

## 4.1 AESTHETICS

This section provides a discussion of the existing visual and aesthetic resources on the project site and in the surrounding area and evaluates the potential for changes in the visual character that could result from implementation of the modified Dana Point Harbor Hotels Project (Modified Project). This section also evaluates the potential loss of existing visual resources, effects on public views, visual compatibility with existing uses, and light and glare impacts.

Information presented in this section is based on photographs of the project site taken during field surveys and site visits; the City of Dana Point (City) General Plan (1991); and the Dana Point Harbor Revitalization Plan and District Regulations (DPHRP&DR). Photographs of the project site and visual simulations of the Modified Project are included at the end of this section for the purpose of evaluating the existing setting and developing an informed assessment of the potential impacts of the Modified Project on visual and aesthetic resources.

### 4.1.1 Scoping Process

#### 4.1.1.1 Original Project Scoping

The City of Dana Point received eight comment letters during the public review period of the Initial Study/Notice of Preparation (IS/NOP). For copies of the IS/NOP comment letters, refer to Appendix B of this Revised Draft Environmental Impact Report (EIR). There were no specific comments related to aesthetics made in relation to the IS/NOP during the public review period.

#### 4.1.1.2 Modified Project Scoping

A Supplemental Notice of Preparation (NOP) for the Modified Project was circulated for public review from July 19, 2024, through August 19, 2024.

Copies of the Supplemental NOP and comment letters received in response to the Supplemental NOP are included within Appendix A of this Revised Draft EIR. No comment letters included comments related to aesthetics.

### 4.1.2 Existing Environmental Setting

The Modified Project would be located in the same geographic location as the Original Project; therefore, the existing environmental setting as described below is derived from that discussed in the 2021 Draft EIR.

#### 4.1.2.1 Regional Visual Character

Visual resources in the regional viewshed include Dana Point Harbor, Doheny State Beach, the Pacific Ocean, The Headlands, and coastal bluffs. The Headlands is a prominent topographic feature 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.

#### 4.1.2.2 Visual Character of the Project Site

The project site is situated in Planning Area (PA) 3 of the DPHRP&DR, which is located in the northcentral portion of the Dana Point Harbor immediately south of Dana Point Harbor Drive. The existing Dana Point Marina Inn (Marina Inn), boater service buildings, and associated surface parking comprise approximately 9.16 acres of the nearly 13-acre project site, which is bound by the coastal bluffs north of Dana Point Harbor Drive, commercial uses to the east, and recreational/marina boater uses to the west and south. The majority of the project site comprising the Marina Inn, adjacent designated parking areas, and boater service buildings is covered by either existing development, asphalt pavement, or concrete flatwork with some planters and landscape areas with flowers, groundcover, shrubs and occasional trees.

Existing development on the project site where the hotels are proposed consists of three buildings, with the Marina Inn being the most prominent. The Marina Inn is a three-story building with 136 rooms, 2,000 square feet (sf) of meeting space, and a 450 sf fitness/health center. The Marina Inn is located on the central and eastern portion of the project site. One of the existing boater service buildings is 5,000 sf and the other is 3,600 sf. Both boater service buildings are two stories and are located on the southernmost portion of the site near the East Marina of the Dana Point Harbor. Surface parking is provided throughout the project site between Dana Point Harbor Drive and the Marina Inn, as well as between the Marina Inn and the boater service buildings.

#### 4.1.2.3 Topography

As discussed in further detail in Section 4.5, Geology and Soils, the project site is located within the northwest-trending Peninsular Ranges geomorphic province of southwestern California. The Peninsular Ranges province is an elongated area characterized by parallel fault-bounded mountain ranges and intervening valleys. Topography on the project site ranges in vertical elevation from a high of approximately 19 feet (ft) using the North American Vertical Datum of 1988 (NAVD 88) in the northern portion of the site to a low of approximately 10 ft NAVD 88 in the southern portion of the site. The vertical elevations noted on the conceptual site plan and preliminary elevation drawings in Chapter 3.0, Project Description, are also provided using NAVD 88.

#### 4.1.2.4 Scenic Corridors

Dana Point Harbor Drive and Pacific Coast Highway (PCH) are designated as Landscape Corridors in the City's General Plan Urban Design Element, and PCH is designated as a local Scenic Highway in the City's General Plan Circulation Element. As described above, Dana Point Harbor Drive serves as the northern boundary of the project site and provides vehicular access to the site. Although the project site is approximately 0.3 mile south of PCH, it is not visible from PCH due to the vertical grade differential that exists in the area. PCH runs in an east-west direction along the top of the coastal bluffs north of the project site; however, it is approximately 1,700 ft north of the edge of the bluffs above the project site and views to the south are blocked by existing urban development. Views of the project site and the rest of the Dana Point Harbor, from the segment of PCH east of Dana Point Harbor Drive, are obstructed by mature trees at Doheny State Beach.

The DPHRP&DR identify several view corridors in the vicinity of the Dana Point Harbor that must be protected and enhanced by new development. As shown in Figure 4.1.1, Dana Point Harbor



Relevant View Corridors (all figures in this section are provided following Section 4.1.10, Cumulative Impacts), these view corridors include primary views from blufftop lookout points above the Dana Point Harbor, a secondary view at PCH and Del Obispo Street/Dana Point Harbor Drive, and supplemental views from Dana Point Harbor Drive/Golden Lantern, Lantern Bay Park, and Doheny Beach. Scenic resources visible from these view corridors include Dana Point Harbor, panoramas of the Pacific Ocean, and distant views of the Southern California coastline.

Approval and implementation of the development of The Headlands enhanced and created several coastal view opportunities within its boundaries, including pedestrian trails, bikeways/pedestrian trails, vertical and lateral coastal access pathways, and overlooks. These coastal view opportunities are identified in the Conservation/Open Space (C/OS) Element of the City's General Plan on Figures COS-4, COS-5, and COS-5a. These coastal view opportunities are also included in The Headlands Development and Conservation Plan (HDCP), and these permanent public views and coastal overlooks are identified on Figure 4.5.3 of the HDCP, which is identical to Figure COS-5a from the City's General Plan. As shown in Figure 4.1.2, Headlands Coastal View Opportunities, from the HDCP, these coastal view opportunities including vantage points at Hilltop Conservation Park and Harbor Point Conservation Park that overlook the Dana Point Harbor with views to the project site.

The analysis presented below is based on the potential changes that would be visible from the view corridors identified in the DPHRP&DR and the coastal view opportunities identified in The Headlands Development and Conservation Plan, as well as from supplemental public view locations from which the project site is visible.

#### 4.1.2.5 Light and Glare

Nighttime lighting that is present in the vicinity of the project site consists of street lights and vehicle headlights on nearby roadways, as well as building facade and interior lighting. The project site is currently developed with the existing Marina Inn, boater service buildings, and surface parking, which also contributes to the existing nighttime lighting and daytime glare in the project area.

#### 4.1.2.6 Vantage Point Descriptions

The following discussion describes several key views of the project site from coastal view opportunities identified in the General Plan C/OS Element and the HDCP, view corridors identified in the DPHRP&DR, and additional public view locations within the Dana Point Harbor from which the project site is visible. Photographs were taken to analyze the various views that currently exist and that would potentially be affected by the Modified Project. It should be noted that while many of the following vantage points are identical to those analyzed in the 2021 Draft EIR, several new vantage points are also considered in the following analysis.

A photograph location key map (see Figure 4.1.3, Key View Locations) indicates the vantage point from which each key view photograph was taken and the representative view from that location. The following descriptions include three viewing distance zones: foreground, or close distance views; middleground, or views at a moderate distance; and background, or views at a long distance or at the horizon. Figures 4.1.4 through 4.1.19 contain these key view photographs, as referenced in the following discussion. Note that all of the figures are provided at the end of this section for ease of reading and to avoid breaking up the text.

**Key View 1:** Figure 4.1.4, Key View 1, shows an existing view of the project site facing southwest from the blufftop Lantern Bay Park. This vantage point was selected as it is identified as a Supplemental View in the DPHRP&DR and represents how recreational users of the park would experience views of the project site.

Key View 1 provides views of Lantern Bay Park's landscaped grasses and trees in the foreground. In the middleground, the upper portions of trees associated with Dana Point Harbor are visible. In the background, portions of the masts from boats in Dana Point Harbor are visible, as well as the horizon of the Pacific Ocean.

**Key View 2:** Figure 4.1.5, Key View 2, shows an existing view of the project site facing southwest from the northwest corner of the intersection of Street of the Golden Lantern and Dana Point Harbor Drive. This vantage point was selected as it is identified as a Supplemental View Corridor in the DPHRP&DR and provides a view of the site from two public roadways that provide views from the main Dana Point Harbor entrance towards the existing Mariner's Alley within the Commercial Core and the visitor-serving commercial facilities, including the Marina Inn, that currently exist along Dana Point Harbor Drive.

Key View 2 provides a view of Dana Point Harbor Drive in the foreground, commercial development in Mariner's Alley and adjacent parking east of the project site in the middleground, and landscaping consisting of eucalyptus and palm trees along Dana Point Harbor Drive west of the project site in the background. A small portion of the Marina Inn's northern façade is visible in the middleground. The visual character of Key View 2 can be described as public right-of-way surrounded by commercial development, parking, and landscaping.

**Key View 3:** Figure 4.1.6, Key View 3, shows an existing view of the project site facing southeast from the Doris Walker Overlook within Heritage Park, located above the coastal bluffs north of Dana Point Harbor Drive. This vantage point was selected as it is identified as a Primary View Corridor in the DPHRP&DR and provides a view of the site from a public overlook that provides expansive views of the California coastline south of Dana Point and Dana Point Harbor. Key View 3 is one of the closest vantage points to the project site.

Key View 3 provides views of the vegetation present on the coastal bluff in the foreground. The existing Marina Inn and surrounding trees and parking lots are visible in the middleground. Boats within East Marina, the waters of the Dana Point Harbor, and the jetty and breakwater that protect the Dana Point Harbor are also visible in the middleground beyond the existing Marina Inn. The Pacific Ocean, the coastlines of Capistrano Beach and San Clemente, and topography associated with northern San Diego County are visible in the background.

**Key View 4:** Similar to Key View 3, Key View 4 provides another existing view of the project site from the same Primary View Corridor in the DPHRP&DR: the Doris Walker Overlook within Heritage Park. However, this view is facing south. Similar to Key View 3, Key View 4 provides views of the vegetation present on the coastal bluff in the foreground, as shown in Figure 4.1.7. The existing Marina Inn, surrounding trees, and surface parking lots adjacent to the Marina Inn are visible in the middleground. Boats within the East Cove and Island Marinas, the waters of Dana Point Harbor,

eucalyptus trees on Dana Island, and the jetty and breakwater protecting Dana Point Harbor are also visible in the middleground beyond the Marina Inn. The Pacific Ocean is visible in the background.

As also shown in Figure 4.1.7, Key View 4a is identical to Key View 4 as described above but represents the winter scenario. While existing views are the same, differences arise between Key Views 4 and 4a under simulations of the Modified Project, which will be discussed in detail in Section 4.1.6 below.

**Key View 5:** Key View 5 shows another existing view of the project site taken from the same Primary View Corridor identified in the DPHRP&DR as Key Views 3 and 4. As shown in Figure 4.1.8, this view from the Doris Walker Overlook faces south-southwest. Key View 5 provides views of the vegetation present on the coastal bluff in the foreground. Existing trees, the surface parking west of the Marina Inn, and Island Way are visible in the middleground. Boats within the East and West Marinas, eucalyptus trees on Dana Island, and the main Dana Point Harbor channel and breakwater are also visible in the middleground, with the Pacific Ocean visible in the background.

**Key View 6:** Figure 4.1.9, Key View 6, shows an existing view of the project site facing southeast from the southern limit of Street of the Amber Lantern. This vantage point was selected as it is identified as a Primary View Corridor in the DPHRP&DR and provides a view of the project site from a public overlook on top of the coastal bluffs, as well as expansive views of the California coastline south of Dana Point Harbor and Dana Point. This vantage point is approximately 0.25 mile west of Key Views 3, 4, and 5, as described above.

Key View 6 provides views of the vegetation present on the coastal bluff in the foreground. Dana Point Harbor Drive, existing trees, open space, pedestrian walkways, surface parking, and a boater service building are visible in the middleground along with some residential land uses atop the coastal bluffs to the east. Boats within both the East and West Marinas, the Island Way Bridge, the waters of Dana Point Harbor, and eucalyptus trees on Dana Island are also visible in the middleground. The Pacific Ocean, the coastlines of Capistrano Beach and San Clemente, and topography associated with southern Orange County and northern San Diego County are visible in the background.

**Key View 7:** Figure 4.1.10, Key View 7, shows an existing view of the project site facing east from the southern limit of Street of the Blue Lantern. This vantage point was selected as it is identified as a Primary View Corridor in the DPHRP&DR and provides a view of the project site from a public overlook on top of the coastal bluffs, providing expansive views of the California coastline south of Dana Point and Dana Point Harbor. This vantage point is approximately a half-mile west of Key View 6 described above.

Key View 7 provides views of the vegetation present on the coastal bluff and some residential land uses atop the coastal bluffs to the east in the foreground. Existing trees, Baby Beach, surface parking and recreational uses associated with Dana Cove Park, and a boater service/sailing club building are visible in the middleground. Boats within both the East and West Marinas, the Island Way Bridge, the waters of Dana Point Harbor, and eucalyptus trees on Dana Island are also visible in the middleground. The Pacific Ocean, the Capistrano Beach and San Clemente coastlines, and

topography associated with southern Orange County and northern San Diego County are visible in the background.

**Key View 8:** Figure 4.1.11, Key View 8, shows existing views of the project site facing east from the Hilltop Conservation Park on The Headlands. This vantage point was selected as it is identified as a coastal view opportunity in the HDCP. This vantage point provides views to the project site from The Headlands and expansive views of Dana Point Harbor and the City of Dana Point.

