



## 4.2 AESTHETICS, VISUAL, AND GLARE

The purpose of this section is to identify and analyze aesthetic resources in the Project vicinity. Analysis in this section is based on site reconnaissance taken by RBF Consulting in December 2003, January 2004, and June 2005; aerial photographs; preliminary schematic designs prepared by AC Martin Partners; and the Dana Point Harbor Revitalization Plan.

### 4.2.1 EXISTING CONDITIONS

#### 4.2.1.1 REGIONAL SETTING

Dana Point Harbor (Harbor), from its early history as the harbor for Mission San Juan Capistrano and the site visited by Richard Henry Dana, has emphasized its maritime identity as a place in which to engage the sea. Its natural setting borders the Pacific Ocean, principally marked by the Headlands and coastal bluffs. The Headlands is one of the most prominent features of the southern California coastline between Point Loma (in San Diego County) and the Palos Verdes Peninsula (in Los Angeles County). Santa Catalina Island is another prominent feature visible on the open ocean to the west.

#### LOCAL SETTING

Views of the Project area from Pacific Coast Highway (PCH) are limited as a result of development of the coastal bluffs. However, the eastern portion of the Project area is partially visible from PCH across Doheny State Beach, including the eastern jetty and portions of the shipyard. Structures on the Project site are partially obstructed by existing eucalyptus trees. Within the Project area, views from Street of the Golden Lantern consist primarily of commercial buildings, parking areas, and landscaping within the existing Mariner's Village and commercial center.

Dana Point Harbor Drive serves as a portion of the northerly boundary of the Project area, providing vehicular access to the site. The Project area is predominantly visible from Dana Point Harbor Drive. Views include structures, parking areas, dry boat storage, and landscaping located from the northern portion of the Project area, in addition to portions of the marina. However, viewsheds from Dana Point Harbor Drive to the boat slips and ocean in the Commercial Core area are obstructed by existing landscaping, and buildings. Portions of the Harbor marina island are also visible from Dana Point Harbor Drive, depending upon the observer's location within the Project area.

#### 4.2.1.2 ON-SITE AESTHETICS

The existing Harbor area is fully developed, being comprised of buildings of varying height, surface parking areas, meandering walkways, large open space grass areas with picnicking facilities, boat slips, and docks; refer to Exhibit 4.2-1 (Key Map) and Exhibit 4.2-2 a/b/c/d (Existing On-Site Photographs).



## **PLANNING AREA 1**

Planning Area 1 makes up the eastern boundary of the Harbor, beginning at the intersection of PCH and Dana Point Harbor Drive. Southeast of the intersection of the Dana Point Harbor Drive and the Puerto Place intersection is a surface parking lot with capacity for 161 cars. Mature landscaping trees are situated throughout the parking lot partially obstructing views of Doheny State Beach located to the east. A small grass park is located at the southern end of the parking lot, which includes benches and barbeques that overlook Doheny State Beach and the Pacific Ocean.

Southwest of the intersection is a surface parking area for storage of boats and their trailers. South of the boater parking area is the County of Orange South Coastal Operations Administration Office and Maintenance Yard. The maintenance campus is surrounded by a six-foot block wall and includes a one-story, brick building. Two portables are located west of the office building, with surface parking for employees located south of the facilities.

South of the County maintenance facilities are additional surface parking areas for storage of boats and trailers that are surrounded by a six-foot chain link fence. Puerto Place continues along the eastern boundary to the Anchor Marine Center that includes the entrance to the Dana Point Shipyard, Dana Point Jet Ski Rentals, and Catalina Express stop; refer to Photograph 23 of Exhibit 4.2-2. The shipyard building is a metal, two-story building that is approximately 5,000 square feet. A two-story tall metal boatlift is located west of the Anchor Marine Center. Puerto Place terminates with a circular turn-around that has a public restroom and a small park at the breakwater and parking for approximately 30 vehicles to the west of Puerto Place. A small grass area surrounds the restroom facilities with large mature trees. Southwest of the restroom facilities is a small wooden convenience store (approximately 750 square feet). A fueling dock is located south of the convenience store that contains six pumps and a small wooden bait shop. Northwest of the convenience store is a small grass park area that includes four covered picnic tables and provides access to the bay for fishing; refer to Photograph 24 of Exhibit 4.2-2.

Immediately west of Puerto Place on Dana Point Harbor Drive is the Embarcadero Marina entrance, consisting of a two-lane roadway with controlled access. The Embarcadero Marina facilities include a large surface parking lot for vehicles and boat trailers (183 spaces), boat wash down stations, dumpsters, boat launch ramps with two floating docks, a two-lane boat launch hoist, and Embarcadero Boat Rentals; refer to Photographs 21 and 22 of Exhibit 4.2-2. The Embarcadero Marina offices are housed in a two-story (5,000 square foot) wooden building.

## **PLANNING AREA 2**

This area is generally situated between Embarcadero Place and Casitas Place and includes Mariner's Village (directly east of Casitas Place); Mariner's Alley, Dana Wharf, and Fisherman's Alley (east of the Dana Wharf). The northern portion of Planning Area 2 currently has a total capacity of accommodating up to 900 cars in the various parking areas and up to 130 cars and trailers. The southern portion of Planning Area 2 includes approximately 77,900 square feet of commercial, retail, and restaurant uses. This area consists of a paved parking area and sidewalk areas with landscaping consisting of at-grade and raised planters with shrubs, mature trees,





**LEGEND**

- Project Boundary
- Planning Area Boundaries
- Off-Site Project Boundaries
- Viewshed Location and Direction of View
- Site Photo and Direction of View

# KEY MAP

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT

EXHIBIT 4.2-1





1. View looking southeast at the Ocean Institute.



2. View from the pier parking lot looking east toward the Dana Point Yacht Club and the Youth and Group Facilities.



3. View of the Youth and Group Facilities located in Planning Area 5.



4. Views of the picnic area located east of the Youth and Group Facilities.



5. View looking southwest from the east basin parking lot.



6. View looking southeast from Island Way of the east basin marina.





7. Aerial view looking northeast towards Baby Beach.



8. View from the Youth and Group Facilities looking southwest toward the Dana Point Yacht Club located on the west end of Island.



9. View looking southeast at the recreational and restroom facilities on the Island.



10. View looking northwest at the recreational and restroom facilities on the Island.



11. View looking northwest at a boater service building, south of Casitas Place.



12. View of the Harbor Patrol located at the end of Dana Drive on the east end of the Island.





13. View from the boater parking lot adjacent to Casitas Place at Mariners Village.



14. View of shops located within Mariners Village.



15. View looking southwest at the parking lot north of the Dana Wharf facilities and the pedestrian walkway.



16. View within the East Marina looking northeast at the existing quay wall and Dana Wharf.



17. View within the East Marina looking northwest at the existing quay wall along the Commercial Core pedestrian walkway.



18. View of existing Commercial Core pedestrian walkway and restaurants.





19. View looking east at the Dana Wharf facilities from the pedestrian walkway of the existing Commercial Core.



20. View looking south from the pedestrian walkway towards the Wind and Sea Restaurant.



21. View looking north at the existing boat launch ramp parking lot.



22. View looking east at the boat launch and marine services area.



23. View looking northeast from the Dana Wharf facilities toward the shipyard.



24. View looking east from the Dana Wharf facilities at the fuel dock, picnic area, and shipyard.



and groundcover. Existing one-story, wood, and stucco buildings are located to the west of the parking area and generally to the south. The area along the southern edge of the parking area is designed as a cluster of small buildings. Further south of these clustered buildings is a paved parking lot, a small landscape strip, and a linear sidewalk adjacent to the bulkhead. Primary access to the retail shops and restaurants is from the main Harbor entrance that extends from the intersection of Dana Point Harbor Drive and the Street of the Golden Lantern. Recently, the County completed a new monument entry sign at the corner of Street of the Golden Lantern and Dana Point Harbor Drive. The sign contains the County logo with “Dana Point Harbor” text, and is backlit to enhance nighttime visibility.

The eastern portion of Planning Area 2 contains a surface parking area with a capacity of 142 spaces, serving the boaters utilizing the boat launch (note that additional parking spaces serving the boat launch are located in Planning Area 1). Southwest of the boat launch is Dana Wharf, which consists primarily of various retail uses, boater services (including Dana Wharf Sport Fishing and the Catalina Express Ferry Service), and restaurants (including the Wind & Sea, Turk’s Bar and Grill, Jolly Roger, and Proud Mary’s). These facilities are one-story wooden buildings that extend southward along the wharf; refer to Photograph 19 of Exhibit 4.2-2. A sidewalk wraps around the perimeter of Dana Wharf, providing views of the boating facilities to the east, the Pacific Ocean to the south, and the East Marina to the west.

A pedestrian walkway extends westward from Dana Wharf to Mariners Village; refer to Photograph 15 of Exhibit 4.2-2. Views southward from the pedestrian walkway include the east marina and the Beach House Restaurant, located in Planning Area 4 (Planning Area 4); refer to Photograph 20 of Exhibit 4.2-2. Adjacent to the boardwalk, between Mariner’s Village and Dana Wharf, a wooden, two-story, 4,000 square foot Boater Service Building provides office space for yacht brokers above and amenities for boaters below. Mariner’s Village and Mariner’s Alley uses consist primarily of small retail specialty shops and restaurants (including The Brig, El Torito, Harpoon Henry’s, The Harbor Grill, and Gemmell’s); refer to Photographs 13 and 14 of Exhibit 4.2-2. A linear walkway extends along the southern boundary of Planning Area 2, providing views of the East Marina and Planning Area 4; refer to Photographs 16, 17, and 18, of Exhibit 4.2-2.

### **PLANNING AREA 3**

Planning Area 3, which is located west of Casitas Place and east of Island Way, contains the Marina Inn, a three-story structure; refer to Photograph 5 of Exhibit 4.2-2.

Adjacent to the East Marina are three boater service buildings, which provide office space for yacht brokers above and boater amenities below. The boater service buildings are two-story wood buildings; refer to Photograph 11 of Exhibit 4.2-2. The two eastern buildings are approximately 3,600 square feet in size and the western boater service buildings, located adjacent to Island Way are 5,000 square feet in size.

