public. Lower cost visitor and recreational facilities shall be protected, encouraged and where feasible, provided. (Coastal Act Sections 30213, 30222, 30223)
- 6.1.1-3 Preserve, maintain, and enhance existing public access ways and existing areas open to the public. Create new public access opportunities where feasible. (Coastal Act Sections 30210, 30212)
- 6.1.1-4 Existing, new or improved public access shall be well posted. A comprehensive signage plan shall be implemented in conjunction with new development to inform the public of the availability of and provide direction to coastal accessways, on-site recreational amenities, and public parking areas. The County shall coordinate an access signing system to facilitate regional access from Interstate 5 and Pacific Coast Highway.
- 6.1.1-5 Public access will continue to be provided to the marine life refuge.
- 6.1.1-6 Existing access trails will be managed for controlled access if use is excessive and contributing to the deterioration of highly sensitive habitat areas. Management mechanisms shall be maintained, and where necessary modified, in conjunction with the State Department of Fish and Game.
- 6.1.1-7 Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation. (Coastal Act Section 30211)
- 6.1.1-8 Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development except where it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, or where adequate access exists nearby. (Coastal Act Section 30212)
- 6.1.1-9 Public access, which shall be conspicuously posted, and public recreational opportunities, shall be provided to the maximum extent feasible for all the people to access the coastal zone area and shoreline consistent with public safety needs and the need to protect public rights and natural resource areas from overuse. (Coastal Act Section 30210)
- 6.1.1-10 Public access and views of the waterfront shall be enhanced through the creation of a large, centralized outdoor Festival Plaza (approximately 35,000 sq. ft.), and located at the southern terminus of the Street of the Golden Lantern that provides a combination of landscaping, special paving and informal seating opportunities, serving as a central gathering place for events, activities and celebrations.

**PUBLIC ACCESS AND RECREATION**

6.1.1-11 Wherever appropriate and feasible, public facilities including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

6.1.1-12 Enhanced lighting for streets, parking lots and pedestrian walkways will be implemented with new development.

**6.2 Transportation**

The Dana Point Harbor Revitalization Plan would allow for improvements to the vehicular circulation system to minimize pedestrian conflicts, thereby improving public access to the Commercial Core area and the ocean. The vehicular entrance to the Harbor from Dana Point Harbor Drive and Street of the Golden Lantern, if modified, will provide direct access to the parking deck facility, enhancing accessibility to the businesses located in the Commercial Core area. An above ground pedestrian bridge located east of the Festival Plaza, would provide an unimpeded pedestrian connection to the Dana Wharf area. Non-vehicular accessibility of the different areas of the Harbor also would be enhanced by the provision of a seasonal water taxi service and land-based, non-auto/ shuttle system when determined feasible and necessary to improve traffic circulation and reduce parking demand within the Harbor.

To reduce the current commercial/retail parking shortage and improve access, the Dana Point Harbor Revitalization Plan would allow consolidation of parking areas into a two-level parking deck north of proposed Commercial Core area that will extend directly from Street of the Golden Lantern and Dana Point Harbor Drive. To create the main Harbor vehicular entrance that is contemplated, the realignment of the extension of the Street of the Golden Lantern is necessary to provide improved vehicular access, to open valuable public view corridors to the coast and provide access to the upper and lower levels of the parking deck. While the footprint of the new parking deck is located in a portion of the existing boat launch ramp parking lot, the design relocates the surface parking for the boat launch ramp to the east, maintaining at least the same size surface parking lot and maintaining California Department of Boating and Waterways design standards. The new parking deck facility would provide efficient ingress and egress and allow for safe pedestrian movement from the parking areas to shopping and restaurants.