Key View 8 provides views of native vegetation within Hilltop Conservation Park in the foreground, and commercial and residential land uses atop the coastal bluffs and associated ornamental landscaping associated with those lots are in the middleground. The waters of the Dana Point Harbor, boats within both the East and West Marinas, trees along Dana Point Harbor Drive, the Island Way bridge and Dana Island are also visible in the middleground. The City of Dana Point, the southern portion of Doheny State Beach, the Pacific Ocean, and topography associated with southern Orange County and northern San Diego County are visible in the background.

**Key View 9:** Figure 4.1.12, Key View 9, shows another existing view of the project site facing east from a location farther west than Key View 8 and from the highest elevation within Hilltop Conservation Park west of Street of the Green Lantern. This vantage point was selected as it provides a view of the project site from a scenic overlook in The Headlands as identified in the HDCP.

Key View 9 provides views of native vegetation within Hilltop Conservation Park in the foreground, and commercial and residential land uses present atop the coastal bluffs and associated ornamental landscaping on those lots bordering Santa Clara Avenue and El Camino Capistrano and urban development in the Lantern District to the east in the middleground. Boats within the East and West Marinas, the waters of Dana Point Harbor, Island Way Bridge, trees along Dana Point Harbor Drive, and eucalyptus trees on Dana Island are also visible in the middleground. The Pacific Ocean, the Capistrano Beach and San Clemente coastlines, and topography associated with southern Orange County and northern San Diego County are visible in the background.

**Key View 10:** Figure 4.1.13, Key View 10, shows an existing view of the project site facing east from the Harbor Point Conservation Park on The Headlands. This vantage point was selected as this area of The Headlands is identified as a scenic overlook from public lands in the General Plan C/OS Element and a coastal view opportunity in the HDCP. This vantage point provides views to the project site from The Headlands and expansive views of Dana Point Harbor and the City of Dana Point.

Key View 10 provides views of the waters of the Dana Point Harbor, boats within both the East and West Marinas, and the Dana Point Yacht Club and the OC Sailing and Events Center in the foreground. Existing trees along Dana Point Harbor Drive and the coastal bluffs north of Dana Point Harbor are visible in the middleground as well as the project site and the Island Way Bridge. The City of Dana Point, the southern portion of Doheny State Beach, the Pacific Ocean, and topography associated with southern Orange County and northern San Diego County are visible in the background.

**Key View 11:** Figure 4.1.14, Key View 11, shows an existing view of the project site facing east from the Harbor Point Conservation Park on The Headlands. Similar to Key View 10, this vantage point was selected as this area on The Headlands is identified as a scenic overlook from public lands in the General Plan C/OS Element and a coastal view opportunity in the HDCP. This vantage point provides views to the project site from The Headlands and expansive views of Dana Point Harbor and the City of Dana Point.

Key View 11 is similar to Key View 10 but provides a more expansive view to the south of the Dana Point Harbor. Vegetation within The Headlands is visible in the foreground and the waters of the Dana Point Harbor, boats within both the East and West Marinas, and trees along Dana Point Harbor Drive and the coastal bluffs north of the Dana Point Harbor are visible in the middleground. Dana Island is also visible in the middleground. The City of Dana Point, the southern portion of Doheny State Beach, the Pacific Ocean, and topography associated with southern Orange County and northern San Diego County are visible in the background.

**Key View 12:** Figure 4.1.15, Key View 12, shows an existing view of the project site facing northeast from the eastern side of the Island Way bridge near its midpoint. This vantage point was selected as it provides a view that pedestrians and vehicles may see from atop the Island Bridge toward the coastal bluffs and the project site.

Key View 12 provides views of the Island Way bridge railing and the Harbor's water in the foreground. Boats, docks, the waters of the East Cove Marina, and parts of the existing Marina Inn are visible in the middleground. The coastal bluffs and associated vegetation are visible in the background but are largely obstructed by boat masts.

**Key View 13:** Figure 4.1.16, Key View 13, shows an existing view of the project site facing north from a public sidewalk between docks B and C on Dana Island. This vantage point was selected as it provides a direct view of the project site from the pedestrian accessway on Dana Island and provides views similar to what boaters, kayakers, and other recreational visitors may see when taking part in recreational activities on the waters of Dana Point Harbor, looking from the water towards the land.

Key View 13 provides views of the boats, docks, and waters of the East Island Marina in the foreground. Trees, docks in the East Cove Marina, two boater service buildings, and the existing Marina Inn are visible in the middleground, but are largely obstructed by boat masts. The coastal bluffs north of the project site and blufftop residential and commercial development are visible in the background.

**Key View 14:** Figure 4.1.17, Key View 14, shows an existing view of the project site facing northwest from a public sidewalk at the eastern end of Dana Island adjacent to the Orange County Sheriff's Department Harbor Patrol station. This vantage point was selected as it provides a view similar to what boaters, kayakers, and other recreational visitors may see when taking part in recreational activities on the waters of Dana Point Harbor, looking from the water towards the land.

Key View 14 provides views of the docks, and the channel separating the East Cove and the East Island Marinas in the foreground. Boats, existing trees, and commercial development associated with Dana Point Harbor, including the existing boater service buildings and the Marina Inn, are

visible in the middleground, but are largely obstructed by the boats and their masts. Existing trees and coastal bluffs north and west of the project site and blufftop residential and commercial development are visible in the background. In addition, open space on The Headlands, including the high point at the Hilltop Conservation Park overlook, is visible in the western portion of this view in the background.

**Key View 15:** Figure 4.1.18, Key View 15, shows a view facing southwest from the intersection of PCH and Dana Point Harbor Drive/Del Obispo Street. This vantage point was selected as it is identified as a Primary View Corridor in the DPHRP&DR and provides a view towards the Dana Point Harbor from PCH.

Key View 15 shows commercial properties and associated landscaping at the southeast and southwest corners of the PCH/Dana Point Harbor Drive intersection, and cars queueing on Dana Point Harbor Drive at PCH in the foreground. The entrance to Doheny State Beach at the intersection of Dana Point Harbor Drive and Park Lantern and the Dana Point Harbor right-of-way and distant landscaping in northeast portion of Dana Point Harbor are visible in the middleground. Only blue sky is visible in the background. The project site itself is not visible from Key View 15.

**Key View 16:** Figure 4.1.19, Key View 16, shows a view facing a slightly southwesterly direction towards the project site from the sands of the North Day-Use Area of Doheny State Beach approximately 0.42 mile from the project site. This vantage point was selected since it is identified as a Supplemental View Corridor in the DPHRP&DR and provides views to the Dana Point Harbor from the public beach at Doheny State Beach.

Key View 16 provides a slightly southeasterly view towards the project site and Dana Point Harbor from the beach at Doheny State Beach. Sand, trees and other vegetation within Doheny State Beach, and rocks at the beginning of the jetty supporting Puerto Place are visible in the foreground. Chain-link fencing, eucalyptus trees, a cellular antenna and associated equipment building, boats in the dry boat storage area, and structures can be seen across Puerto Place in PA 1 of the DPHRP&DR in the middleground. Distant views of trees and structures in the Dana Point Harbor Commercial Core can be seen in the background. The project site itself is not visible from Key View 15.

### 4.1.3 Regulatory Setting

This section includes applicable federal, State, regional, and local regulations. As the Modified Project would be located on the same site as the Original Project and would result in the development of the same types of uses on the project site, a majority of the following regulatory setting is derived from that discussed in the 2021 Draft EIR.

#### 4.1.3.1 State Regulations

**California Department of Transportation (Caltrans) Scenic Highway Program.** The Caltrans Scenic Highway Program protects the natural scenic beauty of the State's highways and corridors through its designated scenic highways throughout the State. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way (ROW) that traverses an area of outstanding scenic quality and contains striking views, flora, geology, and other unique natural attributes. Other



considerations given to a scenic highway designation include how much of the natural landscape a traveler may see and the extent to which visual intrusions degrade the scenic corridor.

#### 4.1.3.2 Federal Regulations

No federal policies or regulations pertaining to aesthetics are applicable to the Modified Project.

#### 4.1.3.3 Regional Regulations

No regional policies or regulations pertaining to aesthetics are applicable to the Modified Project.

#### 4.1.3.4 Local Regulations

**City of Dana Point General Plan.** The City of Dana Point General Plan was approved by the City Council in 1991, with the exception of the Housing Element, which was updated and adopted by the City Council in February 2022. The Headlands Development and Conservation Plan (HDCP) was also approved in September 2004 as a General Plan Amendment, which established a Planned Development District (Zoning) and Local Coastal Program plans and policies and supplements the City's General Plan. While the project site is not located within The HDCP Area, policies related to public views to and from this area are applicable to the Modified Project. As discussed further below, visual resources are addressed in the Land Use, Conservation/Open Space, and Urban Design Elements of the City's General Plan.

**Land Use Element.** The Land Use Element establishes goals and policies aimed at guiding the long-term growth of future development in the City. The following policies applicable to the Modified Project and related to aesthetics and scenic quality are presented in the Land Use Element:

**Policy 1.5:** Work closely with Orange County to plan for the future development within the Harbor Area and to assure that additional development is compatible with existing uses and enhances the scenic, recreational and visitor opportunities for the area. (California Coastal Act [Coastal Act]/30220-224, 30233, 30234, 30250, 30252, 30255)

**Policy 5.1:** Establish and preserve public views from the Headlands to the coastal areas and the harbor areas. (Coastal Act/30251)

**Policy 5.28:** Submittals for tentative tract maps and coastal development permits for development proposed within any public viewshed identified on Figure COS-4, Figure COS-5, and Figure COS-5a in the Conservation Open Space Element, shall include a visual impact analysis to demonstrate that the public coastal view opportunities designated pursuant to Policy 5.26 shall be established and maintained. (Coastal Act/30251)

**Conservation/Open Space Element.** The Conservation/Open Space Element includes goals and policies that address the preservation and use of the City's important natural resources and open space areas. The following policies applicable to the Modified Project and related to aesthetics and scenic quality are included in the Conservation/Open Space Element:



**Policy 2.2:** Site and architectural design shall respond to the natural landform whenever possible to minimize grading and visual impact. (Coastal Act/30250)

**Policy 6.2:** Protect and preserve the public views of the Dana Point Harbor. (Coastal Visual Resources/30251)

**Policy 6.4:** Preserve and protect the scenic and visual quality of the coastal areas as a resource of public importance as depicted in Figure COS-5 “Scenic Overlooks from Public Lands,” of this [Conservation and Open Space] Element. Permitted development shall be sited and designed to protect public views from identified scenic overlooks on public lands to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms and significant natural features, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. (Coastal Act/30251)

**Urban Design Element.** The City’s Urban Design Element establishes goals and policies to improve the image, character, and quality of life of the City. The Urban Design Element also aims to preserve the City’s natural scenic attractions, such as public beaches, parks, coastal lookouts, and open space areas.

The following goals and policies applicable to the Modified Project and related to aesthetics and scenic quality are presented in the Urban Design Element:

**Goal 1:** Create Citywide visual linkages and symbols to strengthen Dana Point’s identity as a city.

**Goal 4:** Maintain and enhance the City’s public spaces and resources.

**Goal 5:** Achieve design excellence in site planning, architecture, landscape architecture and signage in new development and modifications to existing development.

**Policy 5.5:** Promote extensive landscaping in all new projects while emphasizing the use of drought-tolerant plant materials.

**Local Coastal Program/Dana Point Harbor Revitalization Plan and District Regulations.** The DPHRP&DR is divided into two parts: (1) the Land Use Plan (Dana Point Harbor Revitalization Plan—DPHRP) comprising the general planning and policy document, and (2) the Implementation Plan (Dana Point Harbor District Regulations [DPHDR]) containing land use regulations and site development standards for all PAs in the Dana Point Harbor. The DPHRP&DR serve as the zoning ordinance for all existing and proposed development within the Dana Point Harbor.

The following policies applicable to the Modified Project and related to aesthetics and scenic quality are included in the DPHRP:

**Policy 5.2.1-6:** The design of hotel rooms shall incorporate wherever possible the use of private decks, Juliette balconies, or full balconies to allow guests to take advantage of the

Harbor views and enjoy the oceanfront climate. To maximize the general public's access to views and enjoyment of the oceanfront climate, seating on common roof decks or terraces shall be open and free for the public to use at a minimum during hours of beverage/food service.

**Policy 5.2.1-7:** The design of the hotel will be compatible with the California Coastal design theme of the Commercial Core area and terraced levels of buildings in various configurations to maximize public views and break up building massing as viewed from the surrounding public vantage points shall be encouraged as part of the design. The design shall preserve view corridors as seen from Dana Point Harbor Drive towards the Harbor, between the two hotel buildings, and through Casitas Place, to the maximum extent feasible. To increase public enjoyment of the Harbor, the hotel operators shall also construct and maintain, in perpetuity, at least one free public viewing station along Island Way, with accessory seating, telescopes, and signage that clearly indicates public access and provides educational components.

**Policy 6.1.1-3:** Preserve, maintain and enhance existing public accessways and existing areas open to the public. Create new public access opportunities where feasible. (Coastal Act Sections 30210, 30212)

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

**Policy 6.2.5-3:** Preserve public views from streets and public places. (Coastal Act Section 30251)

**Policy 8.1.1-7:** Encourage site and building design that takes advantage of the City's excellent climate to maximize indoor-outdoor spatial relationships. (Coastal Act Section 30250)

**Policy 8.1.1-8:** Encourage buildings and exterior spaces that are carefully-scaled to human size and pedestrian activity.

**Policy 8.1.1-9:** Encourage outdoor pedestrian spaces, sidewalks and usable open space in all new development.

**Policy 8.1.1-10:** Encourage aesthetic roof treatment as an important architectural design feature.

**Policy 8.1.1-16:** All fences and walls and walls within the Harbor area will be designed to have a minimum impact on coastal and scenic views from public areas. If enclosures used to shelter outside eating areas are designed using clear materials; they shall be etched or tinted to make them visible to birds and with awnings or covers that are integrated into the architectural design of the buildings.