Surface parking areas accommodating up to 623 cars, are located north and south of the Marina Inn and east and west of the Boater Service Buildings.



## **PLANNING AREA 4**

Island Way is a two-lane bridge that provides access to Planning Area 4. The viewshed along the east side of Island Way provides panoramic views of the East Marina and the Commercial Core (Planning Areas 1 and 2); refer to Photograph 6 of Exhibit 4.2-2. The West Marina and Planning Areas 5 and 6 are visible to the west, with further views being obstructed by cliffs leading up to the Headlands.

Planning Area 4 includes a number of Harbor-related uses: Dana Point Yacht Club; Dana West Yacht Club; restaurant; commercial fishing fleet slips, and Harbor Patrol offices. At the entrance to the Island and immediately to the south is a large grass open space area that contains a large metal statue of Henry Dana, the discoverer of Dana Point. Immediately to the west is the Dana West Yacht Club, a wooden two-story, 3,600 square foot facility. Two boater service buildings are located further west of the Dana West Yacht Club, with parking provided east and west of the buildings. Dana Drive eventually turns north terminating at the Dana Point Yacht Club, which is a two-story wooden structure that totals 12,400 square feet; refer to Photograph 8 of Exhibit 4.2-2.

Traversing westward along Dana Drive, are four boater service buildings, similar in construction to the other facilities, each being two-stories tall of wooden construction and totaling approximately 3,600 square feet. The Restaurant is located at the southeastern end of Planning Area 4. The restaurant is a one-story wooden building with windows along the northern elevation, providing views of the East Marina and Planning Areas 1 and 2. Parking is provided north of the Beach House Restaurant and east of the Harbor Patrol offices that are located at the northwest portion of Planning Area 4. The Harbor Patrol offices are two-stories, with the bottom story brick and the second story painted wood; refer to Photograph 12 of Exhibit 4.2-2. The Harbor Patrol offices total approximately 6,000 square feet.

A linear park with a meandering walkway extends along the southern portion of the Island. The long grassy park includes, picnic areas, barbeques, and public restrooms situated along the length of the park; refer to Photographs 9 and 10 of Exhibit 4.2-2.

## **PLANNING AREA 5**

Planning Area 5 extends westward from Island Way and is generally located south of Dana Point Harbor Drive. A narrow park extends north of Dana Point Harbor Drive, which includes picnic tables and open space areas for passive recreational activities. A large picnic and recreation area is also located south of Dana Point Harbor Drive, which provides additional picnicking and open space areas for recreational activities; refer to Photograph 4 of Exhibit 4.2-2. A meandering walkway extends the length of the picnic and recreation area, providing access to the Youth and Group Facility, located further west. Within the southern portion of Planning Area 5 and along Dana Point Harbor Drive is a surface parking area that services park visitors and the three boater service buildings located along West Marina. Similar to the other boater service buildings, the buildings are wooden, two-story structures totaling approximately 3,600 square feet each. In the upper level of the Boater Service Building C, located adjacent to Island Way, the County of Orange Dana Point Harbor Department maintains a Harbor Headquarters office.



The Youth and Group Facility is located west of Ensenada Place and is comprised of several blue wood framed, one story and two-story buildings containing offices, a multi-purpose activities building, maintenance building, dry boat storage, boat pre-launch area, hoist, and docks; refer to Photographs 2 and 3 of Exhibit 4.2-2. Additional surface parking areas are located north and northwest of the Youth and Group Facility.

Baby Beach, which is a popular location for picnics, beach activities, beginner sailing, kayaking and private parties, is located northwest of the Youth and Group Facility. Also provided at this location are a non-motorized craft launch and a public fishing pier; refer to Photograph 7 of Exhibit 4.2-2.

The southwestern portion of Planning Area 5 contains additional surface parking areas.

### **PLANNING AREA 6**

Planning Area 6 is located at the southwestern most portion of the Project area. Facilities within Planning Area 6 include the Ocean Institute, which is situated adjacent to the Old Cove Marine Preserve and the newly created Old Cove Native Plant Preserve. The facility consists of a total of approximately 32,000 square feet in a series of brown wooden buildings, (ranging in size from 2,000 square feet to 13,600 square feet), which are designed to emulate the campus of an early coastal marine science facility located along the coastline of the western United States; refer to Photograph 1 of Exhibit 4.2-2.

A 118-space surface parking area is located adjacent to the Ocean Institute; public restrooms and pedestrian walkways connecting with other areas of the Harbor, including the large boat docks and nearby fishing pier.

The Old Cove Marine Preserve is located south of the Ocean Institute. A large open space area provides picnicking opportunities and interpretive signage. To the west of the preserve, a covered stairway provides access to the beach below.

### **PLANNING AREA 7**

Planning Area 7 consists of a thin linear park at the base of 70-foot high bluffs and cliffs that extend north of Dana Point Harbor Drive. The majority of the bluffs are vegetated with Southern coastal bluff scrub, including coast cholla, California sagebrush, coyote brush, California bush sunflower, and dudleya. Portions of the bluffs have been graded and installed with concrete brow ditches to divert surface runoff from several of the drainage outlets that are located at various points along the bluffs.

### **PLANNING AREA 8**

The Educational Basin is located in the westernmost portion of the Harbor and includes a Federal anchorage area. Additionally, this area includes the historical tallship docks, for the Pilgrim and Spirit of Dana Point, along with the RV/Sea Explorer vessels. A public fishing pier is located immediately adjacent to the Pilgrim dock.





## **PLANNING AREAS 9, 10, 11 AND 12**

Planning Areas 9 and 10 include the West Marina (west of Island Way, which includes the West Turning Basin) and the East Marina (east of Island Way, adjacent to Dana Wharf and including the East Turning Basin and a full-service fuel dock/bait station). Fully sheltered from the open ocean by almost 8,000 linear feet of Federal breakwater, the interior basins provide berthing for approximately 2,493 small-crafts. A variety of public, commercial, and educational ancillary facilities and recreation amenities occupy the adjacent areas.

The East Marina consists of a combination of single berth and additional side-tie dock space totaling approximately 10,000 square feet of deck area. The West Marina guest slips are located near the entrance to the western boat basin. The existing guest slips contain 42 slips distributed over a single head walk. The 9,900 square feet of deck space has also been partially replaced with a concrete floating deck system constructed of concrete pontoons. The dock space at the Youth and Group Facility located on the interior of the West Marina, consists of two concrete dock systems on both sides of the educational center. The total deck space is approximately 10,700 square feet and provides a combination of wet and dry storage for small sailboats and dinghies.

The shoreline interface of Dana Point Harbor is protected by a combination of vertical bulkhead and side slope protection. The bulkhead is a cast-in-place concrete L-wall that borders the water's edge in the East and West Marinas and the landside perimeter of the Harbor. The basin side slopes are protected within the mooring basins by a grid of pre-cast concrete panels set on grade. Areas outside of the mooring basins are armored with stone riprap.

## **OFF-SITE AREAS**

The Project involves two off-site areas: the South Coast Water District (SCWD) Lot and the Selva Parking Lot. The SCWD Lot is generally located north of PCH and east of San Juan Creek, which is comprised of paved and unpaved surfaces in addition to several one-story metal buildings utilized by SCWD. A palm tree nursery is located within the northern most portion of the site with access from a private dirt roadway off of Doheny Park Road; refer to Photograph 25 of Exhibit 4.2-3 (Existing SCWD and Selva Photographs). Chain link fencing surrounds the nursery. No formal landscaping is located on-site, with only sparse vegetation within the drainage that extends mid-way through the lot; refer to Photograph 27 of Exhibit 4.2-3.

The Selva Parking Lot is located near the southerly end of Selva Road, approximately 1.5 miles west of Dana Point Harbor. The Selva Parking Lot is fully improved with paving, landscaped islands, and perimeter berming with grass and mature trees; refer to Photographs 28, 29, and 30 of Exhibit 4.2-3. Parking lot and security lighting are also provided.

### **4.2.1.3 SURROUNDING AREAS**

The areas surrounding the Project site are illustrated on Exhibit 4.2-4 (Surrounding Area Photographs) and described below.



25. View from Capistrano Street looking southwest at the SCWD lot.



26. View looking southeast at the Beachwood Trailer Park.



27. View of the entrance of the SCWD lot.



28. View looking at the southern portion of the Selva Parking lot toward Dana Strand Road.



29. View from the entrance of the Selva parking lot.



30. View of the northern portion of the Selva parking lot

## EXISTING SELVA & SCWD PHOTOGRAPHS

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT

**EXHIBIT 4.2-3**

Source: RBF Consulting, February 11, 2004.





31. View from the Dana Point Headlands looking east at the Harbor.



32. View looking southeast at the Harbor from Heritage Park.



33. View of the Harbor driving south on Street of the Golden Lantern.



34. View looking west toward the Harbor from Doheny State Beach.



35. View from the Double Tree Hotel on Pacific Coast Highway looking southwest toward the Harbor.

## **SURROUNDING AREA PHOTOGRAPHS**

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT

**EXHIBIT 4.2-4**

Source: RBF Consulting, February 11, 2004.



## **HARBORWIDE**

### **North**

The majority of the area north of the Project site consists of coastal bluffs. A small shopping center containing retail and restaurant uses is located at the northwest corner of the Dana Point Harbor Drive and the Street of the Golden Lantern intersection. Lantern Bay Park, which is located north of Planning Areas 1 and 2, consists of a large grassy open space area available for active and passive recreational uses. Heritage Park is located west of the shopping center and includes a terraced lawn providing picnicking and additional passive recreational opportunities.

The existing Harbor facilities are visible from the coastal bluffs above; however, mature trees partially obstruct views of the Harbor area. Additionally, the Pacific Ocean, located beyond the Harbor, is visible from the coastal bluffs; refer to Photograph 32 of Exhibit 4.2-4. Views southward from the Street of the Golden Lantern are of mature landscaping to the east and west, partially obstructing the Harbor facilities and commercial buildings located within Planning Area 2; refer to Photograph 33 of Exhibit 4.2-4. Further west, views of Planning Area 1 and the associated Harbor facilities are visible from PCH; refer to Photograph 35 of Exhibit 4.2-4.

### **East**

Doheny State Beach is a wide sandy public beach, extending eastward from the Harbor's eastern jetty. Views of the Project area from Doheny State Beach include the eastern jetty and a portion of the southern jetty, the shipyard, and surface parking areas; refer to Photograph 34 in Exhibit 4.2-4.

### **South**

The Pacific Ocean is located south of the Project area. Views of the Project area from boats traveling on the Pacific Ocean include the eastern jetty and southern jetty. Portions of the rooftops of the two-story structures located within Planning Area 4 are also visible from the ocean.

### **West**

Restaurants, multi-family and single-family residences, and hotels are located off-site, on the top of the bluffs overlooking the site to the northwest and north. While existing Harbor facilities are visible from these coastal bluffs, mature trees partially obstruct views of the Harbor. Further west on a coastal bluff is the Dana Point Headlands, a currently vacant 121-acre property proposed for mixed-use development; refer to Picture 31 in Exhibit 4.2-4. The Pacific Ocean, located beyond the Harbor, is visible from the coastal bluffs.



## **COMMERCIAL CORE**

### **North**

Views of the waterfront along Dana Point Harbor Drive and the Street of the Golden Lantern are limited due to the existing mature landscaping and buildings. Although the existing Harbor facilities are visible from the coastal bluffs above, mature trees partially obstruct views of the area. Additionally, the Pacific Ocean, located beyond the Harbor, is visible from the coastal bluffs.

### **East**

East of the Commercial Core is the entrance and parking area for Doheny State Park, with Doheny State Beach and the Pacific Ocean further to the southeast; further east is the PCH. Views of the marina from the east are partially blocked by mature tree growth, existing buildings, and boat storage.

### **South**

South of the Commercial Core area is the East Marina and Island area. Boats traveling within the East Marina channel experience views of the Harbor Patrol building, restaurant, boater service buildings and scattered views of the East and West Marinas. The existing viewshed from this area includes existing one- and two-story wood and stucco buildings and associated parking and landscaping. Partial views of the waterfront and bulkhead are also afforded from the jetty and the Pacific Ocean.

### **West**

Located to the west are the Marina Inn, Island Way bridge, and coastal bluffs. Views from these areas of the Commercial Core, which consist of the existing wood and stucco commercial center and parking areas located near the waterfront are partial, due to the existing structures and mature trees.

## **OFF-SITE AREAS**

From the SCWD Lot, off-site areas include a single-family residential neighborhood to the north and an industrial complex to the south; refer to Photograph 26 of Exhibit 4.2-3. Views of the SCWD Lot from these off-site areas are obstructed by walls and fences.

From the Selva Parking Lot, off-site areas include a condominium complex to the north, a two-story office building to the west, and dense landscaping along the western and southern perimeter boundary of the lot. From the condominiums and office building, views across the parking lot consist of a paved parking lot with mature landscaping.

### **4.2.1.4 LIGHT AND GLARE**

There are two primary sources of light: light emanating from building interiors that passes through windows and light from exterior sources (i.e., street lighting, building illumination, security lighting, and landscape lighting). Light introduction can be a



nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can disturb wildlife in natural habitat areas. Perceived glare is the unwanted and potentially objectionable sensation, as observed by a person as they look directly into the light source of a luminaire or resulting from highly reflective surfaces (i.e., sunlight from windows and metal surfaces). Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated.

## **ON-SITE**

Current uses within the Harbor area produce light and glare typical of a small-craft harbor, with relatively limited high-intensity lighting and small amounts of metallic surfaces on existing facilities. Existing on-site light sources include parking lot lighting, interior lighting from the assemblage of buildings that comprise the Commercial Core, security lighting, and flood lighting at the boat docks. The Ocean Institute offers overnight programs, which involve nominal lighting throughout the night. Occasional special events require temporary lighting, typically placed in the parking lot area. Glare generation in the Project area is predominantly a nighttime event. With the exception of the Ocean Institute, there are no buildings that have large glass or polished surfaces. Reflective materials such as windows generate minimal glare within the Project area.

A lighting study was conducted that analyzed current lighting facilities in the Harbor.<sup>1</sup> The predominant parking lot and security lighting used throughout the Harbor are unshielded pole lights. The unshielded fixture provides significant glare and light pollution. Other light fixtures throughout the Harbor include recessed bulkhead steplights with large lamps that are unshielded and are slowly deteriorating. This fixture type is predominantly installed at the seawalls (quay walls or bulkheads) at Baby Beach and seawalls along the Main Channel. These fixtures provide limited functionality and reduce safety and security because of their structural failures and glare impacts. Finally, the area lights mounted on the public buildings (restrooms, etc.) are also failing because of their plastic material; these fixtures are constantly exposed to ultraviolet radiation from the sun and need replacement. These fixtures are also nonshielded, adding to glare and reducing security.

## **OFF-SITE**

Sources of light and glare located in the Project vicinity are the restaurant, hotel, and residential uses located on the bluffs overlooking the site to the north and west. Light sources include street and security lighting in addition to interior building lighting. Glare is generated from reflective surfaces on buildings and residential uses. Boats and the water surface of the Pacific Ocean, located south and southeast of the site, provide additional sources of light and glare. Vehicles also generate small amounts of light and glare from car headlights.

### **4.2.1.5 APPLICABLE REGULATIONS**

Applicable local and State planning programs and policy guidelines include measures to control development and enhance the urban and natural landscape.

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<sup>1</sup> Dana Point Harbor Lighting Design Standards, Fox + Fox Design, March 4, 2005.



Aesthetic resources within the Project area are governed by the following State and County regulations and policies.

### **CALIFORNIA COASTAL ACT**

Section 30251 of the Coastal Act states, in relevant part:

*The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.*

The Dana Point Harbor Revitalization Plan proposes the replacement of existing parking area lighting in Planning Areas 1 and 2 as part of improvements to the Commercial Core and the systematic replacement of substandard fixtures throughout the Harbor as improvements are implemented. All fixtures will be of a type that minimizes impacts to adjacent land uses and sensitive coastal resources.

### **COUNTY OF ORANGE**

The County of Orange Zoning Code includes standards for the use of night lighting to maintain adequate security of public areas and to minimize glare to surrounding properties by shielding sources of light and directing light in a downward fashion. All lighting fixtures selected to replace existing lighting will be in conformance with all applicable County of Orange requirements.

## **4.2.2 METHODOLOGY**

Project impacts on the aesthetic character of the site, which include grading activities, building construction, and vegetation removal, are analyzed in relation to existing site and surrounding area conditions. An evaluation of the effects on public scenic views, introduction of new sources of light and glare, and compatibility of the proposed Project with adjacent local aesthetic resources are also included in this section.

Photographic simulations prepared by AC Martin Partners are diagrammatic in nature and are intended to show a conceptual representation of the views “before” and “after” implementation of the Project’s Commercial Core elements (Planning Areas 1 and 2). For comparative purposes, site photographs are utilized to demonstrate the character at different points in the Harbor. These simulations are subject to change and are intended to provide the reader information on the form, size, and scale of the proposed improvements within Planning Areas 1 and 2. Nine view locations illustrate the Project site from a variety of locations and angles. The photographic simulations were developed using a combination of color photographs



and computer-generated modeling, overlaid with renderings to produce a more realistic comparison.

To determine light and glare impacts of the Project, a lighting study was conducted by Fox + Fox Design. The lighting study identified existing conditions, proposed conditions, and provides recommendations for future development. The lighting study also assessed the conformance of the existing and proposed lighting plans with applicable County standards.

### 4.2.3 SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* (as amended July 22, 2003) includes checklist questions relating to aesthetic impacts. A project would potentially create a significant aesthetic impact if it would:

- Have a substantial adverse effect on a scenic vista; refer to Impact Statements 4.2-1 (Short-Term Aesthetic Impacts), 4.2-2 (Long-Term On-Site Aesthetic Impacts), 4.2-3 (Long-Term Off-Site Aesthetic Impacts) and 4.2-5 (Scenic Resources);
- Substantially damage scenic resources, including (but not limited to) trees, rock outcroppings, and historic buildings within a State scenic highway; refer to Impact Statements 4.2-1 (Short-Term Aesthetic Impacts), 4.2-2 (Long-Term On-Site Aesthetic Impacts), 4.2-3 (Long-Term Off-Site Aesthetic Impacts) and 4.2-5 (Scenic Resources);
- Substantially degrade the existing visual character or quality of the site and its surroundings; refer to Impact Statement 4.2-1 (Short-Term Aesthetic Impacts), 4.2-2 (Long-Term On-Site Aesthetic Impacts), 4.2-3 (Long-Term Off-Site Aesthetic Impacts) and 4.2-5 (Scenic Resources); and/or
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area; refer to Impact Statement 4.2-4 (Light and Glare).

The evaluation of aesthetic impacts is subjective because of widely varying personal perceptions. Nevertheless, development on-site would permanently alter the appearance of the Project area. Potential impacts are categorized below as short-term aesthetic, long-term aesthetic, light and glare, scenic resources, and cumulative impacts.

This section includes project-level analysis for development of the Commercial Core with anticipated buildout by the Year 2012. The Harborwide analysis is performed at a program-level due to the extended buildout period (Year 2030) and the uncertainty of various elements of the Project, which may alter over time.

### 4.2.4 PROJECT IMPACTS

#### 4.2.4.1 SHORT-TERM AESTHETIC IMPACTS

- 4.2-1      *Grading and construction activities associated with Project implementation will temporarily affect the existing visual character and*





*quality of the Project site and it's surrounding. Impacts are considered significant. Implementation of the recommended Mitigation Measures will reduce the impacts to a less than significant level.*

## **HARBORWIDE**

The development of the Harbor area will have short-term impact as a result of demolition, construction debris, and construction-related activities. Traffic from construction equipment and associated heavy trucks will also adversely impact views of and across the Harbor. Construction and related activities within the Harbor will be visible from adjacent uses, green space, and parking areas within the Harbor, as well as from residential and commercial uses located on the bluffs to the east and north of the site. In addition, construction activities will be visible from boats traveling on the Pacific Ocean, west of and adjacent to the site, from Harbor facilities located along the Island, and from Doheny State Beach to the east.

Individual construction activities may occur over a 25-year period. However, buildout under the Harborwide condition will consist of a sporadic series of small construction projects that will be localized within their respective Planning Areas. Construction of the Commercial Core will involve the development of a portion of Planning Area 1 and all of Planning Area 2, and will be completed within approximately seven years. Mitigation Measures will require construction contractors to minimize trash and debris, as well as avoid creating large stockpiles of soil on-site (MM 4.2-1). In addition, construction contractors will be required to install a chain link fence and nylon mesh to screen the staging and construction areas from site visitors and the general public (MM 4.2-2). The incorporation of the recommended Mitigation Measures will reduce short-term impacts to a less than significant level.

## **COMMERCIAL CORE (PLANNING AREAS 1 AND 2)**

Refer to the discussion of potential impacts under the Harborwide discussion, above.

## **OFF-SITE AREAS**

No construction activities will occur at the Selva and SCWD Lot, therefore no construction-related aesthetic impacts will occur.

### **4.2.4.2 LONG-TERM ON-SITE AESTHETIC IMPACTS**

*4.2-2 Project implementation will affect the existing visual character and quality of the Project site. Impacts will be less than significant with implementation of the Project Design Features, Standard Conditions of Approval, and the recommended Mitigation Measure.*

## **HARBORWIDE**

Implementation of the proposed Project will reflect a more intense Harbor development. However, as the proposed improvements will involve some intensification and continuation of an existing use, the visual character and quality of the site will not be adversely affected. The vision for the Harbor is to unify the entire Harbor under the design theme of "California Coastal", based on the historic



fundamentals of New England coastal villages merged with the California tradition of open space, and outdoor living. The intent is to create a unique coastal village, having the character associated with many areas of the Country developed over time with the expansion and demise of the commercial fishing industry.

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

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

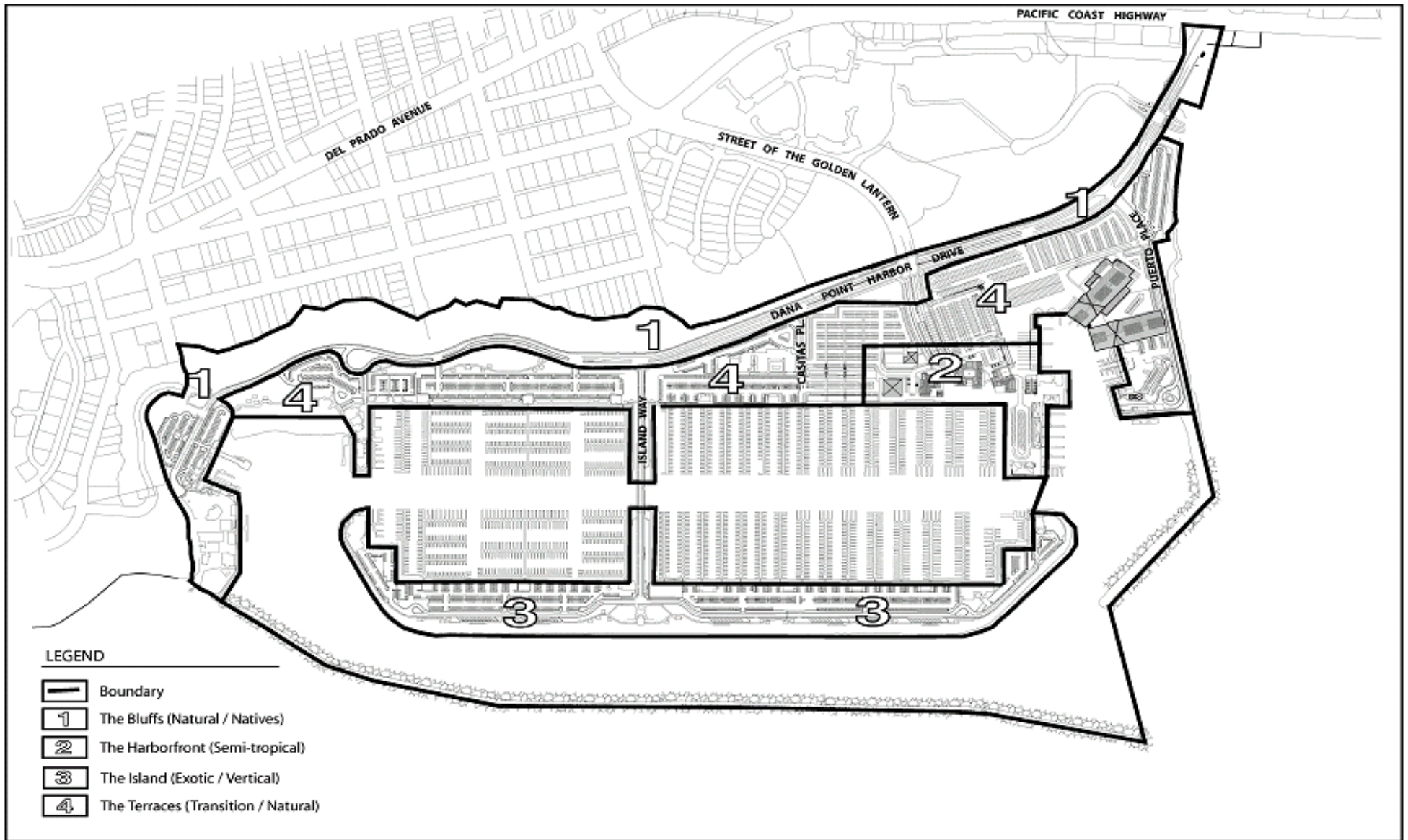
### **Architectural Design**

The buildings will fall into two generic visual categories, foreground buildings and background buildings. A limited number of foreground buildings will have distinctive forms, further accented by using varying types of decorative materials, colors and signage, distinguishing them from the balance of buildings. While continuing the California Coastal classic design features, the backdrop buildings play an important role in creating open spaces but will not become the major objects of visual focus. Buildings such as restrooms, boater support and Harbor offices, will be visually united with other buildings, but assume a less visually significant character.

### **Landscaping**

The selection of plant species in the *Landscape Plan* considers environmental factors, such as salt-water infiltration, relatively high soils compaction, heavy clays and typical California coast soil conditions. The careful selection and placement of trees to open and maintain Harbor view corridors, while adequately screening parking areas, building facades and creating comfortable pedestrian rest areas are all important design considerations. As the existing Eucalyptus trees gradually succumb to old age and disease, a comprehensive approach is needed to ensure that in instances where replacement is necessary, new tree plantings are compatible in character (Melaleuca, some species of smaller Eucalyptus such as Eucalyptus lehmannii) can be used to reduce overall tree heights and enhance views.

Due to the varying character of the different areas of the Harbor, the *Landscape Plan* is comprised of four major districts: the Bluffs, the Harborfront, the Island and Terraces; refer to Exhibit 4.2-5 (Landscape District Map). The goal of the landscape



## LANDSCAPE DISTRICT MAP

DANA POINT HARBOR REVITALIZATION PROJECT  
ENVIRONMENTAL IMPACT REPORT

**EXHIBIT 4.2-5**



design in the Bluffs (District 1) is to preserve established trees wherever possible and enhance the character of these areas by supplementing them with trees such as *Melaleuca* and *Eucalyptus lehmannii*. Overall, the goal in this area of the Harbor is to provide new groundcover plantings to be reflective of the natural character of the Bluffs.

A more semi-tropical landscape character will be provided in the Commercial Core (Harborfront District 2), incorporating varying textures, colors, sculptural qualities, solar and wind protection, and scent. Large specimen trees that provide sheltered shade areas, flowering vines, shade-tolerant tropicals and fragrant jasmine and salvias are all intended to create a unique activity center in the Harbor. Potted specimen plantings and colored pavement treatment are also utilized along the rail edges to provide additional textures and interest.

The Island (District 3) will utilize semi-tropical and smaller groupings of palms (Mediterranean Fan, Pigmy Date Palm, and Senegal Date Palm) and combining more “exotic” plantings of *Calliandra*, *Agave*, *Hesperaloe*, and *Yuacca* will provide unique focal points throughout the Island. The overall landscape design will also maintain turf areas adjacent to the main channel, providing opportunities for active and passive recreation activities.

Special consideration will be given to the landscaping of the Terraces (District 4), which includes the parking areas along Dana Point Harbor Drive. Trees will be placed to maintain view corridors and provide adequate visibility for motorists along Dana Point Harbor Drive. Where possible, areas between parking stalls will be planted with drought tolerant grasses to minimize maintenance and provide pervious areas to absorb surface runoff.

### **Signage**

The signage program will be consistent with the California Coastal theme. Commercial signage will be of appropriate village scale and designed for legibility within the pedestrian-zoned Festival Plaza. Column-mounted blade signs perpendicular to the pedestrian flow will be easily readable and additional elements may be printed on the awnings. The signage will be proportional in size to the proposed awnings and limited by reasonable vertical head heights along the pedestrian right-of-way. Sitewide and wayfinding signage will also reflect the material and color palettes appropriate to the revitalization of the Harbor. Proposed signage, kiosks, and wayfinding systems will conform to the California Coastal theme used throughout the new construction in the Harbor.

### **COMMERCIAL CORE**

The Commercial Core area will include the reconfiguration of the existing retail and commercial uses and the construction of two dry-stack boat storage buildings within the Marina Services area. The retail and commercial area will be reconfigured into a consolidated series of articulated two- and three-story terraced buildings arranged around a centrally located Festival Plaza, connected together by open walkways. The Festival Plaza will be approximately 35,000 square feet, terraced down to the waterfront and Promenade, which will increase public access to the marina. Buildings facing the plaza will include outdoor seating and tables, while landscaping



will frame the views of marina area with vine-covered trellises to provide shade and soften building edges. As shown in Exhibit 4.2-6 (Conceptual Festival Plaza Design), the recommended buildings along the waterfront area will incorporate a combination of architectural materials, second-story balconies, and colors and vegetation compatible with the Harbor.

An above ground pedestrian bridge will be located east of the Festival Plaza, providing an unimpeded pedestrian connection to the Dana Wharf area. The terrace design of the buildings and a partially buried parking deck will enhance the overall views from Dana Point Harbor Drive to the marina and beyond. The realignment of the Street of the Golden Lantern with the open area of the Festival Plaza will provide increased visibility of the marina to the Pacific Ocean. Views from Dana Point Harbor Drive within this area also will be enhanced with the design of open spaces between the proposed buildings and sensitive landscape design. The signage program will provide a unifying theme within this area and will guide visitors through the commercial area.

The Marine Services area within the northeastern portion of the Commercial Core will be reconfigured to accommodate at-grade launch ramp parking, mast-up boat storage, and boater parking. Ultimately, this area includes the development of two dry-stacked boat storage facilities partially extending into the channel and associated cranes inside the buildings. The dry-stacked boat storage facilities are approximately 70 feet in height with architecture consistent with the character of the Harbor with articulated rooflines, one- and two-story elevation elements and relief on all four sides.

View simulations were prepared for the Commercial Core to demonstrate the proposed change in on-site views from the Harbor's current condition; refer to Exhibit 4.2-1 (Key Map). The following discussion analyzes the Commercial Core's potential impacts on selected view locations. The primary focus is to avoid impacts on coastal viewsheds, with many of the potential impacts being avoided or lessened by the incorporation of PDFs and compliance with SCAs.

**Viewshed 1 – View of Planning Area 1 from Dana Point Harbor Drive (Exhibits 4.2-7a and 4.2-7b)**

As illustrated in this viewshed, the view looking south from Dana Point Harbor Drive towards the boater service area (Planning Area 1) shows that views of the Harbor and boating facilities will be expanded with Project implementation. Views to the south will be of the dry stack-boat storage buildings surrounded by boater and dry stack parking, surface boat storage, and trailer parking. The dry stack boat storage buildings will reach a maximum height of 70 feet, obstructing views further southward of the Harbor and ocean. Further west, views will be provided of the new commercial and Festival Plaza area, with surface parking areas located north of the commercial and retail areas.





Source: AC Partners, December 15, 2003.

Note: Artist's concept only. Actual Project architecture and materials may be modified as part of the final design jurisdictional approval process, and construction process.

## CONCEPTUAL FESTIVAL PLAZA DESIGN

DANA POINT HARBOR REVITALIZATION PROJECT

ENVIRONMENTAL IMPACT REPORT

EXHIBIT 4.2-6





Note: Photographic simulation is diagrammatic in nature and is intended to show a conceptual representation of views after implementation of the Project. It is subject to change based upon final engineering, planning and design.

**VIEWSHED 1 - EXISTING CONDITIONS**

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT





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**VIEWSHED 1 - PROPOSED CONDITIONS**

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT





**Viewshed 2 – View of Planning Area 2 from the East Marina (Exhibits 4.2-8a and 4.2-8b)**

This viewshed illustrates the views of the Commercial Core from the East Marina. To the east are the Dana Wharf Sport Fishing facilities. The facilities include two buildings on the eastern side and one at the southern end of Dana Wharf. The buildings will extend to a maximum height of 45 feet and will partially obstruct views of the dry stack-boat storage located further east. West of the sport fishing facilities will be the new commercial and Festival Plaza areas, which will be developed in proximity to the East Marina to provide efficient access for boaters to the retail and commercial uses. The Catalina Express will be located northeast of the sport fishing facilities and will be linked to the retail and commercial buildings by a Pedestrian Plaza. A total of four commercial/retail buildings will extend westward along the northern boundary of the East Marina. The commercial buildings will reach a maximum height of 45 feet, obstructing views of Dana Point Harbor Drive. However, the bluffs behind the Harbor will remain visible, with the Marriott Resort visible on top of the bluffs.

**Viewshed 3 – View of Planning Area 2 from Dana Point Harbor Drive (Exhibits 4.2-9a and 4.2-9b)**

The viewshed will be of a surface parking area with landscaping provided throughout the parking area. The new Commercial Core and Festival Plaza areas will be partially visible to the west. Southeast of the Festival Plaza the two-story parking deck will be partially visible. East of the parking deck, the marine retail portion of the dry stack-boat storage building will be partially visible above the landscaping (trees).

**Viewshed 4 – View of Commercial Core from the Street of the Golden Lantern (Exhibits 4.2-10a and 4.2-10b)**

The major entrance to the Harbor will be provided via the Street of the Golden Lantern and Dana Point Harbor Drive. The major entrance into the Harbor will consist of a six-lane divided roadway with extensive landscaping along the sides of the roadway and in the median. Ramps will be provided to direct traffic to either the lower or upper decks of the parking structure.

To the east, the dry stack-boat storage buildings will obstruct views further west and south. The surface parking and two-story parking deck will be visible west of the dry stack-boat storage buildings. Further west, the northern elevations of the new commercial buildings will be partially visible above the parking deck and through the landscaping. A viewshed of the East Marina will be provided down the Street of the Golden Lantern, with the commercial buildings located to the east and west of the street.

**Viewshed 5 – View of the Commercial Core from Dana Wharf (Exhibits 4.2-11a and 4.2-11b)**

The view westward from the parking area in Dana Wharf will be of the Festival Plaza to the north and the East Marina to the south. As discussed above, the commercial buildings will have a California Coastal theme. The buildings will be three stories tall, reaching a maximum height of 45 feet and, therefore, obstructing most of the views



of the surface parking area located north of the commercial buildings. A total of six buildings will be generally aligned along the East Marina, providing a maximum of 32,800 square feet of retail uses and 78,400 square feet of restaurant uses. An approximately 35,000 square foot open space plaza will be provided, which will terrace down to the waterfront and Promenade. The West Marina and bluffs that extend above Dana Point will be visible in the background.

**Viewshed 6 – View from the Street of the Golden Lantern and Dana Point Harbor Drive Intersection (Exhibits 4.2-12a and 4.2-12b)**

To the southwest from the Street of the Golden Lantern and Dana Point Harbor Drive intersection, an unobstructed view of the East Marina will be provided with Planning Area 4 and the Pacific Ocean in the background. A monument entry sign has been constructed identifying the landside entrance into the Harbor. The entry sign is located within a large landscaped open space area that includes native and non-native vegetation and large palm trees. The view to the east will be of the commercial buildings located in Planning Area 2. The existing three-story Marina Inn is visible to the west, obstructing views further westward.

Overall, implementation of the Revitalization Project will result in an increased density of development within the Harbor. However, the goal of the Revitalization Plan is to protect viewsheds of the coast and bluff areas with implementation of PDF 4.2-4 and PDFs 4.2-9 through PDF 4.2-13. In addition, the architectural style of the Harbor will be enhanced with a unified development theme as specified in PDFs 4.2-1 through 4.2-8 and Mitigation Measure 4.2-8. Project Design Features will also ensure a consistent signage program and that utilities and mechanical equipment are adequately screened, further reducing aesthetic impacts as viewed from the Street of the Golden Lantern and Dana Point Harbor Drive. Finally, landscaping will be provided throughout the Project area enhancing the various districts while protecting the valuable bluff and coastal views; refer to PDFs 4.2-11 through 4.2-14, PDF 4.2-20, SCA 4.2-1, and MM 4.2-3. Thus, implementation of the PDFs, SCAs, and recommended Mitigation Measure will ensure long-term on-site aesthetic impacts will be reduced to a less than significant level.

**OFF-SITE AREAS**

The Selva Parking Lot is fully improved while the SCWD Lot is partially improved and because no buildings are proposed for those lots, no significant aesthetic impact will occur.

**4.2.4.3 LONG-TERM OFF-SITE AESTHETIC IMPACTS**

4.2-3 *Project implementation will affect views of the Harbor from surrounding roadways, parks, and State Beaches. Despite the implementation of the Project Design Features and Standard Conditions of Approval, impacts will be significant and unavoidable.*





Note: Photographic simulation is diagrammatic in nature and is intended to show a conceptual representation of views after implementation of the Project. It is subject to change based upon final engineering, planning and design.

**VIEWSHED 2 - EXISTING CONDITIONS**

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT





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## VIEWSHED 2 - PROPOSED CONDITIONS

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT





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**VIEWSHED 3 - EXISTING CONDITIONS**

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT





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**VIEWSHED 3 - PROPOSED CONDITIONS**

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT

**EXHIBIT 4.2-9b**





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**VIEWSHED 4 - EXISTING CONDITIONS**

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT

**EXHIBIT 4.2-10a**





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## **VIEWSHED 4 - PROPOSED CONDITIONS**

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT

**EXHIBIT 4.2-10b**





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## VIEWSHED 5 - EXISTING CONDITIONS

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT

EXHIBIT 4.2-11a





Note: Photographic simulation is diagrammatic in nature and is intended to show a conceptual representation of views after implementation of the Project. It is subject to change based upon final engineering, planning and design.

## **VIEWSHED 5 - PROPOSED CONDITIONS**

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT

**EXHIBIT 4.2-11b**





Note: Photographic simulation is diagrammatic in nature and is intended to show a conceptual representation of views after implementation of the Project. It is subject to change based upon final engineering, planning and design.

**VIEWSHED 6 - EXISTING CONDITIONS**

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT

**EXHIBIT 4.2-12a**





Note: Photographic simulation is diagrammatic in nature and is intended to show a conceptual representation of views after implementation of the Project. It is subject to change based upon final engineering, planning and design.

**VIEWSHED 6 - PROPOSED CONDITIONS**

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT

**EXHIBIT 4.2-12b**



## HARBORWIDE

### **Views From the North**

Views from the Street of the Golden Lantern and the Commercial Core area located northwest of the Street of the Golden Lantern will be altered as a result of the consolidation of the commercial and retail uses along the waterfront and the proposed parking deck and landscaping improvements; refer to Exhibit 4.2-10. The reconfiguration of the Commercial Core will potentially allow additional opportunities to view the Marinas with development of an open Festival Plaza that is aligned with the main entrance along Street of the Golden Lantern. The placement of the main entrance and alignment of the Festival Plaza provides additional view corridors from the Street of the Golden Lantern and Dana Point Harbor Drive.

However, views from the public parks located north of the Harbor along the bluffs will be altered as a result of implementation of the dry stack boat storage buildings. As illustrated in Exhibits 4.2-13a/b (Viewshed 7), views from Heritage Park are of the East Marina area and the Commercial Core, including the existing Marina Inn rooftop (Planning Area 3). Surface parking areas will be visible in the foreground, north of the East Marina. Further east, the roof of the existing Marina Inn will be visible in the foreground, surrounded by surface parking and the East Marina and the Island (Planning Area 4) in the background. The Commercial Core will include surface parking areas east of the Marina Inn and north of the Festival Plaza. The northern elevations of four of the commercial buildings will be visible, partially obstruct views of the East Marina. Further east, dry stack-boat storage building will obstruct views of the shipyard facilities located further east and Doheny State Beach will still be visible in the distant background.

Exhibits 4.2-14 a/b (Viewshed 8) illustrate that the dry stack-boat storage facilities will have a visual impact on the southward view from the public park immediately south of the Marriott. The roofs of the dry stack-boat storage facilities will be visible to the east, thereby partially obstructing views of the ocean. In addition, the dry stack-boat storage will be partially visible further east, through the mature landscaping trees. While the dry stack-boat storage facilities will partially obstruct views of the ocean to the east, the views to the south of the east marina, jetty, and ocean will be preserved.

In summary, views of the coast from the Street of the Golden Lantern will be enhanced with the consolidation of the commercial buildings providing a direct viewshed to the ocean. However, views of the coast from the public parks located north of the Project area will be partially obstructed by the dry stack boat storage business. Thus, the Revitalization Project will result in significant impacts to views from the north. Refer to the *Views From Lantern Bay Park* discussion below.

### **Views From the West**

Views from the restaurants and the single-family and multi-family residential uses located on the coastal bluffs west of the Project area will continue to have a partially obstructed view of the Harbor due to mature landscaping along the bluff. The partial views of the Pacific Ocean, located beyond the Harbor, will not be obstructed by the proposed Project.





### **Views From the South**

Views of the Project area from boats traveling on the Pacific Ocean will continue to be partially obstructed by the eastern jetty and southern jetty. Portions of the rooftops of the two-story structures located within Planning Area 4 will be visible from the ocean. The dry stack boat storage facilities will also be visible beyond the eastern jetty.

### **Views From the East**

The views westward from Doheny State Beach will be of the first dry stack-boat storage building, which will include marine retail uses on the north and east sides of the building; refer to Exhibit 4.2-15a/b (Viewshed 9) and Exhibit 4.2-16a/b (Viewshed 10). The first dry stack-boat building will reach a maximum height of 70 feet, obstructing views further northward. The second dry stack-boat storage will be visible further south, and will also reach a height of 70 feet, obstructing views of the East Marina. The shipyard will be visible south of the second dry stack-boat storage. The skyline views from this off-site area may impede the background views of the bluffs to the northwest. However, views are presently partially obstructed by the jetty and mature landscaping. Impacts will be considered significant and unavoidable due to the obstruction of views from Doheny State Beach of the coast and bluffs to the west.

### **Views from Lantern Bay Park**

Views at the edge of the bluff top pedestrian path within Lantern Bay Park will be altered as a result of the dry stack boat storage buildings. As illustrated in Exhibits 4.2-17a/b (Viewshed 11), views are of the Harbor channel entry, public boat launch area, and shipyard. Due to the extensive existing and proposed vegetation, views from Doheny State Beach are screened from this viewpoint. Implementation of the proposed improvements would partially obstruct views of the ocean. In addition, views of the shipyard area would be completely obstructed by the dry stack boat-storage buildings. Due to the extensive amount of view blockage from the northern vantage point, both alternatives would result in a significant amount of view blockage and impacts would be significant and unavoidable.

## **COMMERCIAL CORE**

### **Views From the North**

Refer to the Harborwide discussion above.

### **Views From the West**

Views from Planning Area 3 will continue to be of parking areas located at the northern portions of Planning Areas 1 and 2. However, views of the southern portion of Planning Area 2 will be of the Festival Plaza. The second dry stack boat storage will be visible in the background, partially obstructing views further eastward of Doheny State Beach and the Pacific Ocean, resulting in significant westward viewshed impacts. However, it should be noted that views of Doheny State Beach and the Pacific Ocean are currently obstructed due to the existing facilities.





Note: Photographic simulation is diagrammatic in nature and is intended to show a conceptual representation of views after implementation of the Project. It is subject to change based upon final engineering, planning and design.

**VIEWSHED 7 - EXISTING CONDITIONS**

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT





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**VIEWSHED 7 - PROPOSED CONDITIONS**

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT

**EXHIBIT 4.2-13b**





Note: Photographic simulation is diagrammatic in nature and is intended to show a conceptual representation of views after implementation of the Project. It is subject to change based upon final engineering, planning and design.

**VIEWSHED 8 - EXISTING CONDITIONS**

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT





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**VIEWSHED 8 - PROPOSED CONDITIONS**

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT





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**VIEWSHED 9 - EXISTING CONDITIONS**

DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT

**EXHIBIT 4.2-15a**





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**VIEWSHED 9 - PROPOSED CONDITIONS**  
DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT





Note: Photographic simulation is diagrammatic in nature and is intended to show a conceptual representation of views after implementation of the Project. It is subject to change based upon final engineering, planning and design.

**VIEWSHED 10 - EXISTING CONDITIONS**  
DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT





Note: Photographic simulation is diagrammatic in nature and is intended to show a conceptual representation of views after implementation of the Project. It is subject to change based upon final engineering, planning and design.

**VIEWSHED 10 - PROPOSED CONDITIONS**  
DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT





Note: Photographic simulation is diagrammatic in nature and is intended to show a conceptual representation of views after implementation of the Project. It is subject to change based upon final engineering, planning and design.

**VIEWSHED 11 - EXISTING CONDITIONS**  
DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT





Note: Photographic simulation is diagrammatic in nature and is intended to show a conceptual representation of views after implementation of the Project. It is subject to change based upon final engineering, planning and design.

**VIEWSHED 11 - PROPOSED CONDITIONS**  
DANA POINT HARBOR REVITALIZATION PROJECT  
PROGRAM ENVIRONMENTAL IMPACT REPORT





### **Views From the South**

Refer to the Harborwide discussion above.

### **Views From the East**

Refer to the Harborwide discussion above.

#### **4.2.4.4 LIGHT AND GLARE**

- 4.2-4      *Development of the proposed Project may create a new source of light and glare, which will adversely affect day and/or nighttime views in the area. Impacts will be less than significant with implementation of the Project Design Features and the recommended Mitigation Measures.*

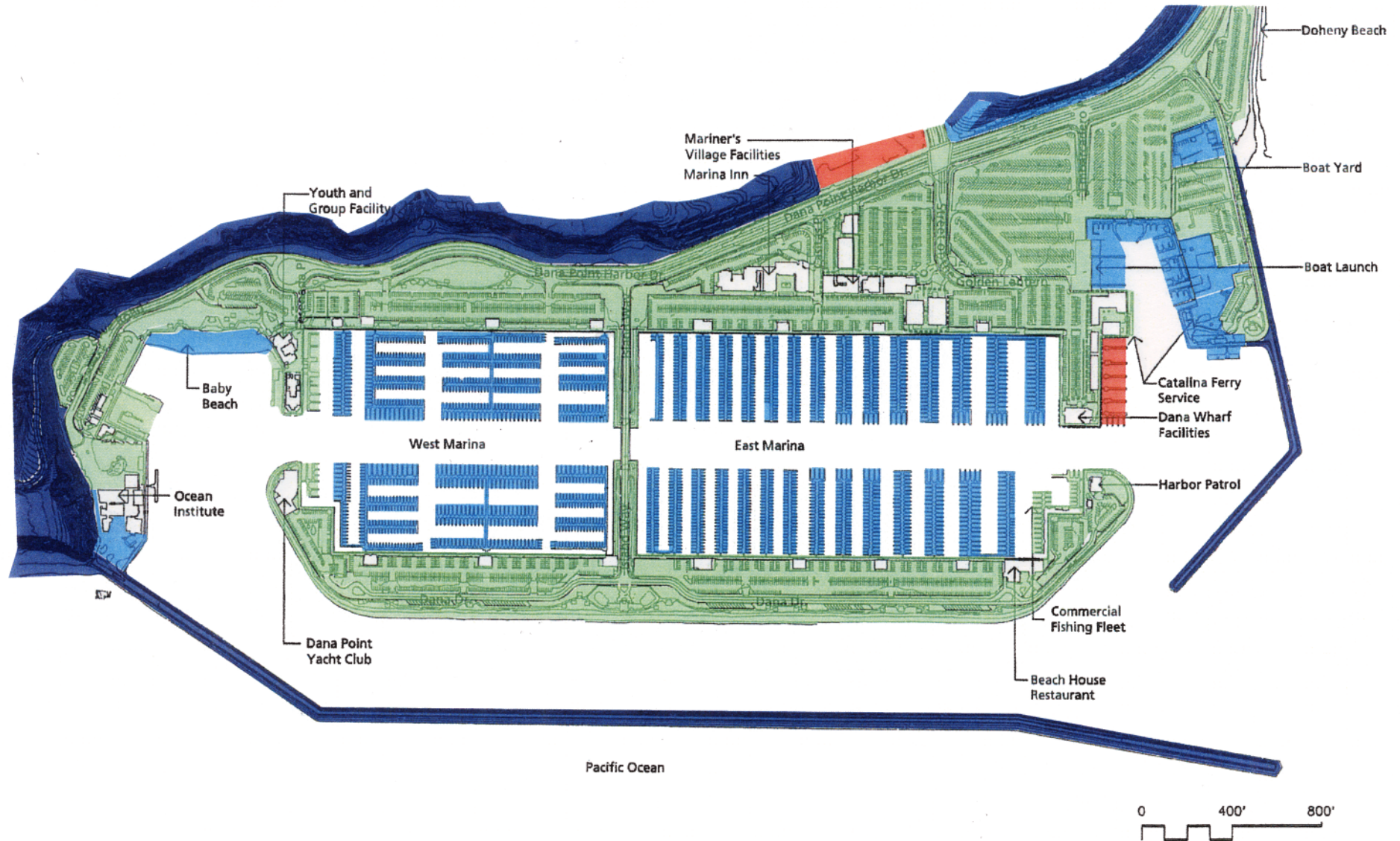
### **HARBORWIDE**

The proposed Project area currently generates light and glare from existing Harbor facilities, including indoor and outdoor lighting, security lighting, and parking lot and boat dock lighting. Additionally, light that is reflected off building surfaces (i.e., windows), marina equipment, boats, and automobiles also generates glare. Implementation of the Revitalization Plan will introduce new sources of light and glare as a result of the reconfiguration, expansion, and/or construction of buildings and parking areas. Additional light fixtures will be necessary for new facilities and parking areas. However, new lighting will utilize directional lighting techniques and low wattage bulbs (without compromising site safety or security) that direct light downwards and minimize light spillover. The future lighthouse facility will be designed to comply with the USCG private aid to navigation requirements and minimize glare to the residential areas on the bluffs by directing the lighting mechanism towards the ocean.

### **General Provisions**

To regulate the level and intensity of lighting used in the Harbor, individual lighting zones have been established; refer to Table 4.2-1 (Lighting Zone and Characteristics) and Exhibit 4.2-18 (Proposed Lighting Diagram).





Source: Fox & Fox Design, March 2004.

**RBF**  
CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

## PROPOSED LIGHTING DIAGRAM

DANA POINT HARBOR REVITALIZATION PROJECT

PROGRAM ENVIRONMENTAL IMPACT REPORT

**EXHIBIT 4.2-18**





**Table 4.2-1  
LIGHTING ZONE AND CHARACTERISTICS**

Zone Designation	Illumination Characteristics	Location Descriptions
LZ1	Very Dark	Include the bluff areas on the northerly side of Dana Point Harbor Drive (Planning Areas 5 and 7); Lantern Bay Park, and the breakwater areas in the Harbor
LZ2	Dark	Developed areas in natural settings; sensitive night environments; areas where residents have expressed a desire to conserve natural illumination. Includes the dock areas in the Harbor.
LZ3	Low	This zone is generally intended to be the general ambient level of nighttime lighting in most residential areas and represents the most common Harbor lighting level. Applies to the park areas, parking lots and pedestrian walkways, etc.
LZ4 <sup>1</sup>	Medium	This zone is generally intended to be the general ambient level of nighttime lighting in commercial areas such as the commercial core.
LZ5	High	Urban areas where security or nighttime activities occur.
Note: 1. Note that only the existing Harbor contains LZ4 zone. The proposed Harbor lighting plan will not contain an LZ4. Source: <i>Dana Point Harbor Lighting Design Standards</i> , Fox + Fox Design, March 4, 2005.		

Parking areas will be illuminated at acceptable levels for safety and visibility. All fixtures will be chosen to minimize light pollution (i.e., light will be focused onto the surface to be illuminated, not into the night sky). The minimum legal level will represent a significant increase from the existing condition of light on the ground. In order to facilitate turn-arounds by boat trailers and maximize turning radii on the marine services lot, there will be a minimum number of lighting fixture poles placed in the ground. These poles will necessarily be higher than the existing fixtures to provide even illumination. However, the light will be focused down, unlike the current condition light fixtures, which are globes that scatter light uniformly in all directions (a significant source of glare).

Architectural and landscape lighting will similarly be focused onto plant elements in the landscape to minimize light pollution. Landscape fixtures will be concealed or placed into trees. The double row of palms placed along the main Harbor entrance will serve as a source of indirect street and pedestrian walkway lighting, with light sources focused on the tree trunks and canopies.

Inside the Festival Plaza area of the Commercial Core, lighting will be of a pedestrian scale with building-mounted and tree-mounted fixtures focused onto pedestrian pathways.

Commercial signage will not be internally illuminated, and therefore will not be a source of nighttime glare. Many restaurants and shops will include architectural treatments, such as overhangs, trellises, and awnings that also reduce glare and light pollution characteristics.





### **Night Lighting Zone Standards and Restrictions**

In addition, all lighting within the Harbor is subject to the following standards, except for existing municipal street lighting.

1. All outdoor lighting shall comply with the limits on lamp wattage and the shielding requirements in Table 4.2-2 (Maximum Wattage and Required Shielding).

**Table 4.2-2  
MAXIMUM WATTAGE AND REQUIRED SHIELDING**

Zone Designation	Fully Shielded	Shielded	Partly Shielded	Location Description
LZ1	N/A	None Permitted	None Permitted	None Permitted
LZ2	55	None Permitted	None Permitted	None Permitted
LZ3	70	30	None Permitted	Low voltage landscaping
LZ4	150	55	None Permitted	Landscape and façade lighting 100 watts or less; ornamental lights of 55 watts or less
LZ5	450	100	55	Landscape and façade lighting 100 watts or less; ornamental lights of 55 watts or less; marquee lighting not employing medium based lamps.

Source: *Dana Point Harbor Lighting Design Standards*, Fox + Fox Design, March 4, 2005.

2. Only luminaires that are allowed to be unshielded may employ flexible or adjustable mounting systems. All other luminaires shall be permanently installed so as to maintain the shielding requirements.
3. The County will require a photometric test report, demonstration or sample, or other satisfactory confirmation that the luminaire meets the requirements of the shielding classification.
4. Such shielded fixtures must be constructed and installed in such a manner that all light emitted by the fixture meets or exceeds the specification given. This includes all light emitted by the fixture, either directly from the lamp or by a diffusing element, or indirectly by reflection or refraction from any part of the fixture. Any structural part of the fixture providing this shielding must be permanently affixed.
5. All canopy lighting must be fully shielded. However, indirect upward lighting is permitted under an opaque canopy, provided that no lamp or vertical element of a lens or diffuser is visible from beyond the canopy and such that no direct light is emitted upward beyond the opaque canopy.

Project implementation also results in additional reflective surfaces from proposed structures and from vehicles utilizing the facility. However, the resulting glare effect is considered relatively minor when compared to existing levels of glare in the Project





area. This impact is considered less than significant with implementation of SCAs and PDFs.

Specific existing codes applicable to the Dana Point Harbor Revitalization Plan include requirements that all outdoor lighting fixtures (luminaires) be installed in conformance with the Uniform Building Code (UBC), Electrical Code, and Sign Code as adopted by the County. The standards identified as appropriate for specific areas of the Harbor are intended to address the unique characteristics of each area by establishing appropriate ambient lighting levels through the regulation of the number, type, and illumination intensity of the fixtures permitted.

Provisions for providing energy-efficient exterior lighting that is shielded or recessed so that direct glare and reflections are contained within the boundaries of the usage area are promoted throughout the Harbor. Practices of siting lighting fixtures to direct the light downward, away from adjoining properties and public ROWs, are encouraged and restrictions that prohibit lights from flashing, blinking, or being of unusual intensity or brightness will be enforced by the Dana Point Harbor Department. With implementation of the PDFs, MMs, and compliance with the SCAs, impacts will be less than significant.

### **COMMERCIAL CORE**

Light and glare are presently generated from existing commercial and boater services facilities within the Commercial Core. However, Project implementation will result in increased utilization of the Harbor by consolidating the commercial uses and developing an additional 33,300 square feet of day-use commercial facilities. The proposed uses will require lighting of building interior and exterior spaces (i.e., entryways and signs). In addition, the Project will include lighting for activity areas involving nighttime uses, parking, lighting around the structures (security lighting, walkways) and lighting for interiors of buildings.

In summary, light spill and glare are the major environmental concerns associated with outdoor lighting installations. Unless mitigated, light and glare from the proposed development will have the potential to create significant impacts on adjacent uses. However, implementation of Project Design Features will require that security lighting is concentrated for vehicular and pedestrian safety, while not resulting in light spill on adjacent uses, including impacting uses atop the bluffs and Doheny State Beach. In addition, PDFs 4.2-16 through 4.2-18, requires windows to be shielded from the sun and utilization of minimally reflective building materials to reduce glare impacts to a less than significant level. Finally, implementation of the recommended Mitigation Measure requires development of a lighting plan ensuring adequate security lighting while minimizing any lighting impacts on adjacent uses. Therefore, implementation of the PDFs and Mitigation Measures 4.2-4 will reduce light and glare impacts to a less than significant level.

### **OFF-SITE AREAS**

The Revitalization Plan proposes the use of the Selva Parking Lot and SCWD Lot for vehicle and employee parking, and for the temporary storage of boats. Implementation of the proposed Project will not change existing facilities on the sites. Use of the lots may increase nighttime light and glare impacts from the headlights of





vehicles entering and exiting the Selva Parking Lot, and from limited security lighting. Pursuant to the conditions of approval imposed by CDP, the SCWD Lot will be accessed during the daylight hours and will not be a lighted facility. Therefore, light and glare impacts will be less than significant in this regard.

#### **4.2.4.5 SCENIC RESOURCES**

4.2-5 *Project development may obstruct scenic resources along State or local scenic highways. Impacts will be less than significant with implementation of the Project Design Features.*

#### **HARBORWIDE**

The Project area includes the Street of Golden Lantern and Dana Point Harbor Drive, which are both designated as scenic corridors by the City of Dana Point. The Street of the Golden Lantern will be realigned to the east from the intersection with Dana Point Harbor Drive to accommodate direct access into the proposed parking deck and surface parking areas. The redesign of the Commercial Core area will include buildings located around a Festival Plaza. The realignment of the Street of the Golden Lantern will terminate directly at the entrance of the Festival Plaza, affording views of the Harbor directly from the street.

Improvements to Dana Point Harbor Drive include the potential future realignment of the road to eliminate the roundabout adjacent to the Youth and Group Center. The views from the eastern portion of the roadway looking south and west may be partially obstructed by the development of new multilevel, dry stack-boat storage buildings. However, because of the existing landscaping and boat storage within this area, it is not anticipated that the views will substantially change, as a result of Harbor improvements. In addition, implementation of the Project Design Features require development to minimize impacts on coastal and scenic views from public areas (PDF 4.2-4, PDF 4.2-11, and PDF 4.2-13) including the bluffs (PDF 4.2-9, PDF 4.2-12, and PDF 4.2-10), further reducing impacts to scenic resources to a less than significant level.

#### **COMMERCIAL CORE**

Refer to the discussion of potential impacts under the Harborwide discussion, above.

#### **OFF-SITE AREAS**

As discussed above, the Selva Parking Lot and SCWD Lot are fully improved and no impact will occur.

### **4.2.5 CUMULATIVE IMPACTS**

4.2-5 *Project development, together with cumulative projects, may result in alterations to the aesthetic character and quality of the Project area. Analysis has concluded that cumulative aesthetic impacts will be less than significant.*





For the City of Dana Point and the surrounding region, the important visual resources are the coastal views. Cumulative impacts will therefore be significant if coastal views are obstructed. Cumulative projects include the Dana Point Headlands, the Dana Point Town Center General Plan, and the Doheny State Beach Preliminary General Plan. The Doheny State Beach Preliminary General Plan will not result in cumulative aesthetic impacts as it does not propose any development and in fact will enhance the existing facilities and viewsheds of Doheny State Beach. The Dana Point Town Center will also have a beneficial aesthetic impact by providing recommendations for streetscape improvements to create a cohesive linkage with the area and improve the viewshed from public streets. Implementation of the Dana Point Headlands will result in development of residential, commercial, and open space areas, resulting in greater urbanization of the area. However, Dana Point Headlands is located approximately 70 feet above the Project site and will not impact the visual qualities, including coastal views, of or from the site.

The proposed Project will obstruct some views of the ocean and surrounding beaches. Specifically, views from Doheny State Beach to the Harbor will be diminished with the introduction of the dry stack boat storage buildings. However, the introduction of additional view corridors (i.e., improved views from Street of the Golden Lantern) will not cumulatively deteriorate the aesthetic value of the area and will preserve coastal views. Thus, cumulative impacts will be less than significant. In addition, the Dana Point Harbor Revitalization Plan provides the basis for building design and use of materials that are consistent with the general character of the area, landscaping design, and proper lighting techniques to direct light on-site and away from adjacent properties, further reducing cumulative aesthetic, light, and glare impacts to less than significant levels.

#### **4.2.6 PROJECT DESIGN FEATURES**

The proposed Project includes features that reduce or eliminate potential impacts to environmental resources. The following Project Design Features (PDFs) are specified to be implemented.

- PDF 4.2-1 The appearance of long, continuous row structures will be avoided through the provision of open spaces, varied roof treatments, staggered exterior building facades, and incorporation of a variety of building designs, materials and colors.
- PDF 4.2-2 All signage shall be of a consistent architectural style. Commercial signage shall be externally illuminated and lighting sources shall be hidden by vegetation or installed flush with the grade. Signage shall be designed to complement the architecture of the building and shall emphasize natural materials.
- PDF 4.2-3 Existing aboveground utilities will be removed and placed underground wherever and whenever possible.
- PDF 4.2-4 All fences and walls within the Harbor area will be designed to have a minimum impact on coastal and scenic views from public areas. Enclosures used to shelter outside eating areas will be designed using





clear materials with awnings or covers that are integrated into the architectural design of the buildings.

- PDF 4.2-5 Architectural and building articulation will have a form that complements the Harbor area and natural setting, when viewed from within the Harbor or the surrounding area (both from land and sea). High, uninterrupted wall planes are to be avoided.
- PDF 4.2-6 All accessory buildings and structures will be consistent with the main structure in materials, color palette, roof pitch and form.
- PDF 4.2-7 All roof-mounted mechanical equipment and communication devices that are visible from the Harbor will be hidden behind building parapets or screening materials from both ground level and elevated areas to the extent feasible. Ground-level mechanical equipment, storage tanks, and other similar facilities shall be screened from view with dense landscaping and/or walls of materials and finishes compatible with the adjacent areas. In addition, service, storage, maintenance, utilities, loading, and refuse collection areas would be located generally out of view of public right-of-ways and uses adjacent to the development area.
- PDF 4.2-8 All new solid waste (refuse/trash collection areas) will be screened from public view.
- PDF 4.2-9 The design and layout of the future developments shall be consistent with the approved Dana Point Harbor Revitalization Plan and preserve views of the bluff area.
- PDF 4.2-10 The Dana Point Harbor Revitalization Plan provides for the protection of the bluffs (PA 7) by restricting the siting of any structures adjacent to the bluffs with the exception of drainage control structures and recreational structures (e.g., Picnic areas) to be allowed in this area.
- PDF 4.2-11 Textured paving will be used to identify lookouts, pathway crossings and edge treatments. All landscape areas will be planted consistent with the Revitalization Landscape Plan to preserve and enhance distant ocean views.
- PDF 4.2-12 In areas that abut Planning Area 7, a landscape buffer will be maintained. All plant material will be native, non-invasive and drought tolerant species to provide a transition between natural and ornamental areas.
- PDF 4.2-13 The planting of trees within the Dana Point Harbor Revitalization Plan will provide a visually soft and natural backdrop while framing and protecting significant public view opportunities.
- PDF 4.2-14 Vertical landscape elements and setbacks between buildings are incorporated into the Project design to break up building massing.





- PDF 4.2-15 Street and parking lot lighting shall be positioned to enhance the vehicular and pedestrian safety. Lighting shall be concentrated on intersections and pedestrian crosswalks and shall be directed downward.
- PDF 4.2-16 Architectural elements (including roof overhangs, awnings, dormers, etc.) will be integrated into the building design to shield windows from the sun and reduce the effects of glare.
- PDF 4.2-17 The Project will utilize minimally reflective glass and other materials used on the exteriors of the buildings and structures will be selected with attention to minimizing reflective glare.
- PDF 4.2-18 Roof-mounted solar panels, metal panels, and skylights should incorporate non-reflective materials and be designed to point away from roadways.
- PDF 4.2-19 All exterior lighting will be designed and located to avoid intrusive effects on the adjacent uses atop the bluffs and Doheny State Beach. New light fixtures will be designed to direct light on-site and away from other areas.
- PDF 4.2-20 The parking deck design shall include a light well that separates the upper deck area, allowing light and/or installation of landscaping elements to enhance its visual appearance.

#### **4.2.7 STANDARD CONDITIONS OF APPROVAL**

Controls are imposed on new developments through the permitting process via the adoption of conditions of approval or through enforcement of existing ordinances and regulations. The County has developed extensive guidelines for development that will be implemented as the proposed Project is carried out. Existing applicable County of Orange Standard Conditions of Approval (SCAs) are identified below.

- SCA 4.2-1 The contractor shall install landscaping, equipment for irrigation, and improvements in all areas of the Harbor in accordance with an approved plan as stated below:
- a. Detailed Plan: Prior to the issuance of any building permit(s), a detailed landscape plan showing the detailed irrigation and landscaping design shall be submitted to the Harbor Review Board for approval, in consultation with the County of Orange - Dana Point Harbor Department. Plans shall show the detailed irrigation and landscaping design, the County Standard Plans for landscape areas, adopted plant palette guides, applicable scenic and specific plan requirements, water conservation measures contained in Board Resolution 90-487 (Water Conservation Measures), and Board Resolution 90-1341 (Water Conservation Implementation Plan).





- b. Installation Certification: Prior to the issuance of final certificates of use and occupancy, said improvements shall be installed and shall be certified by a licensed landscape architect or licensed landscape contractor, as having been installed in accordance with the approved detailed plans. Said certification, including an irrigation management report for each landscape irrigation system, and any other required implementation report determined applicable, shall be submitted to the Manager, RDMD/Construction, and the Manager, RDMD/Building Inspection Services and the County of Orange – Dana Point Harbor Department, prior to the issuance of any certificates of use and occupancy.

## **4.2.8 MITIGATION MEASURES**

### **HARBORWIDE**

#### **Short-Term Impacts**

MM 4.2-1 Prior to issuance of any grading permit, a Construction Staging Plan shall be provided to the Manager, RDMD Subdivision and Grading, or his designee for review and approval. The contractor's construction equipment and supply staging areas shall be established away from existing marina operations, to the extent feasible. The Plan shall specify the following:

- a. During construction and grading, the Contractor shall keep the site clear of all trash, weeds, and debris.
- b. The grading contractor shall not create large stockpiles of debris or soils, but shall seek to place smaller piles adjacent to each other to minimize visual impacts.

MM 4.2-2 Prior to issuance of a grading permit for development within the Commercial Core, the Manager, RDMD/Subdivision and Grading, or his designee shall require the County of Orange Dana Point Harbor Department to provide screened construction fencing around construction area boundaries to temporarily screen views of construction activities.

#### **Long-Term On-Site Impacts**

MM 4.2-3 All new landscaped areas in the Harbor shall be planted in accordance with the Revitalization Plan Master Landscape Plan and approved palette. The Master Landscape Plan shall be subject to review and approval by the County of Orange Dana Point Harbor Department and the Harbor Review Board.

#### **Long-Term Off-Site Impacts**

No mitigation is required.





### **Light and Glare Impacts**

MM 4.2-4 Prior to the issuance of a building permit, an Exterior Lighting Plan (including outdoor recreation areas) for all proposed improvements shall be prepared. The lighting plan shall indicate the location, type, and wattage of all light fixtures and include catalog sheets for each fixture. The Lighting Plan shall demonstrate that all exterior lighting has been designed and located so that all direct rays are confined to the property. The Lighting Plan shall be subject to review and approval by the County of Orange Dana Point Harbor Department.

### **Scenic Resources**

No mitigation is required.

### **Cumulative Impacts**

No mitigation is required.

## **COMMERCIAL CORE**

### **Short-Term Impacts**

MM 4.2-5 Refer to Mitigation Measure MM 4.2-1.

MM 4.2-6 Refer to Mitigation Measure MM 4.2-2.

### **Long-Term On-Site Impacts**

MM 4.2-7 Refer to Mitigation Measure MM 4.2-3.

MM 4.2-8 A comprehensive signage program for public access shall be implemented in conjunction with the construction of the Commercial Core within the Harbor, and shall inform the public of the availability of, and provide direction to, public parking areas, coastal access and on-site recreational amenities.

### **Long-Term Off-Site Impacts**

No mitigation is required.

### **Light and Glare Impacts**

MM 4.2-9 Refer to Mitigation Measure MM 4.2-4.

### **Scenic Resources**

No mitigation is required.





### **Cumulative Impacts**

No mitigation is required.

### **OFF-SITE AREAS**

No mitigation is required.

## **4.2.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Despite implementation of the Project Design Features, Standard Conditions of Approval, and Mitigation Measures, the proposed Project will result in significant and unavoidable long-term off-site aesthetic impacts due to the development of the dry stack boat storage buildings, which would partially obstruct views from surrounding roadways, public parks, and the Doheny State Beach.