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

**PUBLIC ACCESS AND RECREATION**

**6.2.1 Transportation – Policies**

- 6.2.1-1 Promote Harbor improvements that are designed in a manner that: (1) facilitates provision or extension of transit service; (2) provides on-site commercial and recreational facilities to discourage mid-day travel; and (3) provides non-automobile circulation to and within the Harbor. (Coastal Act Section 30213 & 30252)
- 6.2.1-2 The City of Dana Point and OC Dana Point Harbor shall cooperate to the maximum extent feasible to provide a convenient shuttle service to link Dana Point Harbor with the Town Center and reduce energy consumption and vehicle miles traveled wherever feasible. (Coastal Act 30252, 30253)
- 6.2.1-3 The implementation of restrictions on public parking along Dana Point Harbor Drive and Street of the Golden Lantern that would impede or restrict public access to the Harbor, trails or recreation areas (including, but not limited to the posting of “no parking” signs, red curbing and placement of physical barriers) shall be prohibited except where such restrictions are needed to protect public safety and where no other feasible alternative exists to provide public safety. Changes to existing time limits or hours of operation and substantial changes to parking fees shall require a Coastal Development Permit.
- 6.2.1-4 Prior to Coastal Development Permit approval for development within the Commercial Core, plans shall be prepared indicating the use of Transportation Demand Management Plan (TMP) measures such as preferential parking for vanpooling/carpooling, employee subsidy for transit passes or vanpooling/carpooling, flextime work schedules, etc. A TMP shall be required for implementation as part of the Coastal Development Permit process.
- 6.2.1-5 Bike racks shall be incorporated into the design of the Harbor wherever feasible.

**6.2.2 Public Transit**

Dana Point Harbor is presently served by an established network of public transportation services that bring visitors, sightseers and the general public to enjoy the various Harbor amenities. In addition to the services presently provided, the Dana Point Harbor Revitalization Plan contemplates the implementation of the following two programs to augment existing access opportunities.

A seasonal water taxi service could be provided as an alternative means of transportation during high usage periods in the Harbor for boaters and business patrons and to potentially reduce average daily trips. Prior to completion of Dana Point Harbor Revitalization Plan improvements, OC Dana Point Harbor will evaluate the feasibility of such a venture. Based on the results, OC Dana Point Harbor will implement such a program.

**PUBLIC ACCESS AND RECREATION**

The Cities of Dana Point, San Juan Capistrano and San Clemente have joined together in support of the Orange County Transportation Authority's (OCTA) "Go Local Program" to propose creation of the "Tri-City Trolley" program. The Tri-City Trolley would provide tourists, visitors, residents and employees in the areas with a link between the local Amtrak Station, Metrolink Station, beaches, historic districts, local attractions, shopping, restaurants and local hotels. The goal of this program is to serve as many destinations as possible and minimize the travel time for Trolley customers. The objective of the program is to reduce traffic congestion, parking demand, enhance pedestrian use and increase economic development of the cities involved. Anticipated activity centers to be served include:

- San Juan Capistrano Train Station
- St. Regis Hotel
- Ritz Carlton Hotel
- Dana Point Harbor
- Doheny State Beach
- Capistrano Beach (from the pedestrian bridge)
- San Clemente Metrolink Station
- San Clemente Pier / Amtrak Train Station
- Mission San Juan Capistrano

**Public Transit – Policies**

- 6.2.3-1 Transit service and pedestrian/bicycle trails shall be maintained and enhanced wherever possible in order to reduce the demand for parking.
- 6.2.3-2 Require the implementation of employer Transportation Demand Management (TDM) requirements included in the Southern California Air Quality Management District's Regulation XV of the Air Quality Management Plan. Participate in regional efforts to implement (TDM) requirements.
- 6.2.3-3 Promote ridesharing and public transportation through publicity and provision of information to the public.
- 6.2.3-4 Ensure accessibility of public transportation for elderly and disabled persons.
- 6.2.3-5 Require employers to reduce vehicular trips by offering employee incentives.
- 6.2.3-6 Provide for a non-vehicular circulation system that encourages mass-transit, bicycle transportation, pedestrian circulation. (Coastal Act Section 30252, 30253)

**PUBLIC ACCESS AND RECREATION**

**Bus Transportation**

The Orange County Transit Authority (OCTA) provides bus services to the City of Dana Point and Dana Point Harbor. Bus stops are currently located adjacent to the intersection of Dana Point Harbor Drive on Street of the Golden Lantern at the main entrance to the Harbor.

**Bus Transportation – Policies**

- 6.2.3-7 Encourage the provision of safe, attractive and clearly identifiable transit stops and related high quality pedestrian facilities throughout the Harbor. (Coastal Act Section 30252)
- 6.2.3-8 Work with the Orange County Transit Authority (OCTA) and other appropriate agencies to provide express transportation to regional airports.
- 6.2.3-9 To promote energy conservation as part of new development, OC Dana Point Harbor in cooperation with the County and adjacent cities will determine the feasibility of the Tri-City Trolley being operational prior to or concurrent with build-out and occupancy of the Commercial Core. Funding mechanisms and the option to serve Dana Point Town Centre as an activity center will be evaluated.
- 6.2.3-10 To reduce traffic congestion and parking demand within OC Dana Point Harbor and enhance connectivity between areas of high public use within the Dana Point coastal zone (e.g. Harbor, Town Center, Doheny State Beach, hotels, etc.), the OC Dana Point Harbor shall implement a shuttle service to link the Harbor with other areas of high public use when anticipated ridership suggests demand for such service. The City and OC Dana Point Harbor shall continually evaluate traffic and parking demand within the harbor to determine whether implementation and/or expansion of existing shuttle service is required. Where shuttle service implementation and/or expansion is determined to be necessary to offset the impacts of new development, the City and/or OC Dana Point Harbor shall require new development to participate in the provision of such service.

**Water Transportation**

Water transportation options in Dana Point Harbor presently include services such as ferry service to Catalina Island, whale watching and pleasure excursions and may include a seasonal water taxi if determined feasible.

**Water Transportation – Policy**

- 6.2.3-11 A seasonal water taxi service may be incorporated throughout the Harbor to reduce average daily trips (ADT's) during peak Harbor usage days.

**PUBLIC ACCESS AND RECREATION**

**6.2.4 Bikeways and Trails**

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

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

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

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

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

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**Bikeways and Trails – Policies**

- 6.2.4-1 Coordinate with appropriate City and County Park, Recreation and Harbor agencies to enhance Open Space trails and bike paths. (Coastal Act Sections 30210-212.5)
- 6.2.4-2 Promote the safety of pedestrians and bicyclists by adhering to national standards and uniform practices.
- 6.2.4-3 Maintain existing pedestrian facilities and require new development to provide pedestrian walkways between facilities.
- 6.2.4-4 Encourage safe and convenient bicycle and pedestrian access throughout the community. (Coastal Act Sections 30210-212.5, 30250, 30252)
- 6.2.4-5 Develop stronger pedestrian, bicycle and visual linkages between public spaces and along the shoreline and bluffs. (Coastal Act Sections 30210, 30212)
- 6.2.4-6 Support and coordinate the development and maintenance of bikeways in conjunction with the County of Orange Master Plan of Countywide Bikeways to assure that local bicycle routes will be compatible with routes of neighboring jurisdictions.
- 6.2.4-7 Require the provision of showers, changing rooms and an accessible and secure area for bicycle storage at all new and existing developments and public places whenever feasible. (Coastal Act Section 30213)
- 6.2.4-8 Consider the provision of unique non-motorized circulation methods for special events.
- 6.2.4-9 Provide public access consistent with the exhibit entitled Dana Point Harbor Coastal Access.
- 6.2.4-10 Maximize public access to and along the waterfront and bulkhead. As a goal, maintain, and where necessary establish, continuous, uninterrupted public access along the waterfront and bulkhead, except along those segments of the bulkhead in the Marine Service Commercial area where provision of such access would interfere with boat launch and repair operations (in which case connecting detours shall be provided around those areas). Remove existing obstructions to public access along the waterfront and bulkhead and establish new public accessways through those areas.
- 6.2.4-11 Pedestrian walkways and trails shall provide connection points to off-site, existing or proposed walkways/trails, including integration with the California Coastal Trail.



**PUBLIC ACCESS AND RECREATION**

6.2.4-12 Provide public access onto harbor jetties, including provisions for public fishing, wherever feasible and to the extent such access can be safely provided.

**6.2.5 Parking**

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

As part of the Dana Point Harbor Revitalization Plan, a parking analysis was prepared to determine existing parking supply uses and Harbor activity areas and to forecast whether adequate parking can be provided based on planned improvements. As indicated by the parking study, the Harbor presently has a parking capacity of 3,983 spaces total and with the planned modifications and improvements included in the Dana Point Harbor Revitalization Plan; the number of spaces available would be increased by 582, for a total of 4,565 spaces.