**Policy 8.1.1-17:** 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.

**Policy 8.1.1-19:** All roof-mounted mechanical equipment and communication devices that are visible to and along 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 will be located generally out of view of public rights-of-way and uses adjacent to the development area.

**Policy 8.1.1-21:** 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.

**Policy 8.1.1-22:** 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.

**Policy 8.1.1-26:** Roof-mounted solar panels, metal panels and skylights should incorporate non-reflective materials and be designed to point away from roadways to the extent possible while assuring proper function.

**Policy 8.1.1-29:** Prior to issuance of any Grading Permit, a Construction Staging Plan shall be prepared. The contractor's construction equipment and supply staging area shall be established away from existing marina operations to the extent feasible. The plan shall specify the following:

1. During construction and grading, the contractor shall keep the site clear of all trash, weeds, and debris.
2. 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.
3. Staging areas shall be located where impacts upon public access, water quality, and sensitive biological resources are avoided.

**Policy 8.1.1-30:** Prior to issuance of a grading permit for new development, screened construction fencing shall be provided around the construction area to temporarily screen views of the construction site.

**Policy 8.2.1-7:** The design and layout of the future developments shall be consistent with the approved Land Use Plan and preserve views of the bluff area.

**Policy 8.4.1-1:** Protect and enhance public views to and along the coast through open space designations and innovative design techniques. (Coastal Act, Section 30251)

**Policy 8.4.1-2:** Ensure development within designated and proposed scenic corridors are compatible with scenic enhancement and preservation and shall not significantly impact public views through these corridors. (Coastal Act, Section 30251)

**Policy 8.4.1-7:** Vertical landscape elements and setbacks between buildings shall be incorporated into the design of new development to break up building massing.

**Policy 8.4.1-8:** 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.

**Policy 8.4.1-9:** 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, away from other areas and where feasible (not interfering with public safety), minimize impacts to nesting birds or other sensitive biological resource areas within the boundaries of the LCP.

**Policy 8.5.1-1:** New building architecture shall encourage irregular massing of structures.

**Policy 8.5.1-2:** Building massing should be asymmetrical and irregular with offsets in plan, section and roof profile.

**Policy 8.5.1-3:** All new development in the Harbor shall not exceed a maximum building height of thirty-five (35) feet; exceptions to the 35 foot height limit include the following (only portions of this policy applicable to the Modified Project are replicated):

- Visitor-Serving Commercial (Planning Area 3) building(s) shall have a maximum height of fifty (50) feet.

These heights are only allowed to the extent that significant coastal public views through scenic corridors and from scenic viewpoints are protected and enhanced.

**Policy 8.5.1-4:** The appearance of long, continuous row structures shall be avoided through the provision of open spaces, setbacks from public walkways, varied roof treatments, staggered, stepped-back exterior building facades and incorporation of a variety of building designs, materials and colors.

**Policy 8.5.2-3:** Preserve Dana Point's bluffs as a natural and scenic resource and avoid risk to life and property through responsible and sensitive bluff top development, including, but not limited to, the provision of drainage which directs runoff away from the bluff edge and towards the street, where feasible and the prohibition of permanent irrigation systems and the use of water intensive landscaping within the setback area to prevent bluff erosion. (Coastal Act Sections 30251, 30253)

**Policy 8.5.2-6:** Development adjacent to coastal bluffs shall minimize hazards to owners, occupants, property and the general public; be environmentally sensitive to the natural coastal bluffs; and protect the bluffs as a scenic visual resource.

**Policy 8.5.3-5:** Signs shall be designed and located to minimize impacts to visual resources. Signs approved as part of any commercial development shall be incorporated into the design of the project and shall be subject to height and width limitations that ensure that signs are visually compatible with surrounding areas and protect scenic views. Roof signs or flashing signs shall not be permitted.

The following general regulations applicable to the Modified Project and related to aesthetics and scenic quality are included in the DPHDR:

**General Regulation 2. Zoning Code Consistency:** The Dana Point Harbor Revitalization Plan and District Regulations shall govern all existing and proposed development within Dana Point Harbor.

**General Regulation 6. Building Height Requirements:** *The building height requirements shall be as specified by each land use district of these Dana Point Harbor District Regulations. The method used for measuring building height is set forth in Chapter II-18, Definitions. All new development in the Harbor shall not exceed a maximum building height of thirty-five (35) feet; any exceptions to this height limitation shall be required to demonstrate that: (1) significant coastal public views through scenic corridors and from scenic viewpoints are protected and enhanced; (2) adequate facilities have been provided to enhance boating use, including but not limited to designated boater parking; (3) public/boater access to dry boat storage/public launching facilities are maintained and enhanced; (4) design features have been incorporated into the buildings to promote a village atmosphere and maintain the existing community character of the area; and (5) elevated public viewing areas of the waterfront are provided.* (Note: text applicable to the Modified Project is presented in italics).

**General Regulation 8. Community Character:** All new buildings in the Harbor shall be consistent with the character of the community in architectural form, bulk and height of the community, including other structures located within one-half (½) mile of the Dana Point Harbor Local Coastal Program (LCP) boundary. New development within the Harbor shall provide a scale and setting for retail merchants and restaurants that encourages pedestrian opportunities through the use of widened sidewalks, outdoor plazas, promenades, courtyards and landscape design. Long, continuous row structures shall be avoided through the provision of open spaces, setbacks from public walkways, varied roof treatments, staggered and stepped back exterior building facades and the incorporation of a variety of building designs, materials and colors.

#### 4.1.4 Methodology

##### 4.1.4.1 Key Concepts and Terminology

The concepts and terminology used in this analysis are described below.

The assessment of aesthetic impacts is subjective by nature. This analysis attempts to identify and objectively examine factors that contribute to the perception of aesthetic impacts that would be caused by implementation of the Modified Project. The potential aesthetic impacts of the Modified Project have been assessed based on consideration of several factors, including scale, mass, proportion, and the concepts described below.

- **Scenic Resources:** Scenic resources are defined as natural or human-made elements that contribute to an area's scenic value and are visually pleasing. Scenic resources include landforms, vegetation, water, or adjacent scenery and may include a cultural modification to the natural environment. The degree to which these resources are present in a community is clearly subject to personal and cultural interpretation. However, it is possible to qualify certain resources as having aesthetic characteristics and establish general guidelines for assessing the aesthetic impacts of new development.
- **Scenic Vista:** A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the public's benefit. It is usually viewed from some distance away. Aesthetic components of a scenic vista include (1) scenic quality, (2) sensitivity level, and (3) view access. A scenic vista can be impacted in two ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or "vista" of the scenic resource. Important factors in determining whether a proposed project would block scenic vistas include the project's proposed height, mass, and location relative to surrounding land uses and travel corridors. The City's General Plan identifies Scenic Overlooks, which are comparable to scenic vistas as described above. The DPHRP identifies Primary and Supplemental View Corridors along the bluffs and at The Headlands that are considered scenic vistas for the purpose of this analysis.
- **Sensitive Views:** Sensitive views are generally those associated with designated vantage points and public recreational uses, but the term can be more broadly applied to encompass any valued public vantage point. Sensitivity level has to do with the (1) intensity of use of a visual resource; (2) visibility of a visual resource; and (3) importance of the visual resource to users.
- **Scenic Corridors:** Scenic corridors are channels that facilitate movement (primarily by automobile, transit, bicycle, or foot) from one location to another with expansive views of natural landscapes and/or visually attractive human-made development. Scenic corridors analyzed under the California Environmental Quality Act (CEQA) typically include State-designated scenic highways and locally designated scenic routes. As described further below, no officially State-designated scenic highways are located in the vicinity of the project site. As such, this topic was scoped out of the 2021 Draft EIR and continues to be scoped out of this Revised Draft EIR.
- **Visual Character/Quality:** The visual character/quality of a streetscape, building, group of buildings, or other human-made or natural feature that creates an overall impression of an area within an urban context. For example, a scenic vista along the boundary of a community, a pleasing streetscape with trees, and well-kept residences and yards are scenic resources that create a pleasing impression of an area. In general, concepts of visual character/quality can be

organized around four basic elements: (1) site utilization, (2) buildings and structures, (3) landscaping, and (4) signage. Adverse visual character/quality effects can include the loss of aesthetic features or the introduction of contrasting features that could contribute to a decline in overall visual character/quality.

- **Glare:** A continuous or periodic intense light that may cause eye discomfort or be temporarily blinding to humans.
- **Light Source:** A device that produces illumination, including incandescent bulbs, fluorescent and neon tubes, halogen and other vapor lamps, and reflecting surfaces or refractors incorporated into a lighting fixture. Any translucent enclosure of a light source is considered to be part of the light source.

The impact analysis focuses on aesthetic-related changes to the project site and surrounding area that may result from the approval of the Modified Project. This would include changes in vistas and viewsheds where visual changes would be evident, potential conflicts with applicable zoning and other regulations governing scenic quality, and the introduction of new sources of light and glare.

The viewshed impact analysis evaluates potential impacts from three viewing distance zones, as explained below.

- **Foreground Views:** These views include elements that are seen at a close distance and that dominate the entire view. These vantage points are generally 500 ft or less from the project site, surrounding topography, and other prominent physical features in the project vicinity.
- **Middleground Views:** These views include elements that are seen at a moderate distance and that partially dominate the view. These vantage points are generally located between 500 ft and 1 mile from the project site.
- **Background Views:** These views include elements that are seen at a long distance and typically comprise horizon-line views that are part of the overall visual composition of the area. These vantage points are generally farther than 1 mile from the project site.

**Light and Glare.** The analysis of light and glare identifies the location of light-sensitive land uses and describes the existing ambient conditions on and in the vicinity of the project site. The analysis describes the light and glare sources under the Modified Project and the extent to which this lighting, including any potential illuminated signage, would spill off the project site onto adjacent light-sensitive areas. The analysis also describes the affected street frontages, the direction in which the light would be focused, and the extent to which the Modified Project would illuminate sensitive land uses. The analysis also considers the potential for sunlight to reflect off windows and building surfaces (glare) and the extent to which such glare would interfere with the operation of motor vehicles, aviation, or other activities. Glare can also be produced during evening and night-time hours by artificial light sources, such as illuminated signage and vehicle headlights. Glare-sensitive uses generally include residences and transportation corridors (i.e., roadways).



**Shade/Shadow.** Prolonged periods of shade and shadowing have the potential to negatively affect the character of certain land uses. Shadow-sensitive uses include routinely used outdoor spaces associated with residential, recreational, or institutional land uses; commercial uses (e.g., pedestrian-oriented outdoor spaces or restaurants with outdoor seating areas); nurseries; and existing solar collectors/panels.

#### 4.1.4.2 Approach

As stated above, the assessment of aesthetic impacts is subjective by nature. This analysis identifies and objectively examines factors that contribute to the perception of aesthetic impacts due to project implementation. The potential aesthetic impacts of the Modified Project have been assessed based on consideration of several factors, including scale, mass, proportion, and the concepts described above. Key views from public vantage points are used in the analysis to demonstrate pre- and post-project visual conditions at the project site and surrounding area. Key views were taken from public property and/or roadways and not from private property. Overall, the analysis in this section evaluates aesthetic changes that would occur as a result of implementation of the Modified Project.

Figure 4.1.3 illustrates the vantage point from which each key view photograph was taken and illustrates the representative view from that location. Figures 4.1.4 through 4.1.19, respectively, illustrate each of the 16 key views selected for this analysis (two visual simulations were prepared for Key View 4 to represent the summer and winter scenarios). The renderings of the proposed buildings shown in the view simulations are representations of the scale, mass, and proportion of the future development included in the Modified Project.

Additionally, visual impacts have been evaluated based on the consistency of the Modified Project with goals and policies established in the Land Use, Conservation/Open Space, and Urban Design Elements of the City's General Plan and the policies and development standards related to aesthetics in the DPHRP&DR.

#### 4.1.5 Thresholds of Significance

The thresholds for aesthetics impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines*. The Modified Project may be deemed to have a significant impact with respect to aesthetics if it would:

**Threshold 4.1.1:** Have a substantial adverse effect on a scenic vista.

**Threshold 4.1.2:** Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

**Threshold 4.1.3:** In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

**Threshold 4.1.4:** Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The Initial Study prepared for the Original Project in September 2020, included as Appendix B to this Revised Draft EIR, substantiated that the Original Project would have no impacts associated with Threshold 4.1.2 because no officially designated State Scenic Highways were located in the vicinity of the project site. In addition, while PCH is designated as a Scenic Highway in the City's General Plan Circulation Element, as described above, views of the Harbor and the project site from PCH would be largely shielded by existing landscaping, or nonexistent due to the vertical grade differential between the project site and PCH. Furthermore, in its existing setting, the project site was (and is) developed with the Marina Inn and contains several non-native and ornamental trees and landscaping. The Initial Study also determined that there were no rock outcroppings located on the project site. While the Original Project included the demolition of the existing Marina Inn, this building was developed in 1971 and was not considered a historic building. Therefore, implementation of the Original Project was found to not impact scenic resources within a State Scenic Highway. As the Modified Project would be located in the same geographical location as the Original Project and does not propose substantial changes to the Original Project's appearance relative to officially designated State Scenic Highways, the conclusions of the Initial Study prepared for the Original Project remain the same for the Modified Project. This threshold will not be addressed in the following analysis.

#### 4.1.6 Project Impacts

**Threshold 4.1.1:** Would the project have a substantial adverse effect on a scenic vista?

**Less Than Significant Impact.** A scenic vista can be categorized as containing either a panoramic view or a focal view. Panoramic views are typically associated with vantage points that provide a sweeping geographic orientation not commonly available (e.g., skylines, valleys, mountain ranges, or large bodies of water). Focal views are typically associated with views of natural landforms, public art/signs, and visually important structures, such as historic buildings. Scenic resources afforded to the City specifically include The Headlands, coastal bluffs, Dana Point Harbor, Doheny State Beach, the Pacific Ocean, the California coastline, and Santa Catalina Island. The City's General Plan identifies various Scenic Overlooks from Public Lands (Figure COS-5), which include points along the coastal bluffs north of Dana Point Harbor Drive and The Headlands located west of the project site. These locations provide panoramic views of the Pacific Ocean and Dana Point Harbor. In addition, the DPHRP identifies several Primary and Supplemental View Corridors, several of which are located along these same coastal bluffs and The Headlands and are therefore considered scenic vistas in the analysis provided below.

As previously identified, the visual setting of the project site is characterized by a developed site with the existing Marina Inn, boater service buildings, associated surface parking and ornamental landscaping. Additional parking and pedestrian pathways are present west of the project site and other commercial development is present east of the project site. Dana Point Harbor Drive and coastal bluffs are located north of the project site, and the East Marina and boat docks are located directly south of the project site.

**Construction.** Construction of the Modified Project would involve on-site construction activities that would be visible to travelers along Dana Point Harbor Drive, and other adjacent roadways, as well as users of existing recreational and trail facilities that provide scenic overlooks along the coastal bluffs and within the Headlands. Construction activities for the Modified Project would occur over approximately 32 months. Although construction activities would be temporary in duration, prior to the start of construction and as part of the Coastal Development Permit Application, the Project Applicant will prepare and submit a Construction Phasing and Construction Management Parking Plan for review and approval by the City prior to approval of the Modified Project. The Construction Phasing and Construction Management Parking Plan will comply with the requirements of the DPHDR Section 16.4 (Applications), subsection (e), which requires that the parking plan identify the location of all construction staging areas, temporary access routes, and parking areas. In addition, in compliance with Policy 8.1.1-30, screened construction fencing will be provided to temporarily screen views of the site during construction to minimize visual impacts of construction activity from Dana Point Harbor Drive, other adjacent roadways, and surrounding Harbor areas. Further, construction would be temporary and all equipment and materials would be removed from the site once construction is completed. Therefore, impacts to scenic vistas during construction would be less than significant.

**Operation.** Dana Point Harbor Drive and Pacific Coast Highway (PCH) are designated as Landscape Corridors in the City's General Plan Urban Design Element, and PCH is designated as a local Scenic Highway in the City's General Plan Circulation Element. The portion of the project site comprising the existing Marina Inn, boater service buildings, and associated surface parking is located within 150 ft of the bottom of the approximately 115 ft high coastal bluff located to the north of the project site. Due to the vertical grade differential between PCH and the project site, views thereto from PCH north of the Dana Point Harbor Drive/PCH intersection are nonexistent. Views of the project site at and south of the Dana Point Harbor Drive/PCH intersection are nonexistent or largely obstructed by existing development and landscaping from Doheny State Beach and PCH. As described above, Dana Point Harbor Drive serves as a northerly boundary of the project site and provides vehicular access to the site.

As described above, the City's General Plan Conservation/Open Space Element also designates Scenic Overlooks that provide views of the coast and shoreline including Monarch Beach, The Headlands, bluffs along Capistrano Beach, Pines Park, Palisades Gazebo Park, Louise Leyden Park, Lantern Bay Park, Heritage Park, Blue Lantern Overlook, and Salt Creek Beach Park. The project site is visible from The Headlands, Lantern Bay Park, Heritage Park, and Blue Lantern Overlook. In addition, the DPHRP&DR designates four locations north of Dana Point Harbor Drive along the coastal bluffs as Primary View Corridors and one other location with a view to the project site as a Supplemental View Corridor. Primary View Corridors are also identified south of Cove Road in Harbor Point Conservation Park, and at the Dana Point Harbor Drive/PCH intersection. Two additional Supplemental View Corridors are also identified at Lantern Bay Park, which provides limited views to the project site, and at Doheny State Beach, from which the project site cannot be seen. The project site is visible from the coastal bluffs north of Dana Point Harbor Drive as well as along both the eastbound and westbound lanes on Dana Point Harbor Drive. The project site is also visible from Hilltop Conservation Park west of Green Lantern and Harbor Point Conservation Park south of Cove Road on The Headlands. Locations within these parks are identified as Scenic

Overlooks in the Conservation/Open Space Element of the City's General Plan. Therefore, the project site is considered to be within a scenic vista from these Scenic Overlooks and View Corridors. While no designated trails or vantage points exist on the project site, public roads and adjacent sidewalks surrounding the project site do have views to the coastal bluffs, The Headlands, the Harbor, and the Pacific Ocean. Views from these public roads and sidewalks north of the project site are partially obstructed by existing landscaping and boats in the Dana Point Harbor.

Although implementation of the Modified Project would partially obstruct/block views of some boats in the East and West Marinas and Dana Point Harbor from nearby roads and sidewalks, the Modified Project would include the addition of on-site landscaping with open space areas and walking paths, preserving ocean views and access to Dana Point Harbor. As shown in Figure 3.10, Landscaping Plan, ornamental landscaping would also be placed along Dana Point Harbor Drive to preserve the existing character of this Landscape Corridor and would serve to block views of the proposed development. Views from scenic vistas to some boats in the East Marina would likewise be blocked with implementation of the Modified Project. However, the inclusion of architectural design elements specified in the DPHRP&DR for each of the hotels, including irregular massing through offsets in plans that result in stepped terraces on Harbor-side building frontages would minimize any loss of views to the boats in the East Marina. Collectively, the architectural design elements, interlocking massing of the buildings, and the existing trees that would be maintained, would result in negligible impacts to existing views of the Harbor, and would enhance the visual character from the elevated scenic vistas and public vantage points nearest the project site. As illustrated by Figures 4.1.4 through 4.1.17, the proposed height and massing of the development under the Modified Project, though both Surf Lodge and Dana House Hotel structures would be slightly larger than proposed under the Original Project, would not significantly impact views from the scenic vistas described above, and the overall scale of the Modified Project would not preclude, impair, or inhibit existing views of the Pacific Ocean, shoreline, or Dana Point Harbor.

Implementation of the Modified Project would modify views to and from the project site by partially obstructing views of the boats, East Marina, and Dana Point Harbor from nearby roads and sidewalks, and the nearest scenic vistas as shown in Figures 4.1.4 through 4.1.17. However, these minor modifications to public views as a result of the Modified Project would not result in significant adverse impacts on views of the Pacific Ocean, Dana Point Harbor, The Headlands, coastal bluffs, or the California coastline from adjacent roadways, or sidewalks by significantly changing or obstructing the views from these public vantage points. Further, the Modified Project includes a viewing platform adjacent to Island Way creating an additional viewpoint of the East Marina in the area. Therefore, similar to the Original Project, potential impacts of the Modified Project on scenic vistas, scenic resources, and views to and from the City-designated scenic corridors would be less than significant, and no mitigation is required.

**View Simulations.** The following discussion describes several key views of the project site from coastal view opportunities identified in The Headlands Development and Conservation Plan, view corridors identified in the DPHRP&DR, and additional public view locations within the Dana Point Harbor from which the project site is visible. A photograph location key map (see Figure 4.1.3, Key View Locations) indicates the vantage point from which each key view photograph was taken and the representative view from that location. Figures 4.1.4 through 4.1.17 contain these key view

photographs, as referenced in the following analysis. Each of the key view figures in this Revised Draft EIR, except Key Views 15 and 16, contains an existing view by which the Modified Project is compared, a simulated Modified Project view, and a maximum allowable building envelope view based on the development standards for PA 3 in the DPHDR (requested by Coastal Commission staff as part of Local Coastal Program Amendment (LCPA) review). Please refer to Figures 4.1.4 through 4.1.15 of the 2021 Draft EIR for view simulations of the Original Project from 11 of the 13 view locations analyzed in this Revised Draft EIR (Key Views 1, 12, 15, and 16 not included in the 2021 Draft EIR).

- **Key View 1:** Figure 4.1.4, Key View 1, shows an existing view from the blufftop Lantern Bay Park facing southwest towards the project site. As shown in the existing conditions under Key View 1, the East Island Marina and project site are barely visible from Key View 1 due to the change in vertical elevation (approximately 80 ft) between Lantern Bay Park and the Dana Point Harbor, and intervening mature trees. Implementation of the Modified Project would result in a hotel development up to 50 ft in height. Because the project site is barely visible from this viewpoint and is partially screened by existing vegetation, the Modified Project would not block views of the Dana Point Harbor or the Pacific Ocean beyond, and the difference in views from this vantage point under the Modified Project would be virtually indiscernible from those under existing conditions. The Maximum Allowable Building Envelope simulation would be more visible than existing conditions and the Modified Project, with the upper portion of the envelope visible just beyond the trunks of the existing mature trees. As such, the Modified Project would be less obtrusive to views of existing mature trees in Dana Point Harbor than the Maximum Allowable Building Envelope. Implementation of the Modified Project as designed in compliance with DPHDR building height regulations would integrate with the surrounding viewshed and would not adversely impact a scenic vista.
- **Key View 2:** Figure 4.1.5, Key View 2, shows an existing view of the project site facing southwest from the northwest corner of the intersection of Street of the Golden Lantern and Dana Point Harbor Drive as well as the same view following the construction of the Modified Project. As shown in the existing conditions under Key View 2, views of both the East and West Marinas are currently obstructed by intervening buildings, including the Marina Inn, located along Dana Point Harbor Drive. Implementation of the Modified Project would result in a hotel development up to 50 ft in height. Although the Modified Project would be visible from this viewpoint, it would be partially screened by existing development and would not block views of the Dana Point Harbor or the Pacific Ocean beyond, which are not visible from this vantage point in either the current or proposed condition. In comparison, the Maximum Allowable Building Envelope View would be far more visible than the simulated view of the Modified Project due to its greater mass at the maximum height allowed than the surrounding existing development. As such, the Modified Project would be less visible from this viewpoint than the Maximum Allowable Building Envelope. Adherence to regulations related to building heights in the DPHDR, as well as the utilization of stepped terraces now incorporated into the design of those portions of the proposed hotels nearest to the East Marina, would ensure that the Modified Project would integrate with the surrounding viewshed and would not adversely impact a scenic vista.

- **Key View 3:** This vantage point (as shown in Figure 4.1.6) provides a view of the project site from the Doris Walker Overlook within Heritage Park, located above the coastal bluffs north of Dana Point Harbor Drive. As shown in the existing conditions under Key View 3, views of Dana Point Harbor and the California coastline are currently visible from the Doris Walker Overlook. Implementation of the Modified Project would result in a development up to 50 ft in height. From this vantage point atop the coastal bluffs, views of the Dana Point Harbor would not be significantly obstructed and views to the California coastline would not be impacted by the proposed development under the Modified Project. Views to the East Marina from this view would be slightly obstructed near the bulkhead adjacent to the Pedestrian Promenade, but the overall visual character with views of the East Marina would remain generally the same as in existing conditions. Additionally, portions of the proposed development would be partially screened by mature trees and landscaping, helping to integrate the development with the surrounding viewshed. As highlighted in the comparison between the Modified Project simulation and the Maximum Allowable Building Envelope simulation, the building layout of the Modified Project would allow for a greater degree of visibility toward the East Marina and would be far less visually obtrusive than the Maximum Allowable Building Envelope condition. Comparatively, the Maximum Allowable Building Envelope simulation would block almost the entire landside, East Cove Marina docks, leaving only the docks on Dana Island visible under all three views. As such, the Modified Project's adherence to regulations related to building heights and massing, as illustrated in the elevation drawings in Chapter 3 in accordance with the DPHDR, would ensure that the proposed development under the Modified Project would not block views of the Dana Point Harbor or the Pacific Ocean beyond, and therefore would not adversely impact a scenic vista.
- **Key View 4:** Similar to Key View 3 above, this southeast facing vantage point (as shown in Figure 4.1.7) provides views of the project site from the Doris Walker Overlook within Heritage Park, located above the coastal bluffs north of Dana Point Harbor Drive. As shown in the existing conditions under Key View 4, views of Dana Point Harbor and the Pacific Ocean are currently visible from the Doris Walker Overlook in the Existing View. Implementation of the Modified Project would result in a development up to 50 ft in height. From this vantage point atop the coastal bluffs, views of the East Cove Marina would not be significantly obstructed and views to East Island Marina, Dana Island, the jetty and breakwater protecting Dana Point Harbor, and the Pacific Ocean would not be impacted at all by the proposed development under the Modified Project. Views to the East Marina from this view would be slightly obstructed near the bulkhead adjacent to the Pedestrian Promenade, but the overall visual character with views of the marina would remain generally the same as in existing conditions. Key View 4a differs from Key View 4 in that it represents the winter condition, in which a translucent tent would be installed at one of the outdoor spaces provided at Dana House Hotel. While this tent would be partially visible beyond the roof of Dana House Hotel, it would not contribute to a substantial view obstruction compared to the Modified Project view. Additionally, portions of the proposed development would be partially screened by mature trees and landscaping, helping to integrate the development with the surrounding viewshed. As highlighted by comparing the Modified Project simulation to the Maximum Allowable Building Envelope simulation, the building layout of the Modified Project would allow for greater visibility of the East Cove Marina, and would be far less visually obtrusive than the Maximum Allowable Building Envelope condition. Comparatively, the



Maximum Allowable Building Envelope simulation would block almost the entire landside, the East Cove Marina row of docks, leaving only the East Island Marina docks visible. As such, the Modified Project's design related to building height and the staggered, stepped-back water-facing exterior building facades of the proposed structures that reduce massing adhere to the DPHDR ensuring that the proposed development under the Modified Project would not significantly block views of the East Cove Marina, and have no impact to views of the East Island Marina, Dana Island, the jetty and breakwater protecting Dana Point Harbor, or the Pacific Ocean beyond, and therefore, would not adversely impact a scenic vista.

