

# VISION & PRINCIPLES

DEVELOPED AS PART OF PHASE 1

## VISION STATEMENT

Dana Point is a unique coastal community with a small-town feel. This family-oriented, close-knit community celebrates and builds upon its heritage and connection to the ocean while striving to adapt, innovate, and continue to evolve in a sustainable way for current and future generations.

## GUIDING PRINCIPLES RELATED TO LAND USE, CIRCULATION, AND ECONOMIC DEVELOPMENT

### LAND USE AND CONTEXT

Ensure context-sensitive development and a balanced mix of land uses that respond over time with appropriate intensities and scale.

### MOBILITY AND CONNECTIVITY

Propose a safe, efficient, and coordinated multimodal network that improves community connectivity to meet the needs of all users.

### INNOVATION

Embrace advanced technology solutions that support sustainability, economic development, public services efficiency, and community goals.

### ECONOMIC VITALITY

Foster a resilient local business economy that adapts to market trends and caters to the needs of both locals and visitors.

### TOURISM

Leverage Tourism in a way that supports the local economy, values connections with the community, and respects Dana Point's natural assets.

# ABOUT PHASE 2

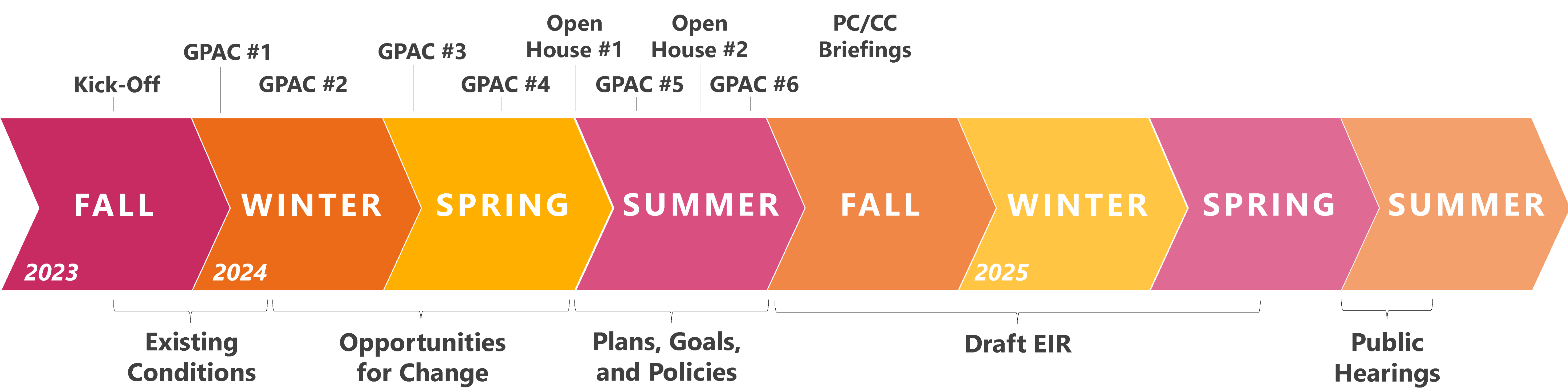
## QUICK FACTS ABOUT PHASE 2 OF THE GENERAL PLAN UPDATE

### ABOUT

The City kicked off Phase 2 of its General Plan Update (GPU) in late 2023 after a successful initial phase of community engagement and the creation of a visioning framework. The second phase will focus on updating the City’s long-term planning for land use, circulation, and economic development.

### PUBLIC MEETINGS

The update process includes various opportunities to get involved! Six General Plan Advisory Committee (GPAC) meetings in 2024 provide a public forum for constructive dialogue. Two open houses provide additional opportunities to engage with the project team and learn more about various elements of the update.



### FOR MORE INFORMATION

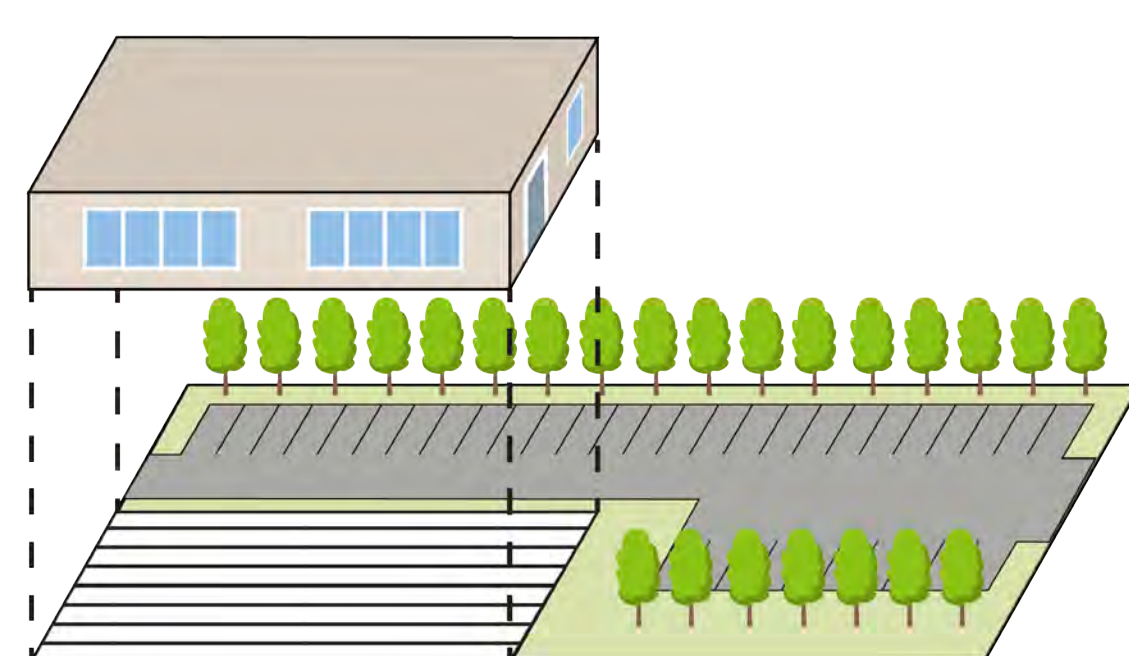
Visit [www.plandanapoint.com](http://www.plandanapoint.com) for more info about Phase 2, to sign up for email updates, and to learn about upcoming events and ways you can get involved.



# FLOOR AREA RATIO

## A VISUAL GUIDE TO UNDERSTANDING FLOOR AREA RATIO (FAR)

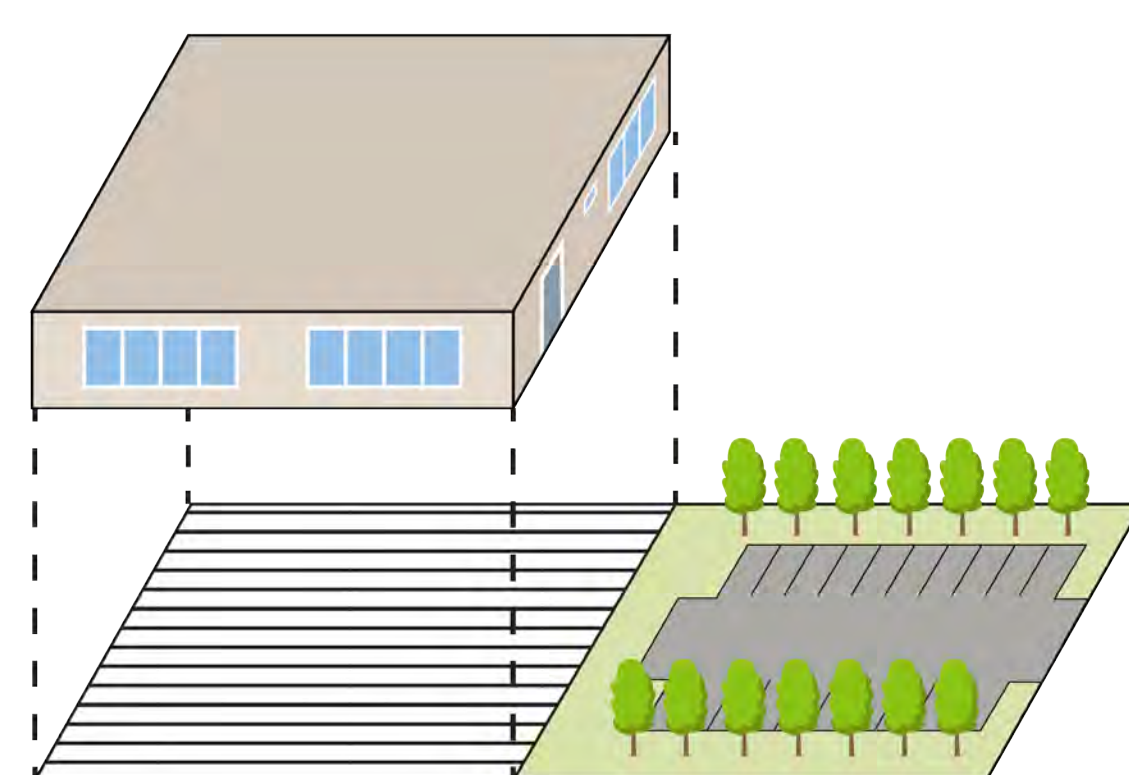
### 0.25 FAR



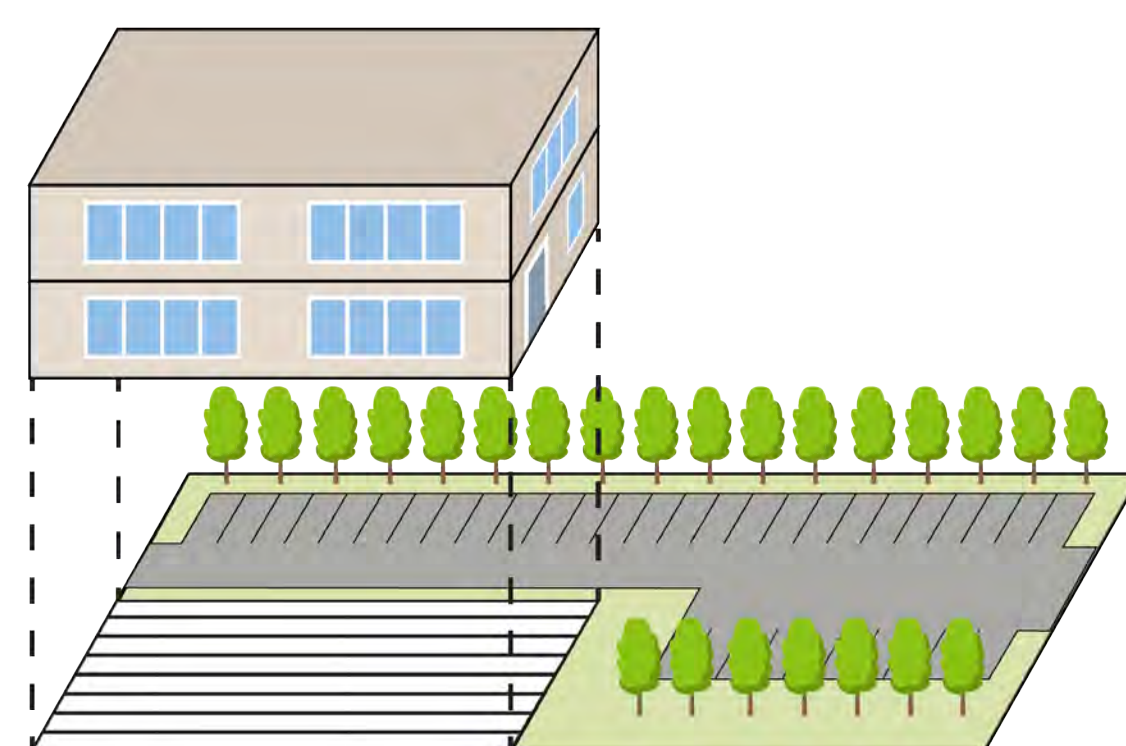
25% Lot Coverage

Floor Area Ratio (FAR) refers to the proportion of total developed building square footage relative to the total parcel size in square feet. For example, a 2,500-square foot building on a 10,000-square foot parcel would be described as having an FAR of 0.25.

