CITY OF DANA POINT
PLANNING COMMISSION
AGENDA REPORT

DATE: APRIL 27, 2015

TO: DANA POINT PLANNING COMMISSION

FROM: URSULA LUNA-REYNOSA, DIRECTOR OF COMMUNITY DEVELOPMENT; SAIMA QRESHY, SENIOR PLANNER, COMMUNITY DEVELOPMENT DEPARTMENT

SUBJECT: ZONE TEXT AMENDMENT ZTA15-0001, AND LOCAL COASTAL PROGRAM AMENDMENT LCPA15-0001; TO AMEND THE CITY'S ZONING ORDINANCE; CHAPTER 9.26 AND CORRESPONDING APPENDIX "E", GENERALLY REFERRED TO AS "DANA POINT TOWN CENTER PLAN", TO ADDRESS PARKING REGULATIONS, A CHANGE TO THE TITLE OF THE DOCUMENT TO "DANA POINT LANTERN DISTRICT PLAN" AND AN ADDENDUM TO THE PREVIOUSLY APPROVED MITIGATED NEGATIVE DECLARATION.

RECOMMENDATION: That the Planning Commission approve the attached draft resolutions recommending City Council approval and adoption of the Zone Text Amendment, Local Coastal Program Amendment and addendum to the previously approved Mitigated Negative Declaration.

APPLICANT: City of Dana Point

REQUEST: Request for the approval of a 1) Zone Text Amendment ZTA15-0001, Local Coastal Program Amendment LCPA15-0001 and 2) an addendum to the previously approved Mitigated Negative Declaration to amend the City's Zoning Ordinance – Chapter 9.26 and corresponding Appendix "E", commonly referred to as "Dana Point Town Center Plan", to address parking regulations and to change the title of the document to "Dana Point Lantern District Plan".

LOCATION: The Town Center Plan area ("Plan area") as identified on the City's adopted Zoning Map. Generally, the subject area extends over approximately a one-mile area and encompasses Pacific Coast Highway and Del Prado, from Green Lantern to Copper Lantern, including the area of La Plaza.

NOTICE: Notices of the Public Hearing were mailed to property owners inside the Plan area and within a 500-foot radius of the Plan area and occupants inside the Plan area and within a 100-foot radius of the Plan area on April 15, 2015, published within the

Dana Point News on April 16, 2015, and posted at the Dana Point City Hall, the Dana Point Post Office, the Capistrano Beach Post Office, the Dana Point Library, and the City's web site on April 17, 2015. Notices were also e-mailed to interested parties that requested to be notified of hearings related to the Town Center/Lantern District.

ENVIRONMENTAL: A draft addendum to the previously adopted Mitigated Negative Declaration (State Clearinghouse # 2006091005) has been prepared in accordance with the California Environmental Quality Act (CEQA).

ISSUES

1. Is the proposal consistent with the goals and policies of the Dana Point General Plan and the Town Center Plan?

2. Is the proposal consistent with the Dana Point Zoning Ordinance?

3. Is the proposal consistent with the California Coastal Act?

4. Is the proposal consistent with the Local Coastal Program Amendment procedures as set forth in the Dana Point Zoning Ordinance, Section 9.61.080?

BACKGROUND

One of the components of the Implementation Program of the adopted Dana Point Town Center Plan ("Plan") is the development of a Parking Program for the Plan area. In accordance with that effort, on February 25, 2015, the City Council and Planning Commission held a joint study session with City Staff and the City's Parking Consultant, Nelson Nygaard Consulting Associates (the "Consultant"), presenting five new policies related to parking to address the unique parking characteristics of a mixed-use plan area. The Staff Report for the study session is attached to this report as Attachment 3 which provides a detailed discussion of the proposed policies and the chronology of the City's past engagement of interested parties in the development of these policies.

The recommended policies, as detailed in attachment 3 (Staff Report for February 25, 2015 study session) are summarized below:

Policy 1: Lease or purchase existing private parking lots and make them available to the public as shared parking;
Policy 2: Implement a coordinated Way-Finding program;
Policy 3: Adopt Parking requirements appropriate to a mixed-use district;
Policy 4: Establish an on-going monitoring and evaluation process; and
Policy 5: Implement a Parking Benefit District for adjacent residential blocks.

Two additional policies identified in this report are an integral part of the proposed Parking Plan for the Plan area. These two policies are:

Policy 6: Adopt bike parking standards appropriate to a mixed-use district;
Policy 7: Adopt specific signage standards to identify parking facilities.

As described at the study session, Policies 1 and 2 can be implemented without a Local Coastal Program Amendment (LCPA) and are currently in various stages of being implemented by the City.

In order to implement Policies 3, 4, 6 and 7, City Council approval of a Zone Text Amendment (ZTA) and Local Coastal Program Amendment (LCPA) is required. This evening, the Planning Commission will consider Policies 3, 4, 6 and 7 and decide whether to forward a recommendation to the City Council to approve the proposed ZTA and LCPA.

To implement Policy 5, a Coastal Development Permit would have to be processed to allow paid on-street parking in the residential neighborhood of Santa Clara Avenue as that area lies within the Coastal Overlay District. Additionally, the City would have to amend its Municipal Code – Title 12 to establish Parking Meters/Paid Parking Zones anywhere in the City. Since the City Council is the decision making body for Title 12 of the Municipal Code, staff is recommending that the Planning Commission, as part of its action on this item, refer the future Coastal Development Permit to allow Parking Meters/Paid Parking Zones to the City Council as prescribed by Dana Point Zoning Code Section 9.69.030(b).

In addition to parking related amendments, the title of the Plan document is also proposed to be amended from "Dana Point Town Center Plan" to "Dana Point Lantern District Plan" to implement the December 3, 2013 City Council decision to change the name of the subject area. In this report the Town Center Plan area shall be hereafter referenced as the "Lantern District".

DISCUSSION
The following discussion details the proposed standards which will implement Policies 3, 4, 6 and 7.

Policy 3: Adopt parking requirements appropriate to a mixed-use district: The proposed parking standards for the Lantern District are proposed to be incorporated in the "Development Standards" chapter of the Plan document (Attached to Action Document 2 as Exhibit "B").

The proposed standards for non-residential uses are summarized below:
- Require two parking spaces per 1,000 square feet of gross square footage, provided that the parking spaces provided to satisfy this requirement are made available to the public as shared parking.

- If the parking spaces are not made available to the public, then the citywide zoning requirements for parking shall continue to apply.
- Count on-street parking located along the frontage of a project site toward the fulfillment of parking requirements for that site.
- Establish an in-lieu parking fee; allow parking requirements for non-residential uses to be satisfied by payment of an in-lieu fee for each private parking space not provided. The parking in-lieu fee shall be set initially at $40,000 per parking space. Thereafter, the fee for the City's parking in-lieu fees may be reviewed and adjusted annually by the Director of Community Development ("Director"), with any adjustments to the fee coming into force on July 1 of each year. Considerations in setting this fee shall include (but are not limited to) the incremental cost to add additional parking spaces in the area surrounding the site.
- Other, off-site parking should be allowed only if a Conditional Use Permit is granted.
- Stacked and valet parking is permitted to satisfy parking requirements with the approval of the Director.

The parking requirements for residential and live work units are summarized below:

- Require one parking space per 1,000 square feet of gross square footage, with a minimum of one parking space per unit.

- Off-site parking should be allowed within 300 feet of the project site only if a Minor Conditional Use Permit is granted.

- Tandem, stacked and valet parking is permitted to satisfy parking requirements with the approval of the Community Development Director.

The proposed parking requirements are recommended based upon the unique characteristics and needs within the Lantern District as well as a comprehensive review of parking occupancy rates in comparable mixed-use districts in other cities. Studies indicate that when a shared parking strategy is followed, the parking occupancy rates for mature, economically successful, mixed-use districts typically range from 1.5 to 2.0 spaces occupied per thousand square feet of nonresidential built space. The parking requirements above reflect these observed parking occupancy rates for similar mixed-use districts. Additional background information on this topic is provided in the Staff Report prepared for the City Council and Planning Commission's joint study session held on February 25, 2015 (attached to this report as Attachment 3).

In addition, as directed by the Planning Commission and City Council at the joint study session, the Consultant is developing and calibrating a shared parking analysis spreadsheet model. This model will allow the City to perform sensitivity analyses to test how a wide variety of potential build-out scenarios for the Lantern District could affect parking demand over the next 20 to 30 years, and will provide the City with a new tool for assessing in greater detail how individual development proposals (both current and future) will: (a) affect parking supply and demand, and (b) allow for shared parking, on both the development site itself and with nearby existing land uses. At the meeting, the

Consultant will provide an update on and a demonstration of the draft shared parking analysis model.

Policy 4: Establish an on-going monitoring and evaluation process: The provision for ongoing Monitoring and Evaluation to ensure parking availability is proposed to be incorporated in the "Implementation" chapter of the Plan document, listed under the "Parking Program" section. This provision is to periodically collect parking occupancy data for both on- and off-street parking facilities in the Lantern District. If parking occupancy counts reveal that parking occupancy meets or exceeds 80% overall, action shall be taken to increase supply and/or reduce demand, in order to maintain overall parking occupancy at or below 90% (a level at which the parking supply is effectively full).

Policy 6: Adopt bike parking standards appropriate to a mixed-use district: The standards for bike parking are proposed to be incorporated in the "Development Standards" chapter of the Plan document.

To incentivize the use of bicycles as means of transportation, staff is recommending requiring bike stalls. This proposed amendment is based on recommendations for bike stalls as published by Association of Pedestrian and Bicycle Professionals (APBP) which publishes recommended bicycle parking requirements for general urban/suburban areas, including requirements designed for areas which, like the Lantern District, are retail, residential and employment centers, but which are not as densely developed as highly urban city centers. These requirements are based on best practices in North America, and are appropriate for cities with a current bicycle commute mode share between one and five percent. Such requirements are thus appropriate for Dana Point.

The Plan includes requirements for both long-term and short term parking spaces for private properties, which are defined as:

Short-term: unsheltered simple bicycle racks, intended for less than two hours of use.

Long-term: sheltered lockers or racks in a secure area with active surveillance which can be used for bike parking for long periods.

The following table details the proposed bike standards:

	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Residential		
Single Family	No spaces required	No spaces required
Multifamily	0.5 spaces for each bedroom. Minimum 2 spaces	0.05 space for each bedroom. Minimum 2 spaces
Senior Housing	0.5 space for each bedroom. Minimum 2 spaces	0.05 space for each bedroom. Minimum 2 spaces
Commercial		
Office	0.1 space for each 1,000 s.f. of floor area. Minimum 2 spaces.	0.5 space for each 1,000 s.f. of floor area. Minimum 2 spaces.
General Retail	0.08 space for each 1,000 s.f. of floor area. Minimum 2 spaces.	0.2 space for each 1,000 s.f. of floor area. Minimum 2 spaces.
Food Sales/Groceries	0.08 space for each 1,000 s.f. of floor area. Minimum 2 spaces.	0.5 space for each 1,000 s.f. of floor area. Minimum 2 spaces.
Industrial		
Manufacturing and Production	0.07 space for each 1,000 s.f. of floor area. Minimum 2 spaces.	As required by the Community Development Director. Consider a minimum of 2 spaces at each public building entrance

Policy 7: Adopt signage standard to identify parking facilities: The signage standard is proposed to be incorporated in the "Development Standards" chapter of the Plan document. This provision is to allow for ease of identifying the location of parking on private properties. The proposed standard would allow for a maximum of 16 square foot signs that identify on-site parking. These signs are limited to copy that solely communicates the location/availability of parking and are prohibited from displaying the name of the on-site businesses or any other copy. Staff is recommending allowance for these signs based on the experience of current private lots in the Lantern District that sit underutilized. Clearly identifying parking lots will assist Lantern District visitors to utilize the existing underutilized supply of parking.

Required legislative actions for the adoption of amendments to the Town Center Plan: The Town Center Plan is incorporated in the City's Zoning Ordinance as Appendix "E" of Chapter 9.26. The proposed changes to the Plan document therefore require an amendment to the Zoning Ordinance/Zone Text Amendment and an associated Local Coastal Program Amendment (LCPA).
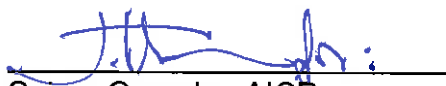
Zone Text Amendment: The proposed Zone Text Amendments are attached as Exhibits A and B of Action Document 2 and identify the proposed changes to Chapter 9.26 and the corresponding Appendix "E", which will be incorporated in the City's Zoning ordinance upon adoption by the City Council and the California Coastal Commission.

Local Coastal Program Amendment: The Planning Commission is also considering a Local Coastal Program Amendment (LCPA) for this project. A LCPA is required for modifications to the text contained in the Zoning Ordinance. After the City Council's final decision on this project, staff will submit the LCPA request to the California Coastal Commission for their approval.

CONCLUSION

The proposed amendments to the City's Zoning Ordinance/Town Center Plan will be consistent with the City's General Plan, Local Coastal Program and Municipal Code. To comply with CEQA requirements, an addendum to the previously adopted Mitigated Negative Declaration for the adoption of the Town Center Plan has been prepared. These proposed amendments will allow the creation of parking standards appropriate to the unique characteristics of the mixed-use, park once, Lantern District and similar to those parking occupancy rates of comparable mixed-use districts in other cities.

Therefore, staff is recommending that the Planning Commission recommend adoption and approval of the 1) Zone Text Amendment and Local Coastal Program Amendment and 2) the addendum to the previously adopted Mitigated Negative Declaration to the City Council and approve the attached draft resolutions containing required findings for the approval of ZTA15-0001, LCPA15-0001 and for the addendum to the Mitigated Negative Declaration.

Saima Qureshy, AICP   Ursula Luna-Reynosa, Director
Senior Planner   Community Development Department

ATTACHMENTS:

Action Documents
1. Draft Planning Commission Resolution No. 15-04-27-xx (MND Addendum)
2. Draft Planning Commission Resolution No. 15-04-27-xx (ZTA and LCPA)

Supporting Documents
3. Staff Report for joint City Council and Planning Commission Study Session dated February 25, 2015

RESOLUTION NO. 15-04-27-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DANA POINT, CALIFORNIA, RECOMMENDING THE CITY COUNCIL ADOPT AN ADDENDUM TO THE ORGINAL MITIGATED NEGATIVE DECLARATION FOR THE TOWN CENTER PLAN.

Applicant: City of Dana Point

The Planning Commission for the City of Dana Point does hereby resolve as follows:

WHEREAS, the City of Dana Point proposes to amend Chapter 9.26 (Town Center District) and the corresponding Appendix "E" (Dana Point Town Center Plan) of the Dana Point Zoning Code (Zone Text Amendment ZTA15-0001 and Local Coastal Program Amendment LCPA15-0001) by adding regulations related to parking within the Town Center District and a title change to the area consistent with that previously adopted by the City Council ("Proposed Project"); and

WHEREAS, the verified application for the Proposed Project constitutes a request as provided by Title 9 of the Dana Point Municipal Code; and

WHEREAS, the Planning Commission held a duly noticed public hearing on September 26, 2006, hold a duly noticed public hearing as prescribed by law to consider the Mitigated Negative Declaration prepared for the original Town Center Plan; and

WHEREAS, at that public hearing, upon hearing and considering the testimony and arguments, if any, of all persons desiring to be heard, examining the initial study and Mitigated Negative Declaration, analyzing the information submitted by staff, and considering any written comments received, the Commission considered all factors relating to the Mitigated Negative Declaration and recommended the City Council adopt the Mitigated Negative Declaration; and

WHEREAS, the City Council held a duly noticed public hearing on October 25, 2006, to consider the recommendation to adopt the Mitigated Negative Declaration; and

WHEREAS, at that public hearing, upon hearing and considering the testimony and arguments of all persons desiring to be heard, examining the initial study, analyzing the information submitted by staff, and considering any written comments received, the City Council considered all factors and approved and adopted the Mitigated Negative Declaration; and

WHEREAS, the Planning Commission held a duly noticed public hearing on April 27, 2015, to consider the Proposed Project; and

WHEREAS, at that public hearing, upon hearing and considering all testimony and arguments, if any, of all persons desiring to be heard, and any written

ATTACHMENT #1

comments received, said Commission examined and considered all factors related to the attached draft Addendum to the adopted Mitigated Negative Declaration (State Clearinghouse # 2006091005) for the Proposed Project:.

NOW, THEREFORE, BE IT HEREBY RESOLVED by the Planning Commission of the City of Dana Point as follows:

1) The above recitations are true and correct and incorporated herein by reference.

2) Based on the evidence presented at the public hearing, the Planning Commission hereby (i) recommends that the City Council adopt the Addendum to the Mitigated Negative Declaration for the Town Center Plan, attached hereto as Exhibit A and (ii) incorporates herein by this reference the Addendum and all of its findings.

3) The Mitigated Negative Declaration for the original Town Center Plan was duly circulated and processed in 2006.

4) Only two comment letters were received on the Mitigated Negative Declaration during the comment period. The Mitigated Negative Declaration was forwarded to the City Council for their consideration.

5) The Initial Study (City of Dana Point Environmental Checklist Form) showed that the original project would not have a significant impact on the environment, and the updated analysis addressing the Proposed Project shows that the Addendum to the Mitigated Negative Declaration for the Town Center Plan is appropriate because none of the conditions described in CEQA Guidelines section 15162 calling for the preparation of a subsequent environmental impact report or mitigated negative declaration will occur in connection with the Proposed Project.

6) The Proposed Project would not have a potential adverse effect that cannot otherwise be mitigated. Appropriate mitigation measures have been identified to adequately address potential impacts to the environment.

7) There is no evidence the Proposed Project would have any potential adverse affect on wildlife. As a result, the Proposed Project qualifies for the de minimis impact exemption from the Department of Fish and Game environmental review fees. The Director of Community Development is hereby authorized to declare that on behalf of the City and Planning Commission.

PASSED, APPROVED, AND ADOPTED at a regular meeting of the Planning Commission of the City of Dana Point, California, held on this 27th day of April, 2015, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

                                                                     Liz Claus, Chairwoman
Planning Commission

ATTEST:

Ursula Luna-Reynosa, Director
Community Development Department

EXHIBIT A

DRAFT ADDENDUM TO THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

ARE ON FILE IN THE COMMUNITY DEVELOPMENT DEPARTMENT

Exhibit A

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION ADDENDUM

DANA POINT TOWN CENTER PROJECT

April 2015

Lead Agency:
City of Dana Point
33282 Golden Lantern
Dana Point, CA 92629
Contact: Mr. Kurth Nelson
Phone: (949) 248-3572
Email: knelson@DanaPoint.org

This document is designed for double-sided printing to conserve natural resources.

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A. Greenhouse Gas Emissions Data

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1.1   PROJECT LOCATION

The City of Dana Point (City) is located in the southern portion of Orange County, midway between the cities of San Diego and Los Angeles (See Exhibit 1: *Regional Vicinity Map*). The community consists of coastal bluffs and rolling hills located along seven miles of the Pacific Ocean. Surrounding cities include Laguna Niguel and Laguna Beach to the north, San Juan Capistrano to the east, and San Clemente to the south.

The project area, Lantern District (formerly referred to as Town Center area), extends over approximately a one-mile area and includes Pacific Coast Highway and Del Prado, from Green Lantern to Copper Lantern, and includes an area north to La Plaza (See Exhibit 2: *Site Vicinity*).

The Lantern District is mostly developed, with the exception of a few vacant lots (See Exhibit 3: *Project Site*). Existing uses generally consist of offices, vacant land, neighborhood commercial, institutional, parks and recreation, and residential uses. Single and multi-family residential units are present, as well as hotels, restaurants, surf shops, cafes, grocery stores, banks, and offices.

1.2   PROJECT BACKGROUND AND OBJECTIVES

The Town Center Plan (the "Plan") was approved by the City Council in December 2006 and by the California Coastal Commission (the "CCC") in June 2008. The TC Plan is a Local Coastal Plan ("LCP") as defined by the Coastal Act. The Plan zoned the entire Plan area as "mixed-use" and adopted a series of policies, development standards and design guidelines to guide the transformation of the Plan area into a pedestrian-oriented, mixed-use district to serve the community effectively and to create a vibrant place that adds to the identity of Dana Point.

At the time of the Plan's adoption, parking standards for "mixed-use" were not incorporated in the Plan. The Plan currently defers to the Zoning Code, Chapter 9.35, to establish minimum parking requirements; however, there is not a specific parking standard for "mixed-use" in the Zoning Ordinance

The current parking standards of the Zoning Code list required minimum parking spaces for each separate use, independent of other uses, which is more suitable for standalone parcels typical of a suburban environment. The current parking standards have been in place since the City's incorporation in 1989, long before the adoption of the Plan and the

City's desire to see the Lantern District evolve into a mixed-use pedestrian friendly district. The majority of these standards were inherited from the Orange County Zoning Code.

Under the Implementation section of the Plan a number of recommendations were identified related to parking. The primary recommendation suggests the City develop a Parking Management Plan to evaluate public parking (using a supply/ demand analysis). Staff retained the services of Nelson\Nygaard (the "Consultant") in October 2013 to conduct the recommended analysis.

The Consultant submitted a report dated January 2014 summarizing their findings and recommendations (the "Parking Report"). The Parking Report was presented to the City Council and Planning Commission on January 28, 2014 in a joint study session. Staff was directed at that meeting to move forward with the implementation of the recommendations contained within the Parking Report.

At the second joint study session of the City Council and the Planning Commission on February 25, 2015, the Consultant, presenting new policies related to parking to address unique parking characteristics of a mixed-use plan area.

The Proposed Project is for amendments to the Plan to implement the parking related policies by incorporation of standards that relate to parking for the Lantern District.

Exhibit 1, *Regional Vicinity Map*

Exhibit 2, *Site Vicinity*

Exhibit 3, *Previous Conceptual Streetscape Plan*

Previous Environmental Document

The City of Dana Point prepared the environmental clearance documentation for the adoption and approval of the Town Center Plan, the *Dana Point Town Center Initial Study/Mitigated Negative Declaration* (Final IS/MND), which was conducted pursuant to the requirements of the California Environmental Quality Act (CEQA) (see Public Resources Code Sections 21082, 21082.1, 21091, 21092.2, 21093, and 21094) and the State CEQA Guidelines (see Title 14 of the California Code of Regulations, Sections 15070-15074). The Final IS/MND was made available for public review and comment pursuant to State CEQA Guidelines Section 15070. The public review period commenced on September 1, 2006 and expired on October 2, 2006. The Final IS/MND was adopted by the City of Dana Point City Council on November 8, 2006. The Mitigation Monitoring and Reporting Program was also certified as part the Final IS/MND.

2.1   ADDENDUM'S PURPOSE AND NEED

Once an Initial Study/Mitigated Negative Declaration (IS/MND) has been certified for a project, no subsequent or supplemental documentation shall be required unless one or more of the following events occurs:

1) Substantial changes are proposed in the project which will require major revisions of the IS/MND.

2) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the IS/MND.

3) New information, which was not known and could not have been known at the time the IS/MND was certified, becomes available (Public Resources Code Section 21166).

The State CEQA Guidelines Section 15162 (California Code Regulations, Title 14, Section 15000 et seq.) provides additional information on when the above events trigger the need for a subsequent environmental clearance document. A subsequent IS/MND or Environmental Impact Report (EIR) is required if:

1) Substantial changes are proposed in the project which will require major revisions of the previous IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or;

3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/MND was certified as complete shows any of the following:

A. The project will have one or more significant effects not discussed in the previous IS/MND;

B. Significant effects previously examined will be substantially more severe than shown in the previous IS/MND;

C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous IS/MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

When none of the above events has occurred, yet some changes or additions are necessary, an addendum is required (State CEQA Guidelines Section 15164).[1]

As discussed below, none of the conditions described in State CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental clearance document or Section 15163 calling for the preparation of a supplemental environmental clearance document have occurred. This Addendum supports the conclusion that the Proposed Project does not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. There are no new mitigation measures or alternatives available that would substantially reduce the environmental effects beyond those previously described in the IS/MND. As a result, an addendum is an appropriate CEQA document for analysis and consideration of the project.

Circulation of an addendum for public review is not necessary (State CEQA Guidelines Section 15164, subdivision (c)); however, the addendum must be considered in conjunction with the Final IS/MND by the decision-making body (State CEQA Guidelines Section 15164, subdivision (d)).

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[1] The Proposed Project is also exempt from CEQA under CEQA Guidelines sections 15061[b][3] (common sense exemption), 15301 (minor alteration of existing facilities), 15305 (minor alterations in land use limitations), 15308 (actions by regulatory agencies for protection of the environment), 15317 (open space contracts or easements), and 15322 (in-fill project).

2.2 LOCATION OF PROJECT MODIFICATIONS

The Proposed Project modifications would apply to the Lantern District, which extends over approximately a one-mile area and includes Pacific Coast Highway and Del Prado, from Green Lantern to Copper Lantern, and includes an area north to La Plaza.

2.3 COMPONENTS OF PROJECT MODIFICATIONS

The Proposed Project modifications would incorporate parking related standards in the Plan to address parking standards for a mixed-use district. The project also entails changing the document's name from "Dana Point Town Center Plan" to "Dana Point Lantern District Plan" as detailed below:

Parking Standards: The proposed amendments related to parking standards for <u>non-residential</u> uses in the Lantern District area are listed below and are incorporated in the attached draft resolution:

- Require two parking spaces per 1,000 square feet of gross square footage, provided that the parking spaces provided to satisfy this requirement are made available to the public as shared parking.
- If the parking spaces are not made available to the public, then the citywide zoning requirements for parking shall continue to apply.
- Count on-street parking located along the frontage of a project site toward the fulfillment of parking requirements for that site.
- Establish an in-lieu of parking fee: allow parking requirements for <u>non-residential</u> uses to be satisfied by payment of an in-lieu fee for each private parking space not provided. The parking in-lieu fee shall be set initially at $40,000 per parking space. Thereafter, the fee schedule for the City's parking in-lieu fees shall be reviewed and adjusted annually by the Director, with adjustments to the fee schedule coming into force on July 1 of each year. Considerations in setting this fee schedule shall include (but are not limited to) the incremental cost to add additional parking spaces in the area surrounding the site.
- Other, off-site parking should be allowed only if a Conditional Use Permit is granted.
- Stacked and valet parking is permitted to satisfy parking requirements with the approval of the Community Development Director.

The parking requirements for residential and live work units are listed below and are incorporated in the attached draft resolution:

- Require one parking space per 1,000 square feet of gross square footage, with a minimum of one parking space per unit.

- Off-site parking should be allowed within 300 feet of the project site only if a Conditional Use Permit is granted.
- Tandem, stacked and valet parking is permitted to satisfy parking requirements with the approval of the Community Development Director.

The proposed parking requirements are recommended based upon the unique characteristics and needs within the Lantern District as well as a comprehensive review of parking occupancy rates in comparable mixed-use districts in other cities. Studies indicate that when a shared parking strategy is followed, the parking occupancy rates for mature, economically successful, mixed-use districts typically range from 1.5 to 2.0 spaces occupied per thousand square feet of nonresidential built space. The parking requirements above reflect these observed parking occupancy rates for similar mixed-use districts. Additional background information on this topic is provided in the Staff Report prepared for the City Council and Planning Commission's joint study session held on February 25, 2015 (attached to this report as Attachment 3).

In addition, as directed by the Planning Commission and City Council at the joint study session, the Consultant is developing and calibrating a shared parking analysis spreadsheet model. This model will allow the City to perform sensitivity analyses to test how a wide variety of potential build-out scenarios for the Lantern District could affect parking demand over the next 20 to 30 years, and will provide the City with a new tool for assessing in greater detail how individual development proposals (both current and future) will: (a) affect parking supply and demand, and (b) allow for shared parking, on both the development site itself and with nearby existing land uses. At the meeting, the Consultant will provide an update on and a demonstration of the draft shared parking analysis model.

Bike Parking Standards: The proposed amendments to the Plan also include adding requirements on the provision of bike parking stalls. This specific provision was not included/discussed at the study session.

To incentivize the use of bicycles as means of transportation, staff is recommending requiring bike stalls. This proposed amendment is based on recommendations for bike stalls as published by Association of Pedestrian and Bicycle Professionals (APBP) which publishes recommended bicycle parking requirements for general urban/suburban areas, including requirements designed for areas which, like the Lantern District, are retail, residential and employment centers, but which are not as densely developed as highly urban city centers. These requirements are based on best practices in North America, and are appropriate for cities with a current bicycle commute mode share between one and five percent. Such requirements are thus appropriate for Dana Point.

Signage to identify on-site parking: To allow for ease of identifying the location of parking on private properties, the amended provision in the Plan is to allow for a maximum of 16 square foot signs that identify on-site parking. These signs are limited to the display the message of available parking and are prohibited from displaying the name of the on-site businesses. Staff's recommendation to allow for these signs is based on the experience of current private lots in the Lantern District that sit underutilized, while the patrons of business utilize on-street parking.

If the Lantern District visitors can see where the on-site parking is located, there will be less usage of on-street spaces, as was documented for the Meridian Building users, which is the only current mixed-use building in the Lantern District area.

Monitoring and Evaluation: To ensure ongoing parking availability, the plan document includes provision to periodically collect parking occupancy data for both on- and off-street parking facilities in the Lantern District. If parking occupancy counts reveal that parking occupancy meets or exceeds 80% overall, action shall be taken to increase supply and/or reduce demand, in order to maintain overall parking occupancy at or below 90% (a level at which the parking supply is effectively full).

Adoption of amendments to the Town Center Plan: The Town Center Plan is incorporated in the City's Zoning Ordinance as Appendix "E" of Chapter 9.26. The proposed changes to the Plan document therefore require an amendment to the Zoning Ordinance/Zone Text Amendment and an associated Local Coastal Program Amendment (LCPA).

This comparative analysis has been undertaken to analyze whether the Proposed Project would have any significant environmental impacts that were not addressed in the Final IS/MND. The comparative analysis discusses whether impacts are increased, decreased, or unchanged from the conclusions discussed in the Final IS/MND. The comparative analysis also addresses whether any changes to mitigation measures are required. The topical issues with the potential to be affected include greenhouse gas emissions and land use, as discussed below.

Aesthetics/Light and Glare. The Proposed Project modifications would result in the same land use and development as analyzed in the Final IS/MND. Therefore, no new or substantial increase of impacts have been identified and no new mitigation measures are required.

Agriculture and Forestry Resources. As was the case with the Final IS/MND, the Proposed Project modifications would not result in any impacts to farmland, agricultural uses, or forest land. The proposed project modifications would result in the same land use and development as analyzed in the Final IS/MND. Therefore, no new or substantial increase of impacts have been identified and no new mitigation measures are required.

Air Quality. The Proposed Project modifications would result in the same construction activities (including cut and fill and earthwork volumes) as the Final IS/MND. The Proposed Project modifications would not result in a change to vehicle trip generation from the Final IS/MND project; resulting in the same operational air emissions. Thus, no new or substantial increase of impacts have been identified and no new mitigation measures are required.

Biological Resources. As was the case with the Final IS/MND, the Proposed Project modifications would not result in any impacts regarding biological resources. The Proposed Project modifications would result in the same land use and development as that analyzed in the Final IS/MND. Therefore, no new or substantial increase of impacts have been identified and no new mitigation measures are required.

Cultural Resources. The Proposed Project modifications would result in the same construction activities as identified in the Final IS/MND. Therefore, no new impacts have been identified and no new mitigation measures are required.

Geology and Soils. The Proposed Project modifications would result in the same impacts regarding geology and soils since the proposed development area would

remain the same as compared to the Final IS/MND. No new impacts have been identified and no new mitigation measures are required.

Greenhouse Gas Emissions.

Prior Environmental Findings

On November 8, 2006, the City Council certified the Final IS/MND that analyzed the potential impacts associated with the adoption of the Town Center Plan, which focused on improvements that would result in a more vibrant community oriented Town Center.

Although this previous environmental document did not include a greenhouse gas (GHG) analysis, a supplemental environmental analysis of GHG impacts cannot be required absent new information on that front (*Citizens for Responsible Equitable Environmental Development (CREED) v. City of San Diego*, (2011) 196 Cal.App.4th 515, 531.) Information on the effect of greenhouse gas emissions on climate was known long before the City approved the 2006 MND. (*Id.*) Thus, the effect of greenhouse gas emissions on climate could have been raised in 2006 when the City considered the MND. A challenge to an MND must be brought within 30 days of the lead agency's notice of approval. (Pub. Resources Code, § 21167(b).) Under Public Resources Code section 21166(c), an agency may not require a supplemental environmental review unless new information, which was not known and could not have been known at the time the MND was approved, becomes available. After a project has been subjected to environmental review, the statutory presumption flips in favor of the project proponent and against further review. (*Moss v. County of Humboldt* (2008) 162 Cal.App.4th 1041, 1049-1050.) "'[S]ection 21166 comes into play precisely because in-depth review has already occurred [and] the time for challenging the sufficiency of the original EIR has long since expired. . . .'" (*Id.*, 1050.) There is no competent evidence of new information of severe impact, and thus the City may rely on an addendum. Accordingly, the City finds that GHG impacts and climate change are not "new information" under Public Resources Code Section 21166.

While no analysis of GHG impacts is required in this instance, the City has opted to require such an analysis. This analysis is provided for informational purposes, and demonstrates that the project modifications do not result in a significant impact even if information regarding GHG impact and climate change were considered "new information."

A GHG emissions analysis is provided below based on the previously Proposed Project of the Final IS/MND. The following uses were modeled for the previously Proposed Project land uses:

- 237 residential dwelling units;
- 31,224 square feet of office uses;

- 50,000 square feet of institutional uses; and
- 192,165 square feet of retail/restaurant uses.

GHG Emissions

California is a substantial contributor of global GHGs, emitting over 400 million tons of carbon dioxide (CO_2) per year.[2] Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit (°F) over the next century. Methane is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, methane (CH_4), and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 parts per million (ppm) to 300 ppm. For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

Regulations and Significance Criteria

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2eq)[3] concentration is required to keep global mean warming below 2 degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.

Executive Order S-3-05 was issued in June 2005, which established the following GHG emission reduction targets:

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[2] California Energy Commission, *California Greenhouse Gas Inventory for 2000-2012*, May 13, 2014.

[3] Carbon Dioxide Equivalent (CO_2eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

- 2010: Reduce GHG emissions to 2000 levels;
- 2020: Reduce GHG emissions to 1990 levels; and
- 2050: Reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill (AB) 32 requires that the California Air Resources Board (CARB) determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons (MMT) of CO_2eq.

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

In June 2008, the California Governor's Office of Planning and Research (OPR) published a Technical Advisory, which provides informal guidance for public agencies as they address the issue of climate change in *CEQA* documents.[4] This is assessed by determining whether a Proposed Project is consistent with or obstructs the 39 Recommended Actions identified by CARB in its Climate Change Scoping Plan which includes nine Early Action Measures (qualitative approach). The Attorney General's Mitigation Measures identify areas were GHG emissions reductions can be achieved in order to achieve the goals of AB 32. As set forth in the OPR Technical Advisory and in the proposed amendments to the *CEQA Guidelines* Section 15064.4, this analysis examines whether the project's GHG emissions are significant based on a qualitative and performance based standard (*CEQA Guidelines* Section 15064.4(a)(1) and (2)).

SCAQMD Thresholds

The SCAQMD has formed a GHG CEQA Significance Threshold Working Group (Working Group) to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. As of the last Working Group meeting (Meeting No. 15) held in September 2010, the SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency.

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[4] Governor's Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, 2008.

With the tiered approach, the project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. For all non-industrial projects, the SCAQMD is proposing a screening threshold of 3,000 $MTCO_2eq$ per year. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three decision tree options. Under the Tier 4 first option, the project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. Under the Tier 4 second option the project would be excluded if it had early compliance with AB 32 through early implementation of CARB's Scoping Plan measures. Under the Tier 4 third option, the project would be excluded if it was below an efficiency-based threshold of 4.8 $MTCO_2eq$ per service population (SP) per year.[5] Tier 5 would exclude projects that implement offsite mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

GHG efficiency metrics are utilized as thresholds to assess the GHG efficiency of a project on a per capita basis or on a "service population" basis (the sum of the number of jobs and the number of residents provided by a project) such that the project would allow for consistency with the goals of AB 32 (i.e., 1990 GHG emissions levels by 2020 and 2035). GHG efficiency thresholds can be determined by dividing the GHG emissions inventory goal of the State, by the estimated 2035 population and employment. This method allows highly efficient projects with higher mass emissions to meet the overall reduction goals of AB 32, and is appropriate, because the threshold can be applied evenly to all project types (residential or commercial/retail only and mixed-use).

As the project involves the infill development of mixed land uses within a Plan area, the 4.8 $MTCO_2eq$ per SP per year efficiency-based threshold has been selected as the significance threshold, as it is most applicable to the Proposed Project. It is noted that this threshold is based on the State's overall population and emissions goals and is

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[5] The project-level efficiency-based threshold of 4.8 $MTCO_2eq$ per SP per year is relative to the 2020 target date. The SCAQMD has also proposed efficiency-based thresholds relative to the 2035 target date to be consistent with the GHG reduction target date of SB 375. GHG reductions by the SB 375 target date of 2035 would be approximately 40 percent. Applying this 40 percent reduction to the 2020 targets results in an efficiency threshold for plans of 4.1 $MTCO_2eq$ per SP per year and an efficiency threshold at the project level of 3.0 $MTCO_2eq$/year.

supported by substantial evidence. A reduction from Business as Usual (as identified in the CARB Scoping Plan) threshold is not applicable to the project as those reduction thresholds are based on a 2008 inventory baseline and are not project specific. The 4.8 $MTCO_2eq$ per SP per year threshold is used in addition to the qualitative thresholds of significance set forth below from section VII of Appendix G to the CEQA Guidelines.

Project-Related Sources of Greenhouse Gases

Project-related GHG emissions would include emissions from direct and indirect sources. The Proposed Project would result in direct and indirect emissions of CO_2, N_2O, and CH_4, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. The California Emissions Estimator Model (CalEEMod) relies upon trip generation rates from the Traffic Impact Analysis, and project specific land use data to calculate emissions. Accordingly, the Proposed Project would generate approximately 11,749 total daily trips. Table 1, *Estimated Greenhouse Gas Emissions With Design Features*, presents the estimated CO_2, N_2O, and CH_4 emissions of the proposed project. The CalEEMod outputs are contained within the Appendix A, *Greenhouse Gas Emissions Data*.

Project Design Features

The Proposed Project's GHG emissions are below the per capita threshold of 4.8 $MTCO_2eq/yr$, as the project includes project design features that would reduce project-related GHG emissions. The project consists of an infill development that provides a diversity of land uses (residential, retail/restaurant, and office uses). The project would place these uses less than 0.01-mile from local Orange County Transportation Authority (OCTA) bus lines. As the project site is in the downtown of Dana Point, it provides a pedestrian network that connects pedestrian access to external streets and pedestrian facilities within the site and connecting off-site.

Table 1
Estimated Greenhouse Gas Emissions With Design Features

Source	CO_2	CH_4		N_2O		Total Metric Tons of CO_2eq
	Metric Tons/yr	Metric Tons/yr	Metric Tons of CO_2eq[1]	Metric Tons/yr	Metric Tons of CO_2eq[1]	
Direct Emissions						
• Construction (amortized over 30 years)	25.04	0.13	3.10	0.00	0.00	28.14
• Area Source	77.55	0.08	2.00	0.00	0.51	80.06
• Mobile Source	9,161.70	0.37	9.30	0.00	0.00	9,171.00
Total Direct Emissions[2]	*9,264.29*	*0.58*	*14.40*	*0.00*	*0.51*	*9,279.20*
Indirect Emissions						
• Energy	1,617.26	0.07	1.70	0.02	5.30	1,624.26
• Water Demand	237.95	1.26	31.50	0.03	0.64	270.09
• Waste	41.09	2.43	60.70	0.00	0.00	101.79
Total Indirect Emissions[2]	*1,896.30*	*3.76*	*93.90*	*0.05*	*5.94*	*1,996.14*
Total Project-Related Emissions[2]	11,275.34 MTCO2eq/yr					
Per Capita Emissions[3]	4.57 MTCO2eq/year					
Per Capita Threshold	4.8 MTCO2eq/year					
GHG Emissions Exceed Per Capita Threshold?	No					

Notes:
1. CO_2 Equivalent values calculated using the U.S. EPA Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/cleanenergy/energy-resources/calculator.html, accessed April 2015
2. Totals may be slightly off due to rounding.
3. Per capita emissions are based on a service population of 2,465 [511 residents and 1,954 employees (Retail/Restaurant uses: 1,434 employees; Office uses: 147 employees, and Institutional uses: 373 employees)]. The project employment forecast is based on employment factors from the Southern California Association of Governments Website, *Employment Density Study Summary Report*, October 31, 2001, Page 4, http://www.scag.ca.gov/pdfs/Employment_Density_Study.pdf, Accessed April 9, 2015.

Refer to Appendix A, *Greenhouse Gas Emissions Data*, for detailed model input/output data.

Direct Project-Related Sources of Greenhouse Gases

- *Construction Emissions.* Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.[6] As seen in Table 1, the Proposed Project would result in 753.77 MTCO2eq/yr, which represents 28.14 MTCO2eq when amortized over 30 years.

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[6] The project lifetime is based on the standard 30 year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008).

- *Area Source.* The project would directly result in 80.06 $MTCO_2eq$/yr from area source emissions such as consumer products, off-gassing from architectural coatings, and emissions from landscape maintenance.

- *Mobile Source.* CalEEMod relies upon trip generation rates from the project Traffic Impact Analysis, and project specific land use data to calculate mobile source emissions. The project would directly result in 9,171.00 $MTCO_2eq$/yr of mobile source-generated GHG emissions; refer to Table 1.

Indirect Project-Related Sources of Greenhouse Gases

- *Energy Consumption.* Energy Consumption emissions were calculated using CalEEMod and project-specific land use data. Electricity would be provided to the project site via Southern California Edison. The project would indirectly result in 1,624.26 $MTCO_2eq$/year due to energy consumption; refer to Table 1.

- *Water Demand.* Emissions from indirect energy impacts due to water supply would result in 270.09 $MTCO_2eq$/year.

- *Solid Waste.* Solid waste associated with operations of the Proposed Project would result in 101.79 $MTCO_2eq$/year; refer to Table 1.

Total Project-Related Sources of Greenhouse Gases (With Design Features)

As shown in Table 1, the total amount of Proposed Project-related GHG emissions from direct and indirect sources combined would total 11,275.34 $MTCO_2eq$/yr.

Conclusion

As shown in Table 1, operational-related emissions would be 11,275.34 $MTCO_2eq$/yr, or 4.57 $MTCO_2eq$/yr per capita, which is below the 4.8 $MTCO_2eq$/yr per capita GHG threshold. The project's design features (e.g., infill development, diversity of land uses, close proximity to traffic, pedestrian features, etc.) would further reduce project-related GHG emissions. As the project would not exceed the 4.8 $MTCO_2eq$/yr per capita GHG threshold in an unmitigated condition, the Proposed Project would result in a less than significant impact with regard to GHG emissions.

Plan Consistency

The City of Dana Point does not currently have an applicable plan, policy, or regulation No adopted plans, policies, or regulations adopted for the purpose of reducing GHG emissions apply to the Town Center Plan area. Therefore, the Proposed Project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs. As concluded above, the Proposed Project would not generate a significant impact in regards to GHG emissions in an unmitigated condition. GHG emissions would be minimized as the project includes various beneficial design features (e.g., infill development, diversity of land uses, close proximity to traffic, pedestrian features, etc.). The Proposed Project would not conflict with or impede implementation of reduction goals identified in AB 32 and other strategies to help reduce GHG emissions. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and impacts would be less than significant in this regard.

Impact Analysis of the Proposed Project Modifications

As described above, the previous environmental document did not include GHG analysis as an analysis of GHG impacts were not required by CEQA at the time of the preparation of the Final IS/MND. Additionally, the original analysis was conducted prior to the March 2010 update of the CEQA Guidelines. In March 2010, the CEQA Guidelines were updated to include the following checklist items.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

No New Impact. The Proposed Project modifications would result in the same construction activities as the Final IS/MND in regards to grading and construction activities as well as long-term trip generation/distribution. Thus, the Proposed Project modifications would not result in increased GHG emissions compared to the Final IS/MND. No new impacts have been identified and no new mitigation measures are required.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No New Impact. The Proposed Project modifications would not result in a change to vehicle trip generation from the Final IS/MND; resulting in the same GHG emissions. Therefore, the Proposed Project modifications would not result in any conflicts with an applicable plan, policy, or regulation adopted for the purpose of

reducing GHG emissions. No new impacts have been identified and no new mitigation measures are required.

Hazards and Hazardous Materials. The Proposed Project modifications would not result in any changes to the proposed construction activities and operations for the site and surrounding area, compared to that analyzed in the Final IS/MND. No new impacts have been identified and no new mitigation measures are required.

Hydrology and Water Quality. The Proposed Project modifications would not result in any changes to the proposed grading, drainage and/or resultant discharge patterns for the site and surrounding area, compared to that analyzed in the Final IS/MND. No new impacts have been identified and no new mitigation measures are required.

Land Use and Planning. , The Proposed Project is to modifiy the Plan to incorporate parking requirements specific to the Lantern District and replace the existing Plan's application of the Zoning Code requirements for parking. The following analysis considers the Proposed Project modifications consistency with the Dana Point Municipal Code (Municipal Code). The Proposed Project modifications would revise the Town Center Plan goals and policies related to parking and provide monitoring, evaluation, and implementation steps to ensure ongoing parking is available. The Proposed Project modifications would discourage inefficient private parking lots and encourage efficient shared available-to-the public parking, which would be appropriate for the Lantern District. The Plan would be revised to specify parking requirements for all nonresidential land uses, residential and live/work units, and bike parking requirements. In addition, the Plan would allow for parking in-lieu fees. In addition, to ensure ongoing parking availability, the Plan includes provision to periodically collect parking occupancy data for both on- and off-street parking facilities in the Lantern District. The proposed amendments would provide for appropriate parking for new development in the subject area. Since the proposed parking requirements are specifically for mixed-use district, no new impacts have been identified and no new mitigation measures are required.

Mineral Resources. As was the case with the Final IS/MND, the project site is not located within an area of known mineral resources, either of regional or local value. No new impacts have been identified and no new mitigation measures are required.

Noise. The Proposed Project modifications would not result in any new long-term mobile and stationary noise impacts. No changes to grading or construction activities would occur. No increases to vehicles trips would occur. No new impacts have been identified and no new mitigation measures are required.

Population and Housing. The Proposed Project modifications would not result in an increase in population or housing. No new impacts pertaining to housing displacement would occur. No new impacts have been identified and no new mitigation measures are required.

Public Services. The Proposed Project modifications would not result in an increase in demands on public services, as the land use would not change. No new impacts have been identified and no new mitigation measures are required.

Recreation. The Proposed Project modifications would not result in any changes to the proposed recreational facilities or passive open space use and no new demands for recreational facilities would result. No new impacts have been identified and no new mitigation measures are required.

Transportation/Circulation. The Proposed Project modifications would not result in an increase in trip generation. The proposed circulation system would not change, compared to that considered in the Final IS/MND. No new impacts have been identified and no new mitigation measures are required.

Utilities and Service Systems. The Proposed Project modifications would not result in an increase in demand on utilities and service systems as that considered for the Final IS/MND. No new impacts have been identified and no new mitigation measures are required.

4.0   DETERMINATION/ADDENDUM CONCLUSION

As detailed in the analysis presented above, this Addendum supports the conclusion that the changes to the Proposed Project considered in the Final IS/MND do not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. No new information has become available and no substantial changes to the circumstances (under which the project was being undertaken) since the certification of the Final IS/MND has occurred. There are no new mitigation measures required and no new alternatives available that would substantially reduce the environmental effects beyond those previously described in the Final IS/MND.

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5.0   ADDENDUM PREPARATION SOURCES AND REFERENCES

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South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

U.S. EPA Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/cleanenergy/energy-resources/calculator.html, accessed April 2015.

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Dana Point Town Center Addendum
South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	31.22	1000sqft	0.72	31,224.00	0
Junior College (2Yr)	50.00	1000sqft	1.15	50,000.00	0
Condo/Townhouse	237.00	Dwelling Unit	14.81	237,000.00	678
Strip Mall	192.16	1000sqft	4.41	192,165.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Proposed Land Uses

Construction Phase - Proposed Construction Schedule

Off-road Equipment -

Off-road Equipment - Proposed Equipment

Off-road Equipment - Proposed Equipment

Off-road Equipment - Proposed Equipment

Off-road Equipment - Proposed Equipment

Grading - Proposed Acres Disturbed = 1.5

Vehicle Trips - Per Traffic Study

Construction Off-road Equipment Mitigation - Per SCAQMD Rule 403

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	26
tblConstructionPhase	NumDays	20.00	65.00
tblConstructionPhase	NumDays	370.00	174.00
tblConstructionPhase	NumDays	35.00	88.00
tblConstructionPhase	PhaseEndDate	9/29/2017	6/30/2017
tblConstructionPhase	PhaseEndDate	6/29/2017	6/30/2017
tblConstructionPhase	PhaseEndDate	10/28/2016	10/30/2016
tblConstructionPhase	PhaseStartDate	7/1/2017	4/1/2017
tblConstructionPhase	PhaseStartDate	10/31/2016	11/1/2016
tblGrading	AcresOfGrading	0.00	1.50
tblLandUse	LandUseSquareFeet	31,220.00	31,224.00
tblLandUse	LandUseSquareFeet	192,160.00	192,165.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	WD_TR	6.59	5.86
tblVehicleTrips	WD_TR	68.93	11.01
tblVehicleTrips	WD_TR	27.49	30.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
2016	0.2207	2.1284	1.5831	3.4700e-003	0.0824	0.0920	0.1745	0.0220	0.0848	0.1068	0.0000	307.0969	307.0969	0.0658	0.0000	308.4785
2017	4.3273	1.8488	2.2318	5.3700e-003	0.2345	0.0614	0.2959	0.0628	0.0571	0.1199	0.0000	444.0347	444.0347	0.0600	0.0000	445.2945
Total	4.5479	3.9772	3.8149	8.8400e-003	0.3169	0.1535	0.4704	0.0848	0.1419	0.2266	0.0000	751.1315	751.1315	0.1258	0.0000	753.7730

Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
2016	0.2207	2.1284	1.5831	3.4700e-003	0.0819	0.0920	0.1740	0.0219	0.0848	0.1067	0.0000	307.0966	307.0966	0.0658	0.0000	308.4782

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
2017	4.3273	1.8488	2.2318	5.3700e-003	0.2345	0.0614	0.2959	0.0628	0.0571	0.1199	0.0000	444.0345	444.0345	0.0600	0.0000	445.2943
Total	4.5479	3.9772	3.8149	8.8400e-003	0.3164	0.1535	0.4699	0.0847	0.1419	0.2266	0.0000	751.1311	751.1311	0.1258	0.0000	753.7725

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.16	0.00	0.11	0.06	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
				tons/yr									MT/yr			
Area	3.1073	0.0485	3.9614	2.5000e-003		0.2397	0.2397		0.2397	0.2397	25.1739	52.3748	77.5487	0.0791	1.7100e-003	79.7395
Energy	0.0282	0.2457	0.1347	1.5400e-003		0.0195	0.0195		0.0195	0.0195	0.0000	1,617.2557	1,617.2557	0.0669	0.0179	1,624.1919
Mobile	5.5065	14.9728	59.8722	0.1337	9.0336	0.1965	9.2301	2.4173	0.1809	2.5981	0.0000	10,335.6234	10,335.6234	0.4165	0.0000	10,344.3690
Waste						0.0000	0.0000		0.0000	0.0000	82.1748	0.0000	82.1748	4.8564	0.0000	184.1590
Water						0.0000	0.0000		0.0000	0.0000	12.1603	225.7914	237.9517	1.2594	0.0316	274.2062
Total	9.0420	15.2670	63.9683	0.1378	9.0336	0.4557	9.4893	2.4173	0.4400	2.8573	119.5090	12,231.0452	12,350.5542	6.6782	0.0512	12,506.6656

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
				tons/yr									MT/yr			

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Area	3.1073	0.0485	3.9614	2.5000e-003		0.2397	0.2397		0.2397	0.2397	25.1739	52.3748	77.5487	0.0791	1.7100e-003	79.7395
Energy	0.0282	0.2457	0.1347	1.5400e-003		0.0195	0.0195		0.0195	0.0195	0.0000	1,617.2557	1,617.2557	0.0669	0.0179	1,624.1919
Mobile	5.7243	13.5396	55.2958	0.1186	7.9676	0.1751	8.1428	2.1321	0.1612	2.2933	0.0000	9,161.7017	9,161.7017	0.3731	0.0000	9,169.5361
Waste											41.0874	0.0000	41.0874	2.4282	0.0000	92.0795
Water											12.1603	225.7914	237.9517	1.2591	0.0316	274.1868
Total	8.8598	13.8338	59.3919	0.1226	7.9676	0.4344	8.4020	2.1321	0.4204	2.5524	78.4216	11,057.1235	11,135.5452	4.2064	0.0512	11,239.7337

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	2.01	9.39	7.15	11.01	11.80	4.68	11.46	11.80	4.47	10.67	34.38	9.60	9.84	37.01	0.10	10.13

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	6/1/2016	9/30/2016	5	88	
2	Paving	Paving	10/1/2016	10/30/2016	5	20	
3	Building Construction	Building Construction	11/1/2016	6/30/2017	5	174	
4	Architectural Coating	Architectural Coating	4/1/2017	6/30/2017	5	65	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 479,925; Residential Outdoor: 159,975; Non-Residential Indoor: 410,084; Non-Residential Outdoor: 136,695

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	162	0.38

Phase Name	Equipment				
Grading	Graders	0	8.00	174	0.41
Grading	Off-Highway Trucks	2	8.00	400	0.38
Grading	Rubber Tired Dozers	0	8.00	255	0.40
Grading	Scrapers	0	8.00	361	0.48
Grading	Signal Boards	2	8.00	6	0.82
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Trenchers	1	8.00	80	0.50
Paving	Pavers	0	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	8.00	80	0.38
Paving	Signal Boards	2	8.00	6	0.82
Paving	Surfacing Equipment	1	8.00	253	0.30
Building Construction	Cranes	0	7.00	226	0.29
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Off-Highway Trucks	2	8.00	400	0.38
Building Construction	Signal Boards	1	8.00	6	0.82
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	3	263.00	70.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	53.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2016

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
						tons/yr							MT/yr			
Fugitive Dust					8.0000e-004	0.0000	8.0000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1274	1.3441	0.7012	1.5100e-003		0.0651	0.0651		0.0600	0.0600	0.0000	140.3339	140.3339	0.0416	0.0000	141.2065
Total	0.1274	1.3441	0.7012	1.5100e-003	8.0000e-004	0.0651	0.0659	9.0000e-005	0.0600	0.0601	0.0000	140.3339	140.3339	0.0416	0.0000	141.2065

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
						tons/yr							MT/yr			
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6500e-003	3.8900e-003	0.0404	9.0000e-005	7.2400e-003	6.0000e-005	7.3000e-003	1.9200e-003	6.0000e-005	1.9800e-003	0.0000	6.7841	6.7841	3.7000e-004	0.0000	6.7918
Total	2.6500e-003	3.8900e-003	0.0404	9.0000e-005	7.2400e-003	6.0000e-005	7.3000e-003	1.9200e-003	6.0000e-005	1.9800e-003	0.0000	6.7841	6.7841	3.7000e-004	0.0000	6.7918

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					tons/yr								MT/yr			
Fugitive Dust					2.9000e-004			3.0000e-005								
Off-Road	0.1274	1.3441	0.7012	1.5100e-003		0.0651	0.0651		0.0600	0.0600	0.0000	140.3337	140.3337	0.0416	0.0000	141.2063
Total	0.1274	1.3441	0.7012	1.5100e-003	2.9000e-004	0.0651	0.0654	3.0000e-005	0.0600	0.0600	0.0000	140.3337	140.3337	0.0416	0.0000	141.2063

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					tons/yr								MT/yr			
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6500e-003	3.8900e-003	0.0404	9.0000e-005	7.2400e-003	6.0000e-005	7.3000e-003	1.9200e-003	6.0000e-005	1.9800e-003	0.0000	6.7841	6.7841	3.7000e-004	0.0000	6.7918
Total	2.6500e-003	3.8900e-003	0.0404	9.0000e-005	7.2400e-003	6.0000e-005	7.3000e-003	1.9200e-003	6.0000e-005	1.9800e-003	0.0000	6.7841	6.7841	3.7000e-004	0.0000	6.7918

3.3 Paving - 2016

Unmitigated Construction On-Site

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

(Unmitigated Construction On-Site)

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0105	0.1204	0.0707	1.4000e-004		5.8300e-003	5.8300e-003		5.3900e-003	5.3900e-003	0.0000	13.2487	13.2487	3.8200e-003	0.0000	13.3289
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0105	0.1204	0.0707	1.4000e-004		5.8300e-003	5.8300e-003		5.3900e-003	5.3900e-003	0.0000	13.2487	13.2487	3.8200e-003	0.0000	13.3289

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2000e-004	7.7000e-004	7.9600e-003	2.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.3363	1.3363	7.0000e-005	0.0000	1.3378
Total	5.2000e-004	7.7000e-004	7.9600e-003	2.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.3363	1.3363	7.0000e-005	0.0000	1.3378

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0105	0.1204	0.0707	1.4000e-004		5.8300e-003	5.8300e-003		5.3900e-003	5.3900e-003	0.0000	13.2487	13.2487	3.8200e-003	0.0000	13.3289
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

| Total | 0.0105 | 0.1204 | 0.0707 | 1.4000e-004 | | 5.8300e-003 | 5.8300e-003 | | 5.3900e-003 | 5.3900e-003 | 0.0000 | 13.2487 | 13.2487 | 3.8200e-003 | 0.0000 | 13.3289 |

Mitigated Construction Off-Site

3.4 Building Construction - 2016
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2000e-004	7.7000e-004	7.9600e-003	2.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.3363	1.3363	7.0000e-005	0.0000	1.3378
Total	5.2000e-004	7.7000e-004	7.9600e-003	2.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.3363	1.3363	7.0000e-005	0.0000	1.3378

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Off-Road	0.0427	0.4854	0.2290	5.9000e-004		0.0183	0.0183		0.0169	0.0169	0.0000	55.5433	55.5433	0.0166	0.0000	55.8911
Total	0.0427	0.4854	0.2290	5.9000e-004		0.0183	0.0183		0.0169	0.0169	0.0000	55.5433	55.5433	0.0166	0.0000	55.8911

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
					tons/yr								MT/yr			
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0137	0.1398	0.1795	3.3000e-004	9.4800e-003	2.1800e-003	0.0117	2.7000e-003	2.0100e-003	4.7100e-003	0.0000	30.3764	30.3764	2.2000e-004	0.0000	30.3810
Worker	0.0232	0.0341	0.3344	7.8000e-004	0.0635	5.4000e-004	0.0640	0.0169	5.0000e-004	0.0174	0.0000	59.4742	59.4742	3.2000e-003	0.0000	59.5414
Total	0.0369	0.1739	0.5339	1.1100e-003	0.0730	2.7200e-003	0.0757	0.0196	2.5100e-003	0.0221	0.0000	89.8505	89.8505	3.4200e-003	0.0000	89.9224

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
					tons/yr								MT/yr			
Off-Road	0.0427	0.4854	0.2290	5.9000e-004		0.0183	0.0183		0.0169	0.0169	0.0000	55.5433	55.5433	0.0166	0.0000	55.8910
Total	0.0427	0.4854	0.2290	5.9000e-004		0.0183	0.0183		0.0169	0.0169	0.0000	55.5433	55.5433	0.0166	0.0000	55.8910

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
					tons/yr								MT/yr			

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0137	0.1398	0.1795	3.3000e-004	9.4800e-003	2.1800e-003	0.0117	2.7000e-003	2.0100e-003	4.7100e-003	0.0000	30.3764	30.3764	2.2000e-004	0.0000	30.3810
Worker	0.0232	0.0341	0.3544	7.8000e-004	0.0635	5.4000e-004	0.0640	0.0169	5.0000e-004	0.0174	0.0000	59.4742	59.4742	3.2000e-003	0.0000	59.5414
Total	0.0369	0.1739	0.5339	1.1100e-003	0.0730	2.7200e-003	0.0757	0.0196	2.5100e-003	0.0221	0.0000	89.8505	89.8505	3.4200e-003	0.0000	89.9224

3.4 Building Construction - 2017

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
							tons/yr							MT/yr		
Off-Road	0.1171	1.3018	0.6287	1.7500e-003		0.0484	0.0484		0.0446	0.0446	0.0000	161.4421	161.4421	0.0489	0.0000	162.4686
Total	0.1171	1.3018	0.6287	1.7500e-003		0.0484	0.0484		0.0446	0.0446	0.0000	161.4421	161.4421	0.0489	0.0000	162.4686

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
							tons/yr							MT/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0370	0.3759	0.5025	9.9000e-004	0.0280	5.7500e-003	0.0338	7.9900e-003	5.2900e-003	0.0133	0.0000	88.2953	88.2953	6.3000e-004	0.0000	88.3086
Worker	0.0614	0.0909	0.9448	2.3000e-003	0.1876	1.5400e-003	0.1891	0.0498	1.4200e-003	0.0512	0.0000	168.9733	168.9733	8.7300e-003	0.0000	169.1566
Total	0.0984	0.4668	1.4473	3.2900e-003	0.2156	7.2900e-003	0.2228	0.0578	6.7100e-003	0.0645	0.0000	257.2686	257.2686	9.3600e-003	0.0000	257.4652

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
							tons/yr							MT/yr		
Off-Road	0.1171	1.3018	0.6287	1.7500e-003		0.0484	0.0484		0.0446	0.0446	0.0000	161.4420	161.4420	0.0489	0.0000	162.4684
Total	0.1171	1.3018	0.6287	1.7500e-003		0.0484	0.0484		0.0446	0.0446	0.0000	161.4420	161.4420	0.0489	0.0000	162.4684

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
							tons/yr							MT/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0370	0.3759	0.5025	9.9000e-004	0.0280	5.7500e-003	0.0338	7.9900e-003	5.2900e-003	0.0133	0.0000	88.2953	88.2953	6.3000e-004	0.0000	88.3086
Worker	0.0614	0.0909	0.9448	2.3000e-003	0.1876	1.5400e-003	0.1891	0.0498	1.4200e-003	0.0512	0.0000	168.9733	168.9733	8.7300e-003	0.0000	169.1566
Total	0.0984	0.4668	1.4473	3.2900e-003	0.2156	7.2900e-003	0.2228	0.0578	6.7100e-003	0.0645	0.0000	257.2686	257.2686	9.3600e-003	0.0000	257.4652

3.5 Architectural Coating - 2017
Unmitigated Construction On-Site

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Archit. Coating	4.0948					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0108	0.0710	0.0607	1.0000e-004		5.6300e-003	5.6300e-003		5.6300e-003	5.6300e-003	0.0000	8.2981	8.2981	8.8000e-004	0.0000	8.3165
Total	**4.1056**	**0.0710**	**0.0607**	**1.0000e-004**		**5.6300e-003**	**5.6300e-003**		**5.6300e-003**	**5.6300e-003**	**0.0000**	**8.2981**	**8.2981**	**8.8000e-004**	**0.0000**	**8.3165**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1900e-003	9.1600e-003	0.0952	2.3000e-004	0.0189	1.5000e-004	0.0191	5.0200e-003	1.4000e-004	5.1600e-003	0.0000	17.0258	17.0258	8.8000e-004	0.0000	17.0443
Total	**6.1900e-003**	**9.1600e-003**	**0.0952**	**2.3000e-004**	**0.0189**	**1.5000e-004**	**0.0191**	**5.0200e-003**	**1.4000e-004**	**5.1600e-003**	**0.0000**	**17.0258**	**17.0258**	**8.8000e-004**	**0.0000**	**17.0443**

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Archit. Coating	4.0948					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0108	0.0710	0.0607	1.0000e-004		5.6300e-003	5.6300e-003		5.6300e-003	5.6300e-003	0.0000	8.2981	8.2981	8.8000e-004	0.0000	8.3165
Total	**4.1056**	**0.0710**	**0.0607**	**1.0000e-004**		**5.6300e-003**	**5.6300e-003**		**5.6300e-003**	**5.6300e-003**	**0.0000**	**8.2981**	**8.2981**	**8.8000e-004**	**0.0000**	**8.3165**

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					tons/yr								MT/yr			
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1900e-003	9.1600e-003	0.0952	2.3000e-004	0.0189	1.5000e-004	0.0191	5.0200e-003	1.4000e-004	5.1600e-003	0.0000	17.0258	17.0258	8.8000e-004	0.0000	17.0443
Total	**6.1900e-003**	**9.1600e-003**	**0.0952**	**2.3000e-004**	**0.0189**	**1.5000e-004**	**0.0191**	**5.0200e-003**	**1.4000e-004**	**5.1600e-003**	**0.0000**	**17.0258**	**17.0258**	**8.8000e-004**	**0.0000**	**17.0443**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					tons/yr								MT/yr			

Mitigated	5.7243	13.5396	55.2958	0.1186	7.9676	0.1751	8.1428	2.1321	0.1612	2.2933	0.0000	9,161.701 9,161.7017	0.3731	0.0000	9,169.5361
												7			
Unmitigated	5.9065	14.9728	59.8722	0.1337	9.0336	0.1965	9.2301	2.4173	0.1809	2.5981	0.0000	10,335.62 10,335.623	0.4165	0.0000	10,344.369
												34	4		0

4.2 Trip Summary Information

		Average Daily Trip Rate			Unmitigated	Mitigated
Land Use		Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse		1,388.82	1,696.92	1438.59	4,920,508	4,339,888
Government Office Building		343.73	0.00	0.00	578,149	509,927
Junior College (2Yr)		1,500.00	561.50	60.50	3,504,479	3,090,950
Strip Mall		8,516.53	8,078.41	3925.83	14,836,680	13,085,952
Total		11,749.08	10,336.83	5,424.92	23,839,816	21,026,718

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.513125	0.060112	0.180262	0.139218	0.042100	0.006630	0.016061	0.030999	0.001941	0.002506	0.004348	0.000594	0.002104

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
							tons/yr							MT/yr		
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,337.7925	1,337.7925	0.0615	0.0127	1,343.0280
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,337.7925	1,337.7925	0.0615	0.0127	1,343.0280
NaturalGas Mitigated	0.0282	0.2457	0.1347	1.5400e-003		0.0195	0.0195		0.0195	0.0195	0.0000	279.4632	279.4632	5.3600e-003	5.1200e-003	281.1639
NaturalGas Unmitigated	0.0282	0.2457	0.1347	1.5400e-003		0.0195	0.0195		0.0195	0.0195	0.0000	279.4632	279.4632	5.3600e-003	5.1200e-003	281.1639

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	kBTU/yr							tons/yr							MT/yr		
Condo/Townhouse	3.75057e+006	0.0202	0.1728	0.0735	1.1000e-003		0.0140	0.0140		0.0140	0.0140	0.0000	200.1445	200.1445	3.8400e-003	3.6700e-003	201.3625
Government Office Building	299438	1.6100e-003	0.0147	0.0123	9.0000e-005		1.1200e-003	1.1200e-003		1.1200e-003	1.1200e-003	0.0000	15.9792	15.9792	3.1000e-004	2.9000e-004	16.0764
Junior College (2Yr)	793000	4.2800e-003	0.0389	0.0327	2.3000e-004		2.9500e-003	2.9500e-003		2.9500e-003	2.9500e-003	0.0000	42.3175	42.3175	8.1000e-004	7.8000e-004	42.5750
Strip Mall	393938	2.1200e-003	0.0193	0.0162	1.2000e-004		1.4700e-003	1.4700e-003		1.4700e-003	1.4700e-003	0.0000	21.0221	21.0221	4.0000e-004	3.9000e-004	21.1500
Total		0.0282	0.2457	0.1347	1.5400e-003		0.0195	0.0195		0.0195	0.0195	0.0000	279.4632	279.4632	5.3600e-003	5.1300e-003	281.1639

Mitigated

NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Land Use	kBTU/yr	tons/yr							MT/yr					
Condo/Townhouse	3.75057e+006	0.0202	0.1728	1.1000e-003	0.0735	0.0140	0.0140	0.0140	0.0000	200.1445	200.1445	3.8400e-003	3.6700e-003	201.3625
Government Office Building	299438	1.6100e-003	0.0147	9.0000e-005	0.0123	1.1200e-003	1.1200e-003	1.1200e-003	0.0000	15.9792	15.9792	3.1000e-004	2.9000e-004	16.0764
Junior College (2Yr)	793000	4.2800e-003	0.0389	2.3000e-004	0.0327	2.9500e-003	2.9500e-003	2.9500e-003	0.0000	42.3175	42.3175	8.1000e-004	7.8000e-004	42.5750
Strip Mall	393938	2.1200e-003	0.0193	1.2000e-004	0.0162	1.4700e-003	1.4700e-003	1.4700e-003	0.0000	21.0221	21.0221	4.0000e-004	3.9000e-004	21.1500
Total		0.0282	0.2457	1.5400e-003	0.1347	0.0195	0.0195	0.0195	0.0000	279.4632	279.4632	5.3600e-003	5.1300e-003	281.1639

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricty Use	Total CO2	CH4	N2O	CO2e
	kWh/yr	MT/yr			
Condo/Townhouse	1.02494e+006	293.3031	0.0135	2.7900e-003	294.4510
Government Office Building	487719	139.5690	6.4200e-003	1.3300e-003	140.1152
Junior College (2Yr)	702500	201.0322	9.2400e-003	1.9100e-003	201.8190
Strip Mall	2.45971e+006	703.8881	0.0324	6.6900e-003	706.6428
Total		1,337.7925	0.0615	0.0127	1,343.0280

Mitigated

Land Use	Electricity Use	Total CO2	CH4	N2O	CO2e
	kWh/yr	MT/yr			

6.0 Area Detail

Condo/Townhouse	1.02494e+006	293.3031	0.0135	2.7900e-003	294.4510
Government Office Building	487719	139.5690	6.4200e-003	1.3300e-003	140.1152
Junior College (2Yr)	702500	201.0322	9.2400e-003	1.9100e-003	201.8190
Strip Mall	2.45971e+006	703.8881	0.0324	6.6900e-003	706.6428
Total		1,337.7925	0.0615	0.0127	1,343.0280

6.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Mitigated	3.1073	0.0485	3.9614	2.5000e-003		0.2397	0.2397		0.2397	0.2397	25.1739	52.3748	77.5487	0.0791	1.7100e-003	79.7395
Unmitigated	3.1073	0.0485	3.9614	2.5000e-003		0.2397	0.2397		0.2397	0.2397	25.1739	52.3748	77.5487	0.0791	1.7100e-003	79.7395

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Architectural Coating	0.4095					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.8443					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hearth	0.7763	0.0197	1.4891	2.3700e-003		0.2263	0.2263		0.2263	0.2263	25.1739	48.3756	73.5496	0.0751	1.7100e-003	75.6558
Landscaping	0.0772	0.0288	2.4723	1.3000e-004		0.0134	0.0134		0.0134	0.0134	0.0000	3.9992	3.9992	4.0300e-003	0.0000	4.0837
Total	3.1073	0.0485	3.9614	2.5000e-003		0.2397	0.2397		0.2397	0.2397	25.1739	52.3748	77.5487	0.0791	1.7100e-003	79.7395

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
						tons/yr								MT/yr		
Architectural Coating	0.4095					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.8443					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.7763	0.0197	1.4891	2.3700e-003		0.2263	0.2263		0.2263	0.2263	25.1739	48.3756	73.5496	0.0751	1.7100e-003	75.6558
Landscaping	0.0772	0.0288	2.4723	1.3000e-004		0.0134	0.0134		0.0134	0.0134	0.0000	3.9992	3.9992	4.0300e-003	0.0000	4.0837
Total	3.1073	0.0485	3.9614	2.5000e-003		0.2397	0.2397		0.2397	0.2397	25.1739	52.3748	77.5487	0.0791	1.7100e-003	79.7395

7.0 Water Detail

7.1 Mitigation Measures Water

Category	Total CO2	CH4	N2O	CO2e
		MT/yr		
Mitigated	237.9517	1.2591	0.0316	274.1868
Unmitigated	237.9517	1.2594	0.0316	274.2062

7.2 Water by Land Use

Unmitigated

Land Use	Indoor/Outdoor Use (Mgal)	Total CO2	CH4	N2O	CO2e
			MT/yr		
Condo/Townhouse	15.4415 / 9.73483	93.3869	0.5072	0.0127	107.9826
Government Office Building	6.20216 / 3.80132	37.1636	0.2037	5.1100e-003	43.0247
Junior College (2Yr)	2.45245 / 3.83589	22.1118	0.0809	2.0900e-003	24.4584
Strip Mall	14.2338 / 8.72393	85.2894	0.4675	0.0117	98.7405
Total		**237.9517**	**1.2594**	**0.0316**	**274.2062**

Mitigated

Land Use	Indoor/Outdoor Use (Mgal)	Total CO2	CH4	N2O	CO2e
			MT/yr		
Condo/Townhouse	15.4415 / 9.73486	93.3869	0.5071	0.0127	107.9748
Government Office Building	6.20216 / 3.80132	37.1636	0.2037	5.1000e-003	43.0215
Junior College (2Yr)	2.45245 / 3.83589	22.1118	0.0809	2.0900e-003	24.4572
Strip Mall	14.2338 / 8.72393	85.2894	0.4674	0.0117	98.7333
Total		**237.9517**	**1.2591**	**0.0316**	**274.1868**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
		MT/yr		
Mitigated	41.0874	2.4282	0.0000	92.0795
Unmitigated	82.1748	4.8564	0.0000	184.1590

8.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed	Total CO2	CH4	N2O	CO2e
	tons		MT/yr		
Condo/Townhouse	109.02	22.1301	1.3079	0.0000	49.5949
Government Office Building	29.03	5.8928	0.3483	0.0000	13.2062
Junior College (2Yr)	65	13.1944	0.7798	0.0000	29.5695
Strip Mall	201.77	40.9575	2.4205	0.0000	91.7884
Total		82.1748	4.8564	0.0000	184.1590

Mitigated

Land Use	Waste Disposed (tons)	Total CO2	CH4	N2O	CO2e
		MT/yr			
Condo/Townhouse	54.51	11.0650	0.6539	0.0000	24.7975
Government Office Building	14.515	2.9464	0.1741	0.0000	6.6031
Junior College (2Yr)	32.5	6.5972	0.3899	0.0000	14.7848
Strip Mall	100.885	20.4787	1.2103	0.0000	45.8942
Total		**41.0874**	**2.4282**	**0.0000**	**92.0795**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

A RESOLUTION OF THE PLANNING COMMISSION OF THE
CITY OF DANA POINT, CALIFORNIA, RECOMMENDING CITY
COUNCIL APPROVAL OF ZONE TEXT AMENDMENT
ZTA15-0001 TO AMEND THE CITY'S ZONING ORDINANCE;
CHAPTER 9.26 AND CORRESPONDING APPENDIX "E"
GENERALLY REFERRED TO AS THE "DANA POINT TOWN
CENTER PLAN" TO ADDRESS PARKING REGULATIONS AND
A TITLE CHANGE OF THE DOCUMENT TO "DANA POINT
LANTERN DISTRICT PLAN" AND SUBMISSION AS PART OF A
LOCAL COASTAL PROGRAM AMENDMENT LCPA15-0001 FOR
APPROVAL AND CERTIFICATION BY THE CALIFORNIA
COASTAL COMMISSION.

Applicant: City of Dana Point

The Planning Commission of the City of Dana Point does hereby resolve as
follows:

WHEREAS, in January, 1994, the City of Dana Point adopted its Zoning
Code and Zoning Map; and

WHEREAS, the City seeks to amend the Zoning Code affecting properties
in the Town Center District (TCD) as defined through Chapter 9.26 and the
associated Appendix "E" of the Dana Point Municipal Code; and

WHEREAS, the proposal is for a Zone Text Amendment to amend
Chapter 9.26 (Town Center District) and the corresponding Appendix "E" (Dana
Point Town Center Plan) of the Dana Point Zoning Code by adding regulations
related to parking within the Town Center District and a title change to the area
consistent with that previously adopted by the City Council; and

WHEREAS, the Zone Text Amendment will be consistent with and will
provide for the orderly, systematic and specific implementation of the General
Plan; and

WHEREAS, the Zone Text Amendment will be harmonious with the zoning
of the surrounding properties; and

WHEREAS, the Planning Commission held a duly noticed public hearing
as prescribed by law on April 27, 2015, to consider said Zone Text Amendment
and Local Coastal Plan Amendment; and

ATTACHMENT #2

WHEREAS, at said public hearing, upon hearing and considering all testimony and arguments, if any, of all persons desiring to be heard, the Planning Commission considered all factors relating to ZTA15-0001 and LCPA15-0001.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Dana Point as follows:

A.   That the above recitations are true and correct and incorporated herein by reference;

B.   The revisions to Chapter 9.26 (Town Center District) and the corresponding Appendix "E" (Dana Point Town Center Plan) of the Dana Point Zoning Code are attached hereto as Exhibits "A" and "B" and incorporated herein by reference;

C.   That the proposed action complies with all other applicable requirements of State law and local Ordinances;

D.   That the Zone Text Amendment (ZTA15-0001), is in the public interest;

E.   The Planning Commission has reviewed the draft addendum to the Mitigated Negative Declaration and forwarded it to the City Council for review and adoption;

F.   The preparation and adoption of the Local Coastal Program Amendment is statutorily exempt from the California Environmental Quality Act, pursuant to Section 21080.9 of the Public Resources Code;

G.   The proposed amendment to the Zoning Code will be consistent with the General Plan;

H.   The Planning Commission recommends that the City Council adopt Zone Text Amendment ZTA15-0001 for the reasons outlined herein including but not limited to: revisions to parking within the Town Center District Plan including; goals and policies, parking ratios, establishment of an in-lieu parking fee, monitoring of available on- and off-street parking, addition of a section for signage specifically outlining public parking and a title change of the document to "Dana Point Lantern District Plan" as previously adopted by the City Council;

I.   That the Planning Commission adopt the following findings:

1. That the public and affected agencies have had ample opportunity to participate in the LCPA process **in that proper notice in accordance with the LCP Amendment procedures has been followed. Notices were; 1) mailed on April 15, and April 16, 2015 to property owners and occupants within the TCD, to property owners within a 500-foot radius of the TCD and to occupants within a 100-foot radius of the TCD, 2) published in the Dana Point News on April 16, 2015, and 3) posted at the Dana Point City Hall, the Dana Point Post Office, the Capistrano Beach Post Office, the Dana Point Library, and on the City's web site on April 17, 2015. Notices were also e-mailed to interested parties that requested to be notified of hearings related to the Town Center/Lantern District. Additionally, meetings with interested parties occurred in November 2013, December 2014, January 2014, November, 2013, and February 2015. The January 2014 and February 2015 were joint study sessions of the Dana Point City Council and Planning Commission.**

2. That all policies, objectives, and standards of the LCPA conform to the requirements of the Coastal Act, including that the Land Use Plan as amended is in conformance with and adequate to carry out policies of Chapter Three of the Coastal Act **in that the amendments to the Zoning Code are consistent with the Coastal Act policies that encourage coastal access and preservation of coastal and marine resources, by better managing the existing parking supply thereby increasing its use and enabling more people to visit the Town Center Plan area and nearby coastal overlooks.**

3. That Coastal Act policies concerning specific coastal resources, hazard areas, coastal access concerns, and land use priorities have been applied to determine the kind, of locations, and intensity of land and water uses **in that the Zone Text Amendment does not change any land use provisions contained in the certified local coastal plan previously approved to establish the TCD (GPA06-02/ZC06-01/ZTA06-04/LCPA06-05) and thereby continues to be consistent with Coastal Act policies and development subsequent to final approval of the Zone Text Amendment will be reviewed for compliance with the Coastal Act provisions and other applicable state law.**

4. That the level and pattern of development proposed is reflected in the Zoning Code and Zoning Map **in that the level and pattern of development as was approved via original approvals for the TCD (GPA06-02/ZC06-01/ZTA06-04/LCPA06-05) is not changing and the proposed Zone Text Amendment will bring into alignment with those provisions in the TCD related to parking policies and goals to encourage shared parking facilities, establish an in-lieu parking program and fee, and create a parking management program.**

5. That a procedure has been established to ensure adequate notice of interested persons and agencies of impending development proposed after the certification of the LCPA **in that procedures and regulations in Chapter 9.27 "Coastal Overlay District", Chapter 9.61 "Administration of Zoning", and Chapter 9.69 "Coastal Development Permit" constitute minimum standards for all development within the City's Coastal Zone and would be applied to subsequent development requests.**

6. That zoning measures are in place which are in conformance with and adequate to carry out the coastal policies of the Land Use Plan **in that this amendment further implements goals & policies previously certified with TCD approval actions (GPA06-02/ZC06-01/ZTA06-04/LCPA06-05) related to creation of shared parking facilities, establish an in-lieu parking program and fee, creation of a parking management program, and signage related to parking.**

J. That the Planning Commission recommends that the City Council include the following findings in the City Council resolution submitting the LCPA to the Coastal Commission:

1. The City certifies that with the adoption of these amendments, the City will carry out the Local Coastal Program in a manner fully in conformity with Division 20 of the Public Resources Code as amended, the California Coastal Act of 1976.

2. The City include the proposed zone text amendments for Chapter 9.26 and the corresponding Appendix "E" referred to as the "Dana Point Town Center Plan" of the Zoning Code related to parking regulations and a title change to the "Dana Point Lantern District Plan" in its submittal to the Coastal

Commission and state that the amendment is to both the land use plan (Goals and Policies of Appendix "E") and to the implementing actions (Development Standards and Implementation sections of Appendix E).

3.   The City certifies that the land use plan is in conformity with and adequate to carry out the Chapter Three policies of the Coastal Act.

4.   The City certifies that the implementing actions, as amended, are in conformity with and adequate to carry out the provisions of the certified Land Use Plan.

5.   The Ordinance of the City Council include the Zone Text Amendment and Local Coastal Program Amendment numbers ZTA15-0001 and LCPA15-0001 when submitted to the Coastal Commission.

6.   The City certifies that the amendments will be submitted to the Coastal Commission for review and approval as an Amendment to the Local Coastal Program.

K.   That the Planning Commission recommends that the City Council adopt the amendments to the City Zoning Code as follows:

1.   The zone text amendments to Chapter 9.26 and the corresponding Appendix "E" referred to as the "Dana Point Town Center Plan" of the Zoning Code related to parking regulations and a title change to the "Dana Point Lantern District Plan" of the Zoning Ordinance, as shown in the attached Exhibits "A" and "B".

L.   That the Planning Commission recommends that the City Council adopt Zone Text Amendment ZTA15-0001, which would amend the Dana Point Local Coastal Program pursuant to LCPA15-0001. The Planning Commission recommends the amendment for the reasons outlined herein and in Chapter 9.26 and the corresponding Appendix "E", including but not limited to: revising goals and policies related to parking, establishing parking ratios, establishment of an in-lieu parking fee, monitoring of available on- and off-street parking, addition of a section for signage for parking and a title change of the document to "Dana Point Lantern District Plan" as previously adopted by the City Council.

N.   ZTA15-0001 constitutes the LCP for the subject area.

PASSED, APPROVED, AND ADOPTED at a regular meeting of the Planning Commission of the City of Dana Point, California, held on this 27th day of April, 2015, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Liz Claus, Chairwoman
Planning Commission

ATTEST:

_____
Ursula Luna-Reynosa, Director
Community Development Department

EXHIBIT "A"

Exhibit A

Chapter 9.26 ~~TOWN CENTER~~

LANTERN DISTRICT*

9.26.010 ~~Town Center~~ Lantern District and Regulations.

The land use and development regulations for this area are contained in the Dana Point ~~Town Center~~ Lantern District Plan included as Appendix E of the Dana Point Zoning Code. (Added by Ord. 06-17, 12/13/06; amended by Ord. 08-08, 6/17/08)

*Any reference to "Town Center" found in the Dana Point Municipal Code or General Plan shall have the same meaning as "Lantern District" (Dana Point City Council Action - 12/3/13)

APPENDIX E

DANA POINT ~~TOWN CENTER~~ LANTERN DISTRICT PLAN*

(Please refer to the ~~Dana Point Town Center~~ Lantern District Plan for the appropriate land use and development regulations in the ~~DPTC~~ DPLD Plan)

*Any reference to "Town Center" found in the Dana Point Municipal Code or General Plan shall have the same meaning as "Lantern District" (Dana Point City Council Action - 12/3/13)

EXHIBIT "B"

Dana Point Lantern District Plan

CITY OF DANA POINT

JUNE 2008

Amended April 2015

Dana Point Lantern District* Plan

*Any reference to "Town Center" found in the Dana Point Municipal Code or General Plan shall have the same meaning as "Lantern District" (Dana Point City Council Action - 12/3/13)

CITY OF DANA POINT

JUNE 2008

Amended April 2015

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Introduction and Overview

Executive Summary

This plan for the Dana Point Lantern District focuses on the commercial area primarily contained within or immediately adjacent to the existing one-way Pacific Coast Highway (PCH) and Del Prado couplet. Located in the geographic center of the community, this area is also its historic heart. It evolved from a rest-stop along the Camino Real into a collection of restaurants and shops that have not met their full potential to serve the needs of today's residents for shopping, dining, entertainment, and the wide range of social activities that give meaning and identity to a mixed use district.

This planning document is the culmination of years of effort and initiative on the part of the residents to wrest control from state and county agencies and to provide guidance to the City of Dana Point. It sets forth specific policies, standards and guidelines that will become the basis for amendments to the General Plan, Coastal Plan, and Zoning Ordinance. In keeping with the aspirations of the community, greater emphasis will be placed on the pedestrian and the bicyclist in addition to the needs of the automobile and buses in allocating the use of space within the public rights of way.

The Lantern District Plan calls for a greater mix of uses in the Lantern District. Adding residential uses and increasing pedestrian-oriented retail and commercial offices will help to create a more

dynamic, interesting and attractive place for both residents and visitors. A greater continuity of activities along the streets is encouraged through the development of public parking in central locations, making the Lantern District more accessible and walkable for those arriving from outside the immediate vicinity. The plan supports the historic legacy of the Lantern District and provides direction on detailed elements, such as public art and signage to enrich the Lantern District and reinforce its pedestrian orientation and interest.

History of Dana Point's Lantern District

Over the past century, the town of Dana Point has come into being and found its own identity as an independent municipality within the rapidly growing metropolitan region of Orange County. Early in the history of the

A mixed-use environment creates a more dynamic, interesting and attractive place for both residents and visitors.

area, peaceful Native Americans benefited from abundant natural resources, and nearby San Juan Capistrano became an important center for dissemination of culture and religion for the Spanish missionaries. Later, cattle grazing lands supplied hides to sea traders, and the small town was visited briefly in 1835 by the notable Bostonian Richard Henry Dana, who mentioned Capistrano Bay in his book "Two Years Before the Mast" and for whom the town is named.

In the 20th century, improvements in rail and road connections opened up the area from the north and east, enabling enterprising individuals to begin the process of land speculation and development. In 1923, a financial syndicate purchased 900 acres for a planned town and constructed an overlook at the end of what is now Blue Lantern to showcase ocean views and beach access. Without a paved highway, the town failed to materialize; yet the dream of a seaside resort took root. In 1929, the Roosevelt Coast Highway was paved and completed. A Los Angeles developer, Sydney Woodruff, acquired the 900 acres, as well as land to the south totaling 1,400 acres. Capitalizing on

The Woodruff Plan, 1928

coastal history, Woodruff promoted a new town evoking the romance of the past combined with modern amenities, such as underground utilities and colored street lanterns with matching street names, flower beds and house numbers. An initial street grid oriented to the bluff and ocean beyond was platted. "Lantern" streets crossing the downtown recalled coastal lore about lanterns illuminating the coastline for ships traveling offshore at night. Cross streets provided a well-scaled framework for pedestrian and vehicular connections as well as sweeping views of the ocean and the harbor below. Additional lookouts were later built at Amber Lantern, Violet Lantern and Old Golden Lantern, with connections to scenic bluff trails and to Heritage Park which cascades down the slope to the water.

As illustrated in the Woodruff plan to the left, the coastal town was to be built into the sloping hills, offering ocean views for all and recreational facilities along the beach and hillsides. A few Mediterranean-style houses were erected and several lots were sold, but again the town failed to materialize. As town building faltered, the Great Depression hit. Development came to an abrupt halt, leaving a handful of buildings and residents sparsely occupying parcels within the initial street grid in what is now the Lantern District.

Changes in the coastal routes along the shoreline impacted the Lantern District. In the 19th century, El Camino Real marked a route of travel for the Spanish missionaries, part of which was paved and named the Roosevelt Highway in the early 20th century, and later extended to become the Pacific Coast Highway, linking this part of the coast with towns and villages along 1,000 miles from Washington to Mexico. Del Prado, the promenade, connects with the Pacific Coast Highway at Blue Lantern and Copper

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Lantern in a couplet that defines the center of Dana Point. Pacific Coast Highway, originally a two-way facility, now traverses the Lantern District, forming a one-way couplet with Del Prado. Today, more than 30,000 commuters ply the Lantern District couplet daily.

As the aerials to the right illustrate, it was not until the 1950s that development regained its momentum with the postwar economic boom and the advent of the motor age. A building frenzy ensued as apartment buildings, highways, and, briefly, an airport were erected. Orange groves were plowed under to make room for subdivisions. In 1962, Congress appropriated money for the construction of Dana Point Harbor which occurred in the 1970s. Several luxury hotel accommodations are located within the city, including the St. Regis and the Ritz Carlton. Immediately upcoast of the Lantern District, one of the last coastal promontories, the Headlands, is now being developed with custom residential lots and a small inn in the midst of open spaces and steep bluffs. The hotels, together with Dana Point's beaches and parks, draw over two million visitors annually, enough tourists to fill its 1,820 hotel beds and generate over $8 million in occupancy tax revenue for the city's coffers. Today, with only 35,110 residents in 6.7 square miles, Dana Point is a small town, but it is dominated by a regional scale highway within the Lantern District.

The Lantern District is adjacent to established neighborhoods within the city as depicted below. Within the Lantern District, there are over 200 retailers and businesses ranging in size from small storefronts of 600 square feet to larger tenants, such as the post office with 18,000
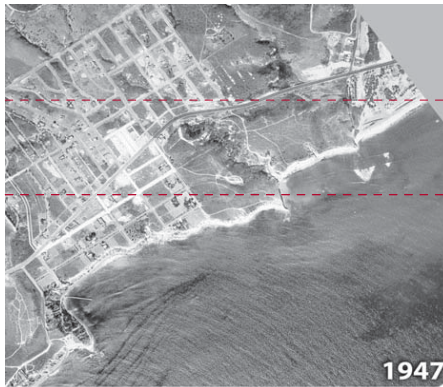
Development over a 50-year timeframe.

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square feet and Ralphs with 35,000 square feet. Sixty are unique to Dana Point. Several well-established surf and sports shops reflect Dana Point's surfing heritage and destination appeal for surfing and ocean recreation. A cluster of plant nurseries, florists and landscaping services date to the 1940s and embody the landscape potential of the Southern California coastal environment. There are also a variety of restaurants and eating establishments within the center – the best of which offer not only good food, but also a sociable outdoor environment for eating and drinking. The Town Center also offers a range of local services including food markets, drugstores, a hardware store, a post office as well as medical/dental and professional offices and financial institutions. In addition, the Lantern District is the location of special events such as the annual Festival of Whales Parade,

Street Faire in March, the newly–established Saturday market in La Plaza and the First Friday Art Show.

Issues and Opportunities

Successful mixed use centers provide local services and convenient shopping, afford opportunities for recreation and socializing, become the location for community-wide events and celebrations and project a strong sense of place. Readily recognized as the location where people enjoy public life, mixed use centers such as the Lantern District play a significant role in the image and identity of the community. Typically, thriving town centers have a significant worker and resident population located within easy walking distance, creating a critical population density both in the daytime and in the evening. Seeing people on

LANTERN DISTRICT PLAN AREA

the streets and in cafes or restaurants strengthens the appeal of a mixed use center such as the Lantern District. Outdoor seating encourages people to stay and visit. While a mixed use center that is enjoyed by residents is almost always attractive to visitors, a mixed use center that only appeals to visitors may not be attractive to residents. Balancing a sense of local identity with a dynamic destination benefits both residents and visitors. Tourists offer direct value to the communities they visit by expanding economic support for retail uses and providing the basis for a more diverse range of goods and services as well as restaurants, entertainment or cultural venues.

Strong mixed use centers build on the local natural, historic, and cultural qualities of a community, thus establishing a distinctive sense of place. Several conditions limit Dana Point's Lantern District from realizing its full potential as a vibrant, engaging and sociable activity center and attractive destination for residents and visitors:

Pacific Coast Highway and Del Prado Traffic:
Both PCH and Del Prado provide more roadway capacity than needed which encourages traffic to move quickly through the Lantern District, giving drivers few clues that they have arrived at the community's core. The flow of traffic does not tempt the driver to stop and explore, nor does it allow the Lantern District to reveal itself as a unique and memorable place.

Lack of a Strong Pedestrian Environment: There are few places in Dana Point's Lantern District where the pedestrian is given priority over the automobile. Narrow sidewalks combined with traffic noise and fumes make pedestrians feel exposed and unwelcome. Frequent driveway curb cuts interrupt the continuity of the sidewalk environment, and the predominance

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The highway environment of Del Prado and Pacific Coast Highway does not tempt the driver to stop and tarry.

The on-site parking requirement contributes to the fragmented pattern of development in the Lantern District.

The post office is part of a distribution facility that divides the Lantern District
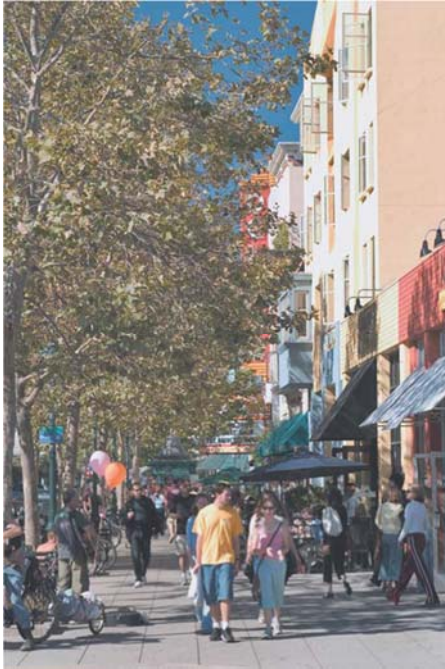
Readily recognized as the place where people enjoy public life, mixed use centers play a significant role in the image and identity of the community.

of surface parking lots makes it clear that the automobile is the primary mode of transport.

Lack of a Critical Mass and Mix of Retail Uses:
While there are a number of strong and unique retailers within the Lantern District, market analysis indicates that there is significant unrealized retail potential. In Dana Point, many sectors of a well-established mixed use center retail market are underrepresented, such as home improvement, apparel, and bookstores. In addition, the distribution of existing uses lacks the kind of clustering and organization that encourages synergy between similar activities.

Although there are underutilized or vacant sites within the Lantern District, opportunities are limited for new larger "anchor" establishments that could further the diversity and appeal of the area. This is due in large part to the requirement for individual businesses to meet all of their parking needs on site which results in more than half of a typical parcel being dedicated to surface parking. In addition, this pattern of development has prevented Dana Point from achieving a critical retail mass and a pedestrian environment that encourages multidestination shopping and a sociable and attractive setting that extends and enhances the shopping experience.

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Lack of Housing in the Downtown: Although adjacent to neighborhoods, there is very little housing within Dana Point's Lantern District. The current zoning ordinance limits housing to the area south of Del Prado and limits the intensity of residential development to 10 units per acre, a density equivalent to a single-family neighborhood. The addition of a greater mix of housing types within the Lantern District could broaden the diversity of activities, and provide a population of residents to support retail businesses. The presence of residents within the Lantern District will generate activity and increase the number of eyes on the street, improving both the streetlife and the sense of security throughout the day and evening. Additional residents could also offer a range of lifestyle options, complementing the predominantly single-family nature of the surrounding

community. In addition, multifamily residential could enhance the economic viability of new development on existing underutilized or vacant parcels by allowing residential uses above retail.

Lack of Cultural or Civic Role: Dana Point has limited civic and cultural activities in its Town Center. City Hall is located elsewhere, and the post office, which used to provide an informal meeting place, is now part of a larger distribution facility that is segregated from the surrounding area. The community has discussed organizing a surfing museum and private collections of unique art and artifacts to contribute a cultural dimension to the Lantern District. As part of a streetscape improvement program, there is also the potential for open-air settings for artistic and interpretative installations.

Lack of Landscape Amenities and Open Space Linkages: Dana Point is known throughout the State and the country as a recreational destination with a spectacular beach and coastal environment. But, although lookouts have been built at several streets with a connection to the Dana Point Harbor at Heritage Park, a sense of separation from the coast persists. Improved connections and landscape enhancement of its streets would create an image of a garden-like setting that would reinforce its sense of orientation and linkage to the bluffs, the Harbor and surrounding beaches. The Lantern District needs more convenient transportation linkages that augment the shuttle bus in peak summer periods and the pedestrian enhancements that would help integrate the Lantern District with the Harbor and beaches.

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Public Planning Process and Participation

In response to the community's long-standing recognition that the Lantern District falls severely short of fulfilling its potential to be a vibrant, engaging and sociable activity center that is an attractive destination for residents and visitors, the City of Dana Point initiated a planning process and engaged urban design consultants ROMA Design Group to study the area and make recommendations for consideration by the Planning Commission and City Council for the enhancement and improvement of the Town Center.

From the inception of preparing this plan, the need for extensive public participation and involvement was recognized. Numerous public meetings were held to gain input and to consider the recommendations of the consultants, including four public forums, joint Planning Commission and City Council public workshops as well as a year of public meetings hosted by the Town Center (now referred to as Lantern District) Subcommittee, a 15-member group (including two City Council members and one Planning Commissioner) established by the Dana Point City Council for the purpose of furthering deliberation and community discourse on the plan. In all, 30 public meetings were held.

The Town Center Subcommittee worked diligently to review, augment and elaborate on the recommendations where necessary. Over the course of the year, it addressed a number of major topics, including the creation of a pedestrian scale and a unique identity, the appropriate mix and intensity of uses, the desire for strong linkages to the harbor, and a positive relationship to surrounding neighborhoods. Subcommittee deliberations went beyond broad

Extensive public outreach and several public workshops were conducted to gain the community's input.

The Town Center (now referred to as Lantern District) Subcommittee

From left: Steven Weinberg, Jim Howard, Terry Walsh, Kirsten Reynolds, Wayne Rayfield, Karin Schnell, Beverly Sels, (Boris Dramov, ROMA Design Group), Lara Anderson, Jim Miller, Alice Anderson, Tom Volkmann, Ronna Kincaid; not shown: Yvonne English, Bob Mardian, Georgia Theodor

statements of policy direction to encompass specific solutions and details of implementation. In all, the work of the Subcommittee demonstrated the eagerness of Dana Point residents, after years of state and county rule, to claim their right not only to envision a better future for the Lantern District but also to craft a specific and uniquely local route for getting there.

An extensive public outreach program accompanied the Subcommittee's year-long efforts. The program included direct mailing of meeting notices to businesses and their property owners in the Lantern District and residents in the surrounding neighborhoods. Ads were placed in the local papers with details about community workshops, joint meetings,

individual subcommittee meetings and focused forums. Meeting notices and reminders were also hand distributed to Lantern District businesses. Street banners, posted throughout the city entrances, reminded people of meeting dates, times, and locations. New databases were implemented to improve communication with existing businesses and residents in and around the planning area. A Town Center (now referred to as Lantern District) Web site was incorporated into the city's site, with public outreach resource links that included fact sheets about the project, traffic, frequently asked questions, maps, and presentations.

An in-depth survey was implemented with a comment section, and a dedicated Town Center phone number and e-mail address were

also implemented so people could request

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additional information. All meeting agendas, minutes, and summaries of workshops, with details and visuals, were also posted on the Web site. Over 300 newspaper articles, scans, briefs, maps, drawings and feature stories were published in local papers, magazines, and the city's recreation guides. Fact sheets, maps, and flyers were converted and printed as handouts to inform, educate, and increase awareness about the Lantern District Plan process and to solicit community input. Feedback was also solicited with the collection of meeting comment forms, presentations from local residents, and public outreach to local clubs and organizations throughout the community. Over 2,800 information packets were distributed. A downtown Shopping Guide was produced, highlighting the goal to create a vibrant, pedestrian-friendly downtown that will serve residents and visitors alike – a place to shop, work, live, play, and socialize. The publication included a detailed map listing all existing retail, shopping, and restaurant businesses to encourage visitors and locals to shop in Dana Point. These were available as handouts and were given to existing businesses with brochure holders to encourage their involvement and participation. A Town Center photo file was compiled and newsletters developed and mailed to every resident in the city. A Lantern District resource library was established. There was also extensive networking with the Dana Point Harbor Association, Chamber of Commerce, and local resorts.

Guiding Principles

While the planning process for the Lantern District generated a great deal of lively debate and discussion, it has been predicated upon significant agreement about its need for improvement. In June 2005, the City Council adopted ten principles that stemmed from public meetings and guided Lantern District planning, and these are as follows:

1. Keep the family-oriented, beach community character of Dana Point.

2. Slow down the speed of traffic through the Lantern District, maintaining efficient and safe vehicular, pedestrian and bicycle travel.

3. Create a distinct character and identity in the Lantern District, while preserving public views and vistas.

4. Consider and mitigate the effects of traffic, noise and lights on residential areas.

5. Stress our surfing/coastal history – seven miles of beautiful coastline linking Capistrano Beach, Dana Point, Monarch Beach – five miles of beaches.

6. Encourage culture, arts and socializing – day and night.

7. Provide activities and attractions for visitors and residents alike.

8. Link the Lantern District with the harbor businesses and activities.

9. Minimize disruption to existing businesses by City-sponsored improvements.

10. Create the Lantern District without resorting to the creation of redevelopment planning areas or eminent domain.

Purpose and Intent of the Lantern District Plan

The purpose of the plan is to establish a framework of policies and development standards that will help guide the transformation of the Lantern District into a pedestrian-oriented, mixed-use district that serves the community more effectively and creates a more meaningful and memorable place that adds to the identity and quality of life in Dana Point. The plan represents a departure from other planning documents previously prepared by the city in that it focuses on a single district that is of broad community value and importance, and it addresses issues related to its future at a much greater level of specificity than the City's General Plan or Zoning Ordinance. It is a plan for a specific district that touches upon all of the elements that guide future change and addresses these holistically with an emphasis on how each element can be implemented.

A great level of detail is contained within this document, in the guiding framework of goals and policies and in the vision for the character of future development. Each of the following sections will be considered for adoption by the Planning Commission and City Council, as well as the Coastal Commission, as revisions and amendments to existing policies, standards, and guidelines and will be used as the basis for further development.

Relationship to other Regulatory Documents

The entire Lantern District is within the Coastal Zone and is subject to the California Coastal Commission's larger authority over the public resource of the California coast. The General Plan, along with City's Zoning Ordinance, must be certified by the Commission as a Local Coastal Plan to ensure policy compatibility between state and local authorities, particularly with respect to specific issues related to public access and environmental quality related to coastal resources.

Adopted 15 and 20 years ago, the General Plan and Local Coastal Plan are in need of an update with respect to the Lantern District area. Both planning documents envisioned creating a Lantern District that would be the commercial center for the town and this Plan builds on that vision. Although the policies mentioned greater pedestrian orientation and a mix of uses, there was little recognition of the role that the couplet plays in defining the pattern of land uses and the character of the area.

As communities mature, they naturally become more complex, with additional layers of meaning and history contributing to their identity and to their success as a place. In Dana Point, it is time now to introduce a much greater focus on pedestrian needs and a mix of uses.

Review and Adoption Procedures

The Lantern District area is currently zoned Coastal Couplet Commercial (C-CPC), Coastal Recreation Space (C-R), Coastal Minor Commercial (C-MC), and Coastal Residential Commercial (C-RC), per the Dana Point Specific Plan/Local Coastal Program. Adoption of the Lantern District Plan would require a General Plan Amendment and Zone Change to modify land use and zoning designations to allow for commercial/residential mixed-use development. An amendment to the Local Coastal Program will also be required. The project would incorporate existing policies within the General Plan and formulate new policies in order to create a mechanism for establishing which uses should be permitted in the project area. To facilitate implementation of the proposed project, the General Plan would be amended concurrently with adoption of the Lantern District Plan.

Additionally, changes to the development standards are proposed to support the objectives of greater residential development, retail concentration and continuity, and economic feasibility, while design guidelines would help implement the objectives of the proposed project. Individual development projects within the Lantern District would be subject to review for consistency with the General Plan, Local Coastal Program, Lantern District Plan, Lantern District Development Standards, Lantern District Design Guidelines, and other applicable development regulations on a project-by-project basis. All projects would require public hearings.

The Lantern District Plan serves as a planning link between the General Plan and individual project-level development within the project area. The Lantern District Plan provides area-specific land use Development Standards and Design Guidelines. Upon adoption by the City,
the Lantern District Plan would provide the framework for development in the project area. The following Land Use Regulations, Design Standards and Design Guidelines provide a new regulatory framework supportive of the desire to build a mixed-use, pedestrian-friendly environment.

If an issue, condition, or situation arises that is not sufficiently covered or provided for by these regulations so as to be clearly understandable, the regulations of the Dana Point Municipal Code that are applicable for the most similar issue, condition, or situation shall be used with approval of the Community Development Director.

Goals and Policies

This chapter outlines a set of policies that guide the transformation of the Lantern District into a sociable, pedestrian-oriented place. The recommended policies build on the existing General Plan and Local Coastal Plan to strengthen the role of the Lantern District not only as a commercial center but also as an attractive, mixed-use environment. Both of these documents address the future of the Lantern District as a specific place, defined geographically by the couplet. Each element is introduced by a goal, which is a broad statement of purpose, and a brief description of intent. The goal is then followed by a series of policies that are more definitive courses of action that support the achievement of a goal. Additionally, plan maps and illustrations are provided to further indicate the intent of goals and policies. Given the general scale of the illustrations in contrast with the more detailed scale at which plan policies must be applied, the illustrations are not meant to be applied literally to specific projects, but rather to provide general guidance.

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Existing Land Use
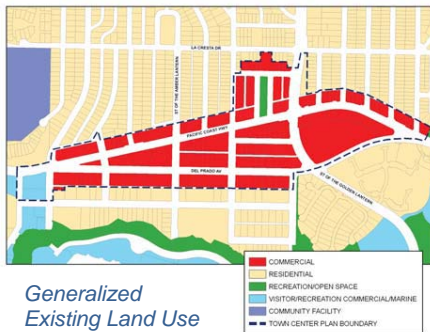
Land Use

The type, range and intensity of activity are at the core of life within the Lantern District and its successfulness as a place that is attractive and meets the needs of residents. The Lantern District Plan emphasizes new residential uses along with strengthening existing retail uses. While existing land uses (diagram to the left) are separated into commercial and residential zones, the Lantern District Plan encourages a new, mixed-use district (diagram on following page) in the Town Center.

GOAL: Achieve development in the Lantern District area that enhances the area as a primary business district in the City.

Policy 1.1: Provide a diversity of retail, office and residential land uses that establish the Lantern District as a major center of social and economic activity in the community.

Policy 1.2: Encourage retail businesses and mixtures of land uses that help to generate positive pedestrian activity in the area.

Policy 1.3: Establish patterns of land use and circulation that promote the desired pedestrian character of the area.

Policy 1.4: Encourage mixed-use development in the Lantern District as illustrated in the Land Use Strategy on the following page.

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Policy 1.5: Support street level uses that are pedestrian-oriented and contribute to the vibrancy of the street.

Policy 1.6: Promote professional business/office uses on the upper floors.

Policy 1.7: Periodically review entertainment uses in the Lantern District to ensure that cumulative impacts are not detrimental to the city.

Policy 1.8: The Lantern District shall be subject to the applicable requirements of California Government Code Section 65590 et seq. (the Mello Act).

Policy 1.9: Retail service commercial and visitor service commercial uses are priority uses which shall be encouraged within the Town Center.

Policy 1.10: Demolition of Existing Lower Cost Overnight Accommodations.

If demolition of the existing lower cost overnight accommodations in the Lantern District planning area is proposed, a fee shall be required in-lieu of providing replacement lower cost motel units. If all the demolished units are replaced by lower cost motel units, the in-lieu fee shall be waived. This in-lieu fee shall be required as a condition of approval of a coastal development permit for demolition, in order to provide funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Orange County, and within 12 miles of the City of Dana Point's coastal zone.

The Lantern District planning area does include one existing 24 room Motel which does provide
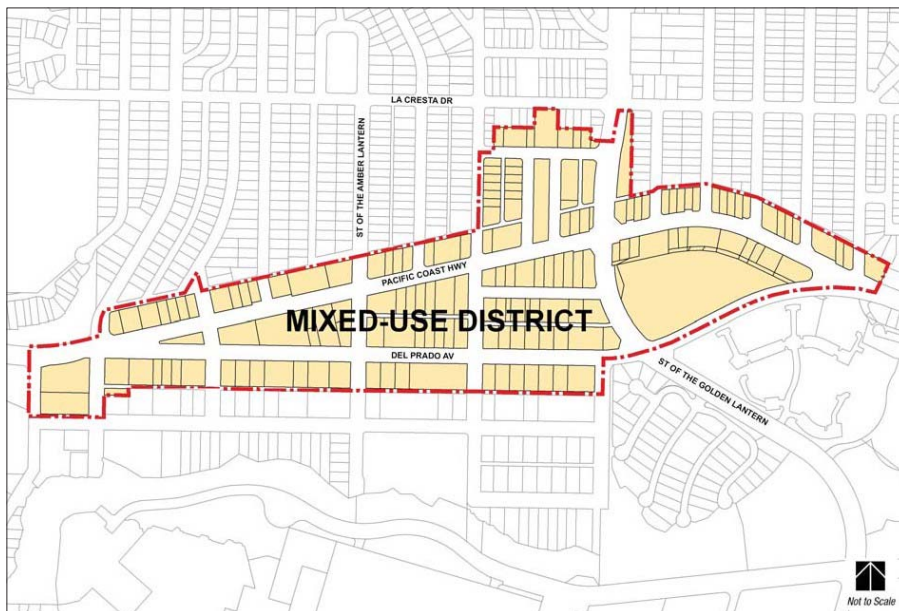
LAND USE STRATEGY

lower cost overnight accommodations. The Motel's location is at the northern section of the Lantern District planning area and sits between two major three lane roadways, Del Prado and Pacific Coast Highway.

The in-lieu fee for the demolition of the existing motel shall be an amount sufficient to fund provision of lower cost overnight accommodations comparable in number to those that are lost. The required in-lieu fees shall be deposited into an interest-bearing account, to be established and managed by the California Department of Parks and Recreation (CDPR). The entire fee and accrued interest shall be used for renovation of existing structures not currently functioning as overnight accommodations to overnight beach cottages available to the public at the Historic District of Crystal Cove State Park (Cottages 14, 17 and 21). The renovated cottages shall provide at least the same number of beds as units that are demolished and will provide a lower cost beach front overnight experience. All development funded by this account will require review and approval of the Executive Director of the Coastal Commission. Any portion of the fee that remains after five years shall be donated to one or more of the State Park units or non-profit entities providing lower cost visitor amenities or other organization acceptable to the Executive Director within 12 miles of the City of Dana Point's coastal zone.

Urban Design/Streetscape

The Lantern District Plan endeavors to strengthen the pedestrian scale and character of the couplet area, while balancing the efficient movement of vehicles.

GOAL: Improve the Lantern District as one of the

city's primary shopping districts with a small town "village" atmosphere.

Policy 2.1: Improve pedestrian opportunities and create an attractive pedestrian environment within the Lantern District. (Coastal Act/30250)

Policy 2.2: Create safety buffers of street trees, planters and street furniture between pedestrian walks and the street along both Pacific Coast Highway and Del Prado. Provide widened sidewalks with a special Lantern District streetscape design.

Policy 2.3: Develop pedestrian courtyards and other outdoor spaces with planting and street furniture.

Policy 2.4: Encourage pedestrian-oriented building frontages with shops opening to the public sidewalk, and encourage a maximum amount of retail uses on the first floor.

Policy 2.5: Through effective design guidelines, encourage building designs, intensity and setbacks to be compatible with the desired scale and character of the area. (Coastal Act/30251)

Example of a fountain incorporating public art.

Policy 2.6: Incorporate art features, including public art as an element of development and enhancements.

Policy 2.7: Encourage the use of small spaces for landscaping and mini-parks with art features.Landscaping shall be consistant with policy 2.11.

Policy 2.8: Provide centrally located public restrooms.

Policy 2.9: Develop a plan designing and locating enclosed trash containers in the Lantern District.

Policy 2.10: Address the impact of delivery trucks on the circulation system for new development and for new businesses. Encourage deliveries to utilize the alleyways when feasible.

Policy 2.11: Establish a plant list for trees, shrubs, herbaceous materials and ground cover within the Design Guidelines for Lantern District. Non-invasive, primarily drought tolerant plants shall be used.

Active ground level uses contribute to a sociable place.

Policy 2.12: Encourage the design of lighting

that enhances the streetscape and facilitates nighttime use of the Lantern District by pedestrians.

Policy 2.13: Increase the number of flowers in the Lantern District by adding containers in the city right of way and on streetlights, and encourage businesses to plant flowers where possible, provided a maintenance program is established.

Policy 2.14: Utilize historical lantern design for lighting in public improvements and private development and 2-foot grid sidewalk pattern to reflect historic character.

Policy 2.15: Establish criteria and methods of measure for Levels of Quality (LOQ) for the pedestrian environment (similar to Level of Service for vehicular environment). Require minimum pedestrian LOQ for all new street improvement projects, and establish objectives for future improvements to pedestrian LOQ.

Policy 2.16: Give priority or incentives to businesses that reflect unique merchandise and architecture and promote the sense of character and identity.

Circulation

Circulation and parking are key in upgrading the Lantern District. The Lantern District Plan envisions the enhancement of existing streets, the provision of centralized public parking and

careful consideration of the phasing of streetscape improvements in order to minimize, to the extent possible, the impact of construction on existing merchants and residents.

GOAL: Slow down the speed of traffic through Lantern District while maintaining efficient and safe vehicular, pedestrian and bicycle travel.

Policy 3.1: Reduce the disruptive and negative impact of traffic movements and high traffic speeds in the Lantern District.

Policy 3.2: Establish patterns of land use and circulation that promote the desired pedestrian character of the area.

Policy 3.3: Improve pedestrian circulation in the Lantern District, including pedestrian linkages with the bluff top lookouts, Heritage

Park, and Dana Point Harbor.

Policy 3.4: Encourage the use of alleys as pedestrian pathways through alleyway beautification and through upgrades to the rear facades of buildings with alley frontage, when appropriate.

Policy 3.5: Create a convenient shuttle service to link the Lantern District with the Harbor and hotels.

Policy 3.6: Where alley access is available, locate parking areas in the rear of the property.

Policy 3.7: Investigate other options for linking businesses and events in the Lantern District and the Harbor, such as gondolas and escalators.

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A 1/4 mile radius, a distance which is considered to be an acceptable walking distance to access a parking facility, is used to identify the portion of the

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Parking

Accessible and convenient public parking is essential to the health and vitality of the Lantern District. Current zoning requirements for the provision of parking on individual parcels have contributed greatly to the fragmented pattern of activities and to the lack of pedestrian activity. The Lantern District Plan outlines actions that would expedite parking improvements to support merchants and residents and encourage development on vacant and underutilized parcels. After analyzing the demand for parking, it is expected that the City Council would acquire land in the Lantern District for a centralized public parking facility(ies) funded by fees from new building construction and located in a parking district. Centralized parking would help to satisfy parking needs while providing for a more cohesive Town Center.

GOAL: Create and implement a parking program that ensures adequate and convenient parking is made available with the creation of centrally located public parking facilities.

Policy 4.1: Provide opportunities for shared parking facilities in the Lantern District, such as through the establishment of shared, available to the public parking facilities by (a) leasing or purchasing existing private parking facilities and making them available to the public, and (b) adopting requirements for parking that incentivize the provision of shared parking facilities, that are available to the general public, in both new developments and on properties undergoing a change of use.

Policy 4.2: Develop land use and parking regulations to assure that adequate and reasonable standards are provided.

Policy 4.3: Develop a parking concept that emphasizes shared parking facilities.
Policy 4.4: Create a parking development and management program which assesses parking demand and requirements based on the Dana Point Zoning Code.

Policy 4.5: Create an in-lieu parking program which includes appropriate fees which consider the costs of land acquisition and construction costs associated with providing a parking space in the Lantern District.

Policy 4.6: Create additional public parking which would include one and preferably two facilities prior to beginning roadway construction.

Policy 4.7: Parking areas shall be located in the rear of properties, where alley access is available.

Policy 4.8: Prevent excessive Town Center parking in adjacent residential areas.

Policy 4.9: Establish an ongoing monitoring and evaluation process to ensure ongoing availability of parking. If parking occupancy counts reveal that parking occupancy meets or exceeds 80% overall, take action to increase supply and/or reduce demand, in order to maintain overall parking occupancy at or below 90% (a level at which the parking supply is effectively full).

Economic Development

The vitality of the Lantern District is dependent on its economic health. Bustling retail shops, thriving commercial offices and active residential units contribute to the energy in the Lantern District, making it an area that people like to visit. It is important that public and private interests

collaborate to improve Dana Point Lantern District's economic position within Orange County.

GOAL: *Promote an economically viable downtown through uses that serves both residents and visitors.*

Policy 5.1: Increase the Lantern District's economic vitality and its contribution to the City's economic development goals.

Policy 5.2: Encourage the formation of a Downtown Business Association. The purpose of the Downtown Business Association is to provide a coordinated forum for various private interests to work together to enhance economic development in the Lantern District.

Policy 5.3: Promote public and private cooperative efforts to provide ongoing aesthetic improvements in the Lantern District.

Policy 5.4: Create a program to help retain existing businesses.

Policy 5.5: Prepare an Economic Development Strategy to strengthen the business climate, foster retail activity and improve the tax base in Town Center.

Policy 5.6: Develop affiliations between civic and business associations and groups to promote a coordinated marketing effort that enhances business activity throughout the city. In particular, develop linkages between Lantern District and other activity centers such as the beaches, hotels and harbor.

Policy 5.7: Give priority or incentives to businesses that reflect unique merchandise and architecture and promote the local character and identity of Dana Point.

Signage

Recognizing that signage impacts the character of a place, the Lantern District Plan calls for a public signage program with a unified design and pedestrian-oriented signs.

GOAL: *Require signs to contribute to the atmosphere and to serve as symbols of quality for commercial establishments.*

Policy 6.1: Create a public signage and banner program, which creates a unified design reflecting the character of the Lantern District for street signage, and direction signs to public parking locations and community serving uses (i.e., public buildings, parks, harbor, scenic attractions, coastal access points, bike and pedestrian paths, cultural/historic structures).

Policy 6.2: Encourage signage oriented to the pedestrian, such as projecting signs.

Historic Preservation

Enhancing the charm and romance of Dana Point and, at the same time, reinforcing its coastal history are important to the community. The Lantern District Plan sets out guidelines to preserve historic structures and elements and to encourage preservation.

GOAL: *Maintain and revitalize the character of designated historic structures in the Lantern District.*

Policy 7.1: Seek to protect and revitalize historic elements in the Lantern District, such as the original lanterns and historic concrete stamps.

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Policy 7.2: Encourage remodeling and renovating of historic structures and placement of the structures on the National Register of Historic Places.

Policy 7.3: Ensure that the Dana Point Historic Resources Inventory reflects the structures which have historic significance, as determined by the City Historic Resources Ordinance.

Policy 7.4: Provide incentives for re-use of historically significant buildings.

Policy 7.5: Develop incentives to promote improvements to historic structures and building façades and create programs to provide relocation assistance.

Building Design

Improving the overall quality of buildings and the identity and livability of the Lantern District are important issues of longstanding concern to the community. The Lantern District Plan establishes the appropriate building height, setbacks and stepbacks and discourages franchise architecture to create more pleasing and appropriately scaled structures. Special provisions are included to alleviate potential conflicts between neighbors. Recommendations related to building form and appearance are outlined in the Development Standards and Design Guidelines.

GOAL: Create a Lantern District which reflects the unique natural, historic, and cultural qualities of the community.

Policy 8.1: New development shall comply with the Lantern District Design Guidelines.

Policy 8.2: Pursuant to the City of Dana Point, Local Implementation Plan, all private and public works construction projects are required, at a minimum, to implement and be protected by an effective combination of erosion and sediment controls and water and materials Best Management Practices.

Landscape

Recognizing the importance of Dana Point's distinctive landscape identity, the design and implementation of landscape and streetscape improvements should be an integral part of the Del Prado and PCH improvements.

GOAL: Require landscape improvements and incorporated amenities that improve the pedestrian environment and create a strong sense of place for the Lantern District.

Policy 9.1: Benches, kiosks or art features should be incorporated into the landscaping as amenities to pedestrians.

Policy 9.2: Nighttime illumination of landscaping, paths, trees or art features shall be designed to contribute to the safety and beauty of the downtown, but should not overflow onto residential areas.

Policy 9.3: Landscaping must be selected and maintained at a scale that is consistent with the building site and overall pedestrian scale of the downtown.

Policy 9.4: Landscaping shall be designed so it does not interfere with pedestrian circulation.

Policy 9.5: Best Management Practices (BMPs) for landscaping, in addition to those required by the City's Local Implementation Plan, shall be considered.

Policy 9.6: Landscaping shall not interfere with visibility of businesses and signage.

Policy 9.7: Temporary planters and pots placed by business owners in the public right of way shall be limited to items identified in an encroachment permit issued to the business owner by the Public Works Department.

Policy 9.8: Street trees shall be limited to the maximum allowed building height (40 feet).

Policy 9.9: Street landscaping elements (i.e., trees/ shrubs) shall be selected which are appropriate for sidewalk environments to limit the potential of root systems which may buckle sidewalks.

Policy 9.10 In addition to the adopted Zoning Code Landscape Design Standards that encourage use of drought tolerant landscaping as well as protection, preservation and enhancement of native species, the use of non-invasive plant species shall be required.

Street trees, planters and flower beds give a street character and a sense of place.

The Lantern District Water Quality Program

Goal: Continue the City's commitment to protecting water quality by seeking strict standards and subsequent enforcement of those standards for all new public and private development and significant redevelopment.

Policy 9.11: In addition to CEQA as applied to specific project development, projects will be consistent with Sections 30230 and 30231 of the California Coastal Act for water quality.

Policy 9.12: All development within the Lantern District shall meet the requirements of the San Diego Regional Water Quality Control Board (SDRWQCB) National Pollutant Discharge Elimination System (NPDES) permit.

Policy 9.13: All development within the Lantern District shall be consistent with water quality-related provisions in Chapter 15.10 of the City of Dana Point Municipal Code, the City's Standard Urban Stormwater Mitigation Plan (SUSMP) and the City's "Local Implementation Plan (LIP)."

Policy 9.14: All development shall incorporate Best Management Practices (BMPs) designed to minimize or avoid the runoff of pollutants from structures, landscaping, parking and loading areas.

Policy 9.15: In areas of new development and redevelopment, minimize the amount of impervious surfaces and directly connected impervious surfaces and where feasible maximize on-site infiltration of runoff, except where site conditions preclude infiltration (e.g., geologic

hazards would be exacerbated, or pollutant concentrations are high).

Policy 9.16: Businesses shall incorporate BMPs designed to minimize runoff of oil and grease, solvents, phosphates, suspended solids, and other pollutants to the storm drain system.

Policy 9.17: All development shall minimize erosion, sedimentation, and other polluted runoff from construction-related activities and land disturbing activities (e.g., clearing, grading, and cut-and-fill), especially in erosive areas, to the maximum extent feasible. Development shall incorporate soil stabilization BMPs on disturbed areas as soon as feasible. Development that requires a grading/erosion control plan shall include a plan and schedule for landscaping and re-vegetation of graded or disturbed areas.

Policy 9.18: Efficient irrigation practices shall be utilized within Lantern District to minimize the potential for nuisance water runoff.

Policy 9.19: A public awareness program shall be developed concerning water quality for future business owners, tenants, residents as well as property owners within the Lantern District. The program will emphasize the appropriate use of water with respect to landscaping, fertilizers and pesticides, irrigation, sewage control, overall business operations and public spaces.

Policy 9.20: All development projects will be required have a detailed Water Quality Management Plan requiring effective Site Design, Source Control and Treatment Control Best management Practices to the maximum extent practicable. In addition to common practices for reducing runoff, best available technology for

catch basin inserts, filtration systems, diversion and/or biofiltration will be required.

Policy 9.21: When the combination of site design and source control BMPs is not sufficient to protect water quality as required by the LCP or Coastal Act, or when required by Regional Board per municipal permit provisions, structural treatment BMPs will be implemented along with site design and source control measures. Use multi-benefit, natural feature, stormwater treatment systems, such as landscape-based bioretention systems, bioswales and green roofs, in place of proprietary systems where feasible.

Policy 9.22: Post-construction structural BMPs (or suites of BMPs) shall be designed, sized and installed to treat, infiltrate or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs and/or the 85th percentile, 1-hour storm event (with an appropriate safety factor, i.e. 2 or greater) for flow-based BMPs.

Land Use Regulations

The Lantern District Plan identifies the land use designation and zoning for the project area as "Lantern District Mixed-Use District". This is a unique designation in the city and only applies to the Lantern District. Land uses are defined by zoning districts, and are listed as permitted, conditionally permitted and prohibited uses. The proper mix of land uses in this area, particularly at the street level, is a critical component for creating a vibrant, pedestrian-oriented environment. The following matrix indicates the uses which are permitted by right (i.e., no discretionary review); uses that are permitted subject to a Conditional Use Permit, and uses which are prohibited. Uses not listed are prohibited. The definitions are taken from the Dana Point Zoning Code.

Pattern and character of existing development.

LAND USE MATRIX

P = Permitted Use   P* = Permitted Use subject to special use standards
C = Conditional Use   C* = Conditional Use subject to special use standards
T = Temporary Use   T* = Temporary Use subject to special use standards
X = Prohibited Use   A = Accessory Use
                   (1) = Permitted or Conditionally Permitted above the street level only.

	Lantern District Mixed-Use District
Administrative Office Uses – real estate, insurance, banks, travel agent	
- Above the ground floor	P
- On the ground floor	C
- Within the first 40 ft depth of ground floor area fronting along Pacific Coast Highway and Del Prado between Street of the Blue Lantern and Street of the Golden Lantern.	X
Adult Businesses – establishment which offer its patrons products, merchandise, services or entertainment relating to sexual activities.	X
Adult Day Health Care - facility providing nonmedical care to persons 18 years of age or older	X
Alcoholic Beverage Outlets – establishments which serve or sell alcohol	C
Animal Hospital - facility where animals are given medical treatment	X
Animal Shelter - facility providing boarding for stray animals	X
Automotive Sales and Rental Uses - establishments which offer motor vehicles for rent or sale.	C
Bed and Breakfast Inn - large dwelling unit which provides lodging.	P
Building Materials Sales and Service Uses – interior design shops, cabinet shops, carpet sales, nurseries, pool supply and equipment sales, glass and mirror sales, home improvement centers, paint and wallpaper stores, tile sales and drapery sales.	C
Business Service Uses - office products and supply stores, parcel/postal services, computer sales and service, and courier/messenger services.	
- Above the ground floor	P
- On the ground floor	C
- Within the first 40 ft depth of ground floor area fronting along Pacific Coast Highway and Del Prado between Street of the Blue Lantern and Street of the Golden Lantern.	X
Caretaker's Residence - dwelling unit accessory to the principal use on a site and intended for occupancy by a caretaker, security guard, or worker.	C
- Within the first 40 ft depth of ground floor area fronting along Pacific Coast Highway and Del Prado between Street of the Blue Lantern and Street of the Golden Lantern.	X
Clinical Services - medical and health clinics, chiropractic/physical therapy clinics, counseling services and emergency care centers.	C
- Within the first 40 ft depth of ground floor area fronting along Pacific Coast Highway and Del Prado between Street of the Blue Lantern and Street of the Golden Lantern.	X
Commercial Antennas	C*
Commercial Entertainment Uses - video game rooms, movie theaters, arcades, batting cages, skating rinks, shooting galleries, miniature golf courses, and bowling alleys.	C
Commercial Recreation Uses - bicycle rentals, billiard parlors, kayak rentals.	P
Community Care Facility – facility which provides nonmedical residential care, day treatment, adult day care, or foster family agency services for children, adults, or children and adults.	X
Congregate Care Facility - apartment housing which is arranged in a group setting that includes independent living accommodations and shared dining and recreational facilities.	X
Congregate Living Health Facility - with a noninstitutional, home-like environment which provides inpatient care	X

LAND USE MATRIX

	Lantern District Mixed-Use District
P = Permitted Use P* = Permitted Use subject to special use standards C = Conditional Use C* = Conditional Use subject to special use standards T = Temporary Use T* = Temporary Use subject to special use standards X = Prohibited Use A = Accessory Use (1) = Permitted or Conditionally Permitted above the street level only.	
Construction and Maintenance Services - construction companies, carpentry services, electrical contractors, handyman services, janitorial services, home and business maintenance services, lumberyards, painting contractors, pest control services, tree surgeons, landscape	
maintenance services, and plumbing contractors.	X
Convalescent Facility – State licensed facility which provides long-term nursing, dietary and other medical services.	C
- Within the first 40 ft depth of ground floor area fronting along Pacific Coast Highway and Del Prado between Street of the Blue Lantern and Street of the Golden Lantern.	X
Cultural Uses - public art galleries, museums, libraries, auditoriums, performance halls, amphitheaters and live arts theaters.	P
Dance Halls/Clubs - a public hall which is primarily intended for dancing	C
Day Treatment Facility - facility which provides nonmedical care, counseling, educational or vocational support, or social rehabilitation services to persons under 18 years of age.	X
Drive - Through Uses - establishments which provide goods, services or food to persons who are occupants of a motor vehicle.	X
Drug Abuse Recovery or Treatment Facility – a facility which is operated exclusively to provide 24-hour residential nonmedical services in a group setting to adults.	X
Dwelling Unit, Multifamily	P(1)
Dwelling Unit, Single Family	X
Educational Uses - art schools, martial arts schools, dance schools, day care centers, gymnastics schools, technical schools, vocational schools and university/college extension programs or satellite facilities.	C
- Within the first 40 ft depth of ground floor area fronting along Pacific Coast Highway and Del Prado between Street of the Blue Lantern and Street of the Golden Lantern.	X
Emergency Shelter - facility that provides immediate and short-term housing and supplemental services.	X
Family Day Care Home, Large - home which provides family day care to seven to twelve children.	X
Family Day Care Home, Small - home which provides family day care to one to six children.	C(1)
Food Service Uses, Specialty - candy stores, bakeries, delicatessens, donut shops, sandwich shops, ice cream/yogurt shops and coffeehouses.	P
Fortune Telling	X
Fractional Ownership Facility	X
Group Dwelling/Group Home - retirement homes, boarding houses and lodging houses.	X
Health and Athletic clubs: youth clubs, dance studios.	C
Hospital, Acute Psychiatric - medical, nursing, rehabilitative, pharmacy, and dietary services.	C
- Within the first 40 ft depth of ground floor area fronting along Pacific Coast Highway and Del Prado between Street of the Blue Lantern and Street of the Golden Lantern.	X
Hospital, Chemical Dependency Recovery - facility which provides 24- hour inpatient care for persons who have a dependency on alcohol or other drugs.	X

LAND USE MATRIX

P = Permitted Use C = Conditional Use T = Temporary Use X = Prohibited Use	P* = Permitted Use subject to special use standards C* = Conditional Use subject to special use standards T* = Temporary Use subject to special use standards A = Accessory Use (1) = Permitted or Conditionally Permitted above the street level only.	Lantern District Mixed-Use District
Hospital, General Acute Care - facility which provides 24-hour inpatient care.		X
Hospital, Special - specialized health facility which provides inpatient or outpatient care in dentistry or maternity.		X
Hotels located within the interior portion of the couplet: - portion of structure containing guest rooms, meeting rooms or suites offering transient lodging: - accessory uses to hotel such as lobby, restaurant, retail store. - Hotels located in the outer couplet along the alleys which are adjacent to surrounding residential zones – structure containing guest rooms or suites offering transient lodging		P (1) P X
Home Occupation – Commercial activity conducted solely by the occupants of a particular dwelling. Subject to Section 9.07.030 which states that only persons residing on the residence shall be involved in the business, no more than one room of the residence shall be used for business purposes. No portion of the business shall be conducted in garage or outdoors. No retail sales conducted on the premises.		P
Institutional Uses - libraries, public or private schools, hospitals, municipally owned or operated buildings, structures or lands used for public purposes.		C
- Within the first 40 ft depth of ground floor area fronting along Pacific Coast Highway and Del Prado between Street of the Blue Lantern and Street of the Golden Lantern.		X
Intermediate Care Facility - health facility which provides inpatient care		X
Kennel – Facility where four or more small animals are kept.		X
Live Entertainment Uses - dance halls, dinner theaters, discotheques, nightclubs, playhouses, theaters and restaurants with dance floors.		C
Liquor Store – establishment which sells alcohol containing beverages for off-site consumption.		C
Major Automotive Uses - auto body repair shops, auto glass shops, automotive painting shops, customizing shops, engine rebuilding, speed shops and transmission shops.		X
Marine Uses: boat sales and incidental rental, surfboard sales and repair, scuba equipment sales and service, marine supply sales, sail sales and incidental.		P
Massage Establishments – offering massages, baths, or health treatments involving massages, or baths as regular functions.		C(1)
Medical Office Uses - offices of doctors, dentists, chiropractors and veterinarians.		
- Above the ground floor		P
- On the ground floor		C
- Within the first 40 ft depth of ground floor area fronting along Pacific Coast Highway and Del Prado between Street of the Blue Lantern and Street of the Golden Lantern.		X
Membership Organizations - union halls, fraternities and sororities, boys and girls clubs, and lodge halls.		C
Minor Automotive Uses - brake shops, tire stores, muffler shops, alignment shops, car washes (full service or self service), detail shops, radiator shops, upholstery shops, service stations, stereo installation shops, tune-up services and oil and lubrication services.		X
Minor Repair Service Uses - fix-it shops, jewelry and watch repair, household appliance repair, locksmith shops, stereo and television repair and upholstery shops.		C
Open Space		P

LAND USE MATRIX

P = Permitted Use C = Conditional Use T = Temporary Use X = Prohibited Use	P* = Permitted Use subject to special use standards C* = Conditional Use subject to special use standards T* = Temporary Use subject to special use standards A = Accessory Use (1) = Permitted or Conditionally Permitted above the street level only.	**Lantern District** **Mixed-Use District**
Park, Public		P
Pawn Shop – establishment which loans money on the security of personal property and makes such property available to the general public for purchase.		C
Personal Service Uses - establishments which provide services to an individual related to personal care and appearance, or the cleaning or repair of personal effects such as antique restoration, barber shops and beauty salons, cosmetologists (including incidental facial and scalp massage) mortuaries and funeral parlors, shoe repair, dry cleaning, laundromats, reducing salons, nail salons, tailors, and pet grooming.		C
Photographic, Reproduction and Graphic Service Uses - printing establishments, blueprint companies, lithographic services, motion picture studios, photographic studios, photographic laboratories, photocopy companies, radio/television studios and recording studios.		C
Professional Office Use - accountants, architects, designers, engineers, interior decorators, landscape architects, photographers and planners.		
- Above the ground floor		P
- On the ground floor		C
- Within the first 40 ft depth of ground floor area fronting along Pacific Coast Highway and Del Prado between Street of the Blue Lantern and Street of the Golden Lantern.		X
Public Utility Use		X
Recreational Uses - athletic clubs, health clubs, dance studios, game courts, golf courses, golf driving ranges, gymnasiums, swimming pools, private or public recreational facilities and parks.		C
Recycling Facilities - center for the collection of recyclable materials.		X
Religious Uses - churches, synagogues and temples.		C*
Research and Development Uses - research, design or testing laboratories for aeronautics, automobiles, computer products development, controls, engineering services, materials testing, medical/dental, and electronics.		X
Residential Care Facility for the Elderly - housing for persons 60 years of age or over where varying levels of care are provided.		C
- Within the first 40 ft depth of ground floor area fronting along Pacific Coast Highway and Del Prado between Street of the Blue Lantern and Street of the Golden Lantern.		X
Residential Facility - family home established for 24-hour nonmedical care of persons		X
Restaurant - dining rooms, cafes, cafeterias, coffee shops, and pizza parlors.		P
Restaurant, Drive-Through -restaurant which includes one (1) or more drive-through lanes		X
Restaurant, Fast Food - restaurant whose principal business is the sale of a pre-prepared food in a ready-to-consume state for consumption either on or off the premises.		C
Restaurant, Take-Out - restaurant where foods and/or beverages are sold directly to the customer in a ready-to-consume state for consumption off-site.		P
Restaurant, Walkup - restaurant where the serving and consumption of foods and/or beverages is made available to patrons outside the confines of a building.		P

LAND USE MATRIX

P = Permitted Use C = Conditional Use T = Temporary Use X = Prohibited Use	P* = Permitted Use subject to special use standards C* = Conditional Use subject to special use standards T* = Temporary Use subject to special use standards A = Accessory Use (1) = Permitted or Conditionally Permitted above the street level only.	Lantern District Mixed-Use District
Retail Sales Uses - antique sales, appliance sales and repair, art supplies, bicycle sales and service, bookstores, camera sales and service, clock sales, clothing sales, coin and stamp sales, computer and electronics stores, convenience stores, department stores, drugstores, fishing supply stores, florist shops, furniture sales, gift shops, grocery and food stores, hardware stores, hobby shops, interior design stores, jewelry stores, machine and tools sales, music stores, newsstands, optical products sales, pet shops and pet supply stores, photo finishing and photo supply stores, plant nurseries (garden center), shoe stores, sporting goods stores, stationery stores, surfboard sales and repair, television/stereo sales, toy stores and video sales/rental stores.		P
Senior Citizen Housing - licensed housing for persons 62 years of age or older, or unlicensed housing for persons 55 years of age or older, including such housing facilities as retirement villas, apartments, condominium.		C
- Within the first 40 ft depth of ground floor area fronting along Pacific Coast Highway and Del Prado between Street of the Blue Lantern and Street of the Golden Lantern.		X
Single Room Occupancy - cluster of guest units within a residential hotel for weekly or longer tenancy providing sleeping or living facilities for one person per unit.		C
- Within the first 40 ft depth of ground floor area fronting along Pacific Coast Highway and Del Prado between Street of the Blue Lantern and Street of the Golden Lantern.		X
Skilled Nursing Facility - health facility which provides skilled nursing care		X
Social Rehabilitation Facility - residential facility which provides social rehabilitation services for no longer than 18 months in a group setting to adults		X
Tattoo Parlors - premises used for the business of marking or coloring the skin with tattoos		X
Temporary Uses		T
Timeshares		X
Transportation Uses - bus stations, ferry service facilities, train stations and park and ride facilities.		X
Video Arcades or Game Rooms - establishments which provide six (6) or more video games, virtual reality devices or computers for the use and enjoyment of the general public.		C

Development Standards

The Lantern District Plan includes development standards that reinforce pedestrian friendliness and human scale. To support greater residential development, retail concentration and continuity, and economic feasibility, the Plan addresses density of development, building height, roof decks, design of ground-floor commercial space, setbacks, open space and parking. The following describes the background and intent of the development standards for the Lantern District. The standards themselves appear in the tables below with footnotes at the end of this chapter. (See Chapter 9.75 of the Dana Point Zoning Code for definitions and illustrations of terms.)

View of Lantern District in upcoast direction.

Minimum Lot Size, Maximum Lot Coverage and Density

The minimum requirements for the size and dimensions of building lots remain unchanged while the lot coverage standards have been removed. A more densely developed environment which offers a cohesive development pattern and uninterrupted fabric of activity is necessary for a successful Lantern District. Coverage of close to 100% is necessary to achieve this pattern and is possible particularly when parking is located in centralized off-site facilities, as available through an in-lieu parking program. Instead of limitations on lot coverage, other standards are included to limit the size and density of development.

It is problematic to apply a maximum residential density in units per acre to mixed-use projects, as it does not take into account the proportions of residential and nonresidential uses or the size of the residential units. Maximum floor-area ratio (FAR), which governs the amount of development permitted relative to the amount of land for a given parcel, is a more appropriate tool with which to regulate mixed-use development. In the Lantern District, where a mix of commercial and residential uses is desired, a maximum allowable FAR is stipulated. To promote a diverse residential population and provide housing for families in the Lantern District, the unit mix for residential development is also regulated with maximum limits being placed on the numbers of studio units with minimum requirements for numbers of two-bedroom or larger units. The following table outlines regulations for lot size, coverage and density of development in the Lantern District.

MINIMUM LOT SIZE	
• Minimum Lot Size (1)	5,000 square feet
• Minimum Lot Width (1)	50 feet
• Minimum Lot Depth (1)	80 feet
MAXIMUM LOT COVERAGE	
• Maximum Lot Coverage	No maximum.
MAXIMUM DENSITY	
• Maximum Residential Density	See Unit Mix below which limits the minimum size of units.
• Unit Mix	No more than 20% of units to be studios. At least 20% of units to be 2-bedroom or larger.
• Standard Floor Area Ratio (FAR) - Nonresidential - Mixed Use	2.5 2.5

(1) Development standard applies to proposed subdivisions of land through a Site Development Permit. The standards may be modified by the Planning Commission when necessary to accommodate the parcel configuration for an integrated commercial development subject to the approval of a Conditional Use Permit pursuant to Chapter 9.65.

Maximum Building Height

Building height impacts the overall quality of the buildings in the Lantern District and the groundfloor retail and upper floor residential uses, in particular. Height impacts not only the general identity and character of the Lantern District, but also "blue water" views from upland residential areas. The Lantern District Plan limits the height of buildings to 40 feet and three stories which would allow for an 18-foot groundfloor height (measured floor to floor) that would improve store frontages and benefit retailers as depicted to the right and below.

40-Foot Building Height

MAXIMUM BUILDING HEIGHT	
• Maximum Height	40 feet 3 stories (1)(2)
• Building Height Measurement	Measure building height from the level of the sidewalk at the midpoint of the front property line. Count 2 stories of above-grade structured parking as a single story when fronted by single story of usable groundfloor space, such as a shop front.

(1)   Count two levels of above-grade parking as a single story when fronted by a single story of retail space not exceeding 20 feet in height (measured from floor to floor).

(2)   Additional height permitted for encroachments with a Conditional Use Permit.

Example of a 40' building with a ground floor café, upper story setbacks, balconies and architectural details that improve the pedestrian realm.

Permitted Encroachments into Maximum Building Height and Roof Decks

Encroachments beyond the maximum height limit shall be reviewed as part of the Site Development and Conditional Use Permit process. Limited encroachments for such items as mechanical equipment and chimneys require a Site Development Permit. Roof decks require a Conditional Use Permit and are only allowed within the inner portion of the Lantern District couplet as depicted below. In addition to the required findings as set forth in the Municipal Code, any CUP for roof top decks in the Lantern District shall require the following two findings:

1. The approval will not result in an undue impact on the quiet use, enjoyment or privacy of surrounding properties.

2. The approval will not result in undue adverse impacts on ocean views from surrounding properties.
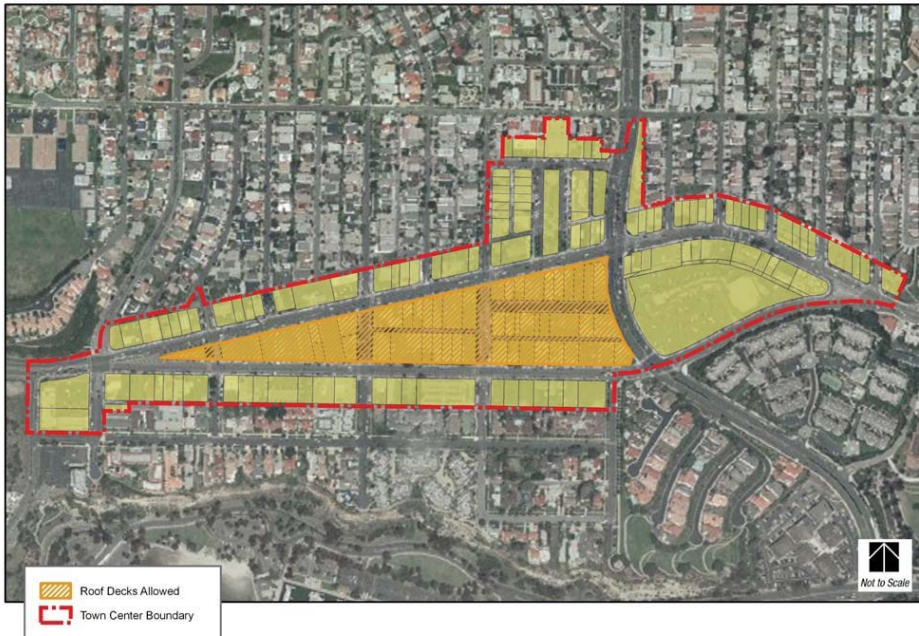
Area of Lantern District Allowing Roof Decks

PERMITTED ENCROACHMENTS INTO BUILDING HEIGHT LIMIT	
All roof decks above the upper floor shall be subject to a Conditional Use Permit. Encroachments beyond the maximum building height limit shall be reviewed as part of the Site Development Permit process. All new development and additions which result in additional building height shall be staked with story poles as part of the review process, and abide by the following regulations. All encroachments beyond the maximum building height shall be included in the staking	
• Mechanical Equipment Screening & Chimneys	Up to 42" above maximum height if setback 5 feet from face of building and not exceeding 5 percent of horizontal roof area.
• Elevators Not Providing Access to Roof Decks	Up to 42" above maximum height if setback minimum of 5 feet from face of building and not exceeding 5 percent of horizontal roof area.
ROOF DECKS – Conditionally permitted only within the interior portion of the couplet (within PCH and Del Prado)	
• Guardrail	42" guardrail required in accordance with Uniform Building Code; conditionally permitted to exceed maximum building height if setback 5 feet from roof edge. Roof decks require a Conditional Use Permit
• Stairwells and Elevators Providing Access to Roof Decks	Conditionally permitted if setback minimum of 5 feet from face of building

Design of Groundfloor Building Frontage

Retail at the street level is a critical component for creating a vibrant, pedestrian-oriented environment. To encourage this, buildings shall be developed in a manner which is conducive to retail-type uses. Buildings fronting on Del Prado and Pacific Coast Highway between Blue Lantern and Golden Lantern shall comply with the design standards described below:

DESIGN OF GROUNDFLOOR BUILDING FRONTAGE PACIFIC COAST HIGHWAY AND DEL PRADO BETWEEN BLUE LANTERN AND GOLDEN LANTERN
• The floor-to-floor dimension between the finished floor of the ground floor of the structure and the floor above shall be at least 18 feet.
• The depth of groundfloor commercial space from storefront to rear shall be at least 40 feet.
• The interior finished floor elevation shall be level with the adjacent sidewalk at least every 50 linear feet. Pedestrian access to the building shall be flush with the sidewalk.

Building Setback, Build-to Lines and Allowed Projections

The following development standards are designed to allow development to contribute positively to the creation of a vibrant, pedestrian-oriented district with a mix of uses while, at the same time, repsect surrounding uses including existing historically significant buildings and existing residential uses within and outside of the Lantern District. Front and street-side yards shall be treated like plazas. The intent is to create opportunities for sidewalk enhancements, outdoor dining, public art and landscaping that supports and does not inhibit active uses in groundfloor building space. These standards are uniquely tailored to the different areas and streets within the Lantern District to allow for diversity in building design while responding to unique conditions of the area/street. The standards for setbacks and built-to lines are as follows:
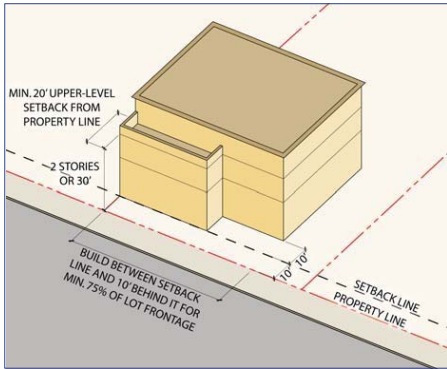
Setback and Built-to Lines: Pacific Coast Highway
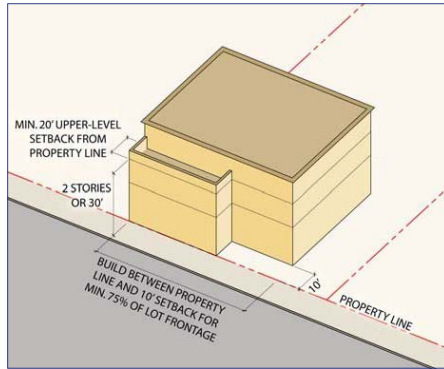
Setback and Built-to Lines: Del Prado

This rendering depicts how a building adhering to the setback requirements could look

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BUILDING SETBACKS AND MINIMUM BUILD-TO LINES	
• Minimum Front Yard Setbacks	PCH: Minimum 10-foot building setback with required dedication of 10-foot public access easement for pedestrian circulation and landscaping. For lots greater than 80 feet in width, the maximum length of an uninterrupted building facade shall be 80 feet; to break the façade plane, provide minimum additional setback of 10 feet for at least 20 feet of frontage. (5) DEL PRADO, LA PLAZA and NORTH/SOUTH STREETS: 0 feet setback. For lots greater than 80 feet in width, the maximum length of an uninterrupted building facade shall be 80 feet; to break the façade plane, provide minimum additional setback of 10 feet for at least 20 feet of frontage. SAN JUAN: Buildings shall be setback a minimum of 5 feet. (Note build-to requirements)
• Minimum Street-Front Build-To Lines	PCH: Building shall be built up to the front setback line or within 10 feet behind it for a minimum of 75% of the lot width. (1) DEL PRADO: Building shall be built up to the front property line or within ten feet behind it for a minimum of 75% of the lot width. ALL OTHER STREETS: No build-to lines.
• Minimum Side Yard Setback	ALL STREETS: 0 feet LANTERN STREETS: 0 feet ALL OTHERS: No setback or build-to requirement at 1st floor.
• Minimum Rear Yard Setback - Standard - Adjacent to Alley or Street - Adjacent to Residential Zoning District	 0 feet (2) 5 feet 20 feet

Building setbacks encourage interesting building design and create opportunities for sidewalk enhancement.

ADDITIONAL SETBACKS AT UPPER LEVELS (3)	
• Adjacent to a Street	PCH: Portions of building above 2nd floor or 30 feet (whichever is lower) shall be set back 20 feet. DEL PRADO, LA PLAZA and NORTH-SOUTH STREETS: Portions of building above 2nd floor or 30 feet (whichever is lower) shall be set back 10 feet. SAN JUAN: Portions of building above 2nd floor or 30 feet (whichever is lower) shall be set back 15 feet.
• Adjacent to an Alley or Rear Property Line	Blocks north of PCH and south of DEL PRADO above first 20 feet: Minimum 15 feet setback from alley. ALL OTHER BLOCKS: None required.
• Adjacent to a Residential District	Above the 2nd story: Additional 10-foot setback when immediately adjacent to a residential district.
• Interior Side Property Line	Above 20 feet in height: Starting 40 feet back from the front building face, minimum 5 feet from interior side property line.

ALLOWABLE PROJECTIONS INTO REQUIRED SETBACKS		
All items projecting into the public right of way shall require an encroachment permit from the Community Development and Public Works Departments. Projections not specifically identified below shall be subject to Dana Point Zoning Section 9.05.080.		
• Balconies and Bay Windows	Maximum 2'-6" into required setback areas adjacent to alleys. May project 2'-6" beyond property line above a height of 20 feet if permitted by Building Code.	
• Awnings/Canopies/Marquees	Rigid elements shall be at least 8 feet above the sidewalk (7 feet for soft valances). May be placed up to 12 feet from the curb, subject to approval of the Community Development Director and Public Works Director when designed in conjunction with outdoor cafes.	
	When not associated with outdoor seating areas, but over windows or doors, awnings/canopies/marquees may project 4 feet beyond the property line.	
• Outdoor Dining Areas (e.g., Sidewalk Cafés)	PCH, Del Prado, San Juan Road and La Plaza – Front and Exterior Side Yards: minimum 12 feet from curb. All Other Yards (interior side and rear): To property line.	
• Architectural Projections (i.e., cornices, eaves, roof overhangs, etc.)	Front: 2'-6" Rear: 2'-6" Side: 2'-6" Minimum from Property Line: 0 feet	
• Maximum Percentage of Building Elevation Length	Front: 60% Side: 40% Rear: 80%	Applies to balconies, bay windows, awnings, and exterior stairways and landings.

SITE VISIBILITY AREA	
Zoning Code Section 9.05.090	None Required in Lantern District

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(1) Exceptions to minimum 'build-to' line requirements may be granted in cases of lots with smaller frontages in order to accommodated minimum driveway widths.
(2) Twenty (20) feet adjacent to residential zoning district.
(3) The height above which an additional setback at an upper level is required shall be measured to the floor of the deck and not the guardrail. To encourage terraces and "eyes on the street", parapets and guardrails around terraces may project up to 2 feet above the additional setback height requirement.

Residential Open Space Requirements

The nature of the proposed building types is such that it may not be possible to achieve the minimums for residential private and common open space individually. For flexibility, up to 50% of dwelling units may satisfy their open space requirement by adding it to the required common open space. The table below stipulates minimums for open space, landscape and storage for residential uses.

OPEN SPACE REQUIREMENTS	
• Minimum Open Space (Res Only)	
- Private	100 sf/du
- Common	100 sf/du
	50% of units may combine common and public space requirements
• Min. Landscape Coverage	None
• Minimum Lockable Storage	250 cu.ft./unit

Parking Requirements

To remove barriers to appropriate development and building reuse, reduce excess asphalt and its negative environmental consequences, and encourage efficiently shared available-to-the-public parking rather than many small, inefficient private lots, the Plan includes standards for parking that are appropriate to a walkable, mixed-use district. The following parking requirements are based upon the unique characteristics and needs within the Lantern District, and a comprehensive review of parking occupancy rates in comparable mixed-use districts.

All nonresidential land uses

- Two parking spaces per 1,000 square feet of gross square footage are required, provided that the parking spaces provided to satisfy this requirement are made available to the public on a nonexclusive basis. Required parking spaces may be provided off-site on other sites within the Lantern District, if approved by the Community Development Director. Tandem, stacked and valet parking spaces may be used to satisfy parking requirements, if approved by the Community Development Director.
- If the parking spaces provided to satisfy Plan requirements are not made available to the public on a non-exclusive basis, then citywide zoning requirements, Chapter 9.35 of the Zoning Ordinance, for parking shall continue to apply.
- On-street public parking located along the frontage of a project site shall be counted toward the fulfillment of parking requirements for that site.
- The Community Development Director may reduce the number of parking spaces or eliminate parking requirements for projects where the applicant enters into an agreement with the City to pay a parking in-lieu fee. The agreement shall be recorded. The parking in-lieu fee shall be set initially at $40,000 per parking space. Thereafter, the parking in-lieu fees shall be reviewed and adjusted annually by the Director, with adjustments to the fee coming into force on July 1 of each year. Considerations in setting this fee shall include (but are not limited to) the incremental cost to add

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Deleted: (as shown on the Parking Strategy diagram on page 17), the developer may pay a fee for off-site public parking in lieu of providing on-site parking for retail and restaurant uses. Several diagrams of pedestrian-oriented parking solutions follow on the next page.

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additional parking spaces in the area surrounding the site.

Residential and live/work units
- One parking space per 1,000 square feet of gross square footage is required, with a minimum of one parking space per unit.
- Off-site parking. A project may locate required parking for a residential project off-site, within 300 feet of the project site, if a Minor Conditional Use Permit is granted to allow this parking arrangement. The Minor Conditional Use Permit can be granted only if the project site and the site where the required parking spaces are to be located are under the same ownership. The project entitlements shall be granted for the whole project including the off-site parking as part of the project. The off-site parking site cannot be sold independent of the project site. The City will require recordation of a covenant or other agreement, acceptable to the City Attorney to tie the two lots together so the site where the parking is to be located cannot be transferred to another entity in the future without the transfer of both the parcels. .
- Required parking spaces may be provided by tandem, stacked or valet parking if approved by the Community Development Director.

Parking Guidelines
On-grade parking shall be set back from the property line on Pacific Coast Highway and Del Prado as stipulated. If ground level uses are not situated along the street frontage, the setback area shall be improved with landscaping and usable open space per the Design Guidelines. The graphics on the following page describe parking solutions that enhance the pedestrian realm.

On lots with alleys, access to parking shall be from the alley, and street curb cuts shall not be permitted. On lots that do not have alley access, curb cuts shall be permitted. Corner lots are permitted to take access from the side street, where appropriate; however, the driveway must be a minimum of 50 feet from the curb return on an adjacent intersection.

PARKING

• Driveway Location	Lots with alley access: No driveways from streets. Corner lots permitted to take access from side street, where appropriate. Corner lots with no alley access: No driveways on Pacific Coast Highway or Del Prado; set driveway back from curb return on Pacific Coast Highway or Del Prado 50 feet minimum.
• On-Grade Parking Lot – Minimum Setback	PCH and Del Prado 40 feet from property line. If no ground level uses in setback area, landscape per design guidelines. All Other Streets: No minimum.
• In-Lieu Fee for Off-Site Parking	Non residential uses: Payment of an in-lieu of parking fee permitted for each private parking space not provided.
• Parking Requirements	Non residential uses: Two spaces per 1,000 gross square feet (provided parking is made available to public on a non-exclusive basis).* Residential and live/work units: One space per 1,000 gross square feet, with a minimum of one space per unit. * * When calculation of required parking spaces results in a fractional number, the number of required spaces shall be rounded up to the next whole number when the fraction is equal to or greater than .5 and rounded down to the next whole number when the fraction is less than .5.
• Parking Structures	Development Standards detailed in Dana Point Zoning Code shall apply, but may be modified upon approval of the Director of Community Development and City's Traffic Engineer.
• Parking Standards not Contained Herein	For parking standards not specifically contained within the Dana Point Lantern District Plan the Dana Point Zoning Code shall apply.

Surface Parking at Rear of Lot   *Below-Grade Parking*   *Centralized Public Parking*

Pedestrian-oriented retail with alternative approaches to parking.

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pay fee in lieu of building on-site parking.¶

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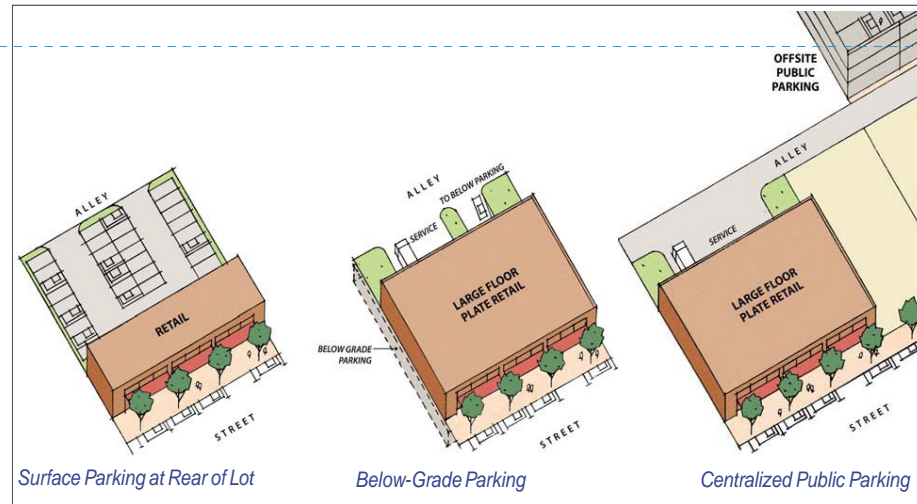
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Bicycle Parking Requirements

Bicycle parking is an important component of a bicycle-friendly transportation system. Increasing the ease, safety, and convenience of bicycling as a mode of travel helps encourage individuals to bicycle. The presence or lack of such facilities may be the determining factor when individuals are deciding whether or not to bike.

The table below establishes the minimum number of bicycle parking spaces that must be provided at buildings, and includes requirements for both long-term and short term parking spaces for private properties, which are defined as:
- Short-term: unsheltered simple bicycle racks, intended for less than two hours of use.
- Long-term: sheltered lockers or racks in a secure area with active surveillance which can be used for bike parking for long periods.

	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Residential		
Single Family	No spaces required	No spaces required
Multifamily	0.5 spaces for each bedroom. Minimum 2 spaces	0.05 space for each bedroom. Minimum 2 spaces
Senior Housing	0.5 space for each bedroom. Minimum 2 spaces	0.05 space for each bedroom. Minimum 2 spaces
Commercial		
Office	0.1 space for each 1,000 s.f. of floor area. Minimum 2 spaces.	0.5 space for each 1,000 s.f. of floor area. Minimum 2 spaces.
General Retail	0.08 space for each 1,000 s.f. of floor area. Minimum 2 spaces.	0.2 space for each 1,000 s.f. of floor area. Minimum 2 spaces.
Food Sales/Groceries	0.08 space for each 1,000 s.f. of floor area. Minimum 2 spaces.	0.5 space for each 1,000 s.f. of floor area. Minimum 2 spaces.
Industrial		
Manufacturing and Production	0.07 space for each 1,000 s.f. of floor area. Minimum 2 spaces.	As required by the Community Development Director. Consider a minimum of 2 spaces at each public building entrance

Signage Requirements

Any signs in the Lantern District shall comply with Dana Point Zoning Code-Chapter 9.37 with the exception below:

Signage to identify the availability of on-site parking can be up to 16 square feet per sign, with neither the width nor the height of the sign to exceed 6 feet. A maximum of one sign is allowed per street/alley frontage. The sign content is limited to Parking only. The parking sign shall not advertise/identify the on-site uses/businesses.

Demolition of Existing Lower Cost Overnight Accommodations

A. If demolition of the existing lower cost overnight accommodations in the Lantern District planning area is proposed, a fee shall be required in-lieu of providing replacement lower cost motel units. If all the demolished units are replaced by lower cost motel units, the in-lieu fee shall be waived. This in-lieu fee shall be required as a condition of approval of a coastal development permit for demolition, in order to provide funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Orange County, and within 12 miles of the City of Dana Point's coastal zone.

The in-lieu fee for the demolition of the existing motel shall be an amount sufficient to fund provision of lower cost overnight accommodations comparable in number to those that are lost. The required in-lieu fees shall be deposited into an interest-bearing account, to be established and managed by the California Department of Parks and Recreation (CDPR). The entire fee and accrued interest shall be used for renovation of existing structures not currently functioning as overnight accommodations to overnight beach cottages available to the public at the Historic District of Crystal Cove State Park (Cottages 14, 17 and 21). The renovated cottages shall provide at least the same number of beds as units that are demolished and will provide a lower cost beach front overnight experience. All development funded by this account will require review and approval of the Executive Director of the Coastal Commission. Any portion of the fee that remains after five years shall be donated to one or more of the State Park units or non-profit entities providing lower cost visitor amenities or other organization acceptable to the Executive Director within 12 miles of the City of Dana Point's coastal zone.

B. As a condition of approval of a coastal development permit for demolition of the existing lower cost overnight accommodation in the Lantern District planning area, the property owner (applicant) shall pay the required in-lieu fee as specified above. Prior to the issuance of the coastal development permit, but only after the City of Dana Point has indicated in writing, that the City has entered into an agreement with the California Department of Parks and Recreation (CDPR) (the "Agreement"), the applicant shall provide to CDPR, through a financial instrument subject to the review and approval of the City of Dana Point, a fee in an amount adequate to carry out the specific project identified in subsection A, payable to the CDPR. This fee shall be used for the purpose described in subsection A in accordance with the terms and conditions of the Agreement, which, at a minimum, shall include the following provisions: 1) CDPR shall submit a detailed final plan for the use of the funds to the City of Dana Point for review and approval within 24 months of the date on which the funds are transferred to CDPR; 2) the final plan shall provide for the submittal of renovation and conversion plans within 36 months of approval of the final plan by the City of Dana Point; 3) CDPR must obtain all necessary regulatory permits and approvals, including but not limited to a coastal development permit, for the renovation and conversion effort prior to commencement of the project; and 4) a deadline not to exceed 5 years from the date of transfer of the funds to CDPR by which the funds shall be

used by the CDPR to complete the project identified in the final plan, along with provisions to address any failure to complete the project.

Design Guidelines

The Lantern District Plan includes design guidelines that reinforce pedestrian friendliness and human scale and the importance of using high quality materials and details to enhance Dana Point's unique sense of place. Furthermore, design guidelines for private property focus on humanizing the pedestrian environment within the Lantern District, with consideration for courtyards, passages, and other provisions that help to link and extend the quality of public space into quasi-public and private areas. Standardized and/or formulaic buildings that diminish a sense of place and local identity are strongly discouraged.

The Lantern District Design Guidelines complement the Zoning Ordinance provisions. While the latter are mandatory, the guidelines are advisory. They are intended to prompt developers and their architects to address specific issues of local concern and to guide City staff and commissions in their evaluation of proposed development projects subject to Discretionary Design Review.

Summary of Design Principles

- Create a "main street" environment along Del Prado with a continuous frontage of appropriately designed shops and restaurants.

- Provide active building frontages with large, transparent window openings. Avoid blank walls.

- The primary entrance to every ground floor space and upper story use should be from the sidewalk. Entry courts are also encouraged if they are open, visible and public in character and contain active uses such as storefronts and outdoor cafés.

- "Dead" gaps along both Del Prado and Pacific Coast Highway should be avoided by discouraging new curb cuts and driveways and by requiring parking lots to be set back from the sidewalk.

- The ground level of buildings should be built on or near the front property line to maintain the continuity of the street edge and to create a more interesting pedestrian experience for strolling and window-shopping.

- Setback areas should be used to enhance the sidewalk and pedestrian environment with active uses such as outdoor cafés. Where landscaping is provided, it should convey the character of a beach community by using plants, paving and street furniture that are associated with the seashore and with Dana Point's history.

- Parking lots should be set back from Del Prado and Pacific Coast Highway. Preferably, buildings will separate parking from the sidewalk. Where this is not possible, parking should be screened with

Many existing buildings reflect two styles, an interpretation of Cape Cod architecture and Spanish Colonial Revival.

low decorative fences and landscaping, and the intervening setback area should be improved with active uses such as outdoor cafés or landscaping treatments that provide space for seating and other positive uses.

- Architectural design should encourage an open and informal style with a comfortable pedestrian scale that supports the character of a beach community.

Architectural Character and Massing

As depicted above, many existing buildings in the Lantern District draw on two styles:

- From the Lantern District's founding, there are buildings in the Spanish Colonial Revival

style that was popular throughout California in the first half of the 20th century. It is characterized by irregular "picturesque" massing, solid stucco walls and pitched tile roofs. Detailing is provided in door and window surrounds, balconies, railings and wrought iron. Walls are usually white; woodwork is often dark brown; tile is used for opening surrounds, wainscoting and stair risers; and roofs are red "mission" tile.

- More recently, a loose interpretation of Cape Cod architecture has emerged in the Lantern District, with irregular massing, steeply pitched shingle roofs (or mansards), dormers and bay windows. Walls are often wood siding painted gray. White is used as outlining and

accents around doors and windows, on stairs and railings and on corner boards.

These guidelines discourage application of any particular design theme or style, but rather promote an architecture that engages the public realm, conveys the informal and open character of this beachfront community, reinforces the pedestrian environment with a human scale, and utilizes high quality materials and detailing that promote durability and sustainability. More specifically:

- Buildings that rely upon standardized or formulaic designs and that diminish a sense of place and local identity should be discouraged.

- Building massing should be asymmetrical and irregular with offsets in plan, section and roof profile as exemplified in a building type on the following page.

- The groundfloor should provide setbacks as appropriate for courtyards, building entrances and outdoor café areas. Setbacks should not yield dead space that does not activate or enhance the pedestrian environment.

- Upper stories should be stepped back, and balconies, bay windows, eaves and other architectural elements should project out or be recessed into the primary wall. Instead of a single stepback yielding a "wedding cake" form, portions of the upper story may be flush with the wall below to create an interesting and complex massing.

- Roof forms should be complex. Flat roofs should have stepped parapets, cornices and similar treatments. Pitched roofs should employ combinations of multiple hips and gables.

An open and airy character should be encouraged with large, operable windows and glazed doors, balconies, terraces, loggias and roof decks enlivened with overhangs, awnings, canopies, trellises and planting.

Materials should be authentic and not visibly artificial. Windows should be high quality with substantial frames, mullions and mentions. False mentions (glass dividers) are discouraged. Dark or reflective glass at the storefront should be avoided.

Retail Frontage

Retail frontage should be designed to enhance the pedestrian experience and to better serve the functional needs of businesses. Groundfloor retail and commercial uses should be considered the primary land use, particularly on Del Prado, and their design should not be compromised by upper story uses.

Well designed retail frontage enhances the sidewalk environment.

Del Prado. Retail frontage required along Del Prado between Blue Lantern and Golden Lantern shall have a minimum floor-to-floor dimension and a minimum depth pursuant to the Zoning Code. The retail frontage shall be built near the property line, the interior floor elevation should be flush with the sidewalk for the majority of frontage, and primary entrances should face the sidewalk.

All Other Streets: All other groundfloor frontage in the Lantern District should have a minimum floor-to-floor dimension pursuant to the Zoning Code. Retail and similar active frontage should be built near the property or mandatory setback line, the interior floor elevation should be flush with the sidewalk for the majority of frontage, and primary entrances should face the sidewalk.

Transparency: Groundfloor spaces containing retail, restaurant and other active commercial uses should be visually open to the sidewalk. Large, blank walls should not exceed 25% of frontage and should be mitigated with trellises and climbing plants to extend the landscape character of the street. Storefront windowsills should be no more than table height (about 30" above the sidewalk), and window heads should be at least seven feet above the sidewalk. Glazing should not be tinted or reflective. Transom windows above the awning level or storefront windows that extend to the full height of the groundlevel space are encouraged to provide variation along the street.

Building Façade Encroachments into Setback Areas and Public Right of Way

Building façade encroachments are encouraged

to provide variety and visual interest to buildings. Safety and growing area for trees require limitations on the extent of projections.

Architectural Projections: Bay and oriel windows, balconies, sun-control devices, unroofed porches, cornices, belt courses and appendages such as water tables, sills, capitals, bases and architectural projections may project into a setback area or over the public right of way provided that they meet the minimum requirements of the Building Code (typically no projections for the first 8 feet above sidewalk). Balconies and bay and oriel windows shall be limited in width (measured along the direction of the street) per the development standards.

Marquees: A marquee is a permanent, projecting structure that shelters entries and is sometimes faced with signage, as at theaters and cinemas. It is typically made of metal and glass and is attached to and fully supported by the building. Marquees should not be supported by posts. Marquees should be subject to the same limited projections into a required setback area or over the public right of way as awnings. They may be no wider (measured along the direction of the street) than the building entrances they cover and should have a minimum clearance of eight feet.

Awnings: Awnings overhanging the sidewalk are also encouraged to further enhance the life and variety of the street. Awnings shall be subject to the following minimum design guidelines:

1. Covering should be of canvas or fabric. High gloss materials are not permitted.

2. Backlit awnings are not permitted.

3. The valance, or front face, of an awning shall not exceed 16 inches in height.

4. The height of the awning shall not exceed the width of the awning.

5. Colors shall complement the storefront, signage and building colors.

6. Awnings used as signage shall also be subject to regulations governing signs.

7. Awning shape shall relate to the associated door or window opening.

8. Awnings shall not extend the length of the building facade. The building facade should clearly wrap around and visually contain the awning.

9. Awnings should be broken into segments that reflect the door and window openings beneath them. Exceptions may be required when used for outdoor seating.

10. Awnings shall be maintained in good repair and display a clean and attractive condition while installed on the building.

11. Awnings should be fully retractable, and no lighting or heating fixtures, windscreens or signs should be attached.

Canopies: Canopies are similar to awnings except that they are permanent and are supported by posts. Canopies should be limited in width and should provide clearance above sidewalk level per the development standards. No supporting posts should be placed in the public right of way.

Permanent Sidewalk-Level Encroachments into the Public Right of way

It is not the intent of these guidelines to create a hard edge between the public and private realms. Rather, building façades and storefronts that are varied and that promote activity and interest are encouraged. By revocable easement, the City may permit retail and restaurant activities to encroach into the public right of way, subject to the following guidelines:

Types of Uses: Uses should be confined to those that add activity and color to the street such as outdoor cafés or the selling of flowers, produce and newspapers/magazines.

Outdoor Cafés: Café areas should be limited in their projections into a sidewalk. The elevation of the café area should be the same as the public sidewalk. No permanent structures will be allowed within the public right of way. If a separation between the café and the sidewalk is desired, this should be achieved through low planters containing colorful flowers or a low hedge not permanently affixed to the sidewalk; the maximum height of such planters (including planting) should be no more than four feet. Planters should consist of high quality, durable materials of a weight and mass that will discourage theft, vandalism or easy movement. A fully retractable canvas awning may extend over the full depth of

A pedestrian friendly sidewalk consists of landscaping, space to promenade and a café zone.

Retailers, such as florists, enhance pedestrian life and the character of the street.

the café; no columns or supporting poles will be permitted within the public right of way. Awnings should comply with the design and height guidelines prescribed above. The use of removable umbrellas within sidewalk encroachment areas is also encouraged, provided that seven feet of clearance is provided above the sidewalk. Removable windscreens that are of a transparent material and that are an integral part of the planter will be permitted to extend the seasonal use of the café area. Such screens should not exceed a height of six feet and should be separated from the awning to provide for air movement.

Retailing Uses: Retailing uses within encroachment areas should be limited to the sale of newspapers, magazines, flowers and produce, and other products deemed by the City to be appropriate to the pedestrian life and character of the street. Such encroachments should not exceed three feet in depth and should not extend further than a line 12 feet from the nearest curb. Merchandise should be displayed against the storefront and be oriented toward the street on tables or stands that do not exceed 4 feet in height. No separation (e.g., planters or low walls) between the merchandise and the street will be permitted.

Design Materials. The design of materials and colors for chairs, tables, display standards, lighting, and other fixtures (including umbrellas and awnings) should be generally consistent with both the architectural style and colors used on the building façade and the quality of fixtures used in public streetscape improvements.

Lighting: Lighting should be incorporated into the façade of the building and should complement the style of the building. Lights on buildings should not be glaring to pedestrians and should illuminate only the encroachment area and activities within.

Historic Lantern

Pedestrian Passages, Courtyards and Open Space

Pedestrian passages, courtyards, and open space can add a more intimate human scale to the urban fabric and improve pedestrian circulation throughout the Lantern District as portrayed below.

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Pedestrian Passages: North-south pedestrian passages can break up very long blocks and provide shorter and more direct access between parking and destinations. Opportunities include:

- Post Office site with its parking lot: Provide a pedestrian passage that connects Del Prado with Pacific Coast Highway and serves any public parking developed on that block.

- Through-block lots on the block bounded by Del Prado, Pacific Coast Highway, Ruby Lantern and Amber Lantern.

- Through-block lots on the block bounded by San Juan Road, Pacific Coast Highway, Violet Lantern and Golden Lantern.

Individual buildings with parking behind should provide passages, as primary retail entries are required to face the street.

Pedestrian passages should be clearly public in character, without gates or signage discouraging public usage. A view through the block eliminates uncertainty about the route, but more subtle and intriguing clues, like water features or lighting, can draw otherwise wary pedestrians. Passages should be mostly open to the sky, and the stories above should step back where necessary to allow natural light to penetrate. To the extent feasible, passages should be lined with shop windows and entries (although primary entries should always face the sidewalk), open stairs, fountains, landscaping, display windows and artwork.

Courtyards: Courtyards can provide an interesting and attractive intermediate space between the public sidewalk and building

Pedestrian passageways and courtyards can create important linkages and extend open space amenities.

interior. They are more intimate in scale and provide a quiet and calm oasis from the bustle of the street. They can temper the climate by providing cooling shade and fountains in the summer and by sheltering from winter winds and rain. Courtyards offer opportunities for additional shops, restaurants and outdoor cafés, but care should be taken so that courtyards do not detract from the vitality of the street sidewalk. Businesses with frontage on both the street and courtyard should have their primary entrance on the street. Professional offices such as real estate, medical and dental, legal, accounting, insurance and brokerage are appropriate tenants in such spaces.

Courtyards should be visible from the street or linked to the street by clear pedestrian

access such as an open passage, arched entry or covered walkway. A courtyard that connects to the back of a lot or through the block should have the same public character recommended for pedestrian passages, as shown on the proceeding page.

Open Space: A network of smaller passageways and paseos, courtyards and pocket parks are anticipated that would connect Del Prado and PCH to the larger parks and beaches that form the open space system. More specifically, linkages to important public spaces such as the bluffs, Headlands, Harbor, Heritage Park, and La Plaza Park and other parks and open space areas are encouraged.

Landscaping

Street Furniture: Benches, kiosks or art features should be incorporated into the streetscape as amenities for pedestrians.

Illumination: Nighttime illumination of landscaping, paths, trees or art features should be designed to contribute to the safety and beauty of the downtown but should not flow onto residential areas.

Benches and other street furniture provides amenities for pedestrians.

Scale: Landscaping should be selected and maintained at a scale that is consistent with the building site and overall pedestrian scale of the downtown. Street trees and landscape within the Lantern District should be in scale with existing buildings and should be selected from an approved list of recommended trees and plant materials appropriate to the Lantern District. Street landscaping should be selected which is appropriate for sidewalk environments to limit the potential of root systems which may buckle sidewalks, and/or appropriate planting details should be incorporated (e.g. structural soils) that allow adequate space for tree roots to grow within compacted pavement areas.

Environmental Quality: Best Management Practices (BMPs) for landscaping should be considered in the design of landscape areas, in addition to those required by the City's Local Implementation Plan.

Visibility and Encroachment: Landscaping should not interfere with visibility of businesses and signage. Temporary planters and pots placed by business owners in the public right of way should be limited to items identified in an encroachment permit issued to the business owner by the Public Works Department. Street trees and landscaping should be in scale with sidewalk areas, enhance pedestrian circulation and not create barriers to movement.

Landscaping in Setback Areas

These guidelines emphasize the importance of activating the pedestrian environment and avoiding gratuitous and unused (or abused) open space. Setback areas, courtyards, passageways

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Street trees contribute more than any other element to the scale and character of the urban environment.

and gaps between buildings should be seen as extensions of the sidewalk realm, serving to extend, enhance and activate the pedestrian experience. Particularly to be avoided are seating areas removed from the pedestrian flow. Numerous studies have shown that people want to be where people are and will usually choose a busy corner or congested sidewalk over a secluded plaza to linger, converse or people-watch. In general, setback areas should only be provided where there is a clear benefit to the public realm, by providing additional sidewalk width, space for outdoor cafés and merchandise displays, entries to businesses and buildings, and connections to courtyards and pedestrian passages. Landscape planting materials should be carefully selected to extend and complement materials used for public streetscape improvements, with an emphasis on plants native to the Southern California coast and other regions with similar Mediterranean climates.

Parking

The Zoning Ordinance encourages parking lots to be located at the back of buildings and specifically requires parking lots to be set back at least 40 feet from the property line on Pacific Coast Highway and Del Prado. If groundlevel uses are not situated along the street frontage in front of a parking lot, the setback area should be improved with landscaping and usable open space per these design guidelines. On other street frontages, parking lots should be subject to the same setbacks as buildings. Parking lots should be screened from all street frontages by solid walls at least three feet in height, and the street side of the walls should be planted with trees and shrubs to create a softer and friendlier edge. The balance of a setback area should be improved as discussed above.

In the interior of a groundlevel parking lot, there should be at least one tree for each four parking spaces. Trees should be planted in tree pits at least five feet square which are distributed evenly throughout the parking lot to create a shade canopy over parking spaces and drive aisles. Trees should be protected from vehicle overhangs by curbs (at least three feet from the tree trunk) or bollards.

Service Areas

Trash receptacles and maintenance storage areas should be enclosed, located within buildings and obscured from public view. On all properties with alley access, they should be located adjacent to the alley. On properties without alley access that front on PCH and San Juan, they should be located on the San Juan side of the property. On properties which front on both PCH and Del Prado, they should be located on the PCH side of the property or, only if not feasible on the PCH side, on the Del Prado side.

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On-site parking connects to retail by a pedestrian-friendly alley in Laguna Beach.

Elements of Streetscape Design

Sidewalks: Sidewalks provide for pedestrian accessibility and comfort, as well as landscaping, lighting and street furniture. In active commercial areas, they can also play an important role in providing additional space for outdoor cafes and retail activities. In Dana Point, sidewalks on both streets will generally be a minimum of 12 feet, expanding in width as setbacks allow and where bulb-outs occur. Sidewalks are comprised of a series of overlapping zones, each with specific demands and requirements as illustrated on the following page. The curbside zone is the transitional area adjacent to the street that is often active with people getting in and out of cars. This is where street trees, streetlights, trash receptacles, benches and other street furnishings are typically located. Within the center zone of the sidewalk, pedestrian movement is concentrated; therefore, this zone would be maintained relatively free and clear for that purpose. The zone adjacent to buildings is the place where pedestrians tarry, window shop and, if space permits, where cafes can spill out into outdoor spaces. In Dana Point, the

sidewalks are envisioned as being constructed of architectural concrete, with scoring on a two-foot grid pattern, incorporating some of the details Sydney Woodruff initiated in his early development of Dana Point. Distinctive lighting, street furniture, signage, and artistic and interpretative elements that evoke a strong sense of place are recommended for inclusion as part of the streetscape improvements.
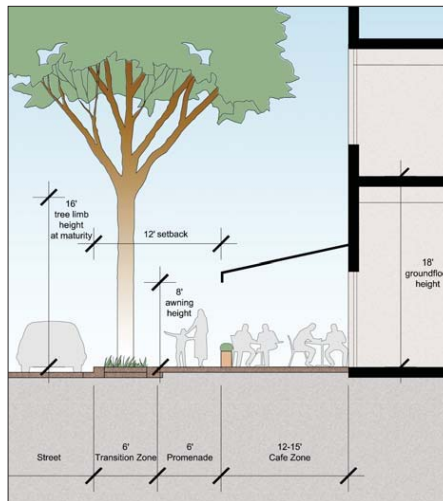
Sidewalks are comprised of a series of overlapping zones.

Street Trees and Landscaping: In urban environments, street trees significantly contribute to the perceived quality, comfort, appearance and sustainability of public places. In California, livability is often measured by the presence of street trees that arch over the street, provide scale, and heighten the sense of space. In Dana Point, parkway street trees are particularly important in creating dappled shade that ameliorates the effect of heat gain and glare,

making the street a more pleasant environment for activity. The temperate climate offers a range of possible choices for street trees; however, trees would need to be selected or retained and planted in consideration of the challenges of an urban environment for them to flourish. In addition, trees need to be tall enough so that their limb structure and canopy does not limit visibility to store fronts and broad enough to provide needed shade as illustrated to the left. Care must be taken to ensure that there is adequate root space for the trees beyond the tree well itself and sufficient irrigation not only to establish the trees but to maintain their future growth and development. Finally, when trees are planted, a commitment needs to be made to maintain them properly so that they can attain the desired height, canopy and appearance. Best horticultural practices are recommended for both the existing trees and the new ones to avoid conflicts with pavement and for sustainability over the long term.

To create a pedestrian-oriented Lantern District, significant landscape and streetscape enhancements on both PCH and Del Prado are required with street tree planting on both sides of the streets. In addition to street trees, the planting of ground cover and shrubs within tree wells, as well as flower baskets and plantings adjacent to individual shops and restaurants, would add color and vitality to the street environment. Merchants are encouraged to undertake landscape improvements in setback areas, courtyards and other semipublic areas to further enhance the environment and contribute to the verdant quality of the Town Center.

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In addition to connections within the Lantern District, visual and physical links need to be strengthened from the Lantern District to the harbor.
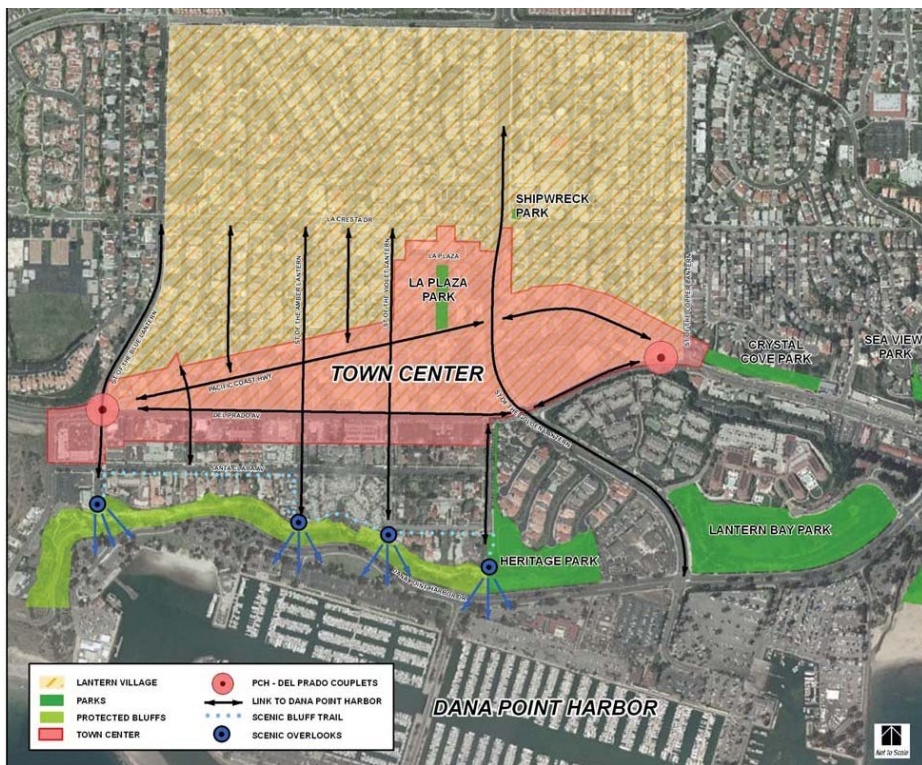
Linkages to important public spaces are encouraged.

Implementation

The Lantern District Plan sets forth an assortment of land use controls in the form of policies, design guidelines and zoning regulations.
Implementation of these elements will require a variety of actions involving private and publicly owned property.

While the Plan affects private property primarily through regulation of land uses and physical improvements, the Plan also includes policies to address the need for business retention, marketing and signage efforts.

Streetscape Improvements

Through its policies and Design Guidelines, the Lantern District Plan identifies the need for a variety of physical improvements to public facilities. The following elements shall be incorporated into the streetscape improvement:

1. Encourage access from side streets for development located on corner lots.

2. Require new development to improve adjacent alleyways, as appropriate.

3. Select street furniture, lighting, landscaping, etc.

The specific design characteristics of the landscape, lighting, street furniture, and other streetscape improvements will be prepared following approval of the Lantern District Plan by the City Council.

Parking Program

Monitoring and Evaluation
To ensure ongoing parking availability, the City shall periodically collect parking occupancy data for both on- and off-street parking facilities in the Lantern District. If parking occupancy counts reveal that parking occupancy meets or exceeds 80% overall, action shall be taken to increase supply and/or reduce demand, in order to maintain overall parking occupancy at or below 90% (a level at which the parking supply is effectively full).

The following actions are designed to expedite parking improvements to support merchants and residents and to encourage development on vacant and underutilized parcels. After analyzing the demand for parking, it is expected that the City Council would provide for centralized public parking facility funded by fees from new building construction.
This approach would help to satisfy parking needs while providing for a more cohesive Town Center.

1. The City shall develop a Parking Management Program/Plan to evaluate public parking prior to roadway construction to establish a baseline parking condition (using a supply/demand analysis).

2. The City shall immediately take steps for a purchase option or long-term lease to acquire properties for additional public parking in Lantern District. Additional public

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parking shall be established when a need is demonstrated in the Parking Management Plan.

3. Create additional public parking which would include one and preferably two facilities prior to Phase I and ensure adequate parking signage is provided. (Phase I is defined as any construction of public improvements that would result in the removal of any on-street parking.)

4. Establish appropriate parking time limits for public parking in the Town Center.

5. Meet with the business community to review parking issues.

6. Require new development to comply with current parking regulations.

In Lieu Parking Program

Parking in-lieu fee programs are typically established when it is considered to be in the best interest of a city to develop public parking facilities, rather than have each property owner provide sufficient parking for each use. An in-lieu parking program may be developed to allow commercial businesses to reduce any portion of the parking spaces otherwise required to be provided on-site. The fee would be used to offset a portion of the cost required to construct public parking facilities in the Lantern District area. Studies would be conducted to establish the cost of constructing the parking area and relative in-lieu parking fees. In-lieu parking fees may be charged as a one-time cost or on an annual basis. The following elements shall be considered in the development of the In-Lieu Parking Program.

1. Conduct a study to determine appropriate in-lieu fee(s).

2. Implement in-lieu parking program in the Lantern District areas.

3. Participation in the in-lieu parking program will be encouraged. The City shall work with developers to develop a parking analysis to ensure adequate parking is provided at the time of development.

4. Require that residential and guest parking be provided on-site or within 300 feet pf the project site, as stipulated in the "Parking Requirements".

Historic Preservation

To maintain and enhance the character of Dana Point, historic structures in the Lantern District shall be preserved.

1. Update the City's Historical Resources Ordinance to require that the nine structures and gazebo located in the Lantern District which were identified in the 1997 survey be placed on the Dana Point Historic Register and be subject to Section 9.07.250(g)(1)(C) for removal. Similar to the two structures which were required to be designated, removal of these structures in the Lantern District would require review by the Planning Commission.

2. With the assistance of the Historical Society, identify other structures in the Lantern District which satisfy the eligibility criteria and include these structures on the Register. These structures would also be subject to Section 9.07.250(g)(1)(C) for removal.

3. Update the Dana Point Historic Resources Inventory every five years.

4. Preserve portions of concrete sidewalks and curbs which have historical stamps from original development of the city, where feasible. Ensure that new sidewalks match the historic two-foot grid pattern.

5. Notify property owners of the benefits of registering their structures on the National Register of Historic Places.

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6. Create incentives for structures which have been modified to reestablish historical characteristics.

7. Historic structures shall comply with the Secretary of the Interior's standards for rehabilitation with guidelines for rehabilitating historic buildings. These standards shall serve as guidelines for proposed exterior alterations, treatments, additions, and repairs made to historic properties.

Sign Code and Guidelines

As signage reflects the character of a place, the existing sign regulations shall be evaluated to ensure a unified design and that pedestrian-oriented signs be encouraged.

1. The Sign Code & Guidelines shall be evaluated and updated to ensure regulations encourage signage which is consistent with the goals of the Lantern District Plan. Specific consideration shall be made for:

   a. Special consideration for businesses at corner locations,

   b. Clarify the distinction between window signage and window displays,

   c. Offer additional staff support for processing sign entitlements,

   d. Assess appropriate outdoor displays as related to streetscape design,

   e. Encourage residents & businesses to participate in the update of the Sign Code, and

f. Ensure Sign Code and/or Sign Guidelines lead to the elimination of undesirable signs.

2. Develop an interim Sign Program to address signage needs for existing businesses during the construction of any public improvements and temporary signage at the old and new locations needed for businesses relocating.

Art in Public Places

Recognizing the need to tailor the City's existing Art in Public Places (AIPP) program for public arts to the Lantern District area, the Plan advances the idea of a new seven-member Public Arts Advisory Committee that would be appointed by the City Council and have a City staff member assigned as a liaison to address public art within the Town Center. The Plan anticipates an increase in the contribution requirement to public art and would affect a larger number of projects. To more effectively demarcate the Lantern District, public art features would be incorporated in new developments and streetscape design as much as possible, and artwork and landscaping would be utilized to create gateways at the Blue Lantern and Copper Lantern entry points. The existing AIPP program shall be updated to reflect the following:

1. Increase the minimum value requirement for the public art component of a development project from one-half (0.50) percent of the total construction costs of the subject project to one (1.00) percent. Subsection (c)(5).

2. Decrease the current threshold of projects with total construction costs of less than

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one million dollars ($1,000,000.00) to seven hundred and fifty thousand dollars ($750,000). Subsection (d)(3).

3. Form a Public Arts Advisory Committee (PAAC) of seven members to be responsible for: a) Review and update policies, guidelines and procedures of AIPP Program, b) Provide technical and aesthetic recommendations for all public art projects for City Council, c) Serve as the selection panel for all public art projects, d) Serve as an advocate for the arts and as a partner in the community's artistic and cultural development.

IMPLEMENTATION TOPICS

TOPIC	Timeframe	Responsibility
Streetscape Design & Improvement Plan	18 months	Public Works/Community Development Department
Historic Preservation	6 months	Community Development Department
Sign Code & Guidelines	12 months	Community Development Department
Update Art in Public Places Program	6 months	Community Development Department

| Parking Program | 6 months | Community Development Department |

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Historical Society
Lamb Studio,
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CITY OF DANA POINT
AGENDA REPORT

DATE: FEBRUARY 25, 2015

TO: CITY COUNCIL/ PLANNING COMMISSION

FROM: URSULA LUNA-REYNOSA, COMMUNITY DEVELOPMENT DIRECTOR
               SAIMA QURESHY, AICP, SENIOR PLANNER
               COMMUNITY DEVELOPMENT DEPARTMENT
               NELSON NYGAARD CONSULTING ASSOCIATES

SUBJECT: A JOINT STUDY SESSION TO CONSIDER POTENTIAL AMENDMENTS
               TO THE TOWN CENTER PLAN TO ADDRESS PARKING
               REGULATIONS AND OTHER POTENTIAL AMENDMENTS TO THE
               DEVELOPMENT STANDARDS OF THE PLAN

RECOMMENDED ACTION:

That the City Council and Planning Commission conduct a study session, receive and file the presentations from City staff and the Parking Consultant and provide feedback to guide the amendments to the Town Center Plan.

BACKGROUND:

The Town Center Plan (the "TC Plan") was approved by the City Council in December 2006 and by the California Coastal Commission (the "CCC") in June 2008. The TC Plan is a Local Coastal Plan ("LCP") as defined by the Coastal Act. The TC Plan zoned the entire TC Plan area as "mixed-use" and adopted a series of policies, development standards and design guidelines to guide the transformation of the TC Plan area into a pedestrian-oriented, mixed-use district to serve the community effectively and to create a vibrant place that adds to the identity of Dana Point.

Since the adoption of the TC Plan in 2008, the City has received eight applications within the TC Plan area for new mixed-use/major commercial tenant improvement projects. Several other property owners have inquired about possible developments. While two new, mixed-use development projects and one new commercial/retail building have been approved by the City, none of the developers of these new projects have submitted an application to pull building permits for these projects.

While processing the entitlements for new projects/tenant upgrades in the TC Plan area, City staff has had the opportunity to apply the TC Plan's regulations to actual projects. As a result of these efforts, staff has identified several development standards and design guidelines that could be amended to better further the goal of a vibrant mixed use district.

ATTACHMENT #3

In addition, staff has identified a number of inconsistencies in the TC Plan's regulations and guidelines that should be corrected and/or clarified so as to be more consistent with the goals and policies of the TC Plan. Any amendments to the TC Plan will require a Local Certified Plan Amendment ("LCPA") which will require approval from the CCC.

DISCUSSION:

TITLE OF DOCUMENT:

A rather trivial change is to amend the title of the document from "Dana Point Town Center Plan" to "Dana Point Lantern District Plan". On December 3, 2013, the City Council approved the name change. This is staff's first opportunity to officially change the name of the document to be consistent with the City Council's action and signage that is currently being installed. From this point forward in this staff report, any reference to the Dana Point Town Center Plan or the Dana Point Lantern District Plan will be one in the same (the "Plan"). In this staff report the Town Center Plan Area shall be hereafter referenced as the "Lantern District".

PARKING STANDARDS:

At the time of the Plan's adoption, parking standards for "mixed-use" were not incorporated in the Plan. The Plan currently defers to the Zoning Code, Chapter 9.35, to establish minimum parking requirements; however, there is not a specific parking standard for "mixed-use" in the Zoning Ordinance

The current parking standards of the Zoning Code list required minimum parking spaces for each separate use, independent of other uses, which is more suitable for standalone parcels typical of a suburban environment. The current parking standards have been in place since the City's incorporation in 1989, long before the adoption of the Plan and the City's desire to see the Lantern District evolve into a mixed-use pedestrian friendly district. The majority of these standards were inherited from the Orange County Zoning Code.

Under the Implementation section of the Plan a number of recommendations were identified related to parking. The primary recommendation suggests the City develop a Parking Management Plan to evaluate public parking (using a supply/ demand analysis). Staff retained the services of Nelson\Nygaard (the "Consultant") in October 2013 to conduct the recommended analysis.

The Consultant submitted a report dated January 2014 summarizing their findings and recommendations (the "Parking Report"). The Parking Report was presented to the City Council and Planning Commission on January 28, 2014 in a joint study session. Staff was directed at that meeting to move forward with the implementation of the recommendations contained within the Parking Report.

Development of Parking Recommendations: The recommended Parking Policies presented in this report were developed after several meetings with stakeholders, an earlier joint Planning Commission and City Council meeting and input from Coastal Commission staff. Following is a list of those meetings:

- In November, 2013, the Consultant and the City staff conducted three outreach meetings with property owners, business owners, and residents of the Town Center area and an additional meeting with Coastal Commission staff.

- In January 2014, the Consultant and City staff conducted a joint study session with the City Council and Planning Commission. This meeting was noticed and open to the public.

- In August 2014, the Consultant and City staff met with Coastal Commission staff to present the recommendations contained in the Parking Report.

- In December 2014, the Consultant and City staff met with small groups of four to five people for an in-depth discussion on various parking management strategies. The Plan area's property owners, businesses, residents and Planning Commissioners participated in these meetings.

- In January 2015, the Consultant and City staff conducted another meeting with the Plan area's property owners to specifically address the concept of shared parking.

The following Policies and Plan Amendments are proposed for tonight's discussion to address parking in the Lantern District:

POLICY #1: LEASE OR PURCHASE EXISTING PRIVATE PARKING LOTS AND MAKE THEM AVAILABLE TO THE PUBLIC AS SHARED PARKING

This policy recommendation seeks to facilitate shared parking and create a "park once" district. This policy is further articulated as follows:

- Adopt a "park once" strategy by (a) operating as many parking spaces as possible within the Town Center Lantern District in a common pool of shared, publicly available spaces and (b) encouraging existing private parking to be shared among different land uses and available to the public.

- Adopt zoning requirements for parking that encourage development projects to support this strategy (see Policy #3).

- Lease or purchase existing private parking lots from willing owners and open them for public use.

- When leasing or purchasing existing lots, give priority to strategically located sites that are: (a) large enough or can be assembled together with other lots to be large enough to accommodate a future parking structure should one ever be needed[1] ; (b) convenient to many destinations; (c) easily accessed from major roadways; (d) compatible with the urban design goals of the Town Center Plan.

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[1] Typically parcels with minimum dimensions of 120 feet by 160 feet are desirable for parking structures, as this arrangement allows sufficient width for two rows of double-loaded perpendicular parking, with sufficient length to accommodate ramping requirements.

- When more exclusive parking arrangements are necessary, lease spaces in public lots and garages to private businesses, for the particular hours and days of the week when the reserved parking is actually required.[2]

Explanation of Policy

The typical suburban pattern of isolated, single use buildings, each surrounded by parking lots, requires two vehicular movements and a parking space dedicated for each separate visit to a shop, office, or civic institution. Similarly, to accomplish three errands in this type of environment requires six movements in three parking spaces for three tasks.

By contrast, shared parking policies facilitate "park once" districts, in which motorists can park just once and complete multiple daily tasks on foot before returning to their vehicle.

Overall, the benefits of fully implementing a "park once" strategy include:

- Reduces vehicle trips and required parking spaces because existing spaces can be efficiently shared between uses with differing peak hours, peak days, and peak seasons of parking demand

- Creates a more welcoming environment for customers and visitors because they do not have to worry about getting towed for parking at one business while visiting another

- Allows for fewer but more strategically placed lots and structures, resulting in better urban design and greater redevelopment opportunities

- By transforming motorists into pedestrians, who walk instead of drive to different destinations, shared parking can immediately activate public life on the streets and generate additional patrons of street-friendly retail businesses

Creating a supply of publically available lots evenly distributed throughout the Town Center Lantern District will facilitate its conversion to a "park once" district. The current large surplus of available parking, with a surplus of over 1,000 parking spaces available at even the busiest hour, means that this can be accomplished inexpensively by leasing or purchasing already built and currently underused private lots. The City can thereby ensure parking availability for downtown visitors and those visiting the coastline, while reducing the amount of land dedicated to parking.

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[2] This should be done on a case-by-case basis, to fit the particular circumstances, and will typically be accomplished through the terms of the Parking Lot Lease Agreement.

Figure 1 A "Park Once" District
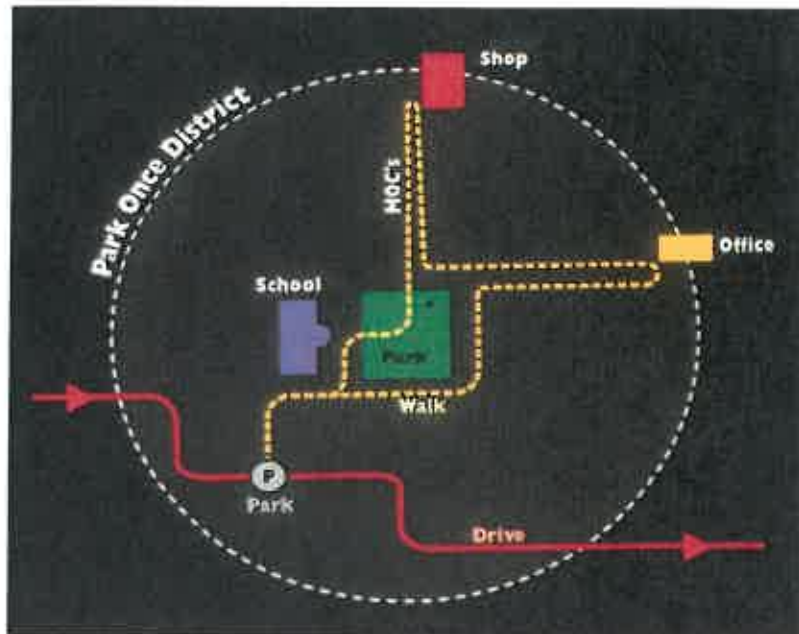
Costs to facilitate the conversion of existing private parking lots to publicly available supply can vary substantially, but for an arrangement similar to San Clemente's, typical rent paid by the City is about $35 per month per space, with additional costs for maintenance, enforcement, security, and liability insurance.

Another option to consider is leasing or purchasing vacant lots and converting them to surface parking. While this option can be useful for preserving sites for future parking structures and / or large surface lots, the capital cost of paving, lighting and landscaping new parking lots, especially given recently enacted regulations designed to protect water quality, can be substantial, with capital costs upwards of $10,000 per space, onto which must be added ongoing operations and maintenance costs. Accordingly, the preferred first option should be to lease existing, underused parking.

Figure 2: Post Office employee lot, one of many lots that is largely unused during evening hours

An additional option to consider for the purpose of preserving these vacant sites for future parking is to option the sites (i.e., paying the property owner for the right of first refusal to purchase the site for a specified period of time). To beautify the sites, an option is to work with property owners, as San Francisco and other cities have done, to landscape the lots and/or make use of the lots for community gardens as an interim use.

Numerous other California cities have leased existing private lots to create public parking, including Ventura and Pasadena. Many cities have also purchased land and/or existing parking lots to create shared public parking, as was done by San Clemente and Ventura.

Policy #1 can be implemented immediately without an LCPA. Leasing existing, already built parking lots does not constitute development under the Coastal Act and therefore this action does not require a Coastal Development Permit ("CDP"). However, if the City were to charge for parking then that action would require a CDP as paid parking could hinder access to coastal resources. Staff has commenced discussions with a couple of property owners about their willingness to lease their private, improved parking lots to the City to be converted into shared, public parking lots.

POLICY #2: IMPLEMENTATION OF A COORDINATED WAYFINDING PROGRAM

The Plan calls for a public signage and banner program that includes wayfinding signs that direct drivers to lots and garages that are available to the public. Building on this, the City should implement a coordinated package of wayfinding signs to direct visitors to parking, bicycle and pedestrian routes, and important visitor destinations, such as businesses, historical sites and nearby coastal overlooks and trails. Potential locations for wayfinding signage include:

- At the traditional entrances to the Lantern District
- At the entrances to major off-street parking facilities, both public and private
- Along heavily used bicycle and pedestrian routes

Most signage within the Lantern District should be designed at a pedestrian scale, oriented towards people on the sidewalk. Parking guidance signage should be the one exception, as it should be clearly identifiable to drivers, ensuring they find parking as quickly as possible and do not circle for parking longer than necessary, adding to congestion.

The City should also encourage and allow private businesses to provide clearer signage for their on-site parking. This should include increasing the allowable size of parking signs from 2.5 square feet to up to 16 square feet, with a maximum length of 6 feet and maximum height of 6 feet.

Explanation of Policy

Figure 3:   Sample Parking Wayfinding Signage

Image Source: SFParkDescription

Wayfinding strategies seek to efficiently coordinate movement within a district, pointing users of all modes of travel to the best access routes for their destination. Wayfinding is an important part of a comprehensive circulation and parking management strategy, improving the customer-friendliness of a neighborhood or district while also better distributing parking demand throughout a variety of parking facilities and directing visitors to major destinations. This is especially important for coastal visitors who may not be familiar with the available parking facilities.

Currently, the Town Center/Lantern District exhibits a few "hot-spots" of parking demand such as on-street blocks around popular restaurants. One likely reason for this concentration of demand is the lack of a consistent and adequate wayfinding system pointing motorists to appropriate parking facilities, meaning many visitors are unaware of the proximity and availability of additional non-"front door" spaces, both on-street and off-street. As shown in Figure 4, while all businesses provide dedicated parking for their patrons, insufficient signage means some instead opt to park on-street, leaving off-street supplies underutilized. Signs may also require internal or external illumination at night to ensure visibility. Improving motorist awareness of off-street parking at businesses they are visiting will reduce spillover into on-street parking spaces in front of adjacent residences. In general, parking wayfinding signage would better distribute parking demand to currently underutilized on- and off-street facilities.

The benefits of a wayfinding system include the following:

▪ Directs motorists to underutilized off-street facilities and satellite lots, better utilizing available parking.

- Directs those on foot or on bike to the safest bicycle and pedestrian routes, as well as to the location of bicycle parking and other bicycle and pedestrian amenities.

- Improves conditions for bicycling, walking, and transit, reducing vehicle trips and the need for vehicle parking.

- Improves availability of publicly available parking that can be utilized by coastal visitors, by moving patrons of private businesses into parking facilities dedicated to that business.

Wayfinding is most effective when it is consistent, clean, and concise; all signage should be produced in a similar style, consistent with the design guidelines in the Town Center Plan. Regardless of the particular signage installation utilized, good design that is consistent with and supports the character of the neighborhood is critical for all signage elements. Preferably, these improvements should be implemented in tandem with planned streetscape improvements for Del Prado, the Pacific Coast Highway, and other Town Center Lantern District streets.

In sum, a coordinated wayfinding system for all modes of transportation will improve parking availability and increase the customer-friendliness of the Town Center Lantern District, pointing visitors to various destinations, amenities, and parking facilities. Coastal visitors will also benefit as public parking becomes more clearly marked, and private parking becomes better utilized, freeing up more public spaces.

Figure 2 Existing Parking Signs Are Often Too Small and Lack Lighting for Evening

Source: Nelson\Nygaard

Policy #2 can be implemented immediately without an LCPA, with the exception of increasing the allowable size of private parking signs.   The City has retained a design consultant, RSM Design group, to design a comprehensive, city-wide way finding signage program to include the recommendations detailed in this policy.

POLICY #3: ADOPT PARKING REQUIREMENTS APPROPRIATE TO A MIXED-USE DISTRICT

To remove barriers to appropriate development and building reuse, reduce excess asphalt and its negative environmental consequences, and encourage efficiently shared available-to-the-public parking rather than many small, inefficient private lots, the City should adopt parking standards that are more appropriate to a walkable, mixed-use district. The following parking requirements are recommended based upon the unique characteristics and needs within the Town Center Lantern District, and a comprehensive review of parking occupancy rates in comparable mixed-use districts.

The details of this policy are separated into all nonresidential land uses and all residential land uses, including live/work units.

All nonresidential land uses

Policy 3.1

- Require two parking spaces per 1,000 square feet of gross square footage, provided that the parking spaces provided to satisfy this requirement are made available to the public as shared parking.

- If the parking spaces are not made available to the public, then the citywide zoning requirements for parking shall continue to apply.[3]

- Count on-street parking located along the frontage of a project site toward the fulfillment of parking requirements for that site.

- Establish an in-lieu of parking fee: allow parking requirements for nonresidential uses to be satisfied by payment of an in-lieu fee for each private parking space not provided. The parking in-lieu fee shall be set initially at $40,000 per parking space. Thereafter, the fee schedule for the City's parking in-lieu fees shall be reviewed and adjusted annually by the Director, with adjustments to the fee schedule coming into force on July 1 of each year. Considerations in setting this fee schedule shall include (but are not limited to) the incremental cost to add additional parking spaces in the area surrounding the site.

- Off-site parking should be allowed only if a Conditional Use Permit is granted.

- Stacked and valet parking is permitted to satisfy parking requirements with the approval of the Community Development Director.

Explanation of Policy 3.1

Establishing a single, "blended" ratio for all nonresidential land uses that provide shared parking serves two purposes. It reflects the typical average demand observed in comparable downtowns, as described below. Additionally, establishing a single ratio makes it possible for land uses to change freely over time within a building, as customers' needs and economic realities change. The policy of allowing development

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[3] Redwood City is an example of a municipality that has adopted a similar approach. Redwood City sets parking requirements in its downtown at levels appropriate to a mixed-use district for projects that provide shared parking available to the public, and doubles those requirements for projects that provide only private parking.

projects to make use of this ratio only if they provide shared parking that is available to the general public reflects the reality that when parking is not shared, more of it is needed. This approach strongly encourages, but does not require, new construction projects and changes of use in existing buildings to handle parking in a manner that contributes to the common good.

Allowing the on-street parking located immediately adjacent to a site to count towards the fulfillment of parking requirements recognizes the reality that in traditional mixed-used districts with a fine-grained street network, a substantial share of parking demand is often accommodated on-street. This contrasts sharply with typical single-use suburban developments, such as office parks, shopping centers and large apartment complexes, which are often located on super blocks adjacent to major streets where parking at the curb is prohibited. Note also that the proposed requirement of two parking spaces per thousand square feet of gross square footage is based, as is described below, upon studies of the observed total parking demand, *including vehicles parked both on-street and off-street*, in similar mixed-use districts.

In order for the community to reach its shared goals for the ongoing revitalization of the Lantern District, the City's parking policies must support those goals. Minimum parking requirements, however, have emerged as one of the biggest obstacles to many cities' efforts to reduce vacancy rates and encourage new investment in areas they wish to revitalize. The City's existing minimum parking requirements often require more than one square foot of parking space for every square foot of building space, and for uses that can enliven a village center (such as restaurants), more than three square feet of asphalt per square foot of built space is required. Moreover, minimum parking requirements work at cross-purposes to virtually all of the City's other adopted goals (and to the State of California's adopted goals as well). As UCLA professor Don Shoup describes it, "Parking requirements cause great harm: they subsidize cars, distort transportation choices, warp urban form, increase housing costs, burden low income households, debase urban design, damage the economy, and degrade the environment... [O]ff-street parking requirements also cost a lot of money, although this cost is hidden in higher prices for everything except parking itself."

Setting more appropriate parking requirements will provide numerous rewards, allowing Dana Point and the State of California to achieve their shared goals of building more walkable places, creating a healthier economy and environment, lowering housing costs and improving urban design. It is worth noting that this is a relatively modest reform. Many places such as the entire nation of Great Britain, have removed minimum parking requirements entirely, and now rely instead on active management of curb parking to prevent curb parking shortages, while using fees from motorists to finance the parking that those drivers use.

This policy encompasses several strategies designed to facilitate a "Park Once" district. Studies indicate that when a "Park Once" strategy is followed, the parking occupancy rates for mature, economically successful, mixed-use districts typically range from 1.5 to 2.0 spaces occupied per 1000 sq. ft. of nonresidential built space (or one-third to one-half the rates observed at many conventional suburban developments) with

occasional outliers as low as 1.0 spaces per 1000 sq. ft. or as high as 3.0 spaces per 1000 sq. ft. Figure 5 provides a summary of actual peak parking occupancy rates for mixed-use districts in other cities. For comparison, the table also shows the parking supply ratio in these districts, while the final column of the table shows the ratio of parking which goes unused at even the busiest hour.

Figure 3 Actual Peak Parking Occupancy Rates Versus Built Supply in Selected Mixed-Use Districts

City	Actual Peak Parking Occupancy / 1,000 SF[4]	Minimum Requirement / 1,000 SF or Actual Built Supply / 1000 SF	Parking Unused at Peak Hour / 1000 SF
Hood River, OR	1.23	1.54	0.31
Oxnard, CA	0.98	1.70	0.72
Newport Beach, CA (Balboa Village)	1.78	1.84	0.06
Corvallis, OR	1.50	2.00	0.50
Monterey, CA	1.20	2.14	0.94
Sacramento, CA	1.18	2.19	1.01
Seattle, WA (SLU)	1.75	2.50	0.75
Kirkland, WA	1.98	2.50	0.52
Palo Alto, CA	1.90	2.50	0.60
Santa Monica, CA	1.80	2.80	1.00
Ventura, CA (Westside)	1.26	2.87	1.61
Chico, CA	1.70	3.00	1.30
Hillsboro, OR	1.64	3.00	1.36
Bend, OR	1.80	3.00	1.20
Salem, OR	2.04	3.15	1.11
Lancaster, CA	1.37	3.67	2.30
Redmond, WA	2.71	4.10	1.39
Beaverton, OR	1.85	4.21	2.30
Soledad, CA	1.21	4.21	3.00
Tiburon, CA	2.64	4.59	1.95

Source: Nelson\Nygaard

Thanks to the efficiency of shared parking, these occupancy rates are observed *even in mixed-use districts where the vast majority of employees and shoppers arrive by car*. As shown in Figure 6, our review of parking demand in four successful "Main Street districts" where 60% to 80% of employees drove alone to work found peak parking occupancy rates ranging from just 1.6 to 1.9 spaces per 1,000 square feet of non-

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[4] Actual peak parking occupancy figures includes vehicles parked both on-street and off-street.

residential built area. Current parking requirements in Dana Point's citywide zoning code are far higher, and have resulted in a large parking surplus in the Lantern District. By contrast, the updated parking requirements recommended above reflect the actual parking occupancy rates observed in similar mixed-use districts.

Figure 4 Summary Of Parking Occupancy in Four Main Street Districts

| | City Population | Mode Split[1] | | | | | | | Occupied Parking Spaces per 1,000 SF[3] |
		Drove Alone	2 or More Person Carpool	Transit	Bicycle	Walked	Other Means	Worked at Home	
Chico	59,900	61%	12%	1%	11%	13%	1%	1%	1.7
Palo Alto	58,600	80%	9%	4%	3%	3%	1%	0%	1.9
Santa Monica	84,100	74%	11%	11%	1%	2%	1%	0%	1.8
Kirkland, WA[2]	45,600	77%	12%	4%	0%	2%	1%	4%	1.6

[1] Source: Census Transportation Planning Package (CTPP) 2000.

[2] Commuter mode split for Kirkland, Washington is not limited to the main street district, but covers commuting to the entire city, due to lack in data from CTPP 2000.

[3] Sq. Ft. refers to occupied non-residential built area in Chico and Palo Alto and both vacant and occupied non-residential built area in Santa Monica and Kirkland.

Funds from the in-lieu program can be used to help fund the provision of a shared pool of public parking. The recommended fee level strikes a reasonable balance between the low cost of converting existing underused parking lots into shared public parking, and the higher cost of actually constructing new surface parking lots (or, in the very long term, potentially adding a parking structure, although this event is unlikely given the modest level of development allowed by the Plan). The fee level also takes into account the reality that paying an in-lieu of parking fee provides a property owner with relief from zoning requirements and funds shared parking for the use of all, but does not provide the property owner with an actual physical space on his or her own property.

Residential and live/work units

Policy 3.2

- Require one parking space per 1,000 square feet of gross square footage, with a minimum of one parking space per unit.

Explanation of Policy 3.2

Setting minimum parking requirements for residential space according to square footage, rather than on a simple per unit basis, recognizes that small apartments are generally occupied by households with smaller household sizes, fewer means and fewer vehicles, while large units typically attract households of greater means and/or more persons.

The residential requirements recommended above were developed using both current household vehicle ownership in the vicinity of the Lantern District, as shown in Figure 7, and by the Consultant's experience with vehicle ownership patterns among renters and buyers of the types of housing planned for the Lantern District. Many residents in the Lantern District vicinity own one or fewer vehicles. The Consultant's experience with similar town center projects has revealed that apartments/condominiums above shops, of the type planned for in the Town Center Lantern District, typically attract singles, single parents, empty-nesters, and seniors on fixed incomes. These households are commonly one-car households. Larger apartments/condominiums, however, are more likely to attract multicar households, leading to the recommendation of additional required spaces for each additional 1000 square feet of built space.

Figure 5 Dana Point Town Center Lantern District Area Vehicle Ownership Rates by Housing Type

	Owner Occupied	**Renter Occupied**
No Vehicles	0%	4%
1 Vehicle	36%	41%
2 Vehicles	49%	46%
3 or more Vehicles	16%	9%

Source: United States Census, 2007-2011 American Community Survey data for Census Tract 423.13, Orange County, CA. http://www2.census.gov/geo/maps/blk1990/st06_California/06059_Orange/90B06059_094.pdf. Accessed January 7, 2014.

Implementation of Policy #3 will require an LCPA as these recommendations propose to change certain development standards relative to parking in the Lantern District.

POLICY #4: ESTABLISH AN ONGOING MONITORING AND EVALUATION PROCESS

To ensure ongoing parking availability, the City shall periodically collect parking occupancy data for both on- and off-street parking facilities in the Lantern District. If parking occupancy counts reveal that parking occupancy meets or exceeds 90% overall (a level at which the parking supply is effectively full), action shall be taken to increase supply and/or reduce demand, in order to maintain overall parking occupancy at or below 90%.

Implementation Steps

1. Develop a consistent data collection methodology and program that allows for easy comparison with the baseline data collected in previous studies.

2. Identify City resources and staffing necessary.

3. Implement data collection and evaluation program.

4. Evaluate data and make program adjustments as needed. If occupancy targets are not met, the City will take action to either (a) reduce parking demand by implementing transportation demand management measures such as providing

Lantern District employees with free transit passes[5], or (b) increase parking supply.

Data Collection Procedures

The City may use any of the following methods to collect the necessary data:

- Manual counts conducted by trained surveyors.
- Automated data collection provided by parking occupancy sensors installed in individual spaces, Parking Access and Revenue Control Systems (e.g., parking lot gates) at off-street lots, and/or data from any future parking meters.

Frequency of data collection

Data should be collected and analyzed annually, during the summer. Counts should be taken hourly from 9 a.m. to 8 p.m. on a typical summer Thursday and Saturday when there are no special events (the purpose is to count a typical busy summer day, not the single highest demand day of the year).

Remediation

If parking occupancy exceeds 90% overall for two hours or more on either data collection day, the City shall conduct a follow-up count during the same day of week and time of day within the next four weeks. If demand exceeds 90% overall during the follow-up count, the City will take action to either (a) reduce parking demand below the 90% target occupancy rate by implementing transportation demand management measures, such as providing Lantern District employees with free transit passes, or (b) increase parking supply. If the course of increasing parking supply is selected, then within six months, the City will approve a Coastal Development Permit for new parking supply that provides sufficient parking to reduce parking occupancy below the 90% goal. The city will then proceed expeditiously to complete the design and construction of the permitted new parking supply.

An additional parking study is not required at that time, although the City will be required to continue to meet the 90% occupancy target during the next summer's parking occupancy counts.

Explanation of Policy

In parking, it is only possible to manage what is measured. While the Lantern District parking supply currently has a large parking surplus, with, as noted earlier, nearly 1,300 parking spaces empty at the peak hour, ongoing monitoring and evaluation is needed to ensure that in the future, as new projects and building reuse proceeds, sufficient

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[5] The Belmont Shores District in Long Beach, for example, has instituted a deep-discount group transit pass program in cooperation with its local transit agency, which provides all district employees with free transit passes. The District purchases the passes at a deeply-discounted rate, in return for agreeing to purchase a pass for every employee in the District (whether the employee rides transit regularly or not). Such deep-discount group transit pass programs, which have been implemented in a wide variety of settings around the United States, have proven to be a highly cost-effective way of reducing parking demand.

parking availability is maintained to provide convenient parking for downtown visitors and people seeking coastal access. A 90% occupancy level overall is a typically recommended target occupancy rate for off-street and on-street facilities combined. At this level of occupancy, a 10% cushion allows for misparked vehicles and spaces temporarily unavailable due to construction, and provides enough vacancies so that motorists need not search the entire system in search of the last available space.

By developing a formal data collection process, the City will be able to better understand its parking supply and demand, and quickly make adjustments to its pricing and regulatory structure to respond to changes. This will also ensure coastal access is not impacted by future development and land use changes.

Benefits

- Provides better understanding of parking supply and parking behavior
- Facilitates periodic adjustments to pricing and regulatory structures to meet target occupancy rates
- Improves transparency in decision-making and public understanding of parking behavior

Implementation of Policy #4 as a stand-alone item does not require an LCPA nor a CDP. However, based on discussions with CCC staff, it is very likely that they will not recommend the implementation of Policy #3 without the City implementing Policies #1, #2, and #4 as well. The policies work together comprehensively and any single policy on its own is unlikely to be successful. The Plan includes an "Implementation" section. Those policies that don't require an LCPA but are necessary for the overall success of the program will be outlined in the "Implementation" section of the Plan.

POLICY #5: IMPLEMENT A PARKING BENEFIT DISTRICT FOR ADJACENT RESIDENTIAL BLOCKS

If needed in the future to prevent curb parking shortages in residential blocks adjacent to the Town Center Lantern District, the City should consider implementing a Parking Benefit District on these blocks. A Parking Benefit District allows the public at large to pay to use surplus curb parking spaces, and returns the resulting revenue to the neighborhood to fund public improvements. If this recommendation is adopted, existing residents should be issued permits to allow them to continue to park at the curb for free. Implementation details should include the following:

- Set a goal of maintaining an acceptable occupancy rate on each block, a level that ensures that parking is well-used but readily available.
- Set parking rates for the general public at the price needed to achieve this occupancy goal.
- Issue free parking permits to existing residents.
- In addition to Pay Stations, use modern credit-card accepting meters (single or multi-space) and/or pay-by-phone infrastructure to charge non-resident parkers.

These technologies minimize infrastructure costs, allow user and geographic transferability, multiple payment methods, and variable pricing options, maximizing convenience. For instance, coastal visitors who stay longer than anticipated can add time remotely if needed, utilizing the pay-by-phone feature.

- Dedicate all net revenue from the program to public improvements in the blocks where the revenue was generated.

Explanation of Policy

Residents of the Santa Clara Avenue residential district have noted that there is some spillover of parking demand from restaurants and businesses in the adjacent Lantern District, despite the overall surplus of parking in the Lantern District. This spillover parking appears to be occurring largely because curb parking in the residential area is slightly closer, or more visible to customers, than the off-street parking facilities within the Lantern District which are intended for customer and employee parking. In order to prevent such spillover parking problems and curb parking shortages in residential neighborhoods, many cities implement residential permit districts (also known as preferential parking districts) by issuing a certain number of parking permits to residents, usually for free or a nominal fee. These permits allow residents to park at the curb within the district for an extended period, while all others are usually prohibited from parking at the curb for more than an hour or two during enforcement hours, if non-residents are allowed to park at all.[6] Given the need for Coastal Commission required access to the public overlooks and trails on the bluffs above the coast, this policy has been modified for the Lantern District to better meet local needs as well as ensure compliance with the Coastal Act.

Conventional residential parking permit districts have several limitations. First, implementing a residential parking permit district in the two block wide area between the Lantern District and the bluffs would limit the general public's ability to park, and could therefore be reasonably perceived, despite the provision of ample public parking in the Lantern District two blocks away, as a move to limit access to coast resources.

Additionally, conventional residential permit districts sometimes fail to provide good curb parking availability, because cities often issue an unlimited number of permits to residents without regard to the actual number of curb parking spaces available in the district. This frequently leads to a situation in which curb parking is seriously congested, and the permit functions solely as a "hunting license", simply giving residents the right to hunt for a parking space with no guarantee that they will actually find one. (An example is Boston's Beacon Hill neighborhood, where the City's Department of Transportation has issued residents 3,933 permits for the 983 available curb spaces in Beacon Hill's residential parking permit district, a four-to-one ratio.)[7]

To avoid these problems, Dana Point could implement a program in the primarily residential blocks in the study area if curb parking in these blocks ever becomes overly crowded that allows residents to park for free, but also allows visitors to park for a fee.

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[6] Institute of Transportation Engineers. *Residential Permit Parking: Informational Report*, 2000, p1.

[7] Shoup, Donald. *The High Cost of Free Parking*. APA Planners Press, 2005, p516.

This program would return revenue from the program to the area through a Parking Benefit District that funds improved public facilities (e.g., streetscape improvements) and services, to improve the area for both residents and visitors.

Benefits of the program

Benefits of implementing paid parking with exceptions for residents include:

- Residents and the general public will consistently be able to find a parking space at the curb.

- Required Coastal Act access for all is preserved, while avoiding curb parking shortages and providing an incentive to encourage business visitors to use nearby shared public parking facilities in the Lantern District, rather than overcrowding curb parking.

- Revenues from the Parking Benefit District can be used to help fund improved public facilities and services in the area.

Examples of Districts With Parking Meters and Exemptions for Residential Parking

Parking meters with exemptions for residential parking have been implemented in various forms in the following jurisdictions:

- San Clemente, California (regular parking fees $1.50 per hour, resident permits: $50 per year)

- Laguna Beach, California (regular parking fees $1.25 – $2.25 per hour, resident permits: $40 per year)

- Oceanside, California (regular parking fees: $1 per hour, resident permits: $100 per year)

- Aspen, Colorado (non-resident permits: $5 per day)

- Boulder, Colorado (resident permits $12 per year; non-resident permits $312 per year)

- Santa Cruz, California (resident permits $20 per year; non-resident permits $240 per year)

- Tucson, Arizona (resident permits $2.50 per year; non-resident permits $200 – $400 per year, declining with increased distance from University of Arizona campus)

- West Hollywood, California (resident permits $9 per year; non-resident permits $360 per year)

Implementation of Policy #5 does not require an LCPA. The residential neighborhood where the Parking Benefits District will be implemented is located outside the boundaries of Lantern District Plan area, however it is within the City's Coastal Overlay District. A CDP would have to be processed to allow paid on-street parking. Additionally the City would have to amend its Municipal Code – Title 12 to establish Parking Meters/Paid Parking Zones in the City.

DEVELOPMENT STANDARD REVISIONS AND TEXT CLEAN-UP CHANGES

In addition to the amendments proposed to parking standards within the Plan area there are other revisions needed within the document. The need for these revisions was realized as Staff implemented the Plan for projects submitted to the City for entitlements and as these projects were analyzed through the City's development review process. The proposed amendments can be classified into four (4) types:

- Minor clean-ups – Clarifications to clear ambiguities and/or improper references that were discovered as projects were reviewed against the development standards contained in the Plan. Examples include incorrect or confusing references to other parts of the Plan and/or the City's Zoning Code, typos and inaccuracies.

- Broader Revisions – These come as a result of administering the Plan during the site plan/design review of real project submittals to the City and are changes that should be made to better implement the goals and policies of the Plan. An example would be to not allow roof decks to be counted toward the private open space requirement for residential dwelling units while alternatively giving private open space credits to projects that utilize pedestrian passages and open courtyards when they are provided in a manner that extends the public space to quasi-public and private common open space areas on the project site. Another amendment would allow unique standards for private directional/wayfinding signs more appropriate for a shared parking district.

- Interpretations – Certain standards in the Plan required interpretation in cases where strict application of the development standard did not work with the practical application when incorporated in the design of a structure or a particular site(s). An example would be allowing a range of floor to floor height between the finished ground floor and the floor above for street level building frontages, especially where topography of the site varies over a greater distance along a street frontage. Another amendment would clarify how building height is measured.

- Incentives – Changes can and should be considered to create incentives to achieve and implement the Goals and Policies of the Plan as well as to foster compliance with the Plan Design Guidelines. Incentives should be considered for projects that create the 12-15 foot café zones, especially along Del Prado Avenue where value engineering in the design of City street improvements were unable to include the wide sidewalks originally conceived on that street. Incentives can be included that would facilitate the pedestrian activity that cafés and outdoor areas envisioned in the Lantern District. For example providing upper level setback credits and/or common and/or private open space credits to projects that increase the building setback along a site's main street frontage to create café areas and/or quasi-public courtyards and pedestrian passages at the street level.

The examples cited above are suggested to illustrate possible topics relative to Plan

amendments to be discussed during the joint meeting. Additional specific topics will be outlined during the study session for a facilitated discussion. It is anticipated that the dialogue would lead to specific direction for Staff requiring further research to determine how proposed changes to the Plan would help better facilitate economically feasible development while promoting desired development product and adhering to underlying goals and policies of the Plan and the long range vision for Lantern District.

FISCAL IMPACT: None.

STRATEGIC PLAN IMPLEMENTATION: The proposed action is consistent with the Plan Implementation Program and the Strategic Plan Initiative to evaluate land use issues to ensure that the goals of the General Plan reflect the community's vision and mission and to foster a vibrant business climate.

ACTION DOCUMENTS

None

SUPPORTING DOCUMENTS

None