- **Key View 5:** Similar to Key Views 3 and 4 above, this south-southwest facing vantage point (as shown in Figure 4.1.8) provides views of the project site from the Doris Walker Overlook within Heritage Park, located above the coastal bluffs north of Dana Point Harbor Drive. As shown in the existing conditions under Key View 5, views of the East and West Marinas, Island Way, the main Dana Point Harbor channel and breakwater, and the Pacific Ocean beyond are currently visible from this vantage point. Implementation of the Modified Project would result in a development up to 50 ft in height. From this vantage point atop the coastal bluffs, the sweeping view of the Dana Point Harbor would not be significantly obstructed and views to the Pacific Ocean would not be impacted at all by the proposed development under the Modified Project. Views to the East Cove Marina (landside) from this view would be slightly obstructed near the bulkhead adjacent to the Pedestrian Promenade, but the overall visual character with views of both marinas would remain generally the same as in the existing conditions. Additionally, portions of the proposed development would be partially screened by mature trees and landscaping, helping to integrate the development with the surrounding viewshed. As highlighted in the comparison between the Modified Project simulation and the Maximum Allowable Building Envelope simulation, the building layouts of the Modified Project would allow for a greater degree of visibility toward the East Marina and would be far less visually obtrusive than the Maximum Allowable Building Envelope condition. Comparatively, the Maximum Allowable Building Envelope simulation would block almost the entire East Cove Marina docks, leaving only the East Island Marina docks accessed from Dana Island visible under all three views. As such, and similar to the analysis of Key View 4 above, the Modified Project's adherence to regulations related to building heights and massing in the DPHDR would ensure that the proposed development under the Modified Project would not block views of the Dana Point Harbor or the Pacific Ocean beyond, and therefore, would not adversely impact a scenic vista.
- **Key View 6:** Figure 4.1.9, Key View 6, shows an existing view of the project site facing southeast from the southern limit of Street of the Amber Lantern as well as the same view following the construction of the Modified Project. As shown in the existing conditions under Key View 6, views of Dana Point Harbor and the California coastline are currently visible from this public overlook. Current views of the project site are considerably obstructed by trees along Dana Point Harbor Drive and Island Way. Due to the vantage point being atop the coastal bluffs, views of Dana Point Harbor and the California coastline would not be obstructed by the Modified Project. Additionally, portions of the proposed development under the Modified Project would be partially screened by existing and proposed trees and landscaping, helping to integrate the Modified Project with the surrounding viewshed. The difference between the simulation of the



Modified Project in comparison to the Maximum Allowable Building Envelope simulation is almost indiscernible in this case due to intervening landscaping. However, the Modified Project would be slightly less obtrusive of views toward the northeastern tip of the Harbor than the Maximum Allowable Building Envelope, due to the Modified Project's adherence to regulations related to building heights and massing in the DPHDR. Consequently, the Modified Project would not block views of Dana Point Harbor, the Capistrano Beach and San Clemente coastlines, or the Pacific Ocean beyond, and therefore, would not adversely impact a scenic vista.

**Key View 7:** Figure 4.1.10, Key View 7, shows an existing view of the project site facing east from the southern limit of Street of the Blue Lantern as well as the same view following the construction of the Modified Project. As shown in the existing conditions under Key View 7, views of Dana Point Harbor, the California coastline, and topography associated with southern Orange County and northern San Diego County are currently visible from this public overlook. Due to the half-mile distance from the project site and elevated vantage point atop the coastal bluffs, views to these scenic resources would not be obstructed by the Modified Project. Additionally, portions of the proposed development under the Modified Project would be partially screened by existing and proposed trees and landscaping, helping to integrate the development with the surrounding viewshed. Similar to Key View 6, the difference between the simulation of the Modified Project in comparison to the Maximum Allowable Building Envelope simulation is almost indiscernible in this case due to intervening landscaping. However, the Modified Project would be slightly less obtrusive due to the existing mature trees in the Harbor area than the Maximum Allowable Building Envelope. Adherence to regulations related to building heights and massing in the DPHDR would ensure that the Modified Project would not block views of Dana Point Harbor, the Pacific Ocean, or topography associated with southern Orange County and northern San Diego County beyond, and therefore, would not adversely impact a scenic vista.

- **Key View 8:** Figure 4.1.11, Key View 8, shows existing views of the project site facing east from a public pedestrian trail within Hilltop Conservation Park west of Street of the Green Lantern on The Headlands. This vantage point was selected as this area of The Headlands is identified as a coastal view opportunity in the HDCP. As shown in the existing conditions under Key View 8, views of Dana Point Harbor, the residential development atop the coastal bluffs north of Dana Point Harbor and within Dana Point, the Pacific Ocean, and topography associated with southern Orange County and northern San Diego County are currently visible from the open space trail within Hilltop Conservation Park. From this vantage point approximately 0.6 mile from the project site above and at a vertical elevation of approximately 257 ft NAVD 88 on The Headlands, views of these scenic resources would not be obstructed by the Modified Project. Additionally, portions of the Modified Project would be partially screened by existing and proposed trees and landscaping, helping to integrate the development with the surrounding viewshed. Due to the intervening trees and landscaping, there is virtually no difference between the Modified Project view simulation and the Maximum Allowable Building Envelope view simulation from this vantage point. Adherence to regulations related to building heights and massing in the DPHDR would ensure that the Modified Project would not block views of Dana Point Harbor, the Pacific Ocean, or scenic resources beyond, and therefore, would not adversely impact a scenic vista.

- **Key View 9:** Figure 4.1.12, Key View 9, shows another existing view of the project site facing east from a location farther west from a designated overlook within Hilltop Conservation Park west of Street of the Green Lantern as well as the same view following the construction of the Modified Project. As shown in the existing conditions under Key View 9, views of Dana Point Harbor and the California coastline are currently visible from this scenic overlook. Due to this vantage point's location at the highest point of The Headlands, these views would not be obstructed by the proposed development under the Modified Project. Additionally, portions of the proposed development would be partially screened by existing and proposed trees and landscaping, helping to integrate the development with the surrounding viewshed. In fact, the difference between the simulation of the Modified Project in comparison to the Maximum Allowable Building Envelope simulation is almost indiscernible in this case due to intervening landscaping. However, the Maximum Allowable Building Envelope would be slightly more visually obtrusive than the Modified Project because more building mass at the DPHDR height maximum would be visible between the mature trees surrounding the project site. Adherence to regulations related to building heights and massing in the DPHDR would ensure that the proposed development under the Modified Project would not block views of Dana Point Harbor or the Pacific Ocean beyond, and therefore, would not adversely impact a scenic vista.
- **Key View 10:** Figure 4.1.13, Key View 10, shows existing views of the project site facing east from a designated overlook in the Harbor Point Conservation Park on The Headlands as well as the same view following the construction of the Modified Project. As shown in the existing conditions under Key View 10, views of Dana Point Harbor, the coastal bluffs north of Dana Point Harbor and adjacent residential development within Dana Point, and the southern portion of Doheny State Beach, the Pacific Ocean, and topography associated with southern Orange County and northern San Diego County are currently visible from the overlook in Harbor Point Conservation Park. At this elevated designated overlook atop the coastal bluffs at Harbor Point Conservation Park, views to these scenic resources would not be obstructed by the Modified Project. Additionally, only Dana House Hotel is discernable in its proposed location closer to the East Cove Marina with large portions of the Modified Project being partially screened by existing and proposed trees and landscaping, helping to integrate the development with the surrounding viewshed. Comparatively, the Maximum Allowable Building Envelope simulation would extend farther beyond the screened area and would be more visible from this vantage point than the Modified Project. Adherence to regulations related to building heights and massing in the DPHDR would ensure that the Modified Project would not block views of Dana Point Harbor, the Pacific Ocean, or scenic resources beyond, and therefore, would not adversely impact a scenic vista.
- **Key View 11:** Figure 4.1.14, Key View 11, shows existing views of the project site facing east from another designated overlook south of Key View 10 in The Headlands Harbor Point Conservation Park, as well as the same view following the construction of the Modified Project. Key View 11 is similar to Key View 10 but provides more expansive views to the south of Dana Point Harbor. As shown in the existing conditions under Key View 11, views of Dana Point Harbor, the coastal bluffs north of Dana Point Harbor and adjacent residential development within Dana Point, the coastline extending from the southern portion of Doheny State Beach to San Clemente, the Pacific Ocean, and topography associated with southern Orange County and

northern San Diego County are currently visible from this overlook in Harbor Point Conservation Park. At this elevated designated overlook atop the coastal bluffs at Harbor Point Conservation Park, views to these scenic resources would not be obstructed by the proposed development under the Modified Project. Additionally, portions of the proposed development would be partially screened by existing and proposed trees and landscaping, helping to integrate the development with the surrounding viewshed. Comparatively and similarly to Key View 10, the Maximum Allowable Building Envelope simulation would extend farther beyond the screened area and would be more visible from this vantage point than the Modified Project. Adherence to regulations related to building heights and massing in the DPHDR would ensure that the proposed development under the Modified Project would not block views of Dana Point Harbor, the Pacific Ocean, or scenic resources beyond, and therefore, would not adversely impact a scenic vista.

- **Key View 12:** Figure 4.1.15, Key View 12, shows an existing view of the project site facing northeast from the eastern side of the Island Way bridge near its midpoint as well as the same view following the construction of the Modified Project. As shown in the existing conditions under Key View 12, the boats, docks, and the waters of the East Cove Marina in Dana Point Harbor, existing trees, and the coastal bluffs north of the project site are currently visible from this public bridge. Views to the boats, docks, and the East Cove Marina waters would not be obstructed by the Modified Project since the development would be located behind the East Cove Marina from this vantage point. Views to the site are partially obstructed by boat masts, while views to the coastal bluffs are largely impeded by existing trees along Island Way and adjacent to and within the Dana Point Harbor Drive right-of-way located between the project site and the coastal bluffs in addition to the boat masts, and the existing Marina Inn. The proposed structures would be constructed in accordance with the 50 ft height limit for PA 3, and only views of lower portions of the coastal bluffs below Heritage Park<sup>1</sup> north of the project site that are already partially obstructed by boat masts, existing structures and trees would be slightly impacted under the Modified Project. Upper portions of the coastal bluff, and residential development thereon, and commercial development beyond would not be obstructed by the Modified Project. The Maximum Allowable Building Envelope simulation would be far more visible than the Modified Project from this vantage point than the Modified Project due to the larger mass at the maximum DPHDR height limit, which would extend above the boat masts and would partially obstruct mature trees north of the project site within the Dana Point Harbor Drive right-of-way. As such, the Modified Project would be less visually obstructive than the Maximum Allowable Building Envelope from this vantage point. Adherence to regulations related to building heights and massing in the DPHDR and existing mature trees in the Dana Point Harbor Drive right-of-way would ensure that the Modified Project would not significantly alter views of the coastal bluffs beyond, and as the waters and docks of the Dana Point Harbor are located in front of the project site from this vantage point, the Modified Project would not adversely impact a scenic resource.

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<sup>1</sup> Portions of the coastal bluffs to the north of the project site have been disturbed and/or altered through installation drainage improvements associated with Heritage Park.

- **Key View 13:** Figure 4.1.16, Key View 13, shows an existing view of the project site facing north from a public sidewalk between docks B and C on Dana Island as well as the same view following the construction of the Modified Project. As shown in the existing conditions under Key View 13, the boats, docks, and the waters of both the East Island and East Cove Marinas in Dana Point Harbor, existing trees, and the coastal bluffs north of the project site are currently visible from this public sidewalk. Views to the boats, docks, and the East Island and East Cove Marina waters would not be obstructed by the proposed development since the development would be located behind both sides of the East Marina from this vantage point. Views to the site are obstructed by boat masts, while views to the coastal bluffs are largely impeded by the boat masts and existing trees within the Island Way and Dana Point Harbor Drive rights-of-way with those along Dana Point Harbor Drive located between the project site and the coastal bluffs. The proposed structures under the Modified Project would be constructed in accordance with the 50 ft height limit for PA 3, and only views of lower portions of the coastal bluffs<sup>2</sup> north of the project site that are already partially obstructed by boat masts and existing trees would be slightly impacted. Upper portions of the coastal bluff and residential development thereon, and residential and commercial development beyond would not be obstructed by the proposed development. Comparatively, the Maximum Allowable Building Envelope would be more visible beyond the boat masts and would block greater portions of the coastal bluffs and landscaping. Adherence to regulations related to building heights and massing in the DPHDR and existing mature trees in the Dana Point Harbor Drive right-of-way would ensure that the proposed development would not significantly alter views of the coastal bluffs beyond, and as Dana Point Harbor is located in front of the project site from this vantage point, the Modified Project would not adversely impact a scenic resource.
- **Key View 14:** Figure 4.1.17, Key View 14, shows an existing view of the project site facing northwest from a public sidewalk at the eastern end of Dana Island adjacent to the Orange County Sheriff's Department Harbor Patrol station. As shown in the existing conditions under Key View 14, the channel separating the East Cove and East Island Marinas and boats, docks, and waters of both East Marinas are currently visible from this spot on Dana Island as well as coastal bluffs north and west of the project site, and distant views of open space on the Headlands including the high point scenic overlook in Hilltop Conservation Park. Views to the boats, docks, and the East Cove Marina waters would not be obstructed by the Modified Project since the development would be located behind the East Cove Marina from this vantage point. Views to the project site are partially obstructed by boat masts, while views to the coastal bluffs are largely impeded by the boat masts and existing trees within the Island Way and Dana Point Harbor Drive rights-of-way located between the project site and the coastal bluffs. The proposed structures would be constructed in accordance with the 50 ft height limit for PA 3, and only views of lower portions of the coastal bluffs north of the project site that are already largely obstructed by boat masts and existing trees would be slightly impacted under the Modified Project. Upper portions of the coastal bluff, and residential development thereon, and residential and commercial development beyond would not be obstructed by the Modified Project. Comparatively, the Maximum Allowable Building Envelope simulation would be far

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<sup>2</sup> Portions of the coastal bluffs to the north of the project site have been disturbed and/or altered through installation drainage improvements associated with Heritage Park.

more visible than the Modified Project from this vantage point than the Modified Project due to its mass at the DPHDR height maximum, which would extend above some of the boat masts and would partially obstruct views of the bluffs. As such, the Modified Project would be less visually obtrusive than the Maximum Allowable Building Envelope from this vantage point. Adherence to regulations related to building heights and massing in the DPHDR and existing mature trees in the Dana Point Harbor Drive right-of-way would ensure that the Modified Project would not significantly alter views of the coastal bluffs and The Headlands open space beyond, and as the East Cove Marina in Dana Point Harbor is located in front of the project site from this vantage point, the Modified Project would not adversely impact a scenic resource.

- **Key View 15:** Figure 4.1.18, Key View 15, shows an existing view of the northeastern portion of land included in the boundaries of the DPHRP&DR at the northeast portion of the Dana Point Harbor itself from the northeast corner of the intersection of PCH and Dana Point Harbor Drive/Del Obispo Street. Only distant views of the northeastern portion of Dana Point Harbor are visible from this vantage point with no views to the project site visible from this location. Therefore, implementation of the Modified Project would not impact a scenic vista.
- **Key View 16:** Figure 4.1.19, Key View 16, shows a slightly southwesterly view towards the project site across the eastern portion of Dana Point Harbor from the beach in the North Day-Use Area of Doheny State Beach. Although facing the project site, the project site is not in view due to the boats, structures, and trees in PA 1, the distant trees in the Dana Point Harbor and the lower vertical elevation (approximately 14 ft) of the viewpoint compared to the project site, and from a distance of nearly one-half mile. Absent from this vantage point are also views of the coastal bluffs surrounding the Dana Point Harbor. Consequently, the presence of existing vegetation, dry stored boats, and structures between the project site and this supplemental view location in the DPHRP&DR, implementation of the Modified Project would not impact a scenic vista.

**Threshold 4.1.3:** In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

#### **Less Than Significant Impact.**

**Visual Character.** Development of the Modified Project in its urbanized setting would include the demolition of the existing Marina Inn and two boater service buildings on the project site. During demolition, grading, and construction activities, the on-site construction area would be surrounded by temporary construction fencing thereby minimizing potential visual impacts to scenic vistas and the visual surroundings during construction. As described in Threshold 4.1.1 above, these construction measures would be included in the Construction Phasing and Construction Parking Management Plan required prior to approval of the Modified Project. In addition to the demolition activities noted above, implementation of the Modified Project includes the development of two hotels, including boater services in one hotel, ancillary uses, and designated boater and hotel

parking. Therefore, the Modified Project would not change the nature of the site as a commercial development.

The proposed structures would be consistent with the California Coastal design theme outlined in the DPHRP&DR intended to unify the entire Dana Point Harbor. Dana House Hotel would utilize a contemporary composition of Traditional Nautical architectural styled elements using a variety of materials with well-proportioned massing to develop an elegant and yet informal use of color and materials to provide a connection to the visual character and historical precedents and keeping a compatible California Coastal design theme with that of the adjacent Commercial Core of Dana Point Harbor. The massing would be broken down through interlocking forms similar to a small village being constructed throughout a period of time. Stepped terraces would be utilized in areas fronting the water to maintain views towards Dana Point Harbor and to allow guests to enjoy the Harbor at a higher vantage point. Surf Lodge would utilize a classical composition of architectural elements through the use of forms broken down through offsets in vertical planes and varying heights, and through a variety of materials to bring a modern style and residential scale to the Modified Project. The use of color, texture, and materials would provide a connection to the visual character of the surrounding beach and surf community. The slightly increased size of Surf Lodge under the Modified Project compared to that of the Original Project would not substantially affect the overall visual composition of the building. Therefore, the Modified Project would be consistent with the DPHRP&DR's design guidance stating that generally, buildings will share a color palette including many materials deployed in numerous ways such as clapboard, shingle, stone trim, and stucco, and unifying architectural elements, such as roof pitches and railings, that will present a varied yet unified village appearance. Therefore, the design of the Modified Project would be consistent with the design theme and related design guidance provided in the DPHRP&DR, which are the presiding zoning regulations for the project site, and no mitigation would be required.

While the Modified Project would be consistent with the allowable uses for the site as provided in the DPHRP&DR, a Zone Text Amendment and a Local Coastal Program Amendment with suggested modifications were approved by the California Coastal Commission (No. LCP-5-DPT-21-0079-2) on June 14, 2024, and were subsequently adopted by the City of Dana Point on September 3, 2024, and certified by the Coastal Commission at their February 5, 2025, meeting, to address an increase in hotel rooms, an additional hotel, and reapportionment of other land use categories within PA 3. Although the commercial nature of the development would not change, the visual character of the project site would change due to the additional hotel development. However, for the reasons described above, the Modified Project design would not conflict with the applicable zoning regulations (the DPHRP&DR) governing scenic quality.

In addition to regulating development intensity, the DPHRP&DR also regulates building heights and setbacks. As described in Policy 8.5.1-3, all new development in the Harbor shall not exceed a maximum building height of 35 ft: exceptions to the 35 ft height limit include Visitor Serving Commercial (VSC) (PA 3) building(s) that shall have a maximum height of 50 ft. Surf Lodge and Dana House Hotel are designed with a proposed height limit of 50 ft, consistent with the limits for buildings within the VSC designation/district, and with elevators and screened mechanical units in accordance with PA 3 regulations and DPHDR building height definitions. The 33 additional guest rooms proposed in Surf Lodge under the Modified Project would be accommodated by expanding



the building horizontally rather than vertically and the Modified Project would therefore not result in any inconsistencies with established height standards. The building setback requirements are a minimum of 10 ft from any street (surface parking and landscaping areas may be included as part of setback area). Adherence to these height requirements would ensure the proposed hotels under the Modified Project would not obstruct views of the Harbor, the Pacific Ocean, the California coastline, or The Headlands from scenic view corridors or public vantage points (refer to Figures 4.1.4 through 4.1.17).

Consistency with these development regulations would ensure the Modified Project would be of a height and scale that is compatible with surrounding development and would not have a massing that would significantly impact the visual character of the site or degrade the quality of the View Corridors/scenic resources and Scenic Overlooks identified in the DPHRP&DR and the Conservation/Open Space Element of the City's General Plan, respectively. While the Modified Project would permanently alter the visual conditions of the project site and its surroundings, no significant impacts resulting in comprehensive obstructions of any views from the aforementioned view locations would occur, and no mitigation is required.

**Threshold 4.1.4: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**Less Than Significant with Mitigation Incorporated.**

**Construction.** As described in Section 4.10, Noise, of this Revised Draft EIR, the Project Applicant would comply with Regulatory Compliance Measure RCM 4.10-1, which would require compliance with the City's regulations for construction noise. Specifically, Regulatory Compliance Measure RCM 4.10-1 states that "...construction activities to be limited to between the hours of 7:00 a.m. and 5:00 p.m., Monday through Saturday pursuant to Section 4-6-7(e) of the County Code of Ordinances and Section 11.10.014 of the City's Municipal Code. No construction shall be permitted outside of these hours or on Sundays and federal holidays. Additionally, grading and equipment operations may only occur between the hours of 7:00 a.m. and 5:00 p.m. during the weekdays and not at all on Saturdays, Sundays, and federal holidays". Therefore, as construction activities related to the Modified Project would occur only during daylight hours, artificial light associated with construction activities would not significantly impact adjacent light-sensitive uses or substantially alter the character of light and glare in off-site areas surrounding the construction area. Furthermore, as required by the DPHDR, any nighttime security lighting associated with the construction of the site would need to be directed downward so that light rays are contained on site.

**Operation.** As stated previously, existing sources of light in the project vicinity include headlights on nearby roadways, building facades and interior lighting associated with the existing Marina Inn and boater service buildings, and pole-mounted lighting in the surface parking lot. Lighting included as part of the Modified Project includes pole-mounted lights within the proposed parking lot, bollard and pole lighting along pedestrian paths, steplights and safety lighting along stairways, handrail illumination, landscaping and tree lighting, and festoon lighting over common outdoor areas associated with each hotel. Illuminated signage would also be located on the facades of both the proposed Surf Lodge and Dana House Hotel. These types of lighting are similar to the existing lighting on the project site and in the surrounding vicinity. As shown in Figure 4.1.20, Lighting Plan,



lighting on the project site would not illuminate areas off site because it will be shielded and directed downward as required by the DPHRP&DR. The minor up lighting proposed for on-site landscaping and the festoon lighting for outdoor common areas would be set back from the property boundary and adjacent roadways and cast directly on the on-site landscaping features with no spillover of light. Therefore, these lighting features would not spill over into adjacent properties. Additionally, no reflective (glass) buildings are proposed as part of the project. As described in Chapter 3.0, Project Description, efficient low-e glazing would be used on exterior materials, which provides an energy efficient coating that also reduces glare. Therefore, it is anticipated that lighting associated with the Modified Project would not create a substantial new source of light or glare affecting day or nighttime views in the area or illuminate areas outside the project boundary.

The Modified Project would also be required to comply with the policies and design regulations and lighting requirements included in the DPHRP&DR. Section 6.5 m) of the Dana Point Harbor Revitalization Plan (DPHRP) requires the following for development in PA 3:

“Street and parking lot lighting shall be concentrated on intersections and pedestrian crosswalks to enhance vehicular and pedestrian safety. All exterior lighting will be designed and located to avoid intrusive effects on the adjacent land uses, atop the bluffs and to wading birds (herons or egrets) or other sensitive species or biological resources. Lighting shall be designed and located so that light rays are aimed downward onto the site.”

Furthermore, DPHRP General Regulations require that construction within the Dana Point Harbor, including all exterior lighting fixtures (luminaires) and signs be installed in conformance with the Uniform Building Code (UBC) and related electrical codes currently adopted by the Orange County Board of Supervisors. However, even with compliance with these adopted codes and regulations, as described in EIR No. 591 for the Dana Point Harbor Revitalization Project, light spill and glare are the major environmental concerns associated with outdoor lighting installations. Unless mitigated, light and glare from the proposed development would have the potential to create significant impacts on adjacent uses. Implementation of the specific shielded lighting, downward directed lighting, and e-glazing to minimize light and glare would substantially reduce potential impacts; however, the Modified Project would also be required to comply with Mitigation Measure 4.2-4 (MM 4.2-4), as provided in EIR No. 591, which requires development of a lighting plan ensuring adequate security lighting while minimizing any lighting impacts on adjacent uses.

Therefore, consistent with the Original Project, the Modified Project would have a less than significant impact with regard to light and glare in the project area with implementation of MM 4.2-4 from EIR No. 591.

#### **4.1.7 Level of Significance Prior to Mitigation**

The Modified Project would result in less than significant impacts related to scenic vistas, and visual quality and character. The Modified Project would result in a potentially significant impact related to excessive lighting and/or the generation of glare on the project site without mitigation.

#### 4.1.8 Regulatory Compliance Measures and Mitigation Measures

**Mitigation Measure 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.

#### 4.1.9 Level of Significance after Mitigation

The Modified Project would result in a less than significant impact to light and glare after incorporation of MM 4.2-4 provided above. The significance determination would remain less than significant for impacts to scenic vistas and visual quality and character.

#### 4.1.10 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for aesthetics. The cumulative impact area for aesthetics related to the Modified Project is the City of Dana Point. As described in Chapter 4.0 of this Revised Draft EIR in Table 4.A, Related Projects, and shown in Figure 4.1, Related Project Locations, several residential and commercial development projects have been recently approved, completed, and/or pending within the City. Each of these projects, as well as all proposed development in the City, would be subject to its own consistency analysis for policies and regulations governing scenic quality and would be reviewed for consistency with General Plan goals and policies and Zoning Code development standards. If there were any potential for significant impacts to aesthetics, appropriate mitigation measures would be identified to reduce and/or avoid impacts related to aesthetics. In addition, none of the cumulative projects are in close enough physical proximity to cause cumulative visual impacts.

For the reasons outlined above in Section 4.1.6, Project Impacts, implementation of the Modified Project would not result in a significant cumulative impact related to aesthetics. The Modified Project and all related projects in Table 4.A are required to adhere to City and State regulations designed to reduce and/or avoid impacts related to aesthetics. Through compliance with these regulations, cumulative impacts related to aesthetics would be less than significant. Therefore, implementation of the Modified Project, similar to the Original Project, would not result in a significant cumulative impact related to aesthetics.

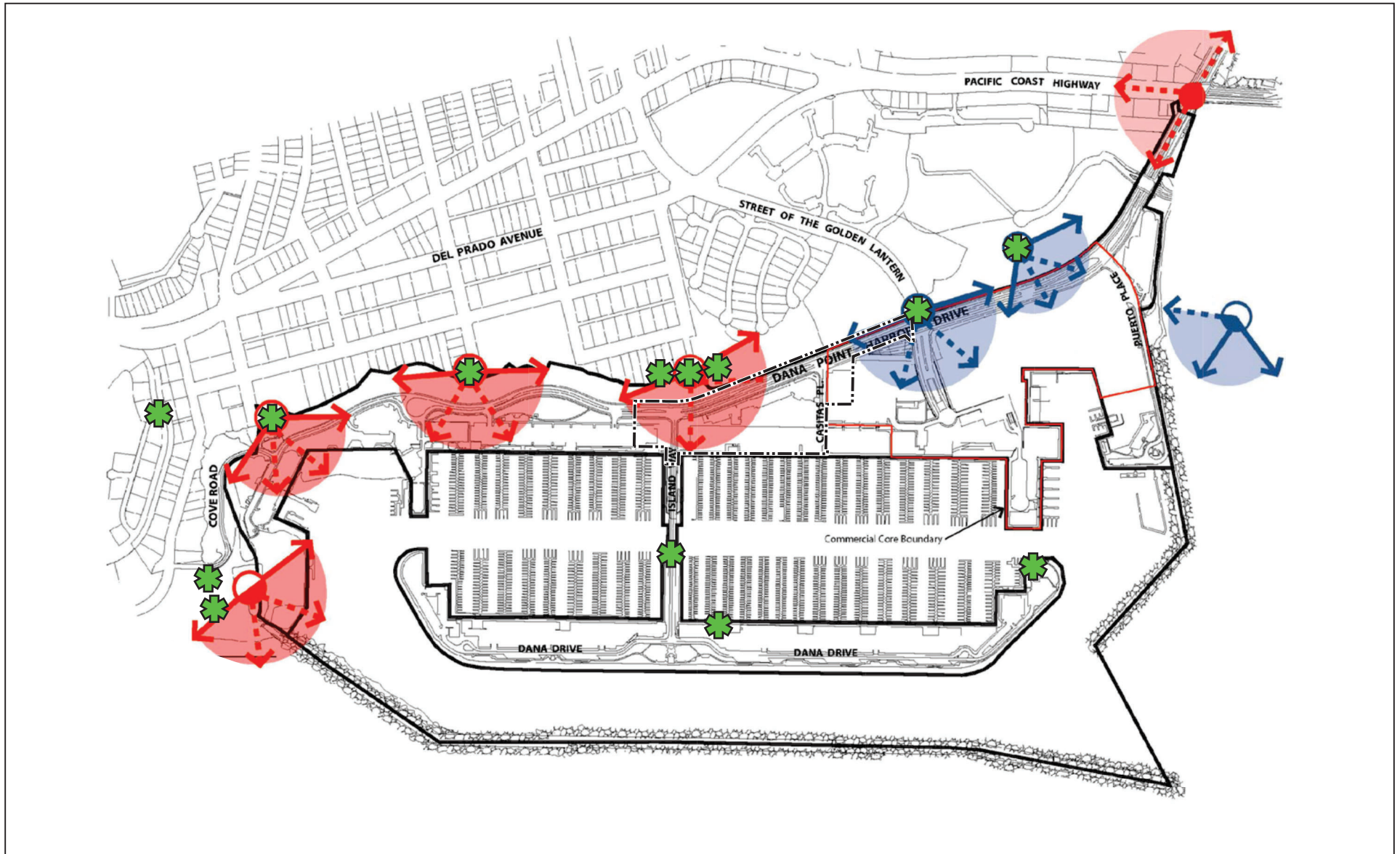


FIGURE 4.1.1

LSA

LEGEND

- Project Site

- View Evaluated in this Revised Draft EIR

- Primary Views (Lookout Points off Bluff)

- Secondary Views

- Supplemental Views

Dana Point Harbor Hotels Project

Relevant View Corridors in the Dana Point Harbor Revitalization Plan & District Regulations

SOURCE: City of Dana Point  
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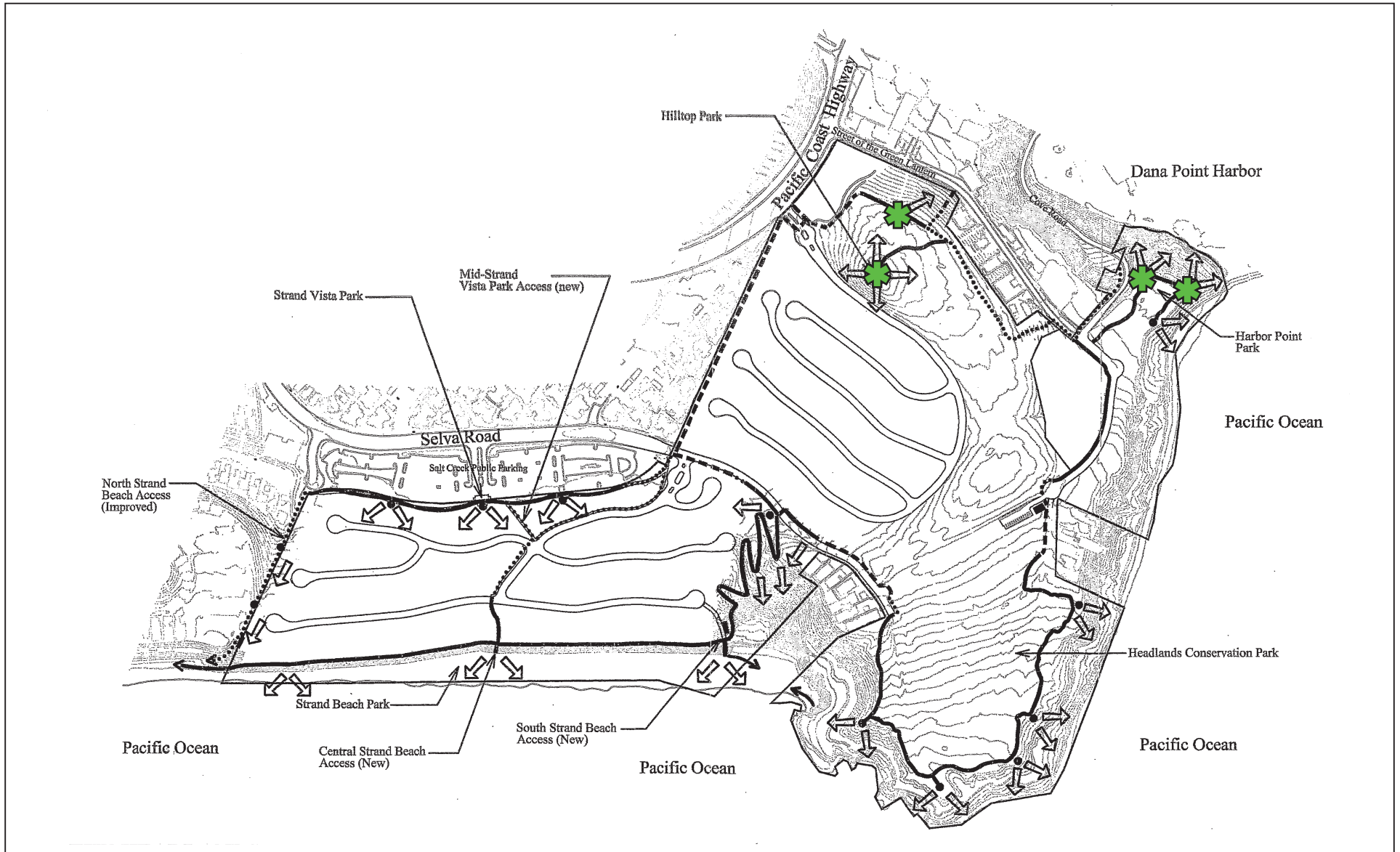








FIGURE 4.1.2

LSA

LEGEND

-  - View Evaluated in this Revised Draft EIR
-  - Unobstructed View Conditions
-  - Intermittent View Conditions
-  - No View
-  - Overlooks
-  - Direction of View



0 300 600  
FEET  
SOURCE: SWA

*Dana Point Harbor Hotels Project*  
Relevant Coastal View Opportunities in the  
Headlands Development and Conservation Plan

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FIGURE 4.1.3

LSA

LEGEND



Project Site Boundary



Key View Location



NO SCALE

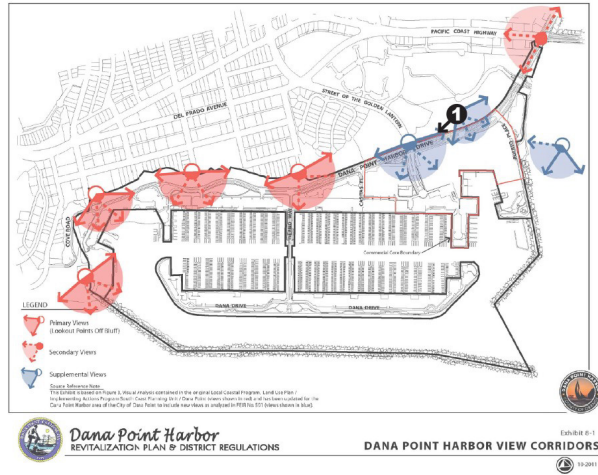
SOURCE: Visionscape Imagery

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Dana Point Harbor Hotels Project  
Key View Locations

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Key Plan: Exhibit 8-1 Per DPHRP



Existing View



Simulated View Under Modified Project

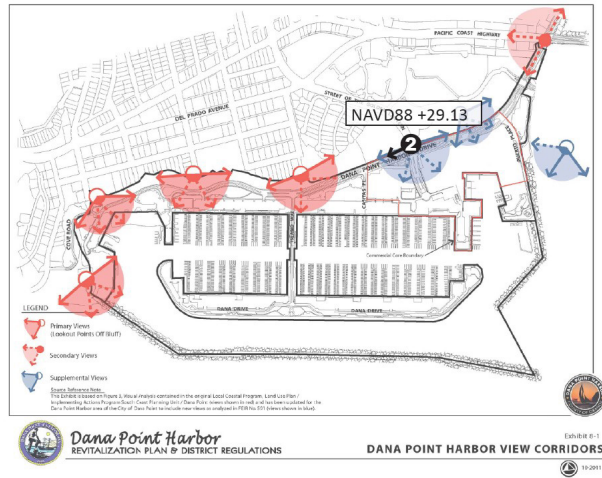


Maximum Allowable Building Envelope View

FIGURE 4.1.4

LSA

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Key Plan: Exhibit 8-1 Per DPHRP



Existing View



Simulated View Under Modified Project



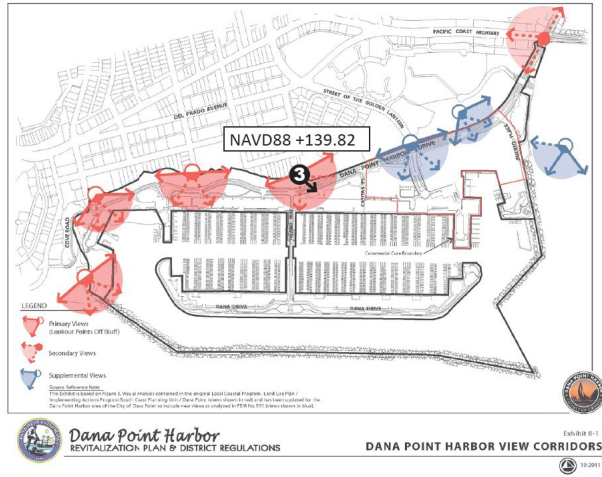
Maximum Allowable Building Envelope View

LSA

FIGURE 4.1.5

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Key Plan: Exhibit 8-1 Per DPHRP



Existing View



Simulated View Under Modified Project



Maximum Allowable Building Envelope View

FIGURE 4.1.6

LSA

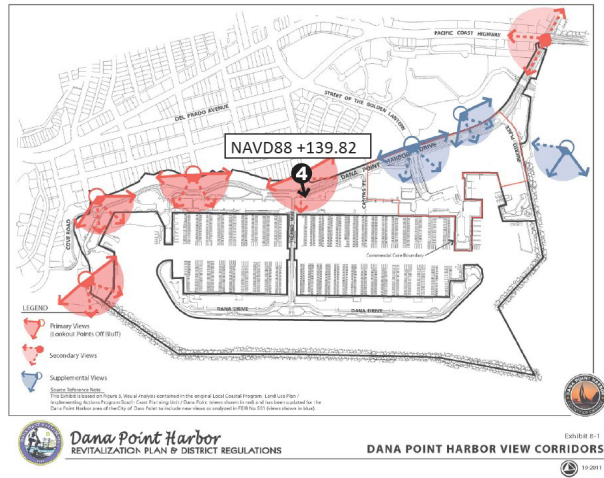
Dana Point Harbor Hotels Project  
Key View 3

SOURCE: Visionscape Imagery

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Key Plan: Exhibit 8-1 Per DPHRP



Existing View



Simulated View Under Modified Project



Maximum Allowable Building Envelope View

LSA

FIGURE 4.1.7  
Page 1 of 2

Dana Point Harbor Hotels Project  
Key View 4

SOURCE: Visionscape Imagery

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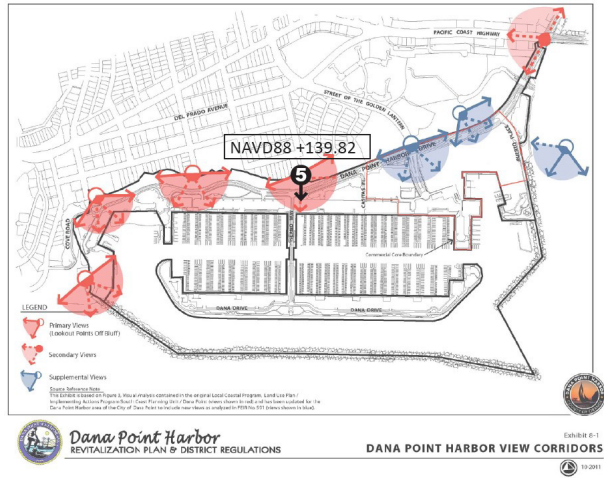
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Key Plan: Exhibit 8-1 Per DPHRP



Existing View



Simulated View Under Modified Project



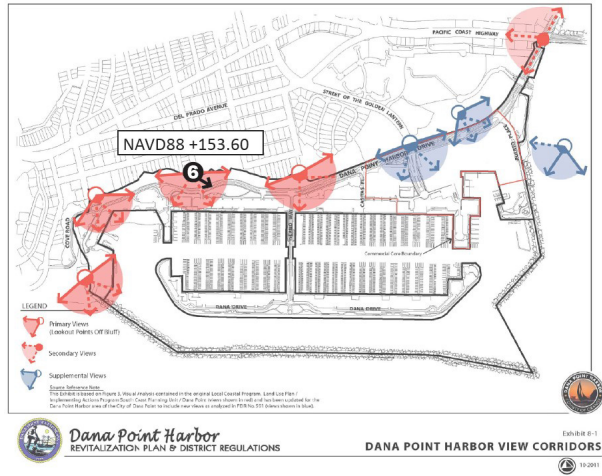
Maximum Allowable Building Envelope View

LSA

FIGURE 4.1.8

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Key Plan: Exhibit 8-1 Per DPHRP



Existing View



Simulated View Under Modified Project



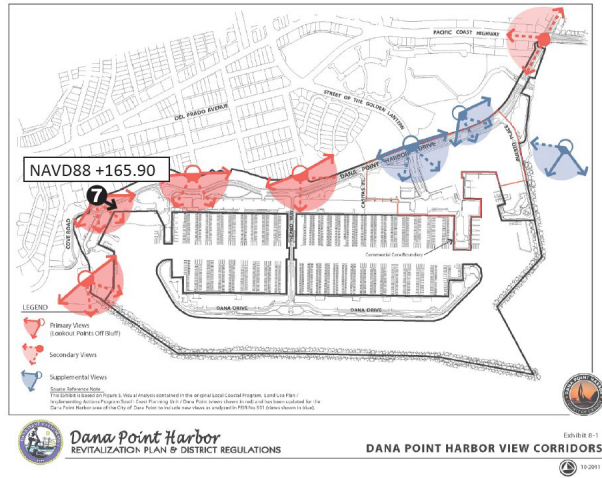
Maximum Allowable Building Envelope View

LSA

FIGURE 4.1.9

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Key Plan: Exhibit 8-1 Per DPHRP



Simulated View Under Modified Project



Existing View



Maximum Allowable Building Envelope View

LSA

FIGURE 4.1.10

*Dana Point Harbor Hotels Project*  
Key View 7

SOURCE: Visionscape Imagery

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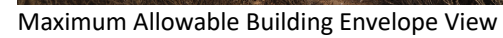
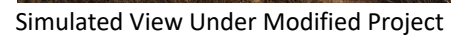
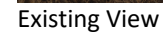
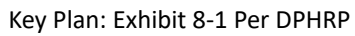


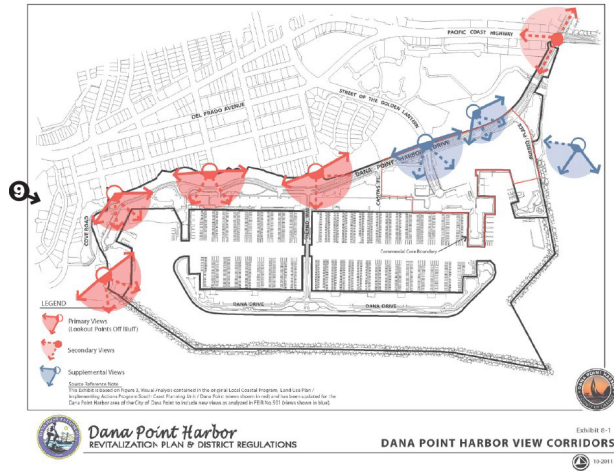
FIGURE 4.1.11

SOURCE: Visionscape Imagery

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Key Plan: Exhibit 8-1 Per DPHRP



Existing View



Simulated View Under Modified Project



Maximum Allowable Building Envelope View

LSA

FIGURE 4.1.12

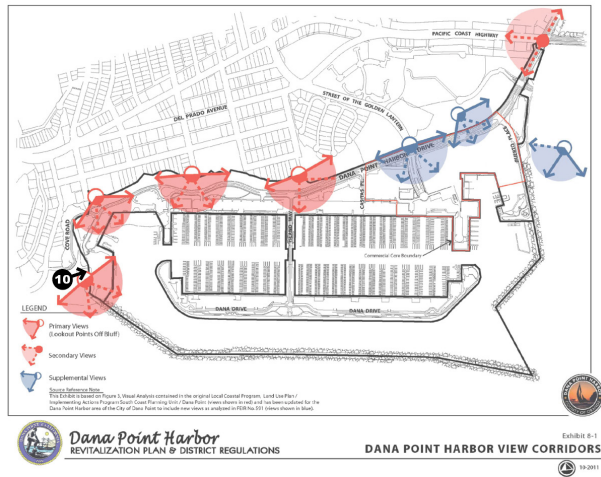
Dana Point Harbor Hotels Project  
Key View 9

SOURCE: Visionscape Imagery

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Key Plan: Exhibit 8-1 Per DPHRP



Existing View



Simulated View Under Modified Project



Maximum Allowable Building Envelope View

LSA

FIGURE 4.1.13

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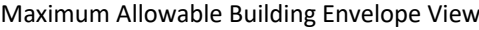
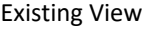
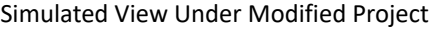
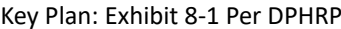
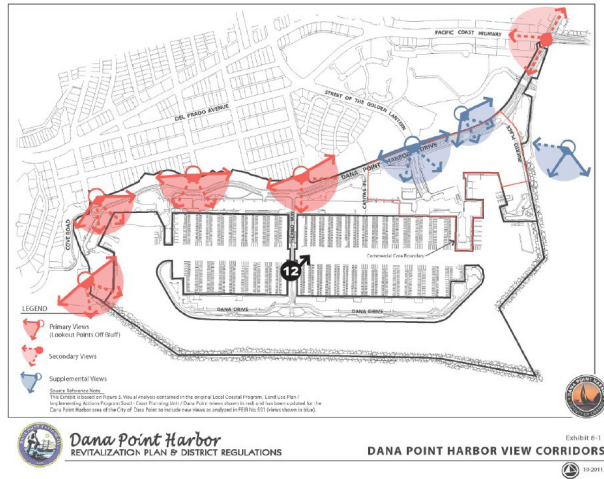


FIGURE 4.1.14

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Key Plan: Exhibit 8-1 Per DPHRP



Existing View



Simulated View Under Modified Project



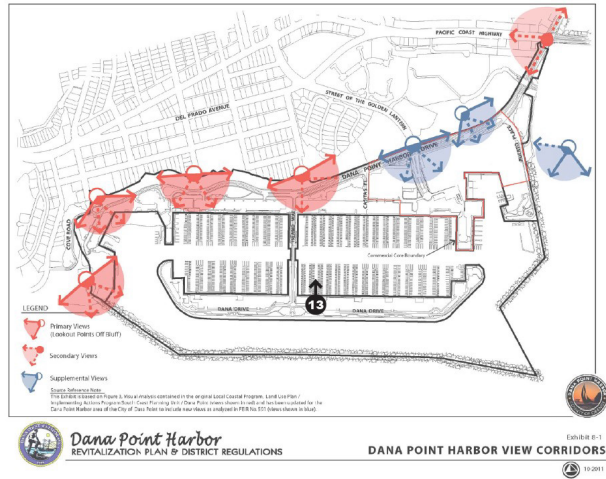
Maximum Allowable Building Envelope View

FIGURE 4.1.15

LSA

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Key Plan: Exhibit 8-1 Per DPHRP



Existing View



Simulated View Under Modified Project



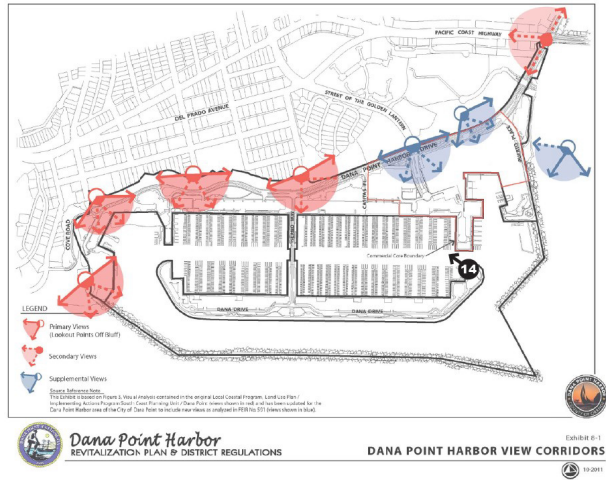
Maximum Allowable Building Envelope View

FIGURE 4.1.16

LSA



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Key Plan: Exhibit 8-1 Per DPHRP



Existing View



Simulated View Under Modified Project

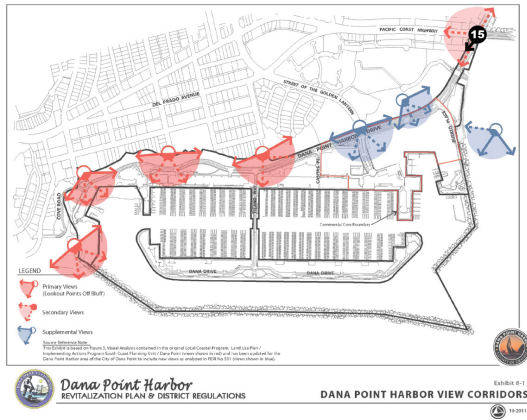


Maximum Allowable Building Envelope View

LSA

FIGURE 4.1.17

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Key Plan: Exhibit 8-1 Per DPHRP



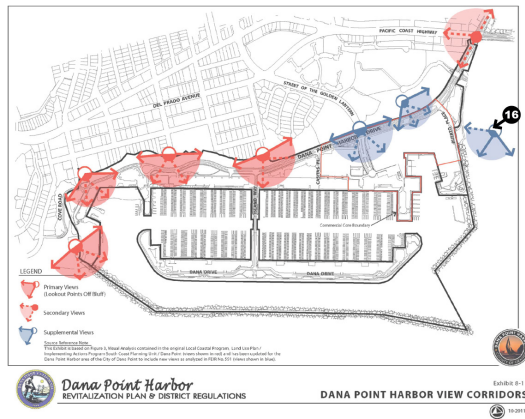
Existing View

LSA

FIGURE 4.1.18

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Key Plan: Exhibit 8-1 Per DPHRP



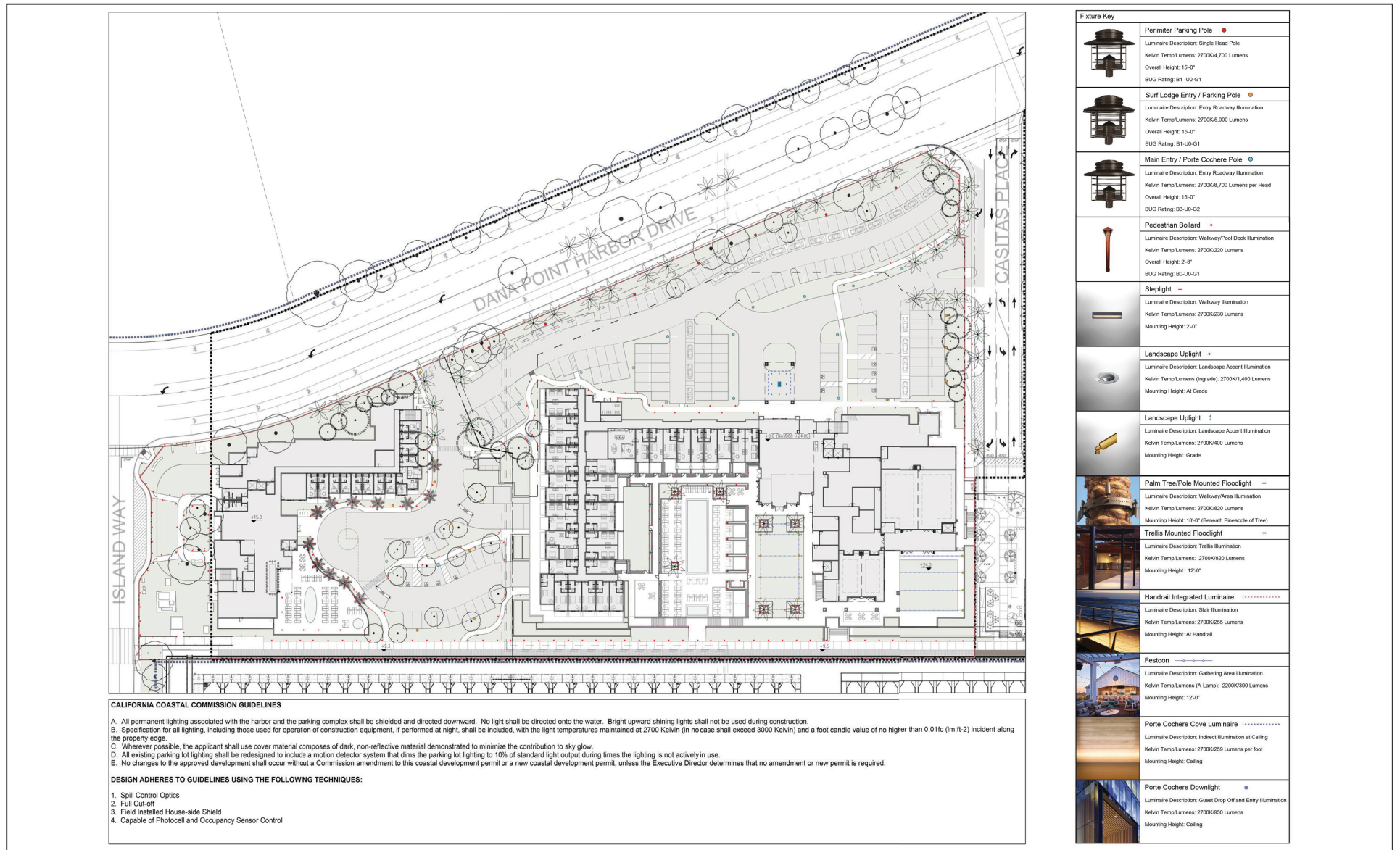
Existing View

FIGURE 4.1.19

LSA

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LSA

FIGURE 4.1.20



NO SCALE  
SOURCE: WATG

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