### 0.50 FAR



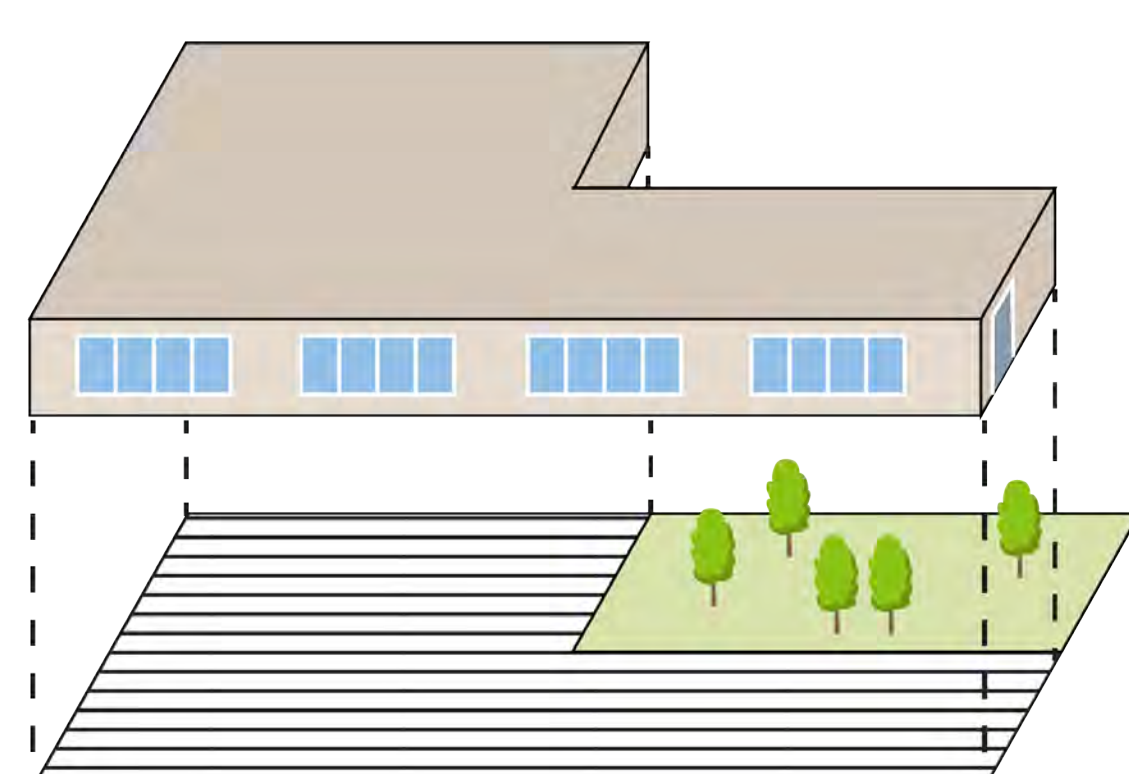
50% Lot Coverage



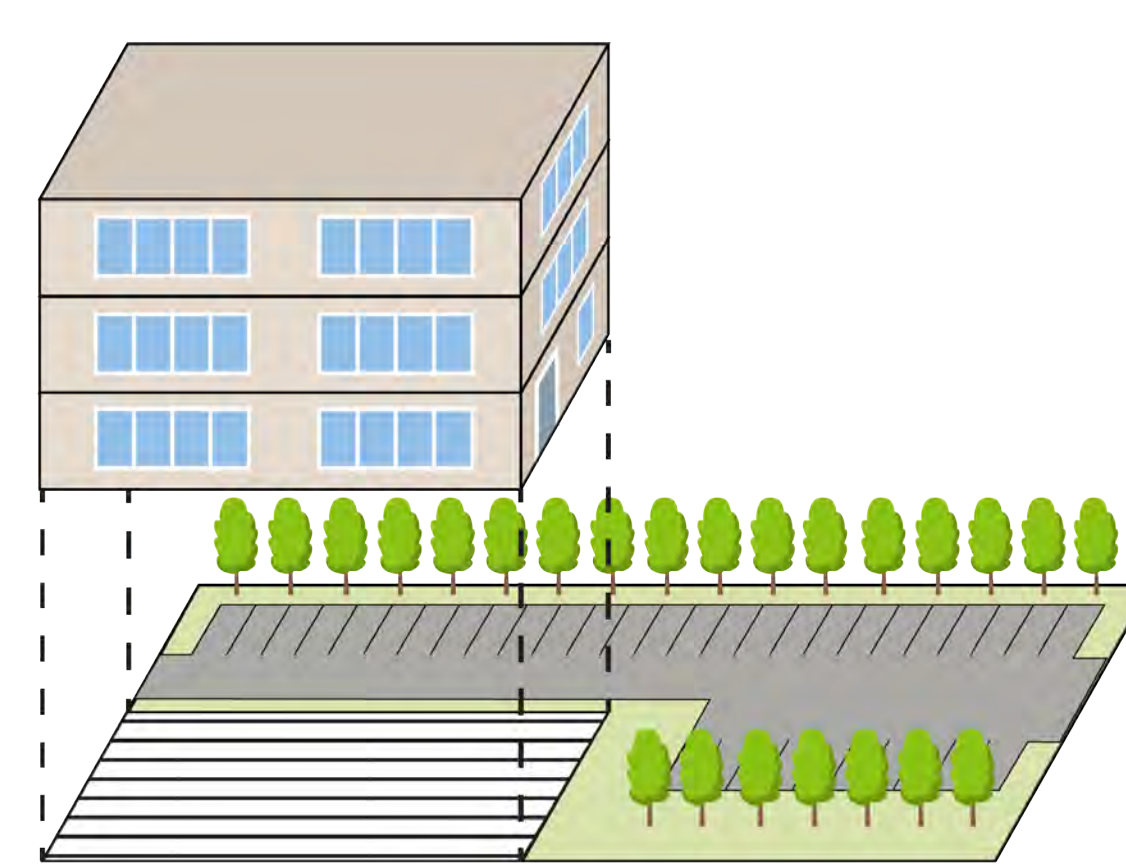
25% Lot Coverage

The graphics on this board help illustrate the various ways different development intensities can be accommodated on a given parcel. Most jurisdictions use a combination of FAR, lot coverage, and height limits to regulate the physical form of development.

### 0.75 FAR

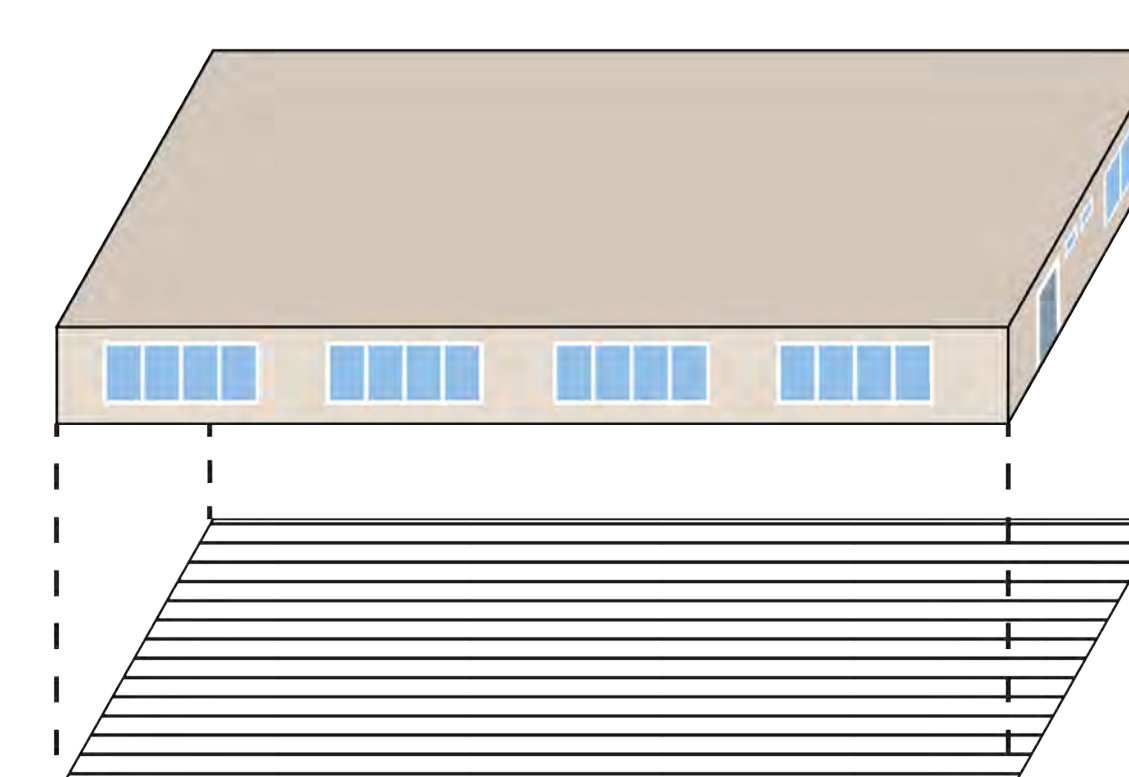


75% Lot Coverage

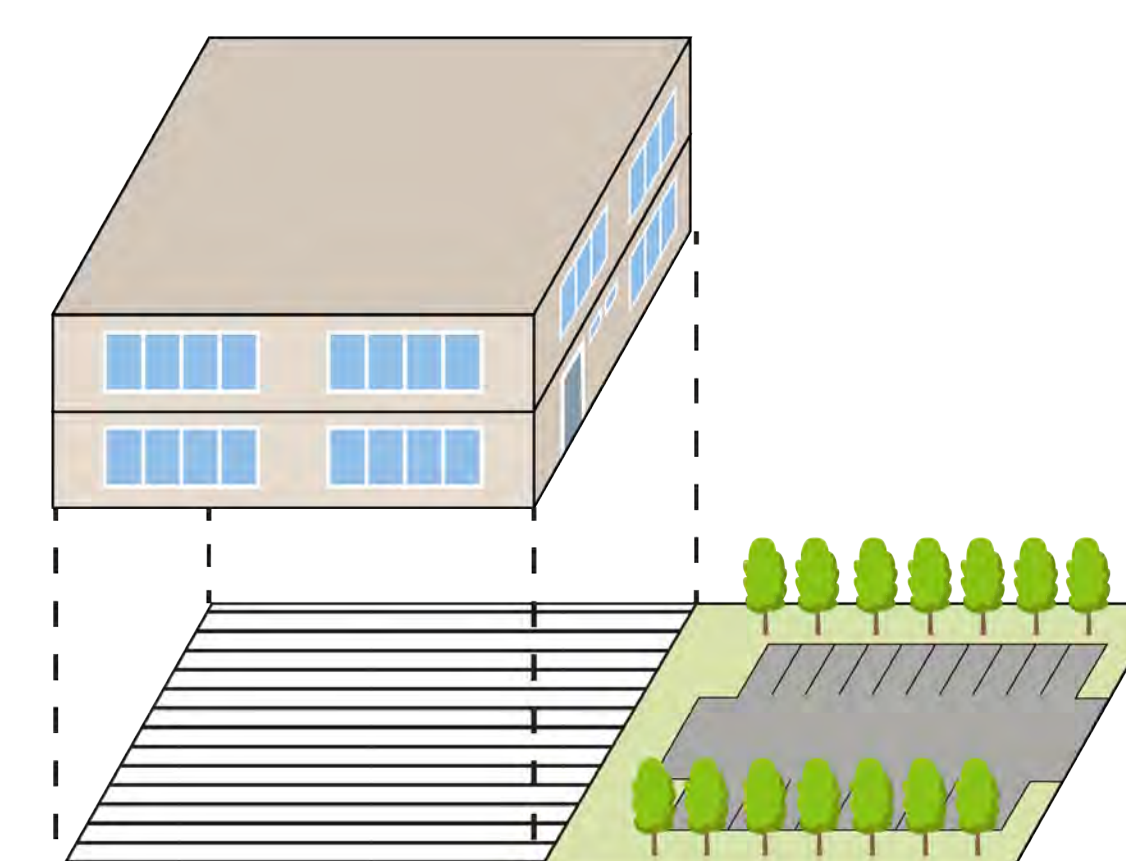


25% Lot Coverage

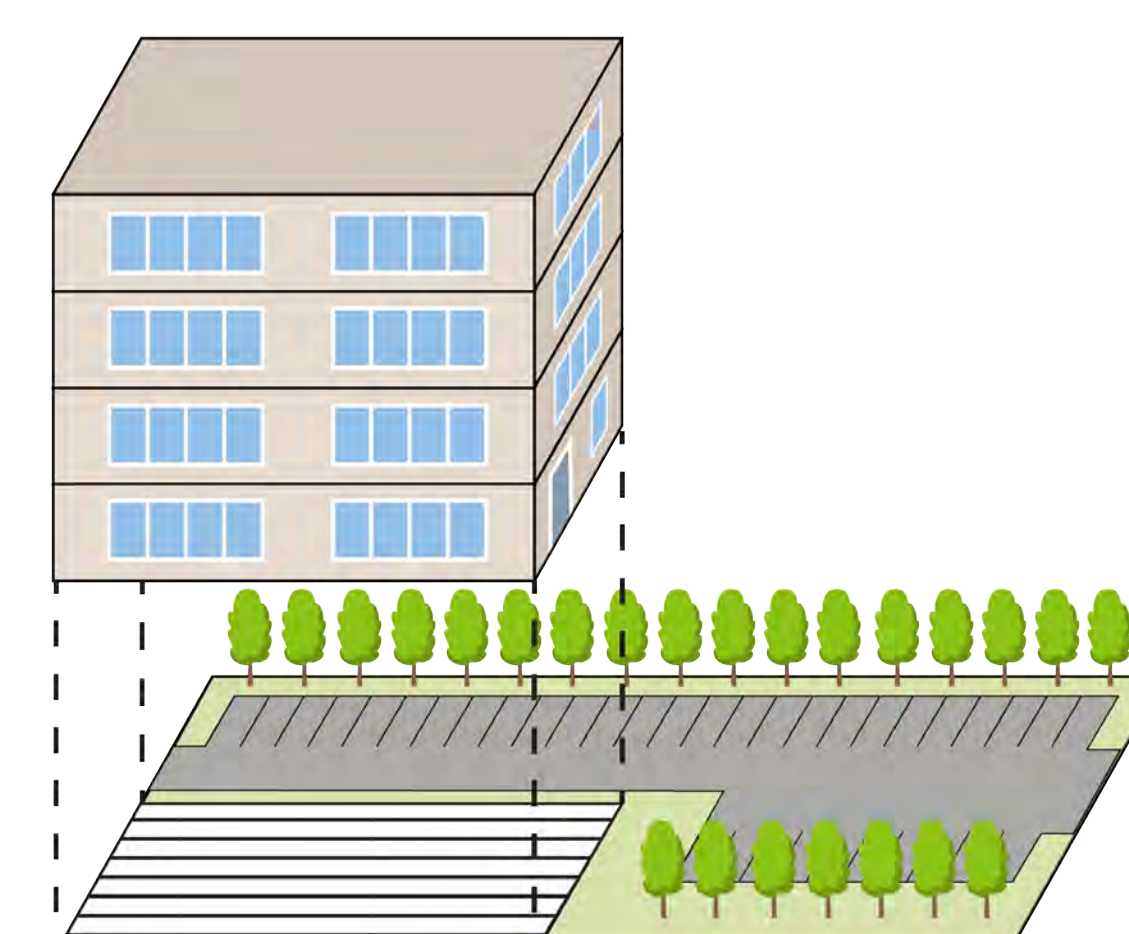
### 1.00 FAR



100% Lot Coverage



50% Lot Coverage

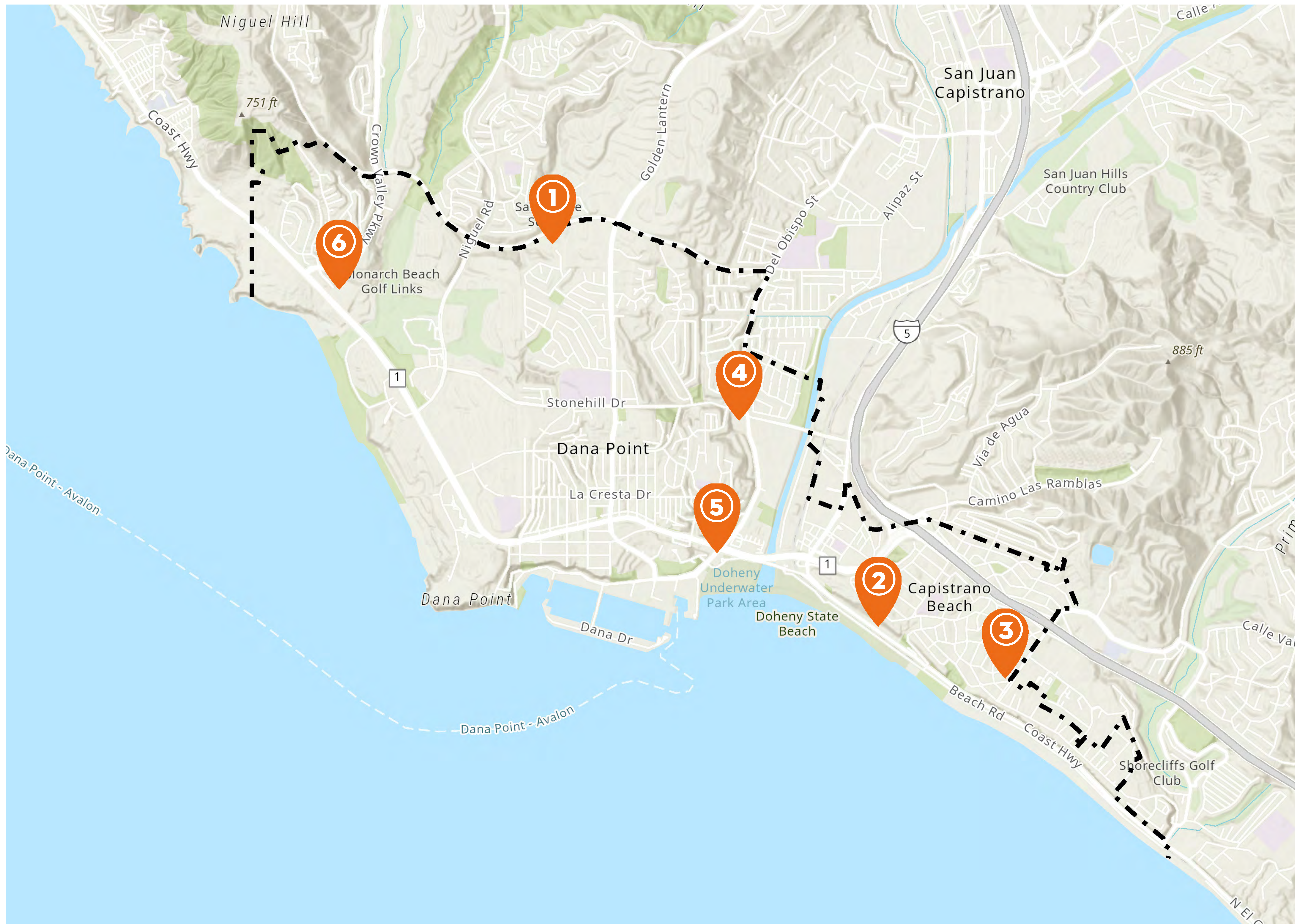


25% Lot Coverage



# OPPORTUNITY SITES

AREAS CONSIDERED FOR POTENTIAL LAND USE CHANGE IN PHASE 2



- 1 CAMINO DEL AVION**
- 2 PCH CAPO BEACH**
- 3 CAMINO DE ESTRELLA**
- 4 STONEHILL & DEL OBISPO**
- 5 PCH / DANA POINT HARBOR**
- 6 MONARCH BAY PLAZA**

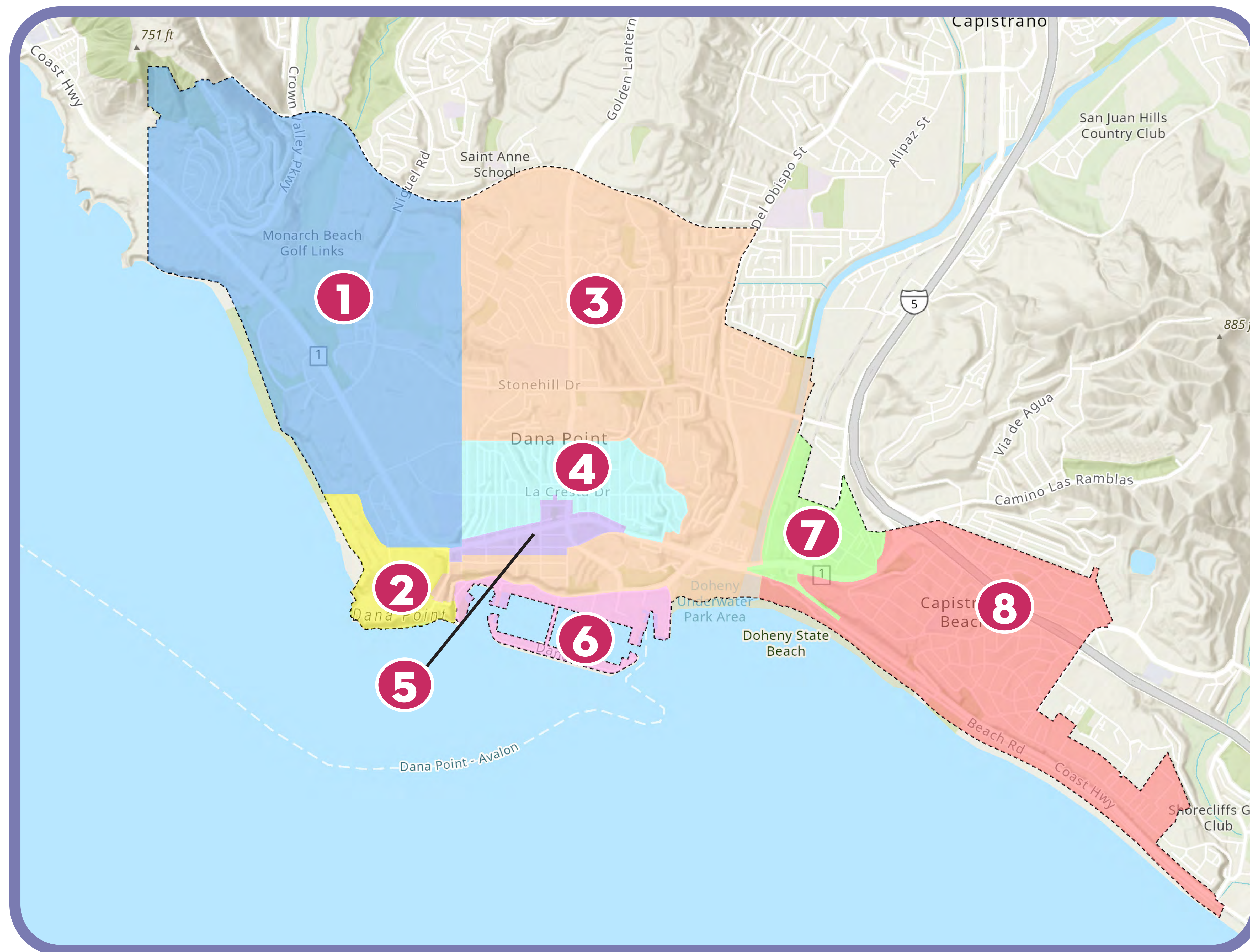


# DANA POINT TODAY

## AN OVERVIEW OF DANA POINT'S COMMUNITIES

### DANA POINT'S COMMUNITIES

Development in the Dana Point area began in the early 1900's with the original "Lantern" neighborhoods, but substantial development did not occur until the decades following World War II. Over time, that development evolved into the three communities of Capistrano Beach, Dana Point, and Monarch Beach. The City of Dana Point officially incorporated in 1989 and included the original "Dana Point" community and the surrounding coastal area, encompassing a total area of 6.5 square miles. The City gained its name from the headlands of Dana Point, which were named after Richard Henry Dana. The Harbor and its many water related facilities, along with Doheny State Park have made Dana Point a popular destination from visitors throughout the region and beyond. Several additional communities developed within Dana Point over the past 30+ years of cityhood, each with their own distinct identity.



#### MONARCH BEACH

Relatively recent master planning and high quality construction have established Monarch Beach as a planned recreation-oriented resort and residential area. Development in Monarch Beach is guided by a Specific Plan that describes land planned for a mixture of Visitor/ Recreation Commercial, Community Commercial, Open Space and Residential development. The Ritz Carlton and the Waldorf Astoria provide focal uses in a community that includes extensive outdoor activities such as golf and coastal recreation. Sea Terrace park is also a popular destination and hosts the City's summer concert series.



#### THE HEADLANDS

The Headlands is one of the most significant landforms and natural areas in the City, encompassing approximately 35 acres that includes limited development and the Dana Point Nature Preserve and derives its name from the coastal bluff and promontory that rises some 215 feet above the Pacific Ocean. The area provides spectacular views of the Dana Point Harbor and the coastline to its north and south, and offers a distinct opportunity to provide a continuous open space corridor along the coast with views and public access to the ocean, coastline, and harbor.



# DANA POINT TODAY

## AN OVERVIEW OF DANA POINT'S COMMUNITIES



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### DANA POINT COMMUNITY

This area comprises the majority of the center of Dana Point and also wraps around the Lantern Village and Town Center communities, reaching the edge of the Harbor. The architectural character is a mixture of older New England/ Cape Cod style commercial centers and newer, more eclectic buildings. The area's terrain provides distant views of Capistrano Valley, the coastline to the south, and the Santa Ana Mountains to the east. This community also hosts Dana Hills High School and City Hall. Its major arterials provide access both within Dana Point and between neighboring cities.



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### THE HARBOR

The Harbor plays a vital role in the City's natural, economic, and social environment. While the County of Orange leases the Harbor from the State of California and controls Harbor design and development, the Harbor shares a symbiotic economic and social relationship with the Town Center and the Headlands. The ongoing Dana Point Harbor revitalization will add public spaces that enhance the community and local businesses.



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### LANTERN VILLAGE

Lantern Village constitutes the historic center of Dana Point, containing its earliest neighborhoods. Established in the 1920's and 30's as part of the City's early development as a "community by the sea", it contains the City's largest concentration of historic homes. The community's steep, curving topography and ocean-oriented streets give the area a strong sense of identity and physical framework. The Village and its distinctive street names were named to resemble maritime signal lanterns. Much of it has ocean views and the area offers easy access to the Town Center by foot or bike.



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### DOHENY VILLAGE

Doheny Village is a gateway to Dana Point, welcoming travelers as they exit the I-5 freeway. Of all of the communities, Doheny Village offers the greatest variety of land uses, reflecting the mix of aspirations held for this area- ranging from small resorts to a commercial and industrial center. In 2021, the City adopted the Doheny Village Plan to encourage diverse housing types within a mixed-use, pedestrian-oriented business environment. Additionally, mobility improvements are underway to improve connectivity between Doheny Village, Capistrano Beach, and the Harbor.



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### TOWN CENTER/LANTERN DISTRICT

The Town Center area is one of the primary business districts in the City, and is the focus of activity for visitors traveling along Pacific Coast Highway. The Town Center also has a strong connection with the bluff top viewpoints overlooking the Harbor at the south ends of the Streets of the Amber Lantern, Violet Lantern, and Golden Lantern. The Town Center Specific Plan envisions a dynamic geographic center of the community with a mix of uses. Special emphasis is placed on making the area accessible to all modes of transportation and a welcoming place for both residents and visitors.



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### CAPISTRANO BEACH

The neighborhoods of Capistrano Beach are among Dana Point's oldest and most distinguished residential areas. Today, a few historic residences survive and the overall architectural flavor is decidedly eclectic. Whereas Beach Road has an image more typical of coastal cities with beachfront homes on small lots and recreational uses, the areas on the bluffs tend towards larger density single family uses. Palisades Drive, the neighborhood's only street connecting directly to Pacific Coast Highway, is one of the City's most dramatic visual sequences as it winds down the bluff edge to the beach below.



# DANA POINT TODAY

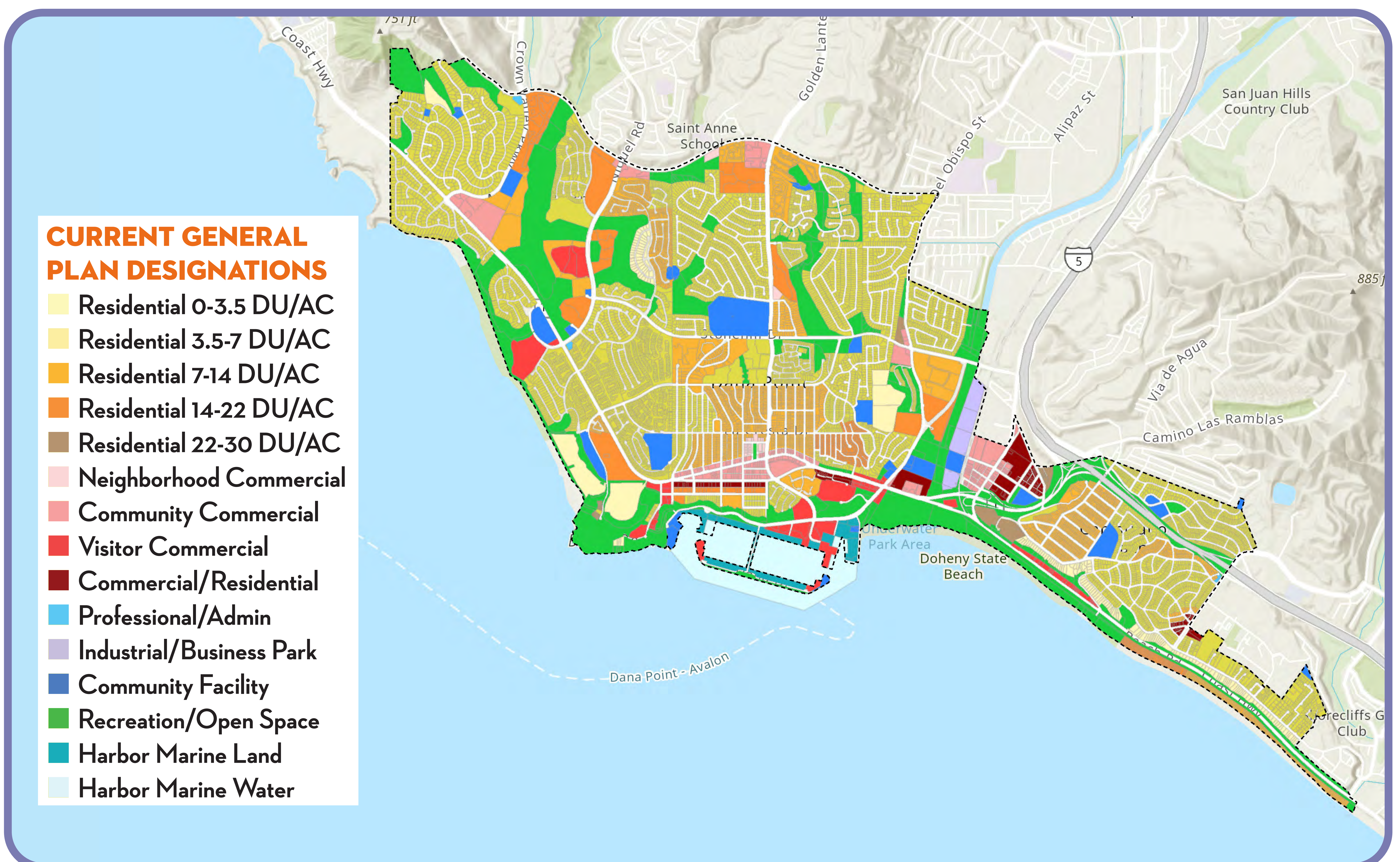
## THE CITY'S CURRENT GENERAL PLAN LAND USE MAP

### CURRENT GENERAL PLAN

Land use designations indicate the type and nature of development that is allowed at and planned for a given location. The overall land use pattern is intended to reinforce the City's long-term Vision and accommodate a broad range of allowable uses throughout the city. Land use designations in Dana Point include:

- Five designations established for residential development, ranging from low-density single family to high-density multiple family development
- Five designations intended primarily for nonresidential uses: three commercial, one office, and one industrial/business park.
- One flexible designation providing a mix of complimentary commercial, office, residential, and recreation uses.
- Two designations intended to plan for public and quasi-public uses, such as community facilities, parks, and open spaces.
- Land and marine facilities related to the Harbor are addressed through two separate but related designations.

The following map illustrates each land use designation as currently adopted in the City's General Plan.



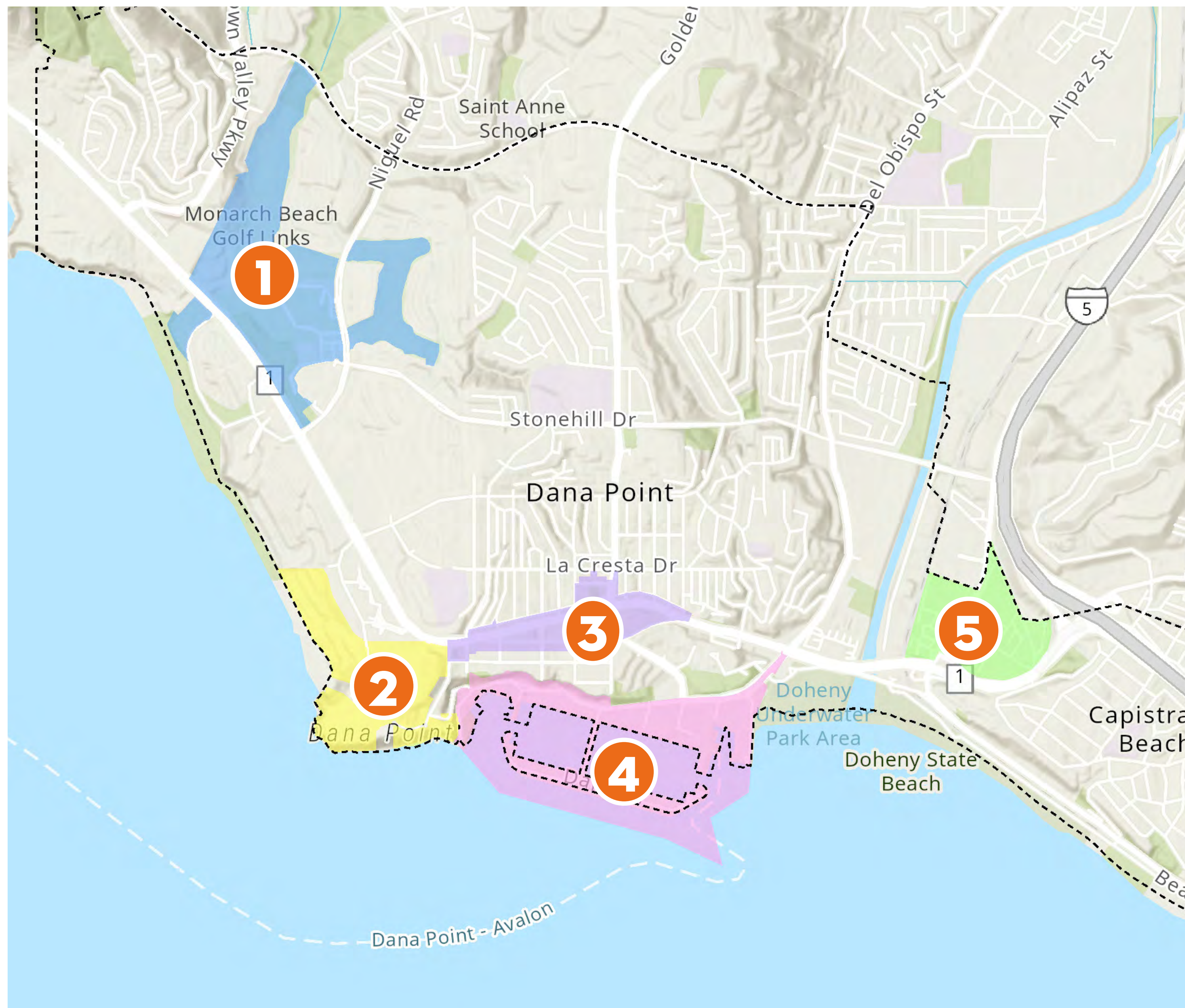


# DANA POINT TODAY

## DANA POINT'S SPECIAL PLANNING AREAS

### SPECIAL PLANNING AREAS

Cities and counties implement general plan policy through zoning and other detailed planning tools and to provide more detailed guidance and regulation for particular geographic sub areas or properties. The more detailed “plans” generally include maps and diagrams for land use, circulation, infrastructure, and natural resources, as well as land use regulations, development standards, and design guidelines. They also include a local coastal program and coastal access plan, where applicable. There are five special planning areas in Dana Point.



**1 MONARCH BEACH RESORT SPECIFIC PLAN (1992/1997)**  
The Monarch Beach Resort Specific Plan provides the framework for a five-star resort hotel along with single family residential units, a golf course, and other community facilities including public parks and trail networks. The area was mostly built out by 2005, with functionally all remaining development completed around 2016.

**2 HEADLANDS SPECIFIC PLAN (2004)**  
The Headlands Development and Conservation Plan's purpose is to protect and preserve the unique beauty of the Headlands Conservation Area, while allowing for specific kinds of development to enhance the experience of residents and visitors.

**3 TOWN CENTER PLAN (2015)**  
The Town Center Plan focuses on the commercial area in the City's geographic center, adjacent to the PCH/Del Prado couplet. The Plan encourages a diverse mix of uses, increased pedestrian-oriented development, public parking in central locations, and art and signage to enrich the experience of visitors and residents.

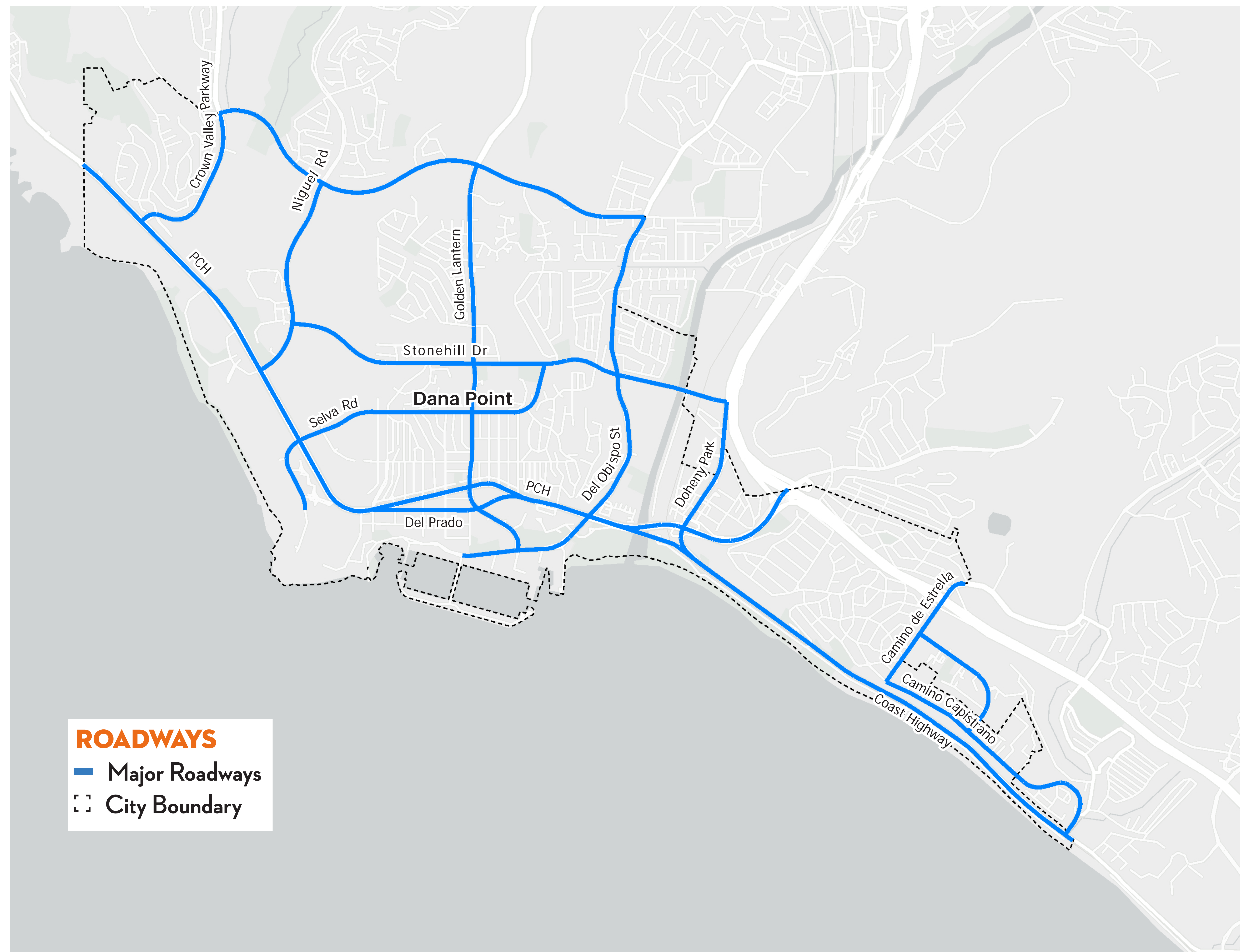
**4 HARBOR REVITALIZATION PLAN (2011)**  
The Dana Point Harbor Revitalization Plan envisions a visitor-serving commercial core with improved restaurants, retail, and public spaces. The plan also includes enhanced marine commercial services and marine recreational amenities, including the construction and reconfiguration of all docks and slips.

**5 DOHENY VILLAGE PLAN (2021)**  
The Doheny Village Plan amends the City's zoning code to preserve and enhance the eclectic combination of commercial, light industrial, and residential mixed uses in the area. New districts are designed to achieve an integrated and walkable business and residential environment.



# DANA POINT TODAY

## ROADWAYS, BIKEWAYS, AND TRANSIT ROUTES



### ROADWAY NETWORK

Dana Point's Roadway network includes both smaller local streets and a variety of larger roadways, some of which are described below.

- » Dana Point is the official start to Pacific Coast Highway, a regional scenic highway that connects residents and visitors with neighboring beach communities.
- » Golden Lantern and Del Obispo Streets connect from Dana Point Harbor and the Town Center all the way to neighboring Laguna Niguel and San Juan Capistrano, and provide residents access to schools and commercial retail.
- » Stonehill Drive travels through much of the City's width, connecting several planning areas, and includes direct access to Dana Hills High School, Monarch Beach, and Interstate 5. Stonehill Drive also terminates and becomes Doheny Park Road connecting PCH and Capistrano Beach.
- » Crown Valley Parkway and Niguel Road provide linkages to visitor-serving uses in the City, including the Waldorf Astoria Monarch Beach, the Monarch Beach Golf Links, the Ritz-Carlton, and Salt Creek Beach.



# DANA POINT TODAY

## ROADWAYS, BIKEWAYS, AND TRANSIT ROUTES



### SLOW SEGMENTS

Certain segments of Dana Point's major roadways carry more traffic than others.

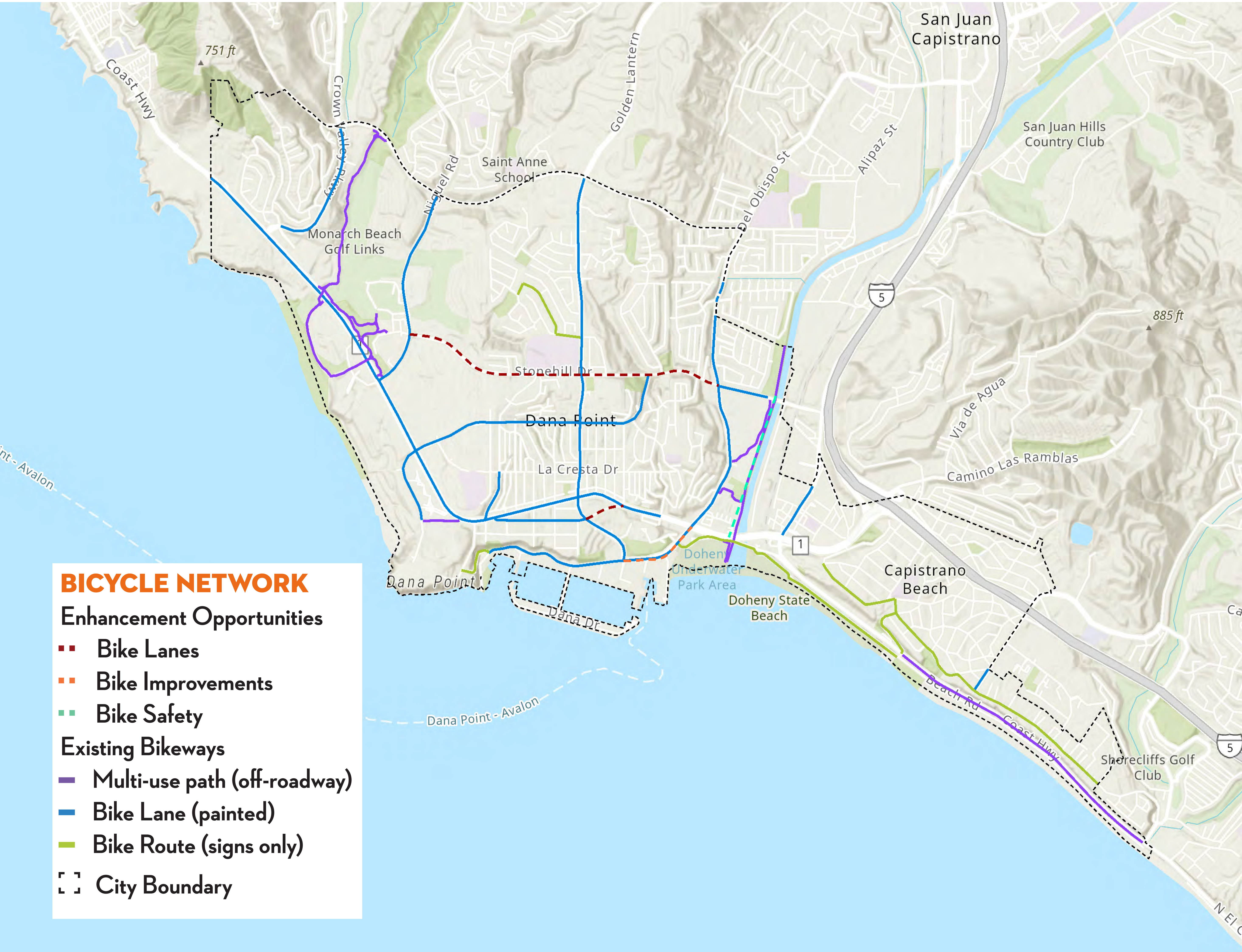
The busiest roadways in Dana Point are listed below, some are typically free flowing, while others experience periodic slowing due to heavy traffic:

- » Crown Valley Parkway
- » Del Obispo Street
- » Golden Lantern
- » Pacific Coast Highway
- » Stonehill Drive



# DANA POINT TODAY

## ROADWAYS, BIKEWAYS, AND TRANSIT ROUTES



### BICYCLE NETWORK

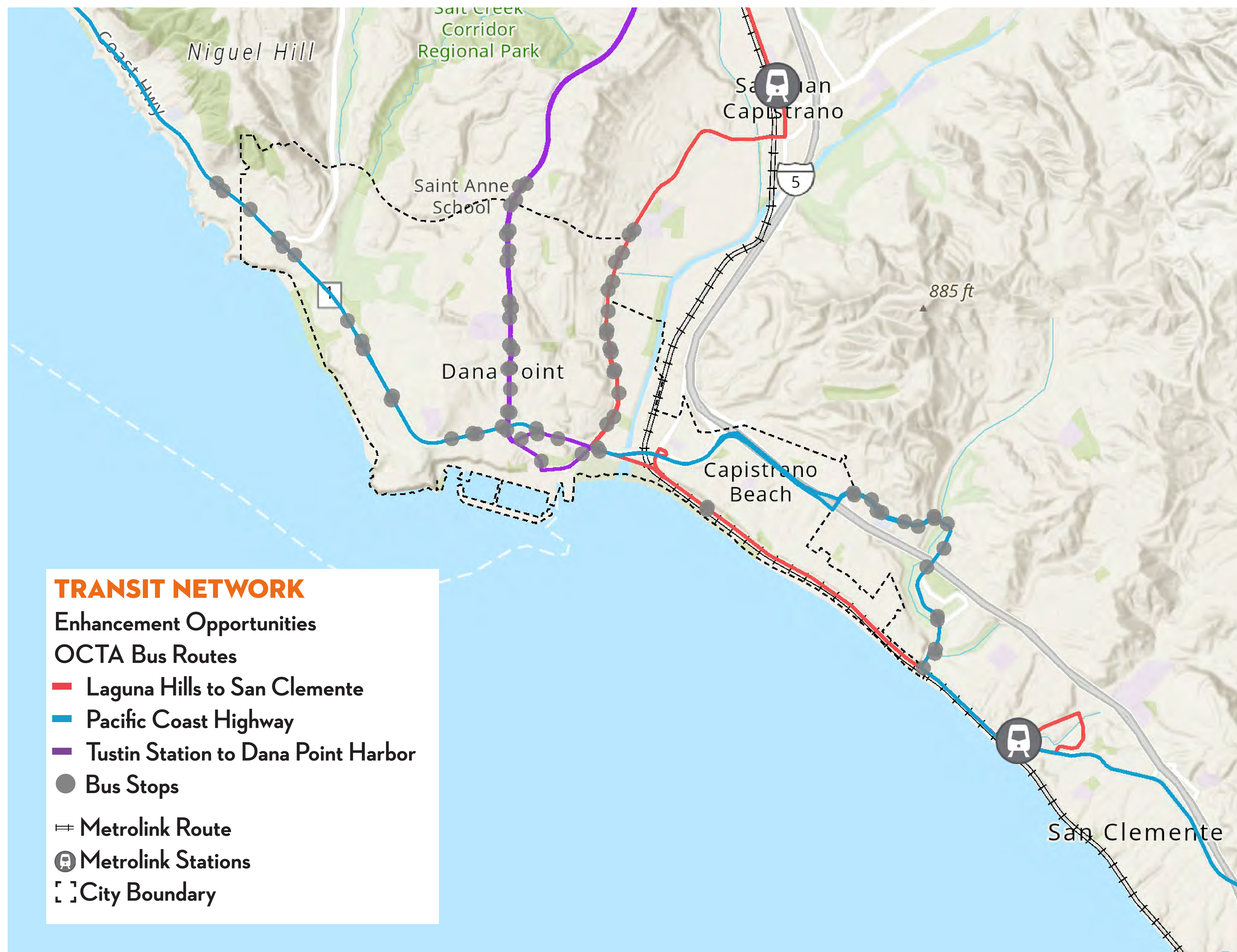
Dana Point’s bicycle network includes off-roadway bike trails, painted bike lanes, and bike routes. Off-roadway bike trails are concentrated in and around open-space areas such as parks and beaches. Painted bike lanes are the most common type of infrastructure and are located primarily along arterial streets. Bike routes, shared with vehicles and designated with signage, are mostly along local streets or adjacent to parks.

As shown in the map, there are a number of opportunities to enhance the City’s bicycle network--primarily focused on completing gaps in the network that may be inhibiting more frequent and safer bicycle activity.



# DANA POINT TODAY

## ROADWAYS, BIKEWAYS, AND TRANSIT ROUTES



### TRANSIT NETWORK

Dana Point is served by three OCTA Bus Routes, which connect the City to other South Orange County communities. The routes travel along Golden Lantern Street, Del Obispo Street, and Pacific Coast Highway.

Additionally, Metrolink's Orange County line passes through Dana Point, with nearby stations in San Juan Capistrano and San Clemente.



# DANA POINT TODAY

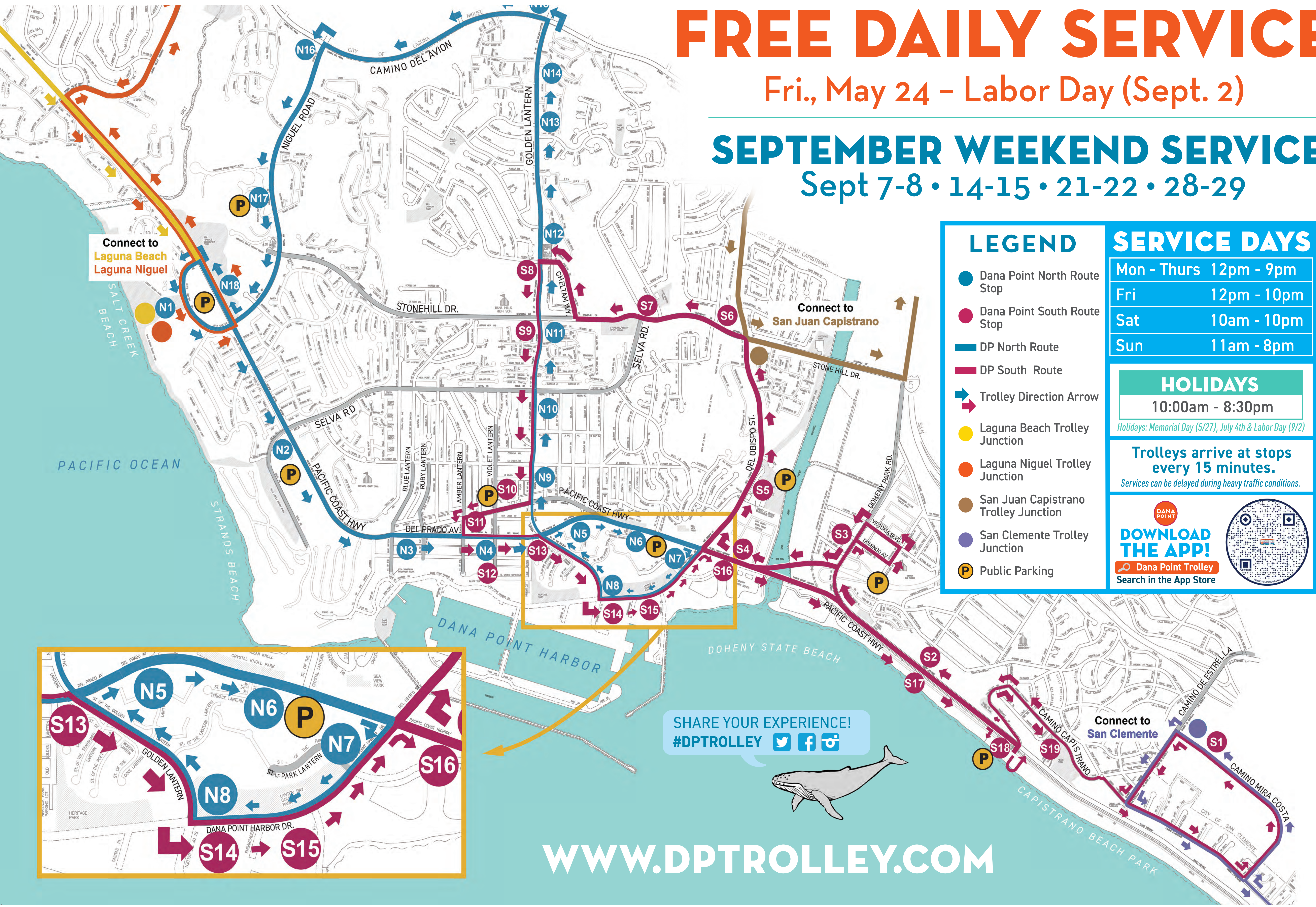
ROADWAYS, BIKEWAYS, AND TRANSIT ROUTES

## FREE DAILY SERVICE

Fri., May 24 – Labor Day (Sept. 2)

## SEPTEMBER WEEKEND SERVICE

Sept 7-8 • 14-15 • 21-22 • 28-29



## SUMMER TROLLEY

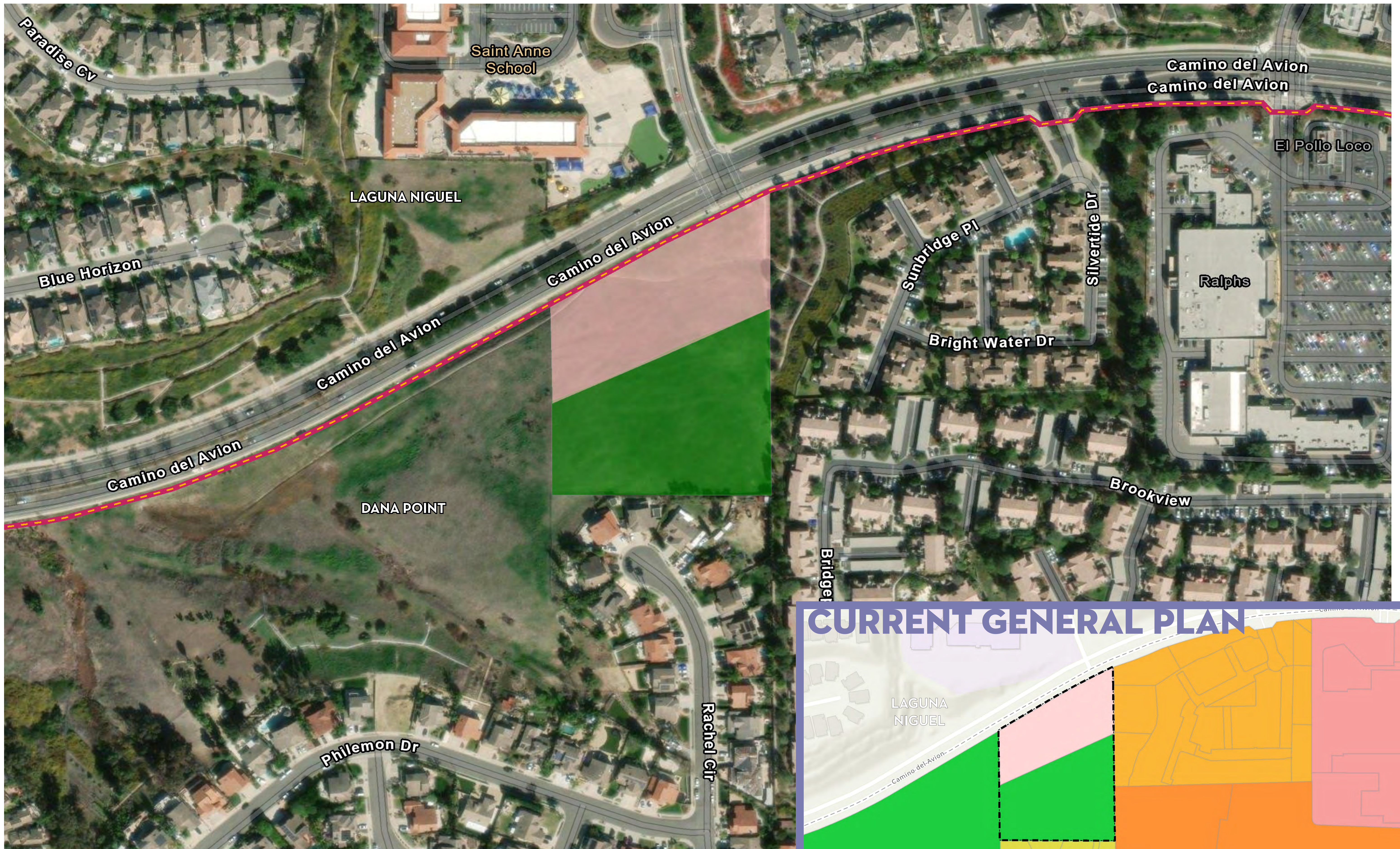
With assistance from OCTA, the City operates a trolley during the summer months. In 2023, the Trolley carried approximately 84,000 residents and visitors to destinations throughout Dana Point.

This map shows the Dana Point Trolley routes and stops for 2024.

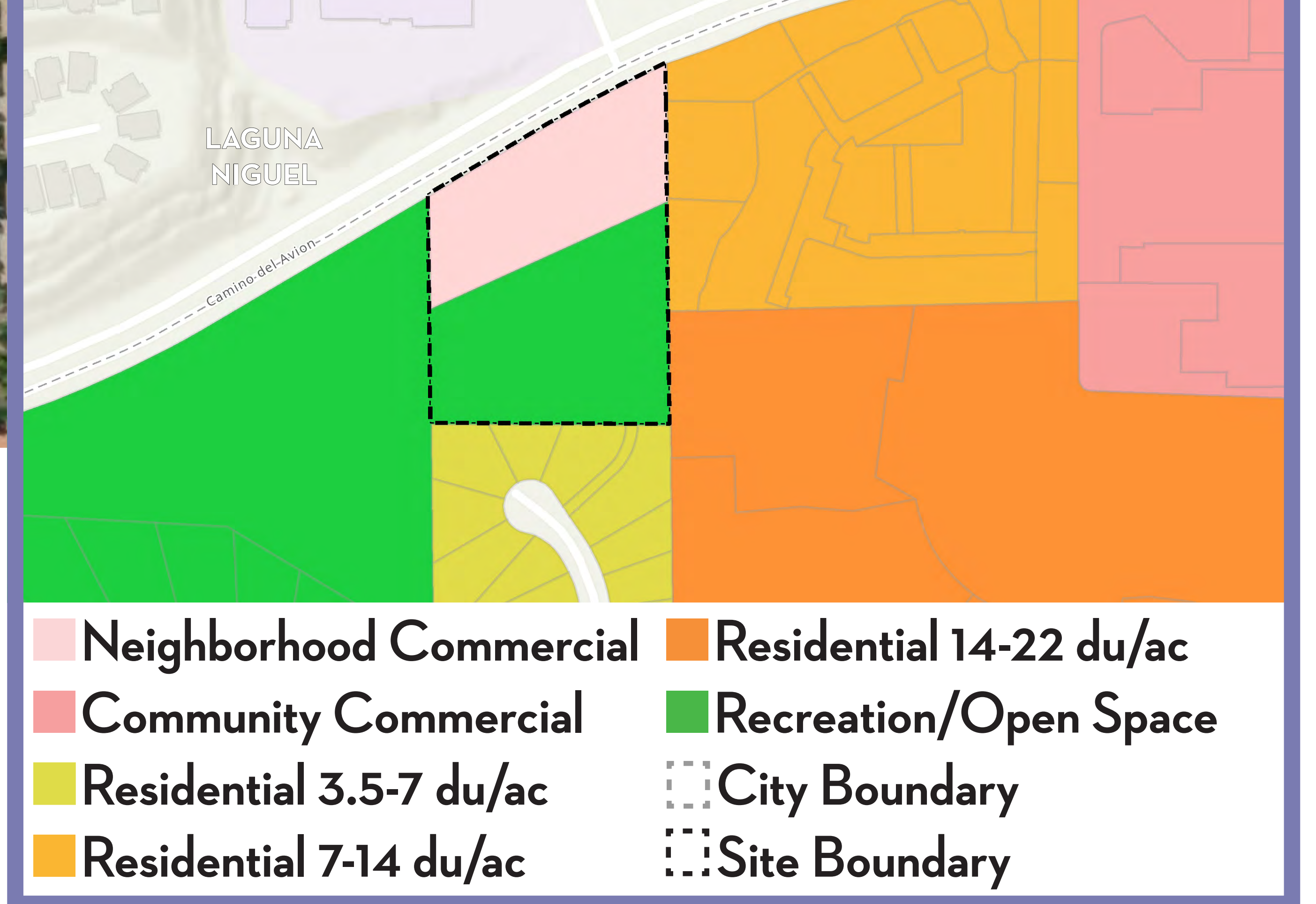


# 1. CAMINO DEL AVION

## AERIAL PERSPECTIVE & EXISTING CONDITIONS



### CURRENT GENERAL PLAN



### SITE CHARACTERISTICS

- 1 parcel, 4.77 acres, vacant
- Owned by Saint Anne School (across street)
- A mix of flat and sloped area

### SURROUNDING LAND USES

- Low and medium density single-family attached and detached housing; open space to the west
- <0.25 mile from existing shopping centers

### CURRENT ACCESS/PARKING

- Direct vehicular access from Camino del Avion
- No public or off-street parking options in the surrounding area

### CURRENT ALLOWED USES & INTENSITY

- General Plan and Zoning are a mix of Neighborhood Commercial and Open Space (OS reflects current use, cannot remain open space due to private ownership of land)
- Allowable uses include retail, service, office, and entertainment businesses
- Maximum standard intensity is an FAR of 0.35 and 35 feet
- The FAR can be increased to 1.75 IF a proposed development can demonstrate that it is of exceptional design quality, contributes substantial public benefit, and does not place an undue burden on public services



# WHAT COULD BE BUILT?

## CAMINO DEL AVION



**2-STORY OFFICE, 50 KSF, 0.24 FAR**



**3-STORY OFFICE, 54 KSF, 0.26 FAR**

### CONCEPTUAL SITE PLANS | ONLY FOR CAPACITY ANALYSIS

(THE IMAGES ABOVE DO NOT REPRESENT ANY PROPOSED OR PLANNED DEVELOPMENT)

## POTENTIAL LAND USES

An evaluation of site capacity and economic analysis of market conditions indicates that:

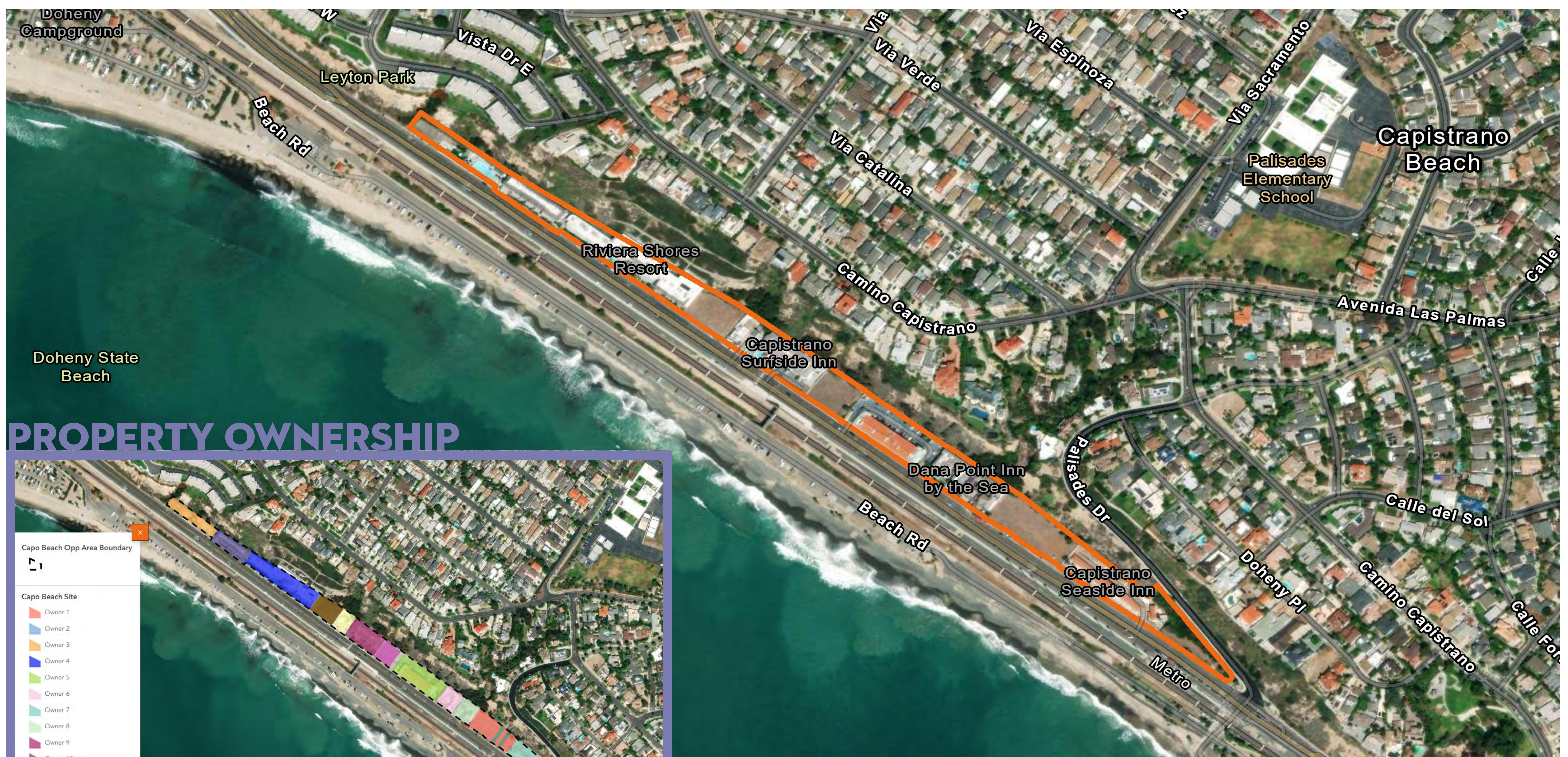
- » **Retail.** The mid-block location and proximity to existing commercial centers decreases feasibility of retail uses. However, should future conditions change, no changes in land use or intensity are needed.
- » **School.** St. Anne (owner) could use the site for ancillary uses without any change in land use or intensity.
- » **Medical Office.** There is market support for medical office and no changes in land use or intensity are necessary (see above).
- » **Residential.** There is high demand for new residential in Dana Point, though this site could likely only support roughly 20 units without substantial grading.

Overall, the General Plan land use designation is proposed to remain Neighborhood Commercial (changing the portion currently shown as Open Space). While the site may be suitable for residential in the future, the GPAC saw no need to expand permitted uses or intensify the site as part of the General Plan update.

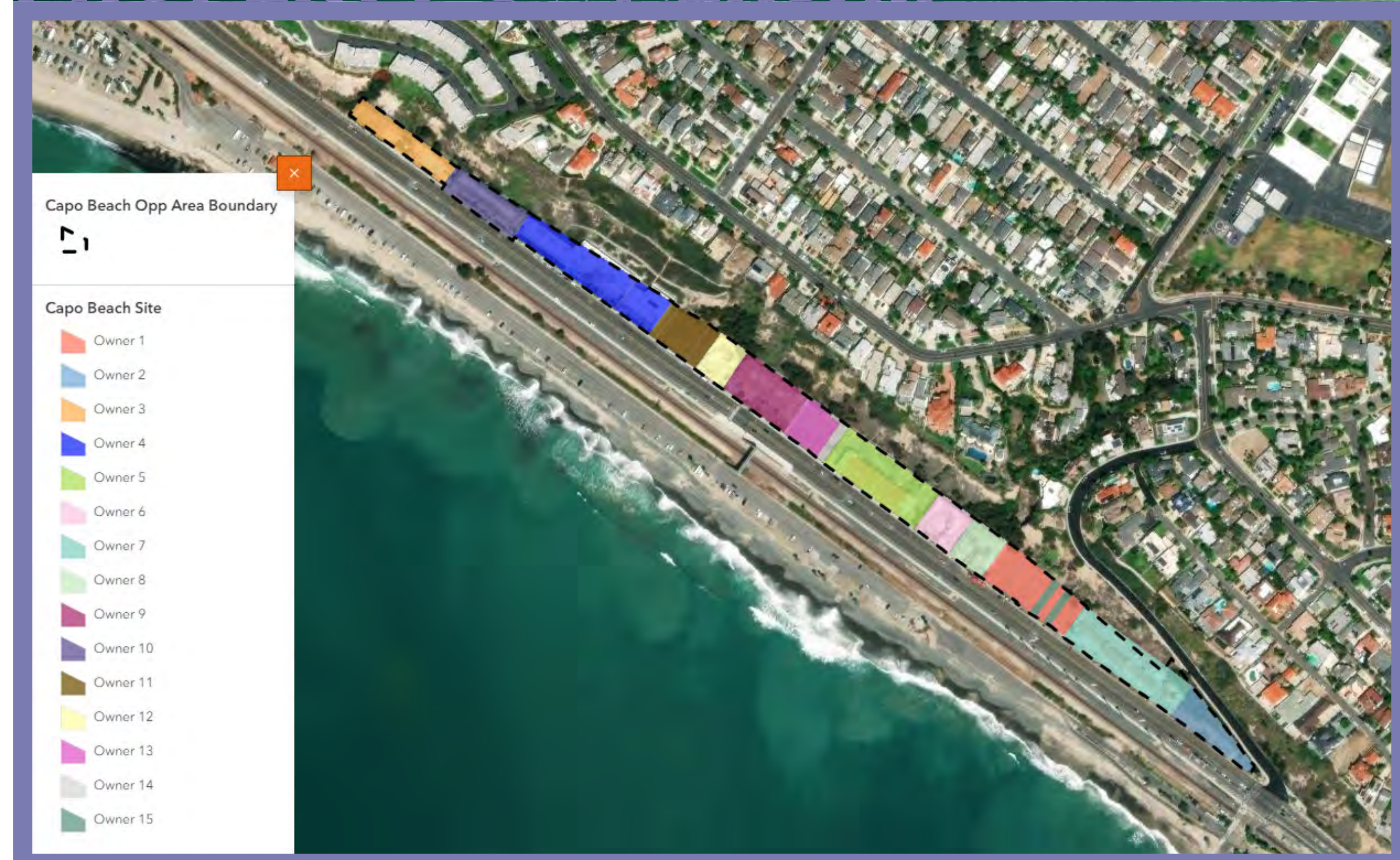


# 2. PCH CAPO BEACH

## AERIAL PERSPECTIVE & EXISTING CONDITIONS



### PROPERTY OWNERSHIP



### SITE CHARACTERISTICS

- 37 parcels, 8.1 total acres
- 15 different property owners (see image)
- Shallow parcel depths of 130 feet
- Flat land adjacent to steep coastal bluffs

### EXISTING LAND USES

- 9 active sites containing hotels, resorts, and restaurants, 4 vacant groupings of parcels

### SURROUNDING LAND USES

- Low and medium density single-family attached and detached housing on bluffs above
- Doheny State Beach and rail corridor

### CURRENT ACCESS/PARKING

- Direct vehicular access from Coast Highway
- Limited on-street parking options

### CURRENT GENERAL PLAN



### CURRENT ALLOWED USES & INTENSITY

- General Plan and Zoning are Visitor/Rec. Commercial
- Allowable uses include retail, service, hospitality, office, and entertainment businesses
- Maximum standard intensity is an FAR of 0.50 and 35 feet
- The FAR can be increased to 1.75 IF a proposed development can demonstrate that it is of exceptional design quality, contributes substantial public benefit, and does not place an undue burden on public services



# WHAT COULD BE BUILT?

## PCH CAPO BEACH

**ILLUSTRATIVE IMAGES | POTENTIAL FUTURE MIXED-USE RESIDENTIAL**  
(THE IMAGES BELOW DO NOT REPRESENT ANY PLANNED DEVELOPMENT FOR THIS AREA)



## POTENTIAL LAND USES

There is a desire to expand development options in this area to create an activated street frontage and a village-type mixed-use setting (but not to create a space that competes with the visions of Doheny Village or the Town Center). An evaluation of the opportunity area and economic analysis of market conditions indicates that:

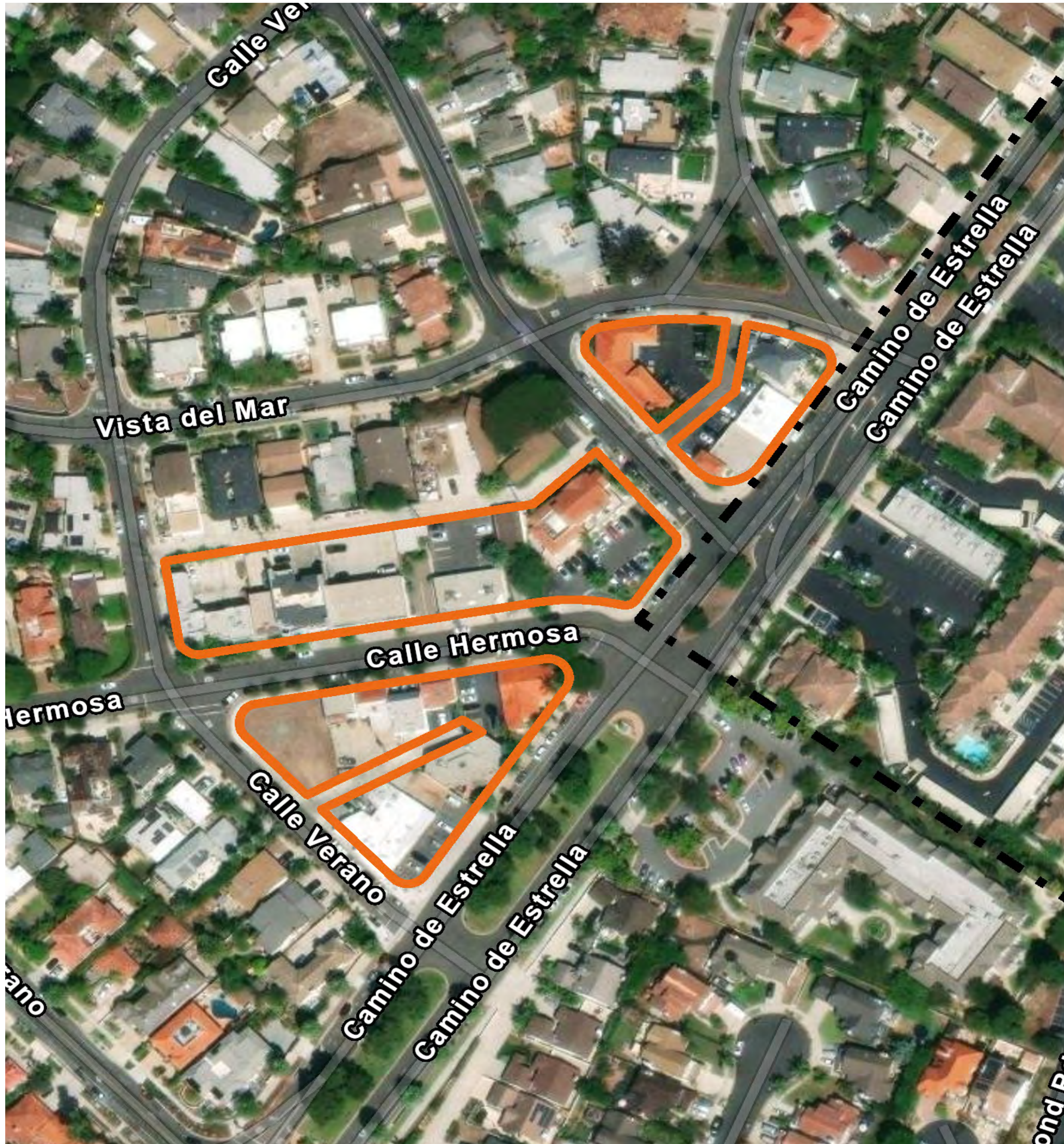
- » **Hotel/hospitality.** Although some parcels have remained vacant, the opportunity area remains appropriate for boutique hotel and other hospitality-related uses. No changes in land use or intensity are necessary.
- » **Retail/Service.** The shallow parcel depths and fragmented ownership pose challenges to create new retail and service spaces served by adequate parking. The limited pass-by traffic in this area also limits the perceived viability of new retail/service businesses. However, should a stand-alone retail/service business seek to develop here, no changes in land use or intensity area necessary.
- » **Residential.** There is high demand for new residential, especially in areas with unobstructed ocean views. If permitted, all of the currently vacant sites (and even some existing sites) would likely become residential.
- » **Mixed-use Residential.** Residential development with ground-floor commercial space can promote a more active street frontage. Requiring the entire ground floor to be commercial may limit development potential.

Overall, the General Plan land use designation is proposed to change to permit mixed-use and a wide range of residential options, with the potential requirement for a specific plan (or similar planning effort) to guide and regulate future uses and improvements to the public realm.



# 3. CAMINO DE ESTRELLA

## AERIAL PERSPECTIVE & EXISTING CONDITIONS



### SITE CHARACTERISTICS

- 21 parcels, 2.41 total acres
- 20 different property owners (see image)
- Three groupings (0.6 ac, 1.2 ac, 0.9 ac)
- Shallow, narrow, and oddly-shaped parcels
- Generally flat

### EXISTING LAND USES

- Residential, office, and retail; 1 vacant parcel

### SURROUNDING LAND USES

- Low and medium density residential
- Shopping center in San Clemente
- Coast Highway and bluffs

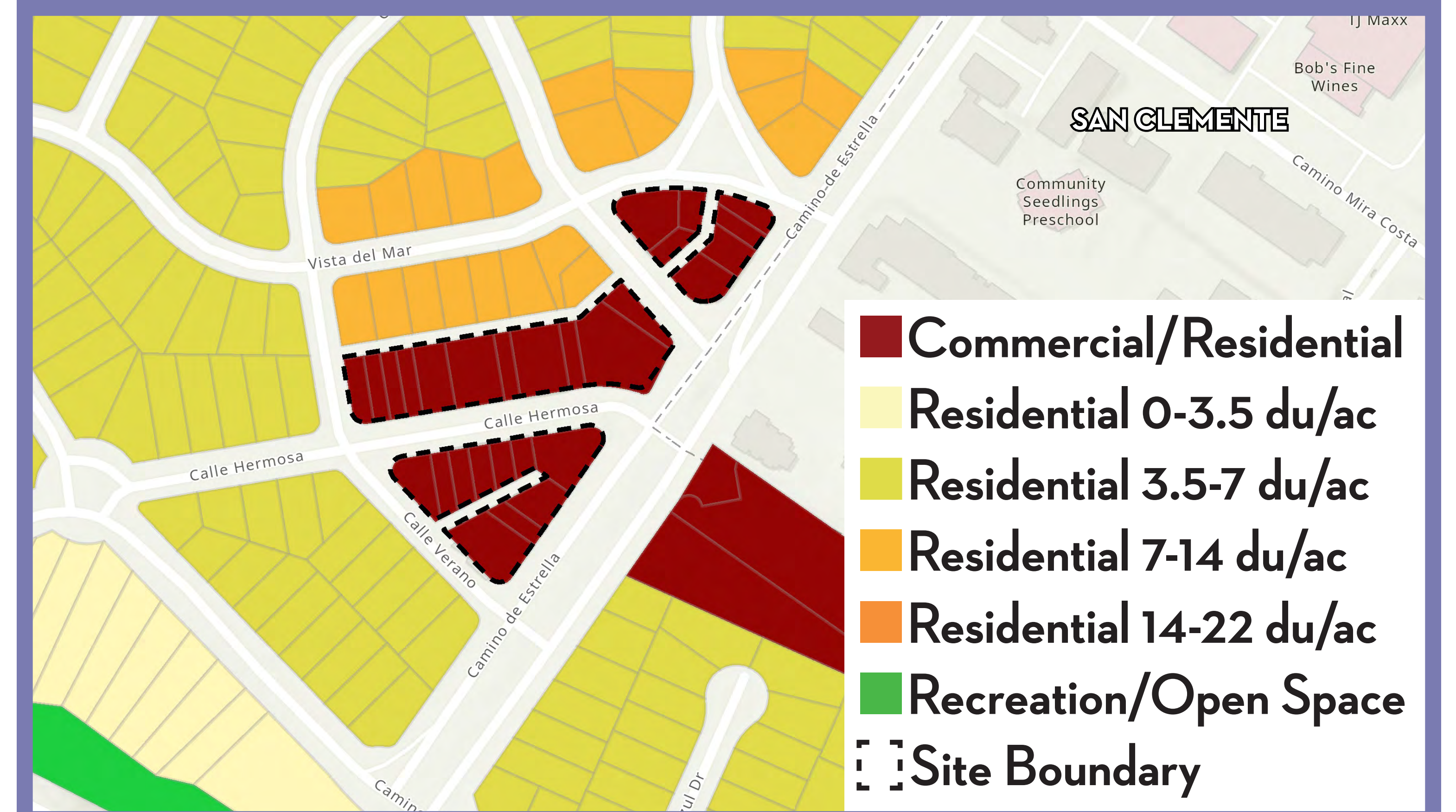
### CURRENT ACCESS/PARKING

- Multiple access points from adjacent streets
- On- and off-street parking

### PROPERTY OWNERSHIP



### CURRENT GENERAL PLAN



### CURRENT ALLOWED USES & INTENSITY

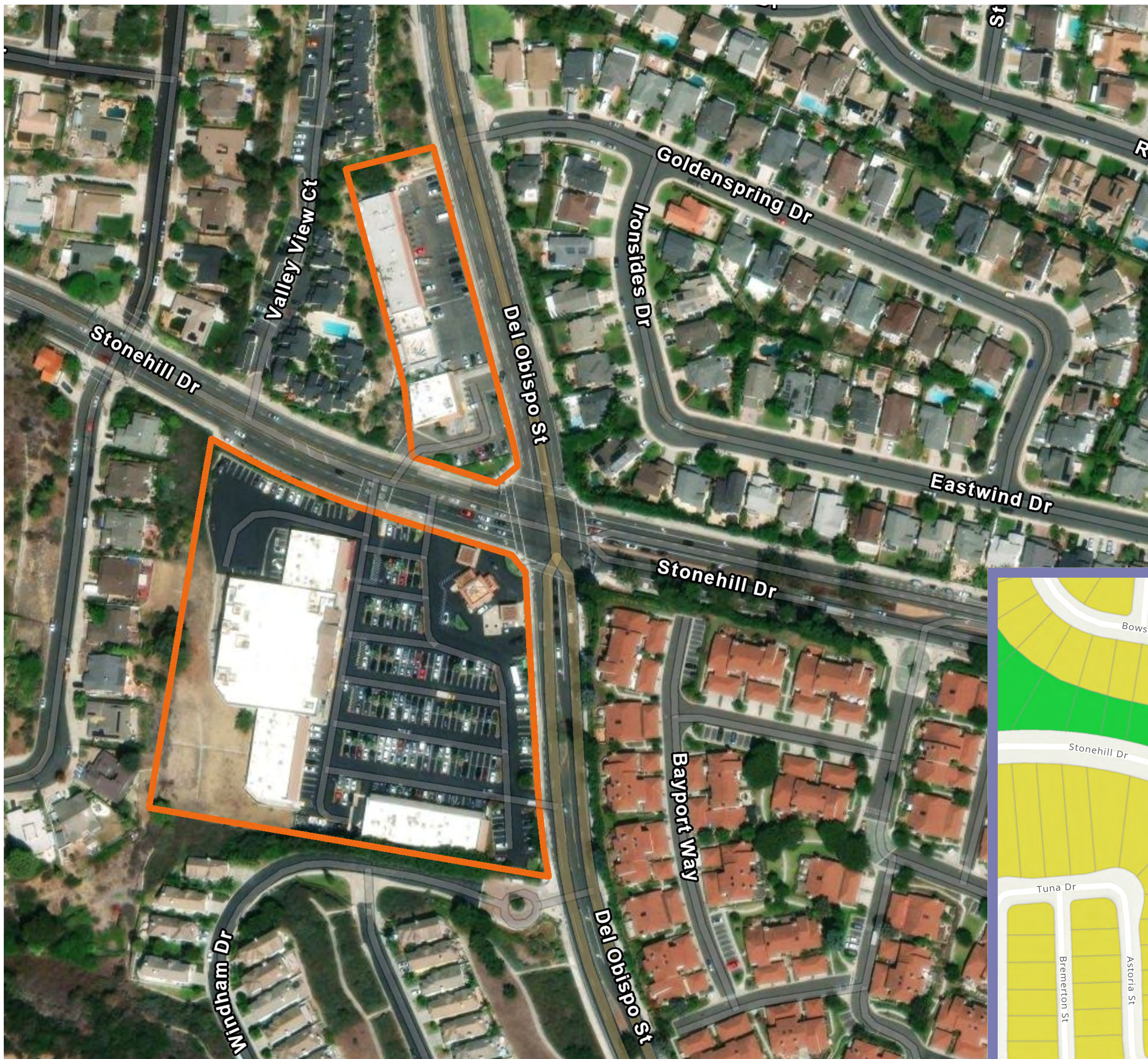
- General Plan is Commercial/Residential and Zoning is Professional/Residential
- Allowable uses include a wide range of commercial businesses as well as multi-family residential when part of a mixed-use project (single-family not allowed)
- Maximum standard intensity is an FAR of 0.50 and 31 feet; maximum density of 10 units per net acre
- The FAR can be increased to 1.50 IF a proposed development can demonstrate that it is of exceptional design quality, contributes substantial public benefit, and does not place an undue burden on public services

**NO INTENSIFICATION:** Fragmented ownership and small parcels inhibits development options. Creating a suitable site would likely require the vacation of public streets and the GPAC considered this change to local circulation to be undesirable. GPAC recommends allowing single- and multi-family as stand-alone, primary uses.



# 4. STONEHILL/DEL OBISPO

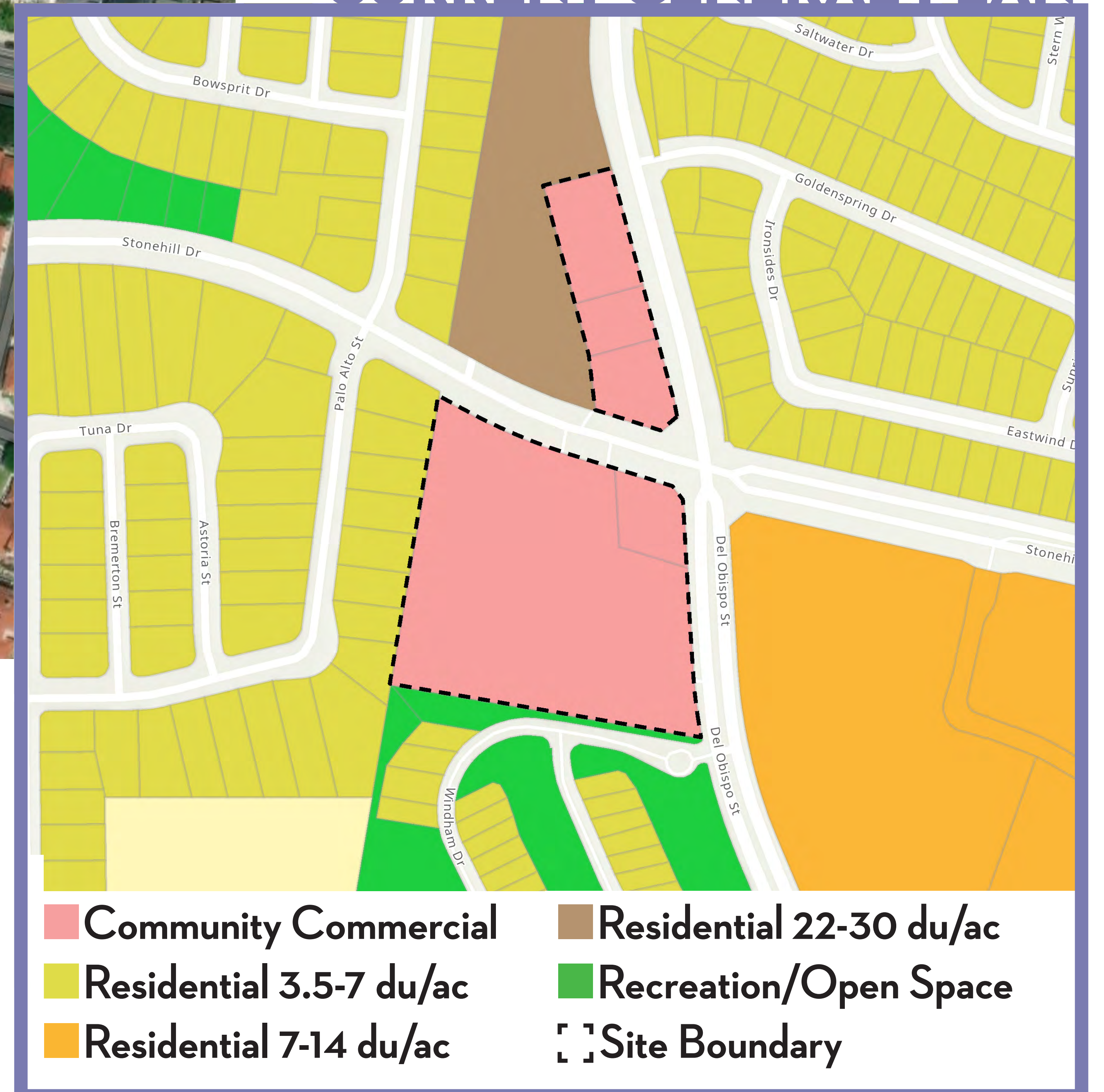
## AERIAL PERSPECTIVE & EXISTING CONDITIONS



### PROPERTY OWNERSHIP



### CURRENT GENERAL PLAN



### SITE CHARACTERISTICS

- North: 1.35 acres, 3 parcels, common ownership
- South: 5.55 acres, 5 parcels, common ownership
- Generally flat surrounded by residential on higher ground

### EXISTING LAND USES

- North: older commercial center with Circle K and other retail/service uses
- South: large commercial center anchored by Albertson's along with small retail, restaurants, bank, and gas station

### SURROUNDING LAND USES

- Low, medium, and high density residential

### CURRENT ACCESS/PARKING

- Access from both Stonehill and Del Obispo
- No public or off-street parking in surrounding area

### CURRENT ALLOWED USES & INTENSITY

- General Plan and Zoning category is Community Commercial/Vehicle
- Allowable uses include retail, service, hospitality, office, and entertainment businesses.
- Maximum standard intensity is an FAR of 0.50 and 35 feet
- The FAR can be increased to 1.75 IF a proposed development can demonstrate that it is of exceptional design quality, contributes substantial public benefit, and does not place an undue burden on public services



# WHAT COULD BE BUILT?

## STONEHILL / DEL OBISPO



### 20 TOWNHOMES ON 1.35 AC

#### 4A. NORTH OF STONEHILL

**CONCEPTUAL SITE PLAN | ONLY FOR CAPACITY ANALYSIS**  
(THE IMAGE DOES NOT REPRESENT ANY PROPOSED OR PLANNED DEVELOPMENT)

### POTENTIAL LAND USES

The GPAC considered both mixed-use and stand-alone residential as options for land use changes.

- » **Retail.** The existing commercial buildings could remain as is and benefit from facade improvements over time.
- » **Mixed-use Residential.** The shallow lot depth, relatively small overall size (1.35 acres), lack of on-street parking, and likely need for expensive structured parking poses challenges. Parking reductions would be needed to make mixed-use viable.
- » **Residential.** There is high demand for new residential in Dana Point and this site could support roughly 20 townhome units.

The GPAC considered it appropriate to expand permitted uses to include stand-alone residential up to density levels commensurate with the surrounding homes.

#### 4B. SOUTH OF STONEHILL

### POTENTIAL LAND USES

An evaluation of the opportunity area and economic analysis of market conditions indicates that this site is large enough to accommodate a wide range of residential and mixed-use concepts. Given the existing use, however, the GPAC is interested in hearing more from the community before making recommendations on whether to expand the types of land uses allowed or increase development intensity options.

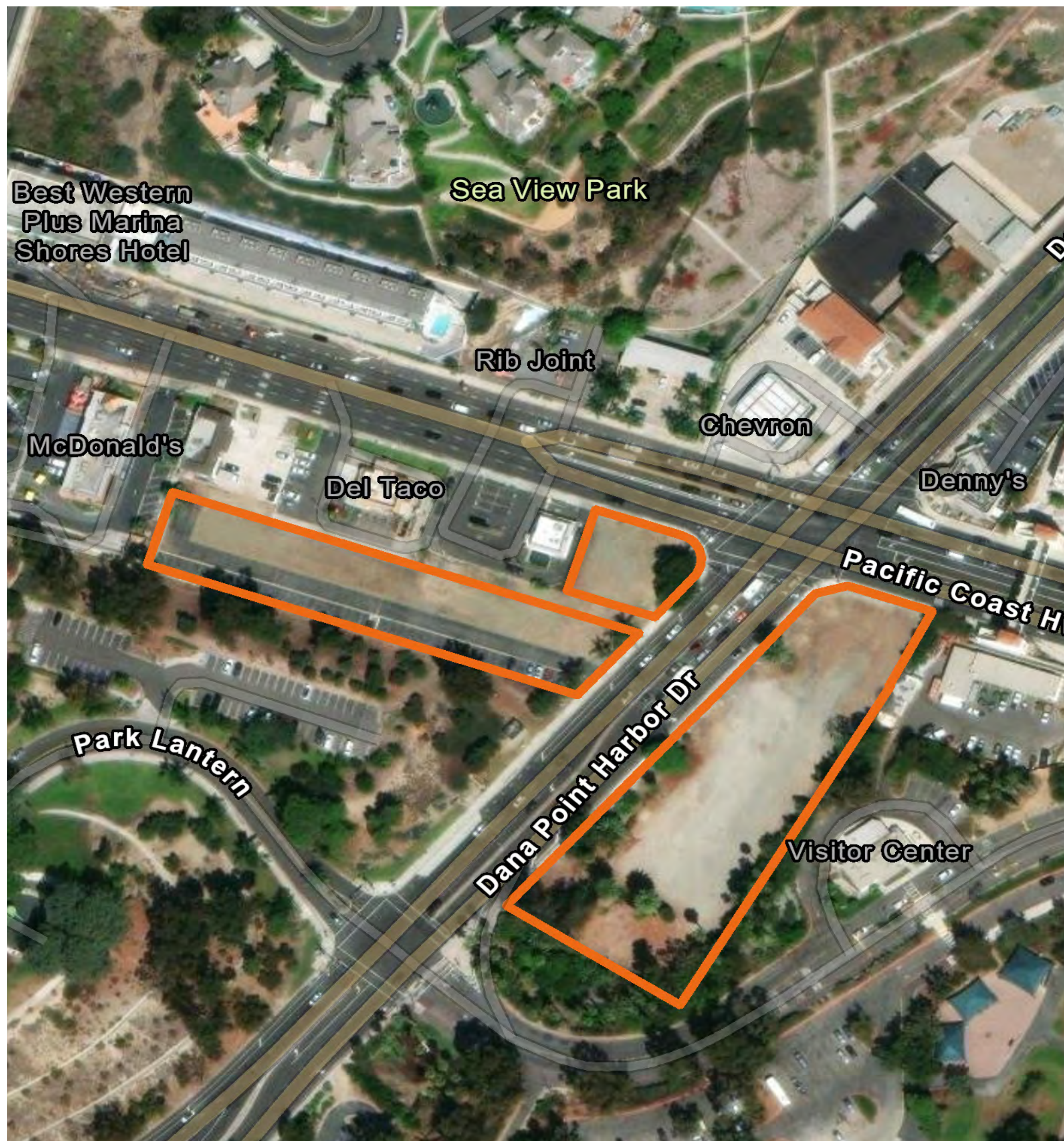
The City is interested in additional land use options you think could be appropriate IF the property owner ever chose to redevelop part or all of this site. (Note that the property owner has not expressed a desire to redevelop.)





# 5. PCH/DANA POINT HARBOR

## AERIAL PERSPECTIVE & EXISTING CONDITIONS



### SITE CHARACTERISTICS

- 6 vacant parcels, 2.90 total acres
- 2 property owners (see image)
- Orange County owns two remnant parcels
- Generally flat

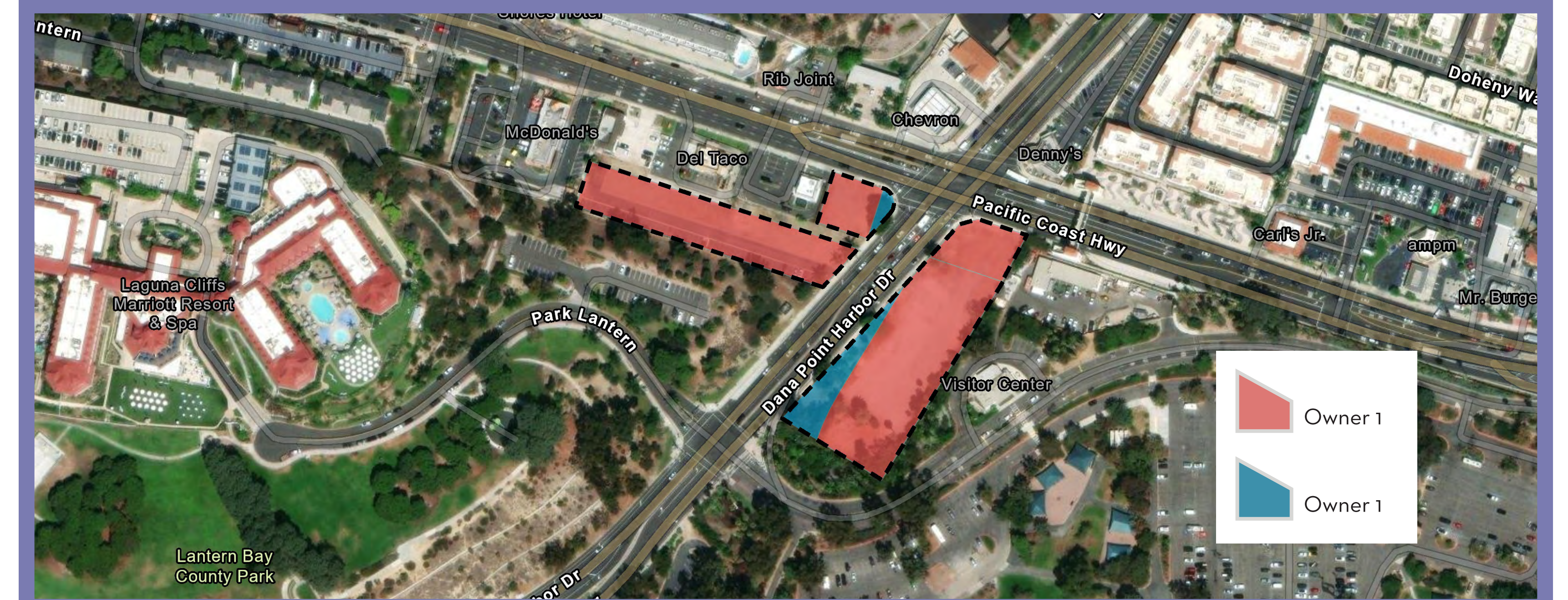
### SURROUNDING LAND USES

- Low, medium, and high density residential
- Wide range of shops and hotels
- Doheny State Beach and Dana Point Harbor

### CURRENT ACCESS/PARKING

- Multiple access points from adjacent streets
- Public parking available nearby but may not be relied upon for supplemental parking.

### PROPERTY OWNERSHIP



### CURRENT GENERAL PLAN



### CURRENT ALLOWED USES & INTENSITY

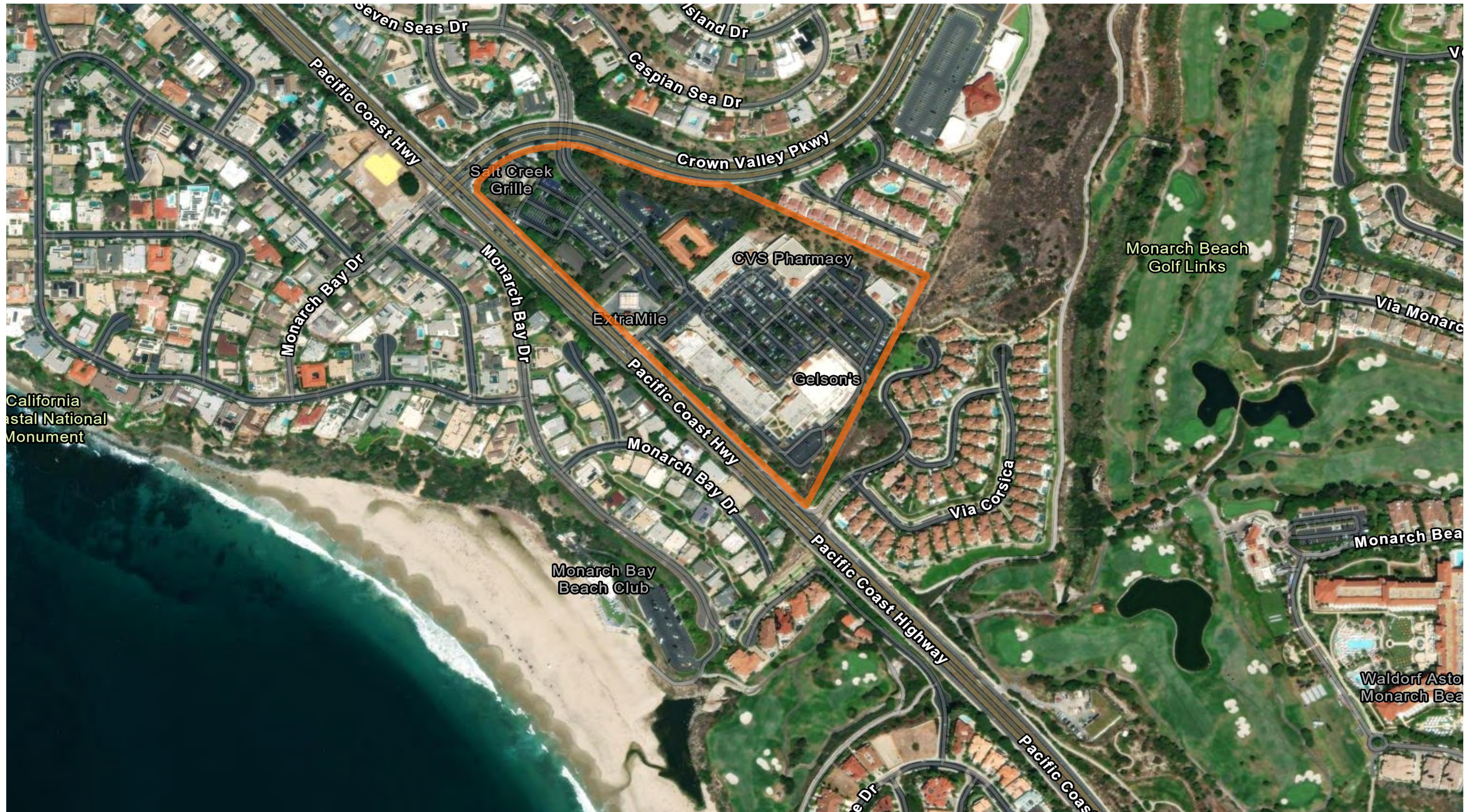
- General Plan is Visitor/Rec. Commercial and Zoning is Dana Point Specific Plan
- Allowable uses include retail, service, hospitality, office, and entertainment businesses
- Maximum standard intensity is an FAR of 0.50 and 35 feet
- The FAR can be increased to 1.75 IF a proposed development can demonstrate that it is of exceptional design quality, contributes substantial public benefit, and does not place an undue burden on public services

**NO CHANGE/INTENSIFICATION:** The majority property owner has indicated that their potential plans for future development would not require any change in land use --- either types or intensity of land uses. No changes are therefore proposed for this area.



# 6. MONARCH BAY PLAZA

AERIAL PERSPECTIVE





# TOPOGRAPHY

## MONARCH BAY PLAZA



### TOPOGRAPHICAL FEATURES

- This large, 21-acre area generally sits well below adjacent uses along and around Crown Valley Parkway to the north.
- The descending slope continues in a southeastern direction, with cars traveling along PCH looking up to the property's landscaped embankments.
- As shown in the images here, elevations range from approximately 215 feet along the northern property boundary to approximately 140 feet along the southern property boundary.

Elevation measurements are referencing height above sea level.  
All measurements were taken from Google Earth, while accurate, should be viewed as approximate.



# EXISTING CONDITIONS

## MONARCH BAY PLAZA

### SITE CHARACTERISTICS

- 5 parcels
- 20.8 total acres
- All parcels under common ownership
- Topographically dynamic, stepping down from Crown Valley Parkway toward PCH

### CURRENT ACCESS/PARKING

- Direct vehicular access from both PCH and Crown Valley Parkway
- No public or off-street parking options in the surrounding area

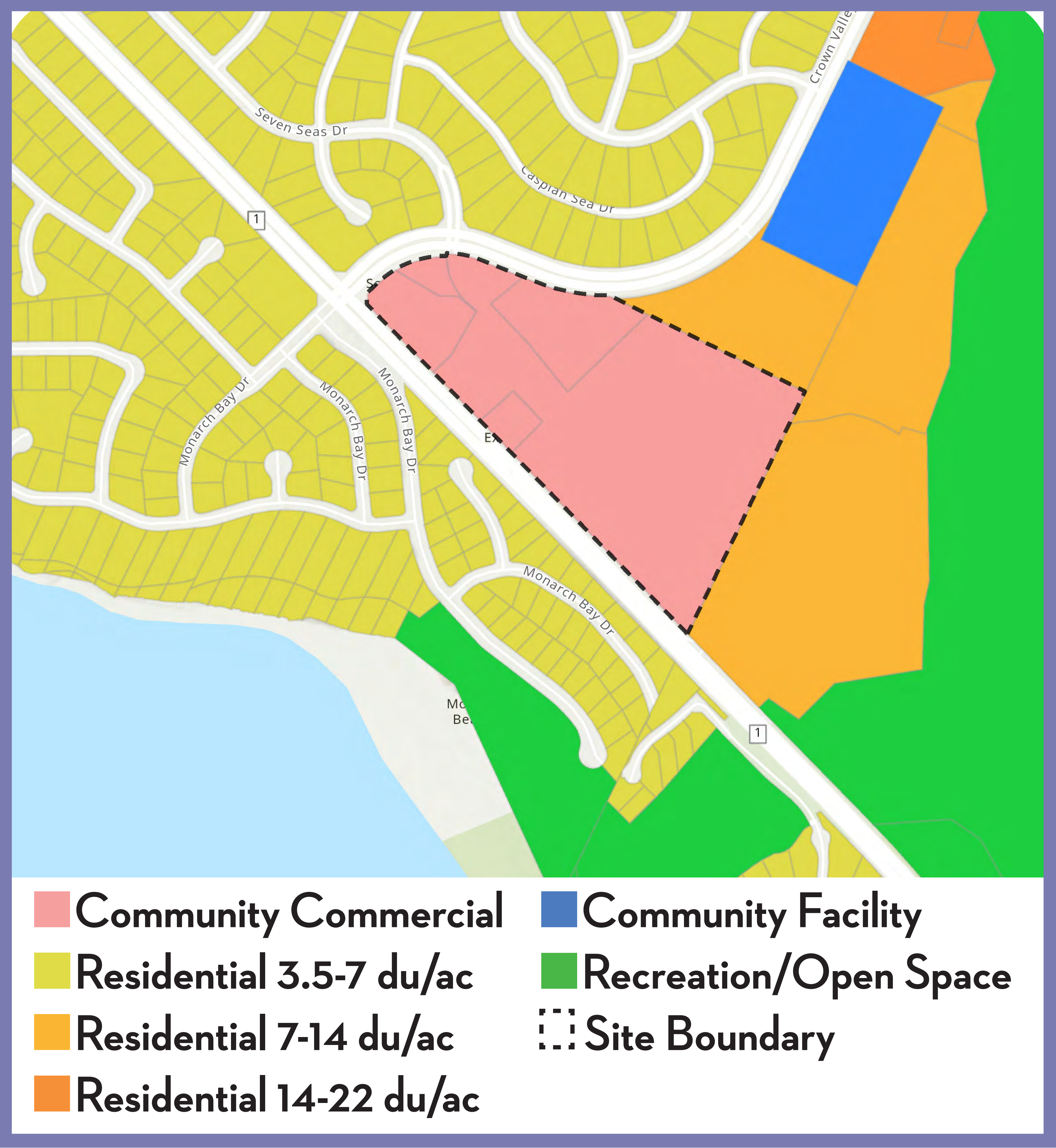
### EXISTING LAND USES

- A mix of commercial/retail uses, including a Gelson’s, CVS, other stores and restaurants, offices, and a Montessori School.
- Total building space ~183,000 square feet, which is a floor area ratio (FAR) of 0.20

### SURROUNDING LAND USES

- A mix of low and medium density single-family attached and detached housing
- 0.2 mile from the coast and just northwest of the Waldorf Astoria Monarