



# PHASE 2: GENERAL PLAN UPDATE

## *Circulation, Economic Development, & Safety*

**GPAC #7**  
**4/22/25**



# AGENDA

Call to order

Roll call

A. Approval of Minutes (10/16/24)

B. Old Business

A. None

C. New Business

A. Economic Development Element

B. Circulation Element

C. Public Safety Element

D. Next Steps

D. Public Comment

E. Committee Comments

F. Adjournment





# A. Economic Development Element Update

*Key changes to goals, policies, and implementation actions*



# DRAFT GOALS, POLICIES AND ACTIONS

## ED-1 ECONOMIC DEVELOPMENT

**Goal 1. Coordinated and purposeful investments in economic development projects and programs that contribute to the community's quality of life and that capitalize and build on Dana Point's strengths as an overnight destination.**

### ***Key changes:***

- Streamlined to reflect accomplishments and focus City's future efforts
- Align with the City's Strategic Plan



# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 1.1** Incorporate economic development objectives and projects in the City of Dana Point's Strategic Plan. Consider relevant economic sectors, partnerships, marketing, and communications that enhance the City's economic vitality and contribute to Dana Point's unique sense of place.

**Action 1.1 Updated Analysis and Planning.** Conduct an economic and market analysis of the City's local economy.

**Policy 1.2** Invest in the City's economic development program to maintain and enhance the attractiveness of Dana Point for private investment that leads to expansion of existing businesses, attraction of businesses from elsewhere, and the fostering of business startups. Support and attract local entrepreneurs that work remotely and live in Dana Point.

# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 1.3** Focus economic development efforts on those businesses and economic sectors that can be competitive in a higher-cost environment, recognizing that not every business and not every type of store or service can afford the real estate costs in oceanfront communities.

**Policy 1.4** Support streamlined regulations that facilitate business establishment and operations.

**Policy 1.5** Build upon economic assets such as the coastal setting, natural beauty, beach accessibility, nearby freeway access, and the local resident and tourism base.

# DRAFT GOALS, POLICIES AND ACTIONS

## ED-2 PREMIER DESTINATION

**Goal 2. Continued leadership as a world-class destination that provides an authentic coastal experience rooted in the City's surf culture and heritage.**

***Key changes:***

- New goal that reflects collaboration and coordination with state, regional, and local entities to enhance key assets in Dana Point

# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 2.1** Coordinate with the County of Orange and the operators of Dana Point Harbor to ensure that Dana Point Harbor has facilities and capacity that optimize community benefits for locals and visitors, and serves as a premier destination.

**Policy 2.2** Coordinate with the State of California and County of Orange to ensure that Doheny State Beach, Salt Creek Beach, Strands Beach, and Capistrano Beach are maintained to reinforce the City's surf culture and have sufficient facilities and capacity to host events for residents and visitors.



# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 2.3** Collaborate with local resorts and hotels to ensure the City's economic development efforts continue to effectively promote and enhance Dana Point's image and role as a unique and desirable destination.

**Policy 2.4** Collaborate with local artists and organizations to incorporate public art and cultural activities into the urban environment and community events in a manner that enriches the City's cultural identity, attracts visitors, and supports local businesses and entrepreneurs.

# DRAFT GOALS, POLICIES AND ACTIONS

## ED-3 MIXED USE DEVELOPMENT

**Goal 3. Mixed-use development that expands the quantity and type of housing so long as it is integrated with commercial uses and provides exceptional physical design, high quality public amenities, and multi-modal mobility systems.**

### *Key changes:*

- New goal that expresses the City's support for mixed-use development in order to enhance commercial viability
- Communicates key features, uses, and public benefits of mixed-use projects

# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 3.1** A general plan amendment may permit the introduction of residential into a site or area that is currently designated for commercial development when necessary to keep existing commercial uses and/or to make new commercial development financially feasible.

**Policy 3.2** To introduce residential on a site that is currently designated for commercial development and is five acres or larger, require special zoning and an appropriate amount and type of commercial uses necessary to meet the needs of residents and achieve the desired character in accordance with the City's Strategic Plan.



# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 3.3** Mixed-use plans and projects must employ site designs and amenities that facilitate accessibility, walkability, and bicycle usage within and around the project area, especially between commercial, residential, and public realm areas.

# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 3.4** Encourage opportunities to redevelop Monarch Bay Plaza to create a vibrant, integrated, mixed-use area that provides a resilient commercial center with retail, a range of residential intensities, publicly accessible open space and gathering areas, as well as other commercial uses to the extent complementary and economically viable, such as professional office, medical office, and hospitality.

**Action 3.1 Monarch Bay Plaza.** Coordinate with the property owner to facilitate the development of a specific plan or other special zoning mechanism for the Monarch Bay Plaza area. Engage the public to enable the community to understand and comment on potential development and design options, including a horizontal and/or vertical mix of uses.

# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 3.5** In the area currently designated for commercial uses along Coast Highway east of Doheny Village, consider the appropriate blend of hospitality, retail, recreation, and residential uses needed to stimulate development and support public realm improvements.

**Action 3.2 Coast Highway visioning and feasibility study.** Conduct a visioning effort and technical analysis to understand the land use and design options that are envisioned by existing property owners/businesses, desired by the community, supported by market conditions, and/or are necessary to achieve desired public realm improvements. Based on the results, coordinate with property owners to pursue a specific plan or other special zoning mechanism.





## B. Circulation Element Update

*Key changes to goals, policies, and implementation actions*



# DRAFT GOALS, POLICIES AND ACTIONS

## CM-1 ROADWAY NETWORK

**Goal 1. A system of streets that meets the needs of current and future residents and facilitates the safe and efficient movement of people and goods throughout the city.**

### *Key changes:*

- Streamlined to for easier implementation and understanding
- Provides updated direction on level of service, truck routes, and roadway safety (both City preferences and state law)
- Clarifies City's role and responsibilities



# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 1.1** Maintain and periodically review roadway performance to ensure desired levels of safety and efficiency for vehicles, pedestrians, and bicyclists.

**Policy 1.2** Strive to minimize congestion at city-controlled signalized intersections. A reduction in LOS may be acceptable in order to enhance the safety and/or mobility options for pedestrians, bicyclists, and/or transit. However, in no case shall LOS for city-controlled signalized intersections fall below LOS D during non-summer or summer conditions.

**Policy 1.3** Coordinate with other local, regional, state, and federal transportation plans and proposals to ensure the safe and efficient movement of people and goods both within Dana Point and between the city and outside areas.



# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 1.4** Designate, maintain, and enforce truck routes to minimize the impacts of truck traffic on residential areas and other sensitive uses.

**Action 1.2 Update physical and digital truck routes.** Install signage along truck routes and post GIS-based map of truck routes suitable for download on City website, consistent with AB 98 requirements.

**Policy 1.5** Require that proposals for major new developments (more than 100 peak-hour trips) include information that adheres to the City's traffic study guidelines.

**Action 1.1. Adopt updated transportation study guidelines.** Adopt new transportation study guidelines that are consistent with CEQA/SB 743, reinforce LOS standards, and provide additional guidance on multimodal site access.

# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 1.6** Utilize intelligent transportation systems and research changing trends in mobility to more efficiently and safely move people and vehicles.

**Policy 1.7** Implement a Safe Systems Approach into roadway design, aligning with the goals of Vision Zero, evaluating roadway safety holistically to account for human behavior, vulnerable road users, and infrastructure design.

**Action 1.3 Conduct Roadway Safety Study.** Pursue state and/or federal planning grant opportunities to conduct a citywide safety assessment (e.g., Local Road Safety Plan, Comprehensive Safety Action Plan, other) to remain eligible for transportation grant programs. Focus on priority safety corridors and effective countermeasures.

# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 1.8** Identify roadways with a higher concentration of collisions and prioritize safety improvements to reduce collisions, with an emphasis on pedestrians, bicyclists, and micromobility users. Begin implementation within two years and regularly monitor progress, with the goal of implementing safety countermeasures on all safety corridors within 25 years.

**Action 1.4 Initiate improvements to Priority Safety Corridors.** Analyze feasibility of potential safety countermeasures along priority safety corridors and incorporate improvements through the City's Capital Improvement (CIP) Program.

# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 1.9** Support the design and implementation of traffic calming measures for motorized travel on local streets where non-motorized travel is prioritized.

**Action 1.5 Neighborhood traffic calming.** Continue to identify priority roadways/areas for neighborhood traffic calming treatments. Consider establishing a formal plan documenting methodology for improvements.

**Action 1.6 Review roadway speed limits.** Review speed limits in areas with higher levels of pedestrian/bicycle activity including the Lantern District, school zones, senior zones, safety corridors, and beach/harbor areas. Consider adopting lower speed limits where appropriate consistent with current CA MUTCD guidance.

# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 1.10** Establish and maintain a network suitable for neighborhood electric vehicles (NEVs). Consider the potential expansion or contraction implications for the NEV network when evaluating changes in roadway design and speed limits.

**Policy 1.11** Develop and maintain a circulation system which highlights environmental amenities and scenic areas and provides public access and circulation to the harbor and shoreline.

**Policy 1.12** Coordinate with public agencies and apply development standards to ensure public access to the harbor and shoreline through private dedications, easements, or other methods including public transportation.

**Policy 1.13** Establish and enforce standards to ensure that new development designs, constructs, and maintains curbside and/or off-street spaces, as applicable, for ride-share options and the temporary loading of goods and materials.



# DRAFT GOALS, POLICIES AND ACTIONS

## CM-2 BICYCLE AND PEDESTRIAN FACILITIES

**Goal 2: A comprehensive and multimodal network that facilitates safe and convenient travel within the City for pedestrians and bicyclists.**

***Key changes:***

- Streamlined and refined with more specific direction
- Provides updated direction on NEVs and e-bikes

# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 2.1** Include improvements in the Capital Improvement Program to complete the gaps in the City's pedestrian and bicycle networks, prioritizing areas with high pedestrian and/or bicycle traffic and those that expand public access to the shoreline.

**Action 2.1 Evaluate feasibility of bicycle network gap recommendations.** Study feasibility and variations of bike network improvements along Stonehill Drive, Dana Point Harbor Drive, and Del Prado.

# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 2.2** Require new development to incorporate pedestrian walkways and bicycle access to the public right-of-way and encourage both pedestrian and bicycle connectivity between adjoining developments.

**Action 2.2 Update Zoning Code accordingly to incorporate regulations related to bicycle and pedestrian access.** Augment current bicycle parking incentives with additional incentives and/or requirements for new developments regarding onsite bicycle parking and end-of-trip bike facilities, and requirements regarding pedestrian access points and pedestrian-scale onsite circulation, particularly in areas with high pedestrian activity.

# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 2.3** Coordinate with neighborhood jurisdictions and public agencies to link up existing and future pedestrian and bicycle facilities to enhance interjurisdictional connectivity and provide greater public access to the shoreline.

**Policy 2.4** Encourage the provision of showers, changing rooms and an accessible and secure area for bicycle storage at all new and existing developments and public places within the Coastal Zone.

**Policy 2.5** Coordinate with public and private entities to augment local and regional pedestrian and bicycle networks through the safe utilization of easements, flood control channels, and public utility rights-of-way.

# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 2.6** Promote and implement public education programs that expand traffic safety awareness, enhance enforcement of speed limits, and instill road-sharing etiquette for cyclists and pedestrians. Focus program materials and implementation on safety corridors.

**Action 2.3 Pedestrian and micromobility safety campaign.** Coordinate with other agencies, including the County of Orange, Orange County Transportation Authority (OCTA), the California Office of Traffic Safety (OTS), Capistrano United School District (CUSD) , and Orange County Sheriffs Department (OCSD) to develop pedestrian and micromobility safety campaigns that teach traffic safety awareness, road sharing etiquette, bicycle/e-bike safety, and pedestrian safety.



# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 2.7** Facilitate unique non-motorized circulation methods that enhance pedestrian and bicyclist safety during City-approved special events.

**Policy 2.8** Support the use of e-bikes and other micromobility devices to expand zero-emission mobility options while applying local and state regulations to maximize the safety and comfort of all users within public spaces.

# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 2.9** Support the use of bicycle facilities by neighborhood electric vehicles (NEVs) when dual usage by bicycles and NEVs would be:

- safe for all users, including pedestrians and motorists;
- necessary to enable NEVs to cross roadways that would otherwise be inaccessible and would connect directly to NEV-accessible roadways; and
- visually prominent through signage and roadway markings.

# DRAFT GOALS, POLICIES AND ACTIONS

## CM-3 PUBLIC TRANSPORTATION

**Goal 3. A safe and convenient public transportation system that expands mobility options for residents, workers, and visitors to travel within and around Dana Point.**

***Key changes:***

- Streamlined to for easier implementation and understanding
- Clarifies City's role and responsibilities

# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 3.1** Coordinate with OCTA and advocate on behalf of the Dana Point community for efficient and convenient regional and local bus service.

**Action 3.2 Evaluate and coordinate to right-size transit services.** Maintain communication with adjacent cities and OCTA to improve transit service connectivity, including designated transfer points and schedule consistency. Engage with the hospitality industry to understand the travel needs of hotel workers.



# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 3.2** Maintain safe, clean, comfortable, well-lit, and rider-friendly transit stops that are well marked and visible to transit users and motorists.

**Policy 3.3** Coordinate with OCTA and pursue options to fund expansions in the frequency and duration of trolley service to decrease vehicle miles traveled, reduce congestion along roadways and in parking areas, and spur additional economic development activity.

**Action 3.1 Evaluate Summer 2025 Trolley Program changes and identify growth opportunities.** Review operations and utilization of expanded trolley service during the Summer 2025 season. Identify ridership patterns, high ridership stations, and opportunities for improved transit service reliability and frequency commensurate with available resources.

# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 3.4** Encourage new development and apply development standards that promote the usage of public transit services and minimize vehicle miles traveled for all users, especially those that are elderly or disabled.

**Policy 3.5** Coordinate with federal and regional transportation agencies to maintain and enhance resident access to passenger rail facilities.

# DRAFT GOALS, POLICIES AND ACTIONS

## CM-4 PARKING

**Goal 4. Standards and facilities that provide safe, convenient, and well-designed parking areas.**

***Key changes:***

- Refinements for greater clarity
- Additional support for flexible parking options

# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 4.1** Consolidate parking, where appropriate, to reduce the number of ingress and egress points onto arterials.

**Action 4.1 Update parking requirements in Zoning Code.** Revise parking requirements in the City's development code to include recommendations for driveway consolidation, shared parking facilities, and Neighborhood Electric Vehicle (NEV)/bicycle parking. Review minimum parking requirements and consider modifications, particularly in areas with higher pedestrian/transit accessibility.

**Policy 4.2** Maintain public access to the coast by promoting an effective combination of transit services and parking opportunities.



# DRAFT GOALS, POLICIES AND ACTIONS

**Policy 4.3** Establish and enforce parking standards/regulations and provide public facilities to ensure sufficient parking and adequate access for public safety and emergency services. Continue to ensure parking in the public right-of-way is maintained and provided based on the needs of surrounding development.

**Policy 4.4** Encourage the use of shared parking facilities, such as through parking districts or other mechanisms.

**Policy 4.5** As appropriate, support the conversion of regular parking spaces to spaces suitable for neighborhood electric vehicles and/or bicycles.

# MPAH CHANGES (DRAFT)

- Dana Point classifies roadways into different “functional classifications” based on traffic volumes and roadway purpose
  - Arterial roads
  - Collectors
  - Local streets
- OCTA manages the Master Plan of Arterial Highways (MPAH) to coordinate roadway classifications across the county
  - Consistency and continuity between cities
  - Support current and future land use
- Update roadway classifications to reflect current conditions
  - Designations are 20+ years old
  - Opportunity to “right-size” roadways
  - Provide flexibility for bike lanes and pedestrian improvements
- City will coordinate with OCTA to complete the MPAH amendment process

# ROADWAY CLASSES

<b>Classification</b>	<b>Design Features</b> <sup>1,2</sup>	<b>Examples</b>
Major Arterial	<i>Typical:</i> six travel lanes, center median, sidewalks, and spaces for transit <i>Variable:</i> bicycle facilities <i>Max ROW:</i> 124' / 86' curb-to-curb	Pacific Coast Highway <i>(Del Obispo to Coast Hwy Connector)</i>
Primary Arterial	<i>Typical:</i> four travel lanes, center median, sidewalks, bicycle lanes, and spaces for transit <i>Variable:</i> buffered bicycle lanes, on-street parking <i>Max ROW:</i> 120' / 98' curb-to-curb	Pacific Coast Highway <i>(western city limit to Del Obispo)</i> Golden Lantern
Secondary Arterial	<i>Typical:</i> four travel lanes, sidewalks <i>Variable:</i> bicycle lanes, spaces for transit, and on-street parking <i>Max ROW:</i> 82' / 66' curb-to-curb	Stonehill Drive Coast Highway

# ROADWAY CLASSES

<b>Classification</b>	<b>Design Features</b> <sup>1,2</sup>	<b>Examples</b>
Divided Collector	<i>Typical:</i> two travel lanes, raised center median (with turn lanes), sidewalks, and bicycle lanes <i>Variable:</i> spaces for transit and on-street parking <i>Max ROW:</i> 78' / 58' curb-to-curb	Del Prado Avenue Camino De Estrella
Collector	<i>Typical:</i> two travel lanes, striped center median (with turn lanes), sidewalks, and bicycle lanes <i>Variable:</i> on-street parking <i>Max ROW:</i> 64' / 53' curb-to-curb	Selva Road Camino Capistrano
Local Street	<i>Typical:</i> two travel lanes, sidewalks, and on-street parking <i>Variable:</i> signed bicycle routes <i>Max ROW:</i> 58' / 38' curb-to-curb	La Cresta Drive Street of the Blue Lantern Victoria Boulevard

# CURRENT CLASSES



- Major Arterial
- Primary Arterial
- Secondary Arterial
- Collector



Note: Neighborhood Electric Vehicles (NEVs) are permitted to use any roadway with a speed limit of 30 MPH or below.

Figure 1

City of Dana Point Roadway Classifications

# PROPOSED CLASSES



- Major Arterial
- Primary Arterial
- Secondary Arterial
- Collector



Note: Neighborhood Electric Vehicles (NEVs) are permitted to use any roadway with a speed limit of 30 MPH or below.

Figure 1  
City of Dana Point Roadway Classifications  
With Proposed MPAH Designations






# MPAH CHANGES

Roadway Segment	Current MPAH Designation	Proposed MPAH Designation
Crown Valley Pkwy ( <i>PCH to City Limit</i> )	Major Arterial	Primary Arterial
Niguel Rd ( <i>PCH to City Limit</i> )	Major Arterial	Primary Arterial
Golden Lantern ( <i>PCH to City Limit</i> )	Major Arterial	Primary Arterial
PCH ( <i>Crown Valley Pkwy to Blue Lantern</i> )	Major Arterial	Primary Arterial
PCH ( <i>Blue Lantern to Del Prado Ave/Copper Lantern</i> )	Secondary Arterial	Primary Arterial
PCH ( <i>Del Prado Ave/Copper Lantern to Del Obispo St</i> )	Major Arterial	Primary Arterial
Del Prado Ave ( <i>PCH/Blue Lantern to PCH/Copper Lantern</i> )	Secondary Arterial	Divided Collector
Dana Point Harbor Dr ( <i>Cove Rd to Golden Lantern</i> )	Primary Arterial	Divided Collector
Coast Highway Connector ( <i>PCH to Coast Highway</i> )	Primary Arterial	Collector
Coast Highway ( <i>Coast Highway Connector to Palisades Dr</i> )	Primary Arterial	Secondary Arterial
Camino de Estrella ( <i>within City limits</i> )	Primary Arterial	Divided Collector

# TRANSIT ROUTES



### OCTA Bus Routes

-  Route 1 (Pacific Coast Highway)
-  Route 90 (Golden Lantern)
-  Route 91 (Del Obispo Street)

### Other Transportation

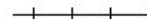

-  Metrolink
-  Ferry Terminal





Figure 2b  
Dana Point OCTA Transit Routes

# TROLLEY ROUTES



### Dana Point Trolley

-  North Route
-  South Route

### Other Transportation

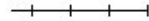

-  Metrolink
-  Ferry Terminal



Figure 2a  
Dana Point Trolley Routes

<b>Classification</b>	<b>Description</b>	<b>Examples</b>
Class I Bike Path	Bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.	San Juan Creek Trail Salt Creek Bike Path Coast Highway Protected Trail
Class II Bike Lane	On-street striped lanes that can be located next to a curb or parking lane. If next to a curb, a minimum width of five feet is recommended. However, a bike lane adjacent to a parking lane can be four feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.	Selva Road Del Obispo Street Doheny Park Road Pacific Coast Highway (through downtown)

# BIKEWAY CLASSES

<b>Classification</b>	<b>Description</b>	<b>Examples</b>
Class II Buffered Bike Lane	On-street striped lanes with an added striped buffer (typically three to four feet in width) between the adjacent travel lane and/or parked cars.	Crown Valley Parkway Niguel Road Golden Lantern Dana Point Harbor Drive Pacific Coast Highway (north of downtown)
Class III Bike Route	Designated streets that provide for shared use between motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage and/or pavement markings alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route.	Acapulco Drive Camino Capistrano



# BIKE NETWORK






-  Class I Bike Path (Off-Road, Paved)
-  Class II Bike Lane (On-Road, Striped Lane)
-  Class III Bike Route (On-Road, Signed)






Figure 3

Existing and Planned Active Transportation Infrastructure



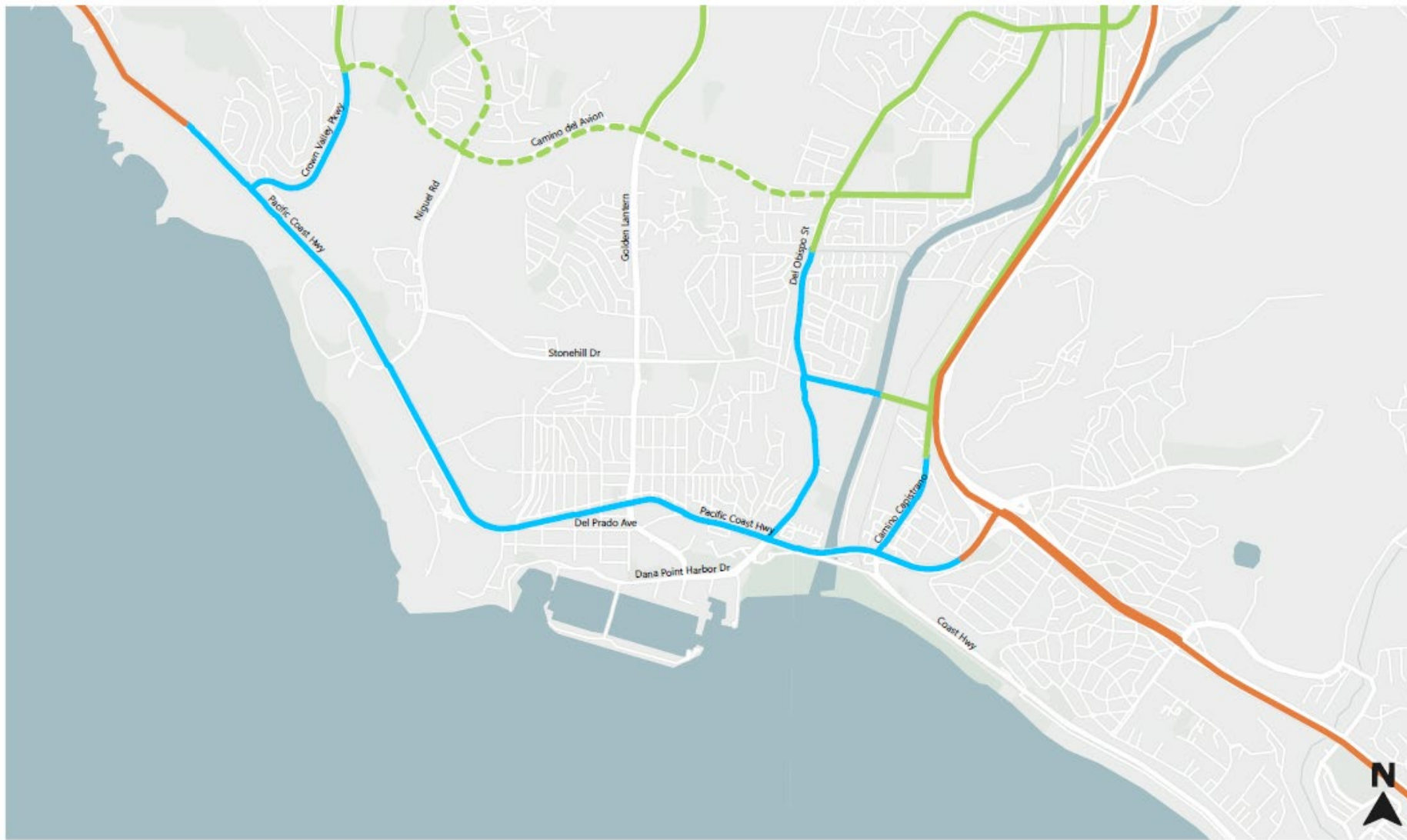
# IMPROVEMENTS







-  New Bike Lanes
-  Multi-Use Trail Safety Improvements
-  Bike Lane Improvements (Add Painted Buffer)



# TRUCK ROUTES



-  State DOT Truck Route
-  City Truck Route
-  Adjacent City Truck Route
-  Adjacent City Truck Route (Potential to be Removed)



NOTE: The purpose of these truck routes is to facilitate the movement of trucks through the City. Consistent with C.V.C. Section 35703, commercial vehicles may utilize any public roadway for the purpose of making pickups or deliveries.

Figure 4

Dana Point Truck Routes





# C. Public Safety Element Update

## *Addressing new data and requirements*







## Local Hazard Mitigation Plan



### Related Plans and Programs

#### Dana Point Emergency Plan

Dana Point revised its Emergency Plan in 2018. The Emergency Plan outlines the roles, operations, and procedures of the City's departments and personnel in the event of a major emergency. The Emergency Plan addresses hazard areas, including nuclear, seismic, flooding, wildfire, and hazardous materials. State and federal agencies reviewed the City's Emergency Plan. A number of these agencies have their own roles in the event of an emergency at the decommissioned San Onofre Nuclear Generating Station (SONGS), including the U.S. Nuclear Regulatory Commission (NRC), the Federal Emergency Management Agency (FEMA), the State Office of Emergency Services (OES), and the California Highway Patrol (CHP). In addition, Dana Point is a member of the Interjurisdictional Planning Committee (IPC), a group of local agencies that meet regularly to coordinate their emergency procedures.

#### Local Hazard Mitigation Plan

The City of Dana Point participated in the preparation of the County of Orange and Orange County Fire Authority Local Hazard Mitigation Plan (LHMP), most recently approved by FEMA in 2021. The LHMP identifies hazards of concern in Orange County, including in Dana Point, analyzes people and facilities at risks, and lays out strategies for mitigating these hazards. It includes both short and long-term strategies that involve planning, policy changes, programs, projects, and other activities. The LHMP was developed in accordance with the Disaster Mitigation Act of 2000 and followed FEMA's Local Hazard Mitigation Plan guidance. The LHMP is incorporated into this Public Safety Element by reference.

#### The Strategic Plan

The Strategic Plan establishes five strategic goals, each with its own set of objectives, that guides how the City sets priorities, establishes policies, and allocates resources and budget. One of these goals addresses safety by creating and maintaining a safe, livable, and unique world-class coastal city. The Strategic Plan identifies specific objectives and projects that should be performed to achieve this goal.

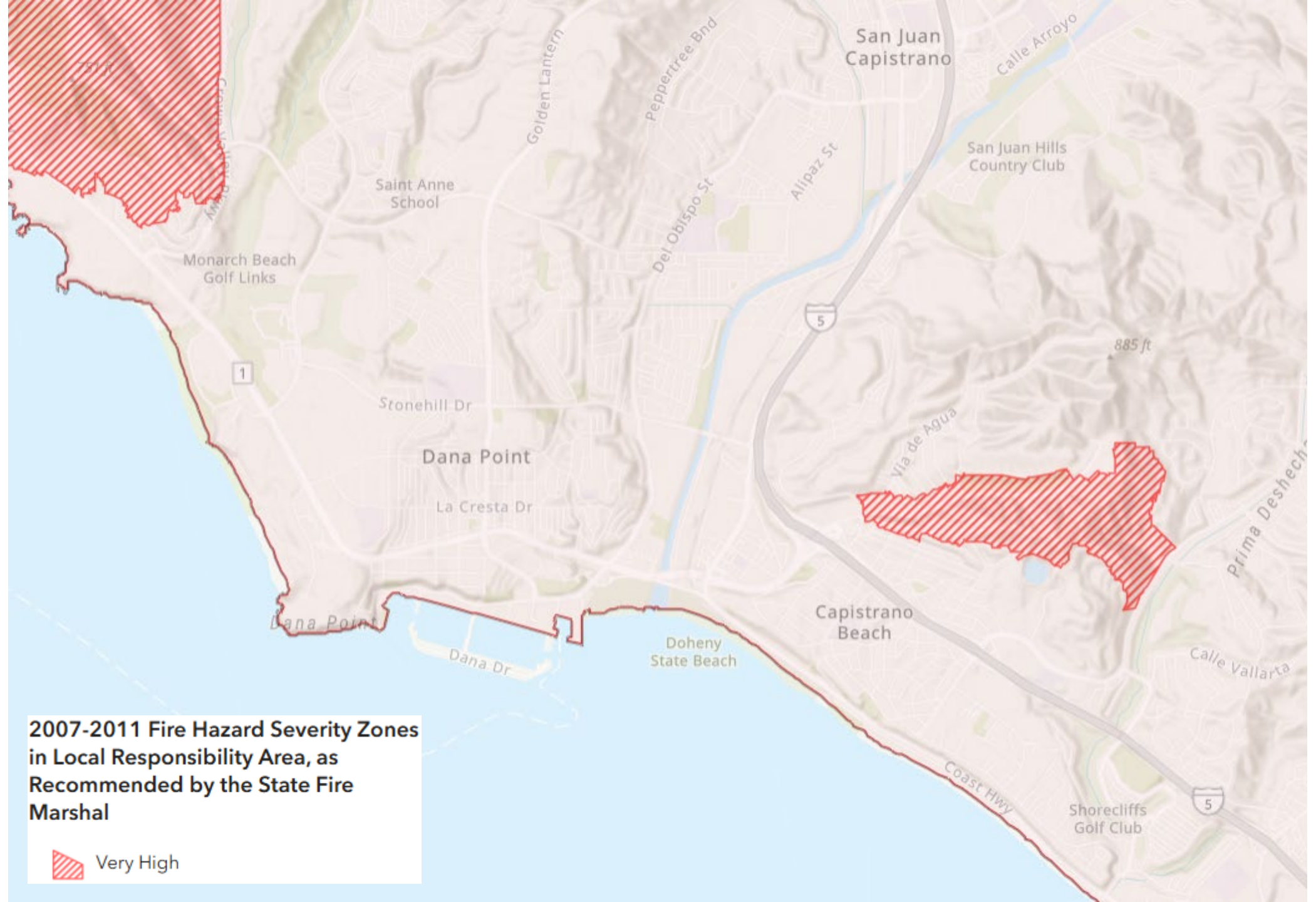
#### Local Coastal Program

The Public Safety Element is a component of the Local Coastal Program and consists of a number of policies to ensure the safe use and preservation of coastal resources. For example, high-quality ocean and drinking water is essential to the quality of life enjoyed by Dana Point residents and visitors. The policies of this Element require actions to enhance water quality through the prevention of groundwater and stormwater pollution. The Introduction section of the General Plan contains additional detail on the Local Coastal Program.


# EVACUATION ANALYSIS (AB 747)

- Compliance with State Law (AB 747)
  - Identify evacuation routes
  - Evaluate capacity, safety, and viability
  - Consider a range of emergency scenarios
- Improve City's emergency response plans
- Identify and address potential chokepoints in the circulation system
- Plan for the evacuation of various populations:
  - Households without vehicle access
  - Visitors
  - Employees
  - Students

# 2011 CALFIRE FHSZ LRAS

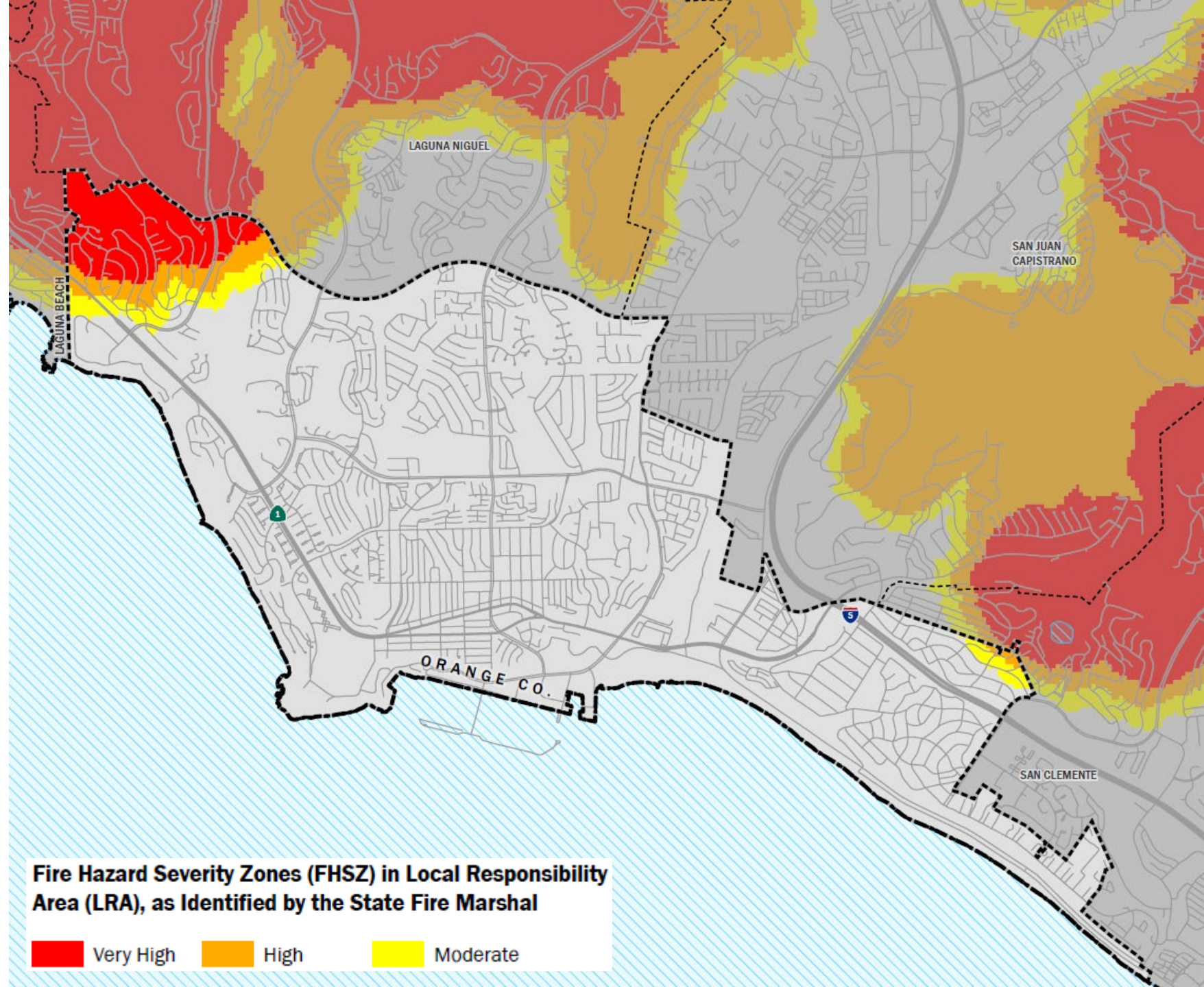


2007-2011 Fire Hazard Severity Zones  
in Local Responsibility Area, as  
Recommended by the State Fire  
Marshal

 Very High



# 2025 CALFIRE FHSZ LRAS



**Fire Hazard Severity Zones (FHSZ) in Local Responsibility Area (LRA), as Identified by the State Fire Marshal**

**Very High**   **High**   **Moderate**



# CURRENT EVAC PLANS & PROCEDURES

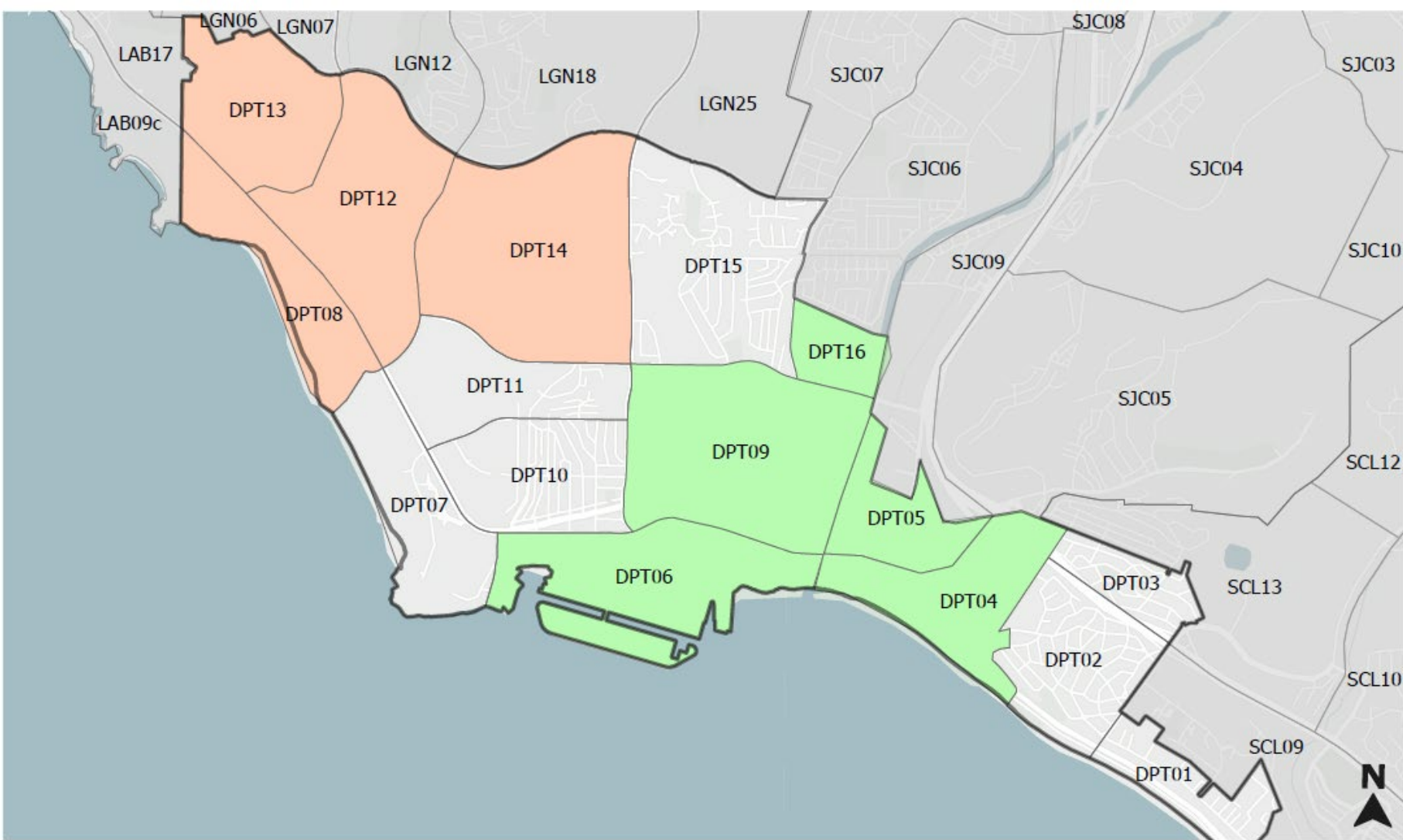
- OC Fire Authority and OC Sheriffs Office coordinate response
- Designated Evacuation Zones and Routes
- Dana Point Emergency Services Department
- Emergency Plan
  - Assigns responsibilities
  - Coordination with other jurisdictions
  - Preplanned response actions
  - Communication procedures
  - Ongoing training and preparedness



# EVACUATION SCENARIOS

Criteria	Scenario 1	Scenario 2	Scenario 3
Description	Incident in the SE quadrant of the City with advance notification (e.g. flood)	Incident in the SE quadrant of the City without advance notification (e.g. liquefaction, tsunami)	Incident in the NW quadrant of the City without advance notification (e.g. wildfire from the NE to the SW)
Evacuation Zones	DPT04, DPT05, DPT06, DPT09, DPT16	DPT04, DPT05, DPT06, DPT09, DPT16	DPT08, DPT12, DPT13, DPT14
Major Routes Not Available	N/A	PCH South (towards I-5) Camino Capistrano North NB I-5 On-Ramp at Stonehill Drive	Crown Valley Parkway North Niguel Road North Golden Lantern North

# EVACUATION ZONES



- ABC## Neighborhood Evacuation Zone
- Scenario 1 & 2 Evacuation Area
- Scenario 3 Evacuation Area



Source: City of Dana Point Office of Emergency Services, OC Sheriffs Office, OC Fire Authority

Figure 1

City of Dana Point Evacuation Zones

# EVACUATION ROUTES



↔ Evacuation Route



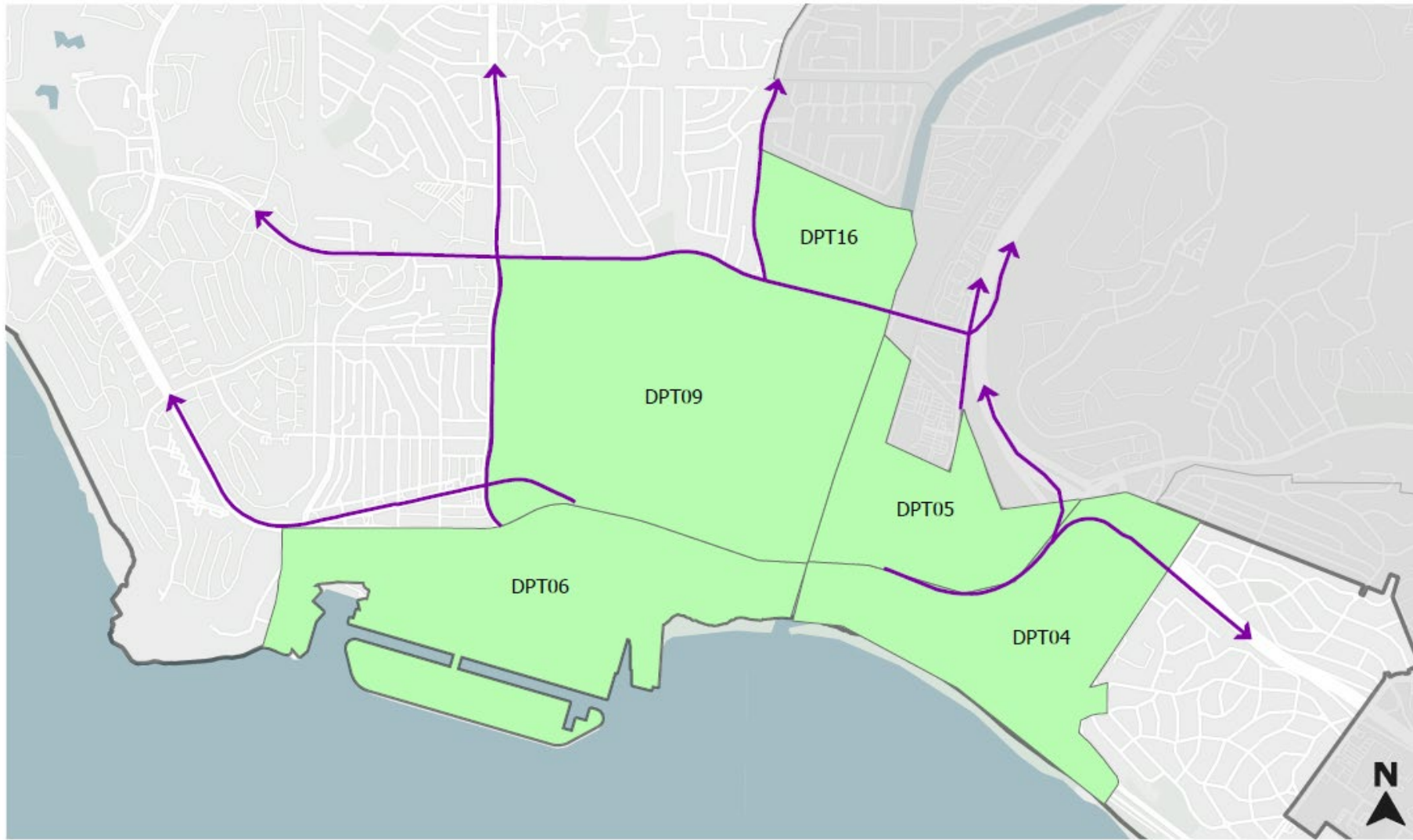
Source: City of Dana Point Office of Emergency Services, OC Sheriffs Office, OC Fire Authority

Figure 2

City of Dana Point Evacuation Routes



# SCENARIO 1



- ABC## Neighborhood Evacuation Zone
- ← Available Evacuation Route
- ← Unavailable Evacuation Route

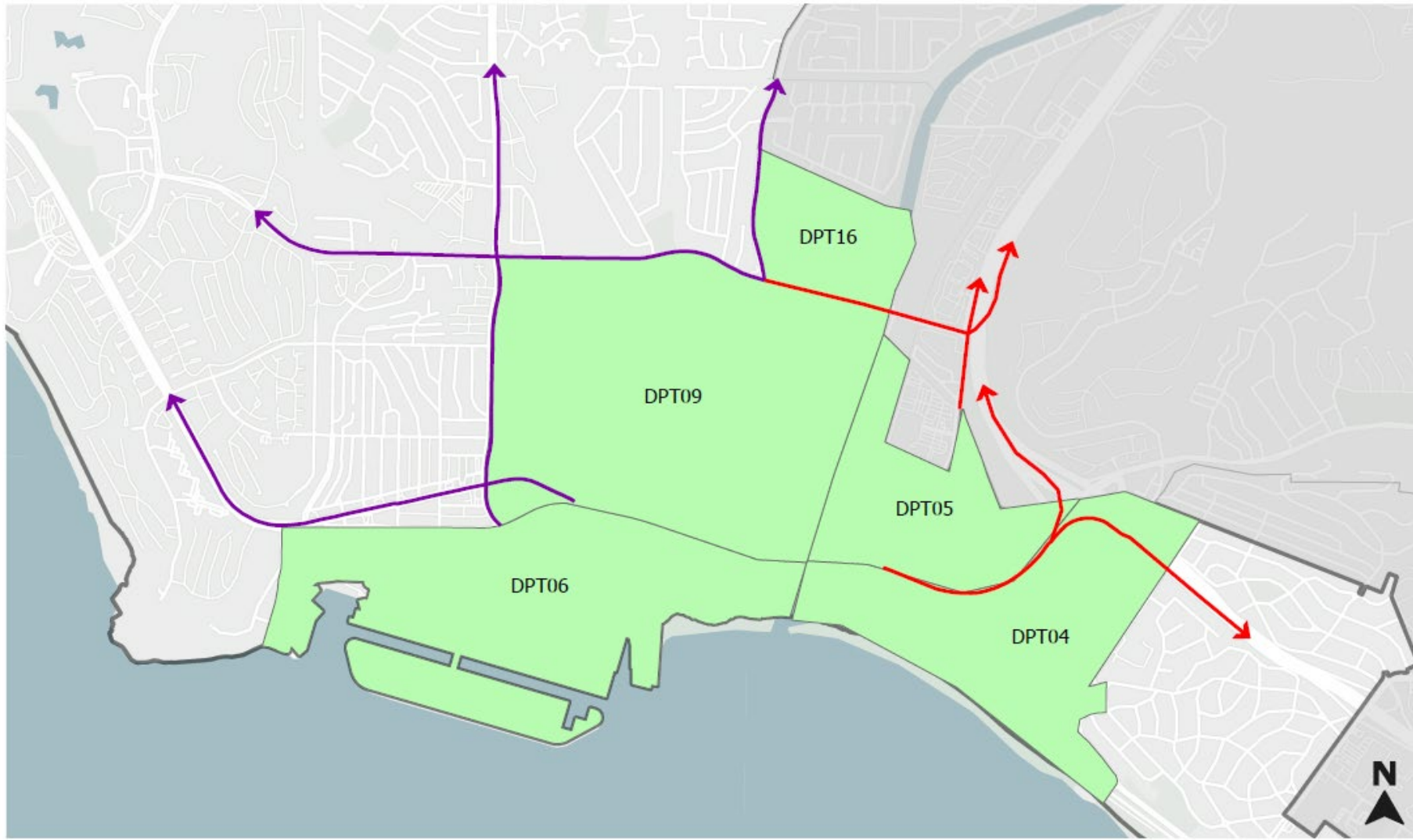


Figure 3

Scenario 1 Evacuation Zones and Routes



# SCENARIO 2



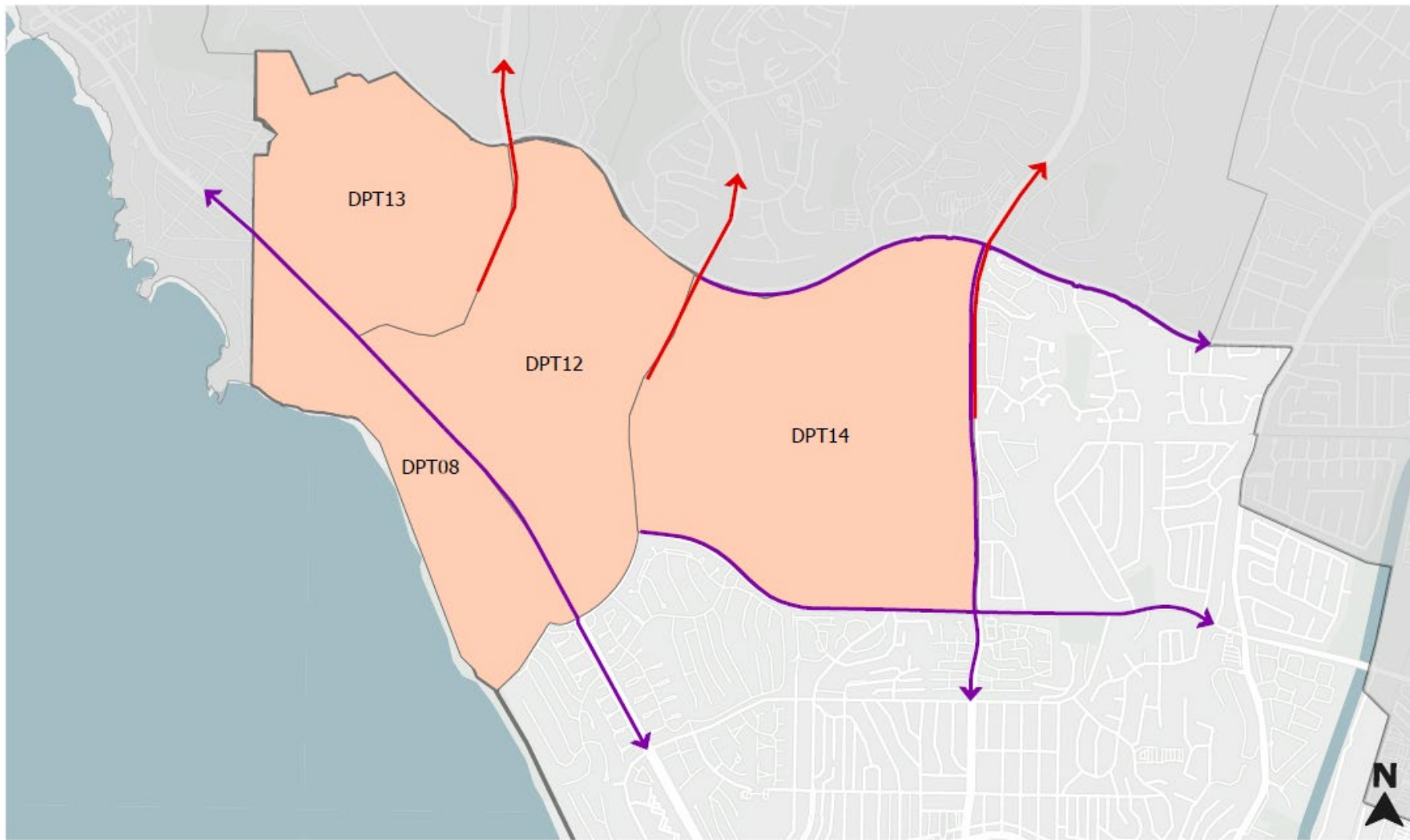
- ABC## Neighborhood Evacuation Zone
- ← Available Evacuation Route
- ← Unavailable Evacuation Route



Figure 4

Scenario 2 Evacuation Zones and Routes

# SCENARIO 3



- ABC## Neighborhood Evacuation Zone
- ← Available Evacuation Route
- ← Unavailable Evacuation Route



Figure 5

Scenario 3 Evacuation Zones and Routes

# RECOMMENDATIONS

Strategy	Example Actions (* already reflected in City's Emergency Plan or similar document)
<b>Planning Preparation</b>	<ul style="list-style-type: none"> <li>-Prioritize maintenance on evacuation routes*</li> <li>-Designate safety zones for shelter-in-place*</li> <li><b>-Maintain evacuation wayfinding signage</b></li> <li>-Coordinate with Caltrans, OCFA, OC Sheriff, and others*</li> </ul>
<b>Evacuation Traffic Management</b>	<ul style="list-style-type: none"> <li><b>-Emergency lane reassignment/contraflow lanes</b></li> <li><b>-Intersection turn lane reassignment</b></li> <li>-On-site traffic control at key intersections*</li> <li><b>-Evacuation signal timing</b></li> <li><b>-Parking management during red-flag days</b></li> </ul>
<b>Optimized Evacuation Procedures</b>	<ul style="list-style-type: none"> <li>-Staged evacuation orders and improved communication*</li> <li><b>-Reserve outer lanes on freeways for vehicles entering the freeway</b></li> <li>-Deploy high-capacity transit vehicles to support evacuation*</li> <li><b>-Dynamic rerouting information</b></li> </ul>
<b>Education and Training</b>	<ul style="list-style-type: none"> <li>-Circulate educational materials to residents and businesses*</li> <li>-Community Emergency Response Training (CERT) program*</li> </ul>
<b>Vulnerable Populations</b>	<ul style="list-style-type: none"> <li>-School evacuation planning*</li> <li><b>-Identify partner facilities for evacuation of senior living facilities</b></li> <li><b>-Neighborhood emergency rideshare program</b></li> <li>-Emergency transportation for households without vehicles (OCTA, OC Sheriffs)*</li> </ul>





## D. NEXT STEPS





# NEXT STEPS

## CIRC/ECON DEVT ELEMENT UPDATES & TIA/VMT GUIDELINES

- **Planning Commission** June 23<sup>rd</sup>
- **City Council** July 15<sup>th</sup>

## PUBLIC SAFETY ELEMENT UPDATE

- **CALFIRE Review** through July
- **CA BOFFP Hearing** July 22<sup>nd</sup>
- **PC/CC** September 2025

## MPAH UPDATES

- **Coordination** through Summer 2025
- **OCTA Hearing** Fall 2025