To minimize the disruption of traffic and parking facilities in and around the Harbor for marina users and visitors during construction activities, a Construction Management Plan would provide alternative strategies that include use of a combination of on- and off-site parking areas to be utilized for the temporary storage of boats, vehicles and employee parking. During significant special events or periods of peak Harbor usage, Harbor visitors and guest parking at off-site locations would be linked by using regularly scheduled shuttle transportation.

**Dana Point Harbor Parking – Policies**

6.2.5-1 All parking facilities shall be designed to include safe and secure parking for bicycles.

6.2.5-2 Provide opportunities for and encourage the shared use of parking facilities to improve public access to the coast, where feasible and where such shared use does not substantially and adversely impact the primary use for which the parking was intended. (Coastal Act Sections 30212.5 & 30252)

6.2.5-3 Adequate parking will be provided in close proximity to the use the parking is intended to support.

6.2.5-4 Maintain public access to the coast by providing better transit and parking opportunities. (Coastal Act Section 30252)

6.2.5-5 Provide sufficient off-street parking. (Coastal Act Section 30250)

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- 6.2.5-6 Designated boater parking areas shall be located as close as possible to the land/dock connection point of the docks they serve. Typically, the boater parking spaces should be within 300-feet of the land/dock connection point of the docks they serve, but where adherence to this standard is infeasible, the parking spaces shall be within a maximum of 600-feet of the land/dock connection point of the docks they serve. Mitigation measures should be provided to assist boaters with transport of passengers, equipment and provisions from parked vehicles to the land/dock connection point of the docks they serve in cases where the distance between parking spaces and the docks exceeds 300-feet and/or where there are other factors present which make such transport difficult.
- 6.2.5-7 As part of any application for a Coastal Development Permit for Revitalization Plan improvements in the Commercial Core, a parking management program shall be developed which assesses current and anticipated future parking demands throughout the harbor, taking into account weekday, weekend and seasonal variations in the use of Harbor facilities, and develops a plan which makes the best possible use of the parking while prioritizing and avoiding adverse impacts on dedicated boater parking and boat launch ramp parking (i.e. vehicle with boat trailer) opportunities. The parking needs of the general public visiting the harbor for boat and non-boat related recreational purposes shall also be considered, especially with regard to any underutilized parking that may exist in Planning Area 4.
- 6.2.5-8 The parking ratios will be contained in the off-street parking standards section of the Implementation Plan once certified by the California Coastal Commission. Any changes to these standards shall require a Local Coastal Program Amendment.
- 6.2.5-9 Separate pedestrian sidewalks will be provided as part of the ramp design to minimize pedestrians using parking aisles to access the Commercial Core area businesses.
- 6.2.5-10 Prioritize construction of proposed parking facilities in new development to augment parking for Harbor visitors and boaters.
- 6.2.5-11 Designated boater drop-off areas and parking shall be provided in the Commercial Core.
- 6.2.5-12 Existing surface parking may be re-striped to improve efficiencies in parking stall configuration.
- 6.2.5-13 Prior to the approval of any Coastal Development Permit or Grading Permit for Revitalization Plan improvements, OC Dana Point Harbor shall prepare a construction-phase Parking Management Plan (PMP) that ensures public access will

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be retained to the extent it can be safely provided and to reduce construction congestion/ conflicts.

6.2.5-14 OC Dana Point Harbor shall prepare a Traffic Management Plan (TMP) to include a provision for use of off-site locations for parking during peak Harbor use periods as necessary.

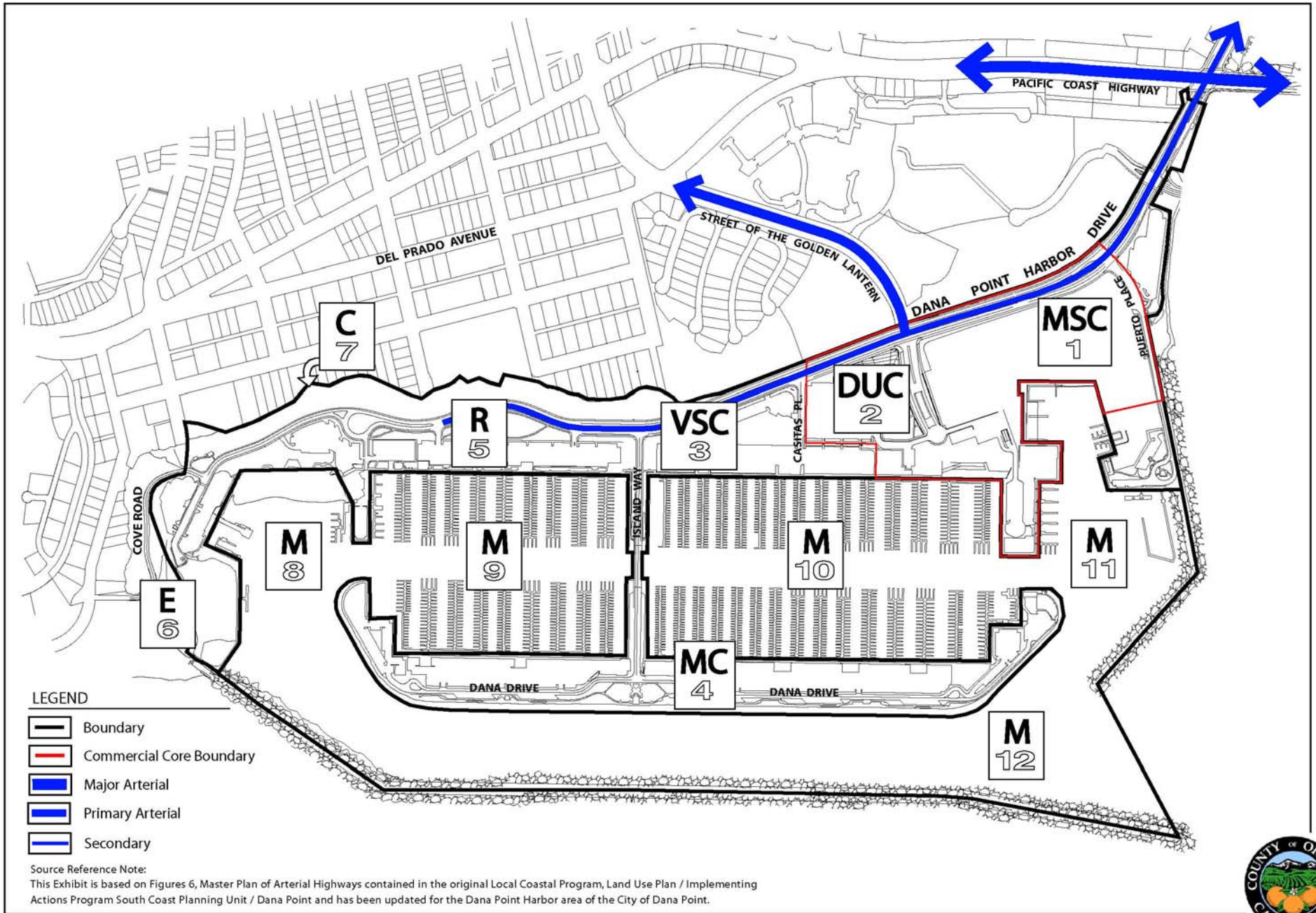
6.2.5-15 Existing parking in Planning Area 4 that supports access to recreational amenities (e.g. walkways, picnic areas, green space) shall not be reduced. Those parking spaces shall not be used to support other uses in Planning Area 4 (e.g. expanded yacht clubs, restaurant, harbor patrol, etc.). Consideration shall be given to opening up existing underutilized parking areas that are closed to public use for use by the visiting public.

**6.2.6 Arterial Highways, Local Roads and Circulation**

The overarching goal of ensuring that new development maintains and enhances public access to the coast, as required by Coastal Act §30212, is carried out through the planned regional circulation improvements required by the affected agencies. Exhibit 6-2, *Dana Point Harbor Arterial Highways*, shows the roadway system serving the Dana Point Harbor and surrounding land uses. Access to Dana Point Harbor is provided principally from Pacific Coast Highway via Dana Point Harbor Drive and the Street of the Golden Lantern. Pacific Coast Highway is classified as a Major Arterial Highway and both Dana Point Harbor Drive and the Street of the Golden Lantern are Primary Arterials.

Dana Point Harbor Drive is a four-lane divided roadway trending in an east-west direction to the turn-around located adjacent to the OC Sailing and Events Center, where the road transitions to a 2-lane, non-divided roadway; on-street parking is provided in some locations. The posted speed limit is 25 mph for the segment between Cove Road and the Street of the Golden Lantern and 30 mph on the divided segment between Street of the Golden Lantern and Pacific Coast Highway. Street of the Golden Lantern is a four to six-lane divided roadway trending in a north-south direction; on-street parking is provided north of Dana Point Harbor Drive. The posted speed limit is 30 mph north of Dana Point Harbor Drive and 25 mph inside the Harbor entry. Puerto Place, Casitas Place and Island Way are all two-lane undivided roadways trending in a north-south direction; on-street parking is prohibited and a posted maximum speed of 25 mph.

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



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

**DANA POINT HARBOR ARTERIAL HIGHWAYS**

Exhibit 6-2

**PUBLIC ACCESS AND RECREATION**

Contemplated circulation and access improvements include the realignment of Dana Point Harbor Drive adjacent to the OC Sailing and Events Center to remove the existing traffic circle, thereby improving traffic circulation for large vehicles (buses, and emergency apparatus, etc.) to the Ocean Institute and potentially allowing the reconfiguration of adjacent parking areas to provide additional parking opportunities. Currently, Cove Road provides secondary access to the Harbor.

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

**Arterial Highways, Local Roads and Circulation – Policies**

- 6.2.6-1 Design safe and efficient vehicular access to streets to ensure efficient vehicular ingress and egress. (Coastal Act Section 30252)
- 6.2.6-2 Improve the visual character of major street corridors.
- 6.2.6-3 Preserve public views from streets and public places. (Coastal Act Section 30251)
- 6.2.6-4 Develop circulation system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity, maximum grades and associated features such as medians and bicycle lanes. (Coastal Act Section 30252)
- 6.2.6-5 Develop a program to identify, monitor and make recommendations for improvement to Harbor roadways and intersections that are approaching or have approached unacceptable levels of service or are experiencing higher than expected accident rates.
- 6.2.6-6 Provide for the safe transport of hazardous materials.
- 6.2.6-7 Policies related to Harbor roadway circulation:
  - a. All roadways shall be designed to minimize landform alterations;
  - b. Existing Cove Road will be retained as a means of access to Dana Point Harbor and Doheny State Beach;
  - c. Convenient pedestrian access shall be provided to transit stops;  
and
  - d. Turnouts, benches and shelters shall be provided, as appropriate, at bus stops in order to maximize the safety, comfort and convenience of transit passengers.

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- 6.2.6-8 Require that proposals for major new developments include a future traffic impact analysis which identifies measures to mitigate any identified project impacts. (Coastal Act Section 30250)
- 6.2.6-9 Minimize pedestrian and vehicular conflicts. (Coastal Act Section 30252)
- 6.2.6-10 Establish landscaping buffers and building setback requirements along all roads where appropriate. (Coastal Act Section 30252)
- 6.2.6-11 Provide appropriately designed and maintained roadways for the primary truck routes. (Coastal Act Section 30254)
- 6.2.6-12 Provide loading areas and accessways that are designed and located so as to avoid conflicts with efficient traffic circulation.
- 6.2.6-13 The maintenance and enhancement of public non-vehicular access to the shoreline will be of primary importance when evaluating future improvements in the coastal zone, both public and private.
- 6.2.6-14 Circulation enhancements, including the provision of additional visitor parking, potential replacement of the existing vehicle turn-around at the east end of Dana Drive and adjacent to OC Sailing and Events Center will resolve large vehicle and emergency access constraints.

**6.3 Recreation (R)**

The Land Use Plan policies for the Dana Point Harbor related to the location of recreational facilities are in furtherance of the following Coastal Act policies:

Coastal Act §30213 provide:

*Lower cost visitor and recreational facilities shall be protected, encouraged and where feasible, provided. Developments providing public recreational opportunities are preferred.*

Coastal Act §30221 provide:

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

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**6.3.1 Recreational Opportunities**

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

Planning Area 1 (Marine Services Commercial) – Most of Planning Area 1 consists of boat services and storage. The Marina Services Commercial area is located at the south-central portion of Planning Area 1. Components of the Dana Point Harbor Revitalization Plan include a completely renovated public boat launch, a non-motorized boat launch, jet ski and boat rentals, a hoist for launching and retrieving boats and dry surface storage spaces for boats. There is a small park located at the southerly end of Planning Area 1 that is designated Recreation (R) that will be preserved in place.

Planning Area 2 (Day Use Commercial) – Most of the Commercial Core would be located within Planning Area 2. Approximately 26,600 sq. ft. of existing retail uses and 51,300 sq. ft. of existing restaurant uses are planned to be located within the Commercial Core. Adjacent to the boardwalk, between Mariner's Village and Dana Wharf, a 5,000 square foot boater service building could provide office space for yacht brokers and restrooms with showers and laundry washing facilities for boaters. In addition, Dana Wharf Sport fishing and Dana Island Yachts provide boat and fishing charters. In addition, the Catalina Express (a high-speed ferry to Catalina Island) has service out of Planning Area 2.

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

Planning Area 4 (Marine Commercial) – Planning Area 4 includes the Dana West Yacht Club and the Dana Point Yacht Club. The Dana West Yacht Club is a full-service club that provides junior sailing programs, racing programs and billfish tournaments. The Dana Point Yacht Club also provides junior sailing programs, racing programs and permanent and visitor slips available on a reservation or first-come-first-serve basis. Along the southern boundary of the Island is a 4.25 acre picnic park area that includes picnic areas with benches, restroom facilities and barbecues on wide grassy areas (although located in Planning Area 4, this area is designated Recreation (R)). Planning Area 4 also includes the Aventura Sailing Association, which provides boat rentals, sailing instruction, cruises, whale-watching charters and racing programs.

**PUBLIC ACCESS AND RECREATION**

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

Planning Area 6 (Education/Institutional) – Planning Area 6 includes the Ocean Institute within the southeastern portion of the Planning Area. The Institute is dedicated to providing education on marine life and its preservation and public programs, including sailing trips on an historic ship (the Spirit of Dana Point), summer camps and marine life excursions. The Ocean Institute has a 5,200 sq. ft. exhibit space featuring interactive demonstration areas focused on sea floor exploration. The Institute also provides classes on living systems, surf science, sea floor exploration and advanced education. The Institute includes a lecture hall and conference center totaling 3,000 square feet inside and 2,000 square feet outdoors. Two tall ships are harbored at the Ocean Institute, the Spirit of Dana Point and the Pilgrim, which provide historical connections to Dana Point Harbor.

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

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

Planning Areas 9 and 10 (West and East Marina's) – Planning Area 9 (West Marina) and PA 10 (East Marina) consist of 2,409 boat slips. Additionally, Planning Area 9 includes 42 visitor slips, 15 commercial fishing slips, 9 Harbor Patrol slips, 13 OC Sailing and Events Center slips and 11 slips for the Dana Point Yacht Club.

Planning Areas 11 and 12 (Marine Services and Harbor Entrance) – Planning Area 11 includes the Catalina Express dock, the Embarcadero Boat Rental Docks, Sport Fishing Docks, Charter



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Fishing Docks, Bait Receiver and the shipyard slips. Planning Area 12 is the marine entrance to the Harbor from the Pacific Ocean.

**Recreational – Policies**

- 6.3.1-1 Encourage the provision of a range of recreational facilities and programs to meet the needs of Harbor visitors.
- 6.3.1-2 Lower cost visitor and recreational facilities shall be protected, encouraged and where feasible, provided. Harbor facilities providing public recreational opportunities are preferred. (Coastal Act Section 30213)
- 6.3.1-3 Pedestrian linkages shall be created between Harbor amenities, such as the Pedestrian Promenade and linear park.
- 6.3.1-4 Development in areas adjacent to parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas through, among other methods, creative site planning and minimizing visual impacts and shall be compatible with the continuance of those parks and recreation areas. (Coastal Act Section 30240)
- 6.3.1-5 Coastal water areas suited for water-oriented recreation activities shall be protected for such uses. (Coastal Act Section 30220)
- 6.3.1-6 Maintain, enhance, and where feasible, expand places to hand launch small non-motorized watercraft and provide necessary parking; as well as opportunities to rent and store such watercraft. Storage for hand launch vessels shall be provided as close to hand launch areas as feasible.

**6.3.2 Recreational and Education Programs**

Dana Point Harbor, through the operations of several independent businesses and non-profit organizations presently offer a variety of low-cost boating opportunities including: ferry passenger service to Catalina Island, guest docks, jet ski, kayak, paddleboard and boat rentals, whale watching excursions, sports fishing charters and tours of historic tall ships. Additionally, a number of the boater-related organizations in the Harbor offer instructional classes on sailing and boating throughout the year that are available to anyone who is interested. The Ocean Institute and OC Sailing and Events Center both conduct an extensive number of recreational and educational programs for groups ranging in age from toddlers and elementary school students to adults, including summer and school break youth programs. Public watercraft launching is available at the boat launch ramp facility and hand launching of canoes, kayaks and paddle boards can be done at Baby Beach, the public dock at the fishing pier, the boat launch ramp and from the dock areas throughout the Harbor.

**PUBLIC ACCESS AND RECREATION**

**6.3.3 Temporary Events**

Dana Point Harbor has long been the venue for temporary events, including film productions, runs, races, water-related sporting events, concerts, boat shows, holiday observances and other such events. Presently, the County and the City of Dana Point regulate these events by requiring special event permits.

**Temporary Event – Policies**

- 6.3.3-1 Temporary events shall minimize impacts to public access, recreation and coastal resources. A Coastal Development Permit shall be required for temporary events that meet all of the following criteria: 1) held between Memorial Day and Labor Day; 2) occupy any portion of a public sandy beach; and 3) involve a charge for general public admission where no fee is currently charged for use of the same area. A Coastal Development Permit shall also be required for temporary events that do not meet all of these criteria, but have the potential to result in significant adverse impacts to public access and/or coastal resources. (Coastal Act/30212)
- 6.3.3-2 Special event permits and Coastal Development Permits (as required above) for temporary events shall be required to provide details on event characteristics, including duration (from set up/assembly to break-down/dismantling and clean-up times), event hours, per day estimated attendance, parking management and shuttle arrangements, traffic control, noise control, waste removal, insurance, equipment to be used, food service, entertainment, sponsorships and advertising/marketing plans.
- 6.3.3-3 A Special Event Permit shall be required for all events that necessitate the temporary closure of a public roadway and shall be reviewed and approved by the Orange County Sheriff's Department prior to permit issuance.
- 6.3.3-4 Shuttle service from off-site parking areas and available to the public free of charge shall be required to serve any temporary event requiring a Coastal Development Permit.

**6.3.4 Access for Persons with Disabilities**

People with disabilities that limit their mobility require special improvements in order to be afforded access to coastal resources. Dana Point Harbor continues to ensure that persons with disabilities have access to coastal areas through implementation of an ongoing retrofitting of the existing facilities and the enhancements proposed as part of the Dana Point Harbor Revitalization Plan improvements to land and waterside areas.

**PUBLIC ACCESS AND RECREATION**

**Access for Persons with Disabilities – Policies**

- 6.3.4-1 Ensure accessibility of pedestrian facilities to the elderly and disabled.
- 6.3.4-2 Ensure that planned public facilities include provisions for adequate access for persons with disabilities and that to the extent feasible, existing facilities are appropriately retrofitted to include such access as required by the Americans with Disabilities Act (ADA) in a manner consistent with the protection of coastal resources.
- 6.3.4-3 Design guardrails on piers, trails and public viewing areas to take into consideration the views at the eye level of persons in wheelchairs.
- 6.3.4-4 Provide appropriately located handicap parking spaces in designated boater parking areas to allow access to gangways and boat docks designed to accommodate wheelchairs.

**6.4 Education (E)**

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

**6.4.1 Educational and Institutional Facilities – Policies**

- 6.4.1-1 Continue to consider the need for multi-purpose meeting rooms and space for community events.
- 6.4.1-2 Encourage public support of Ocean Institute and OC Sailing and Events Center activities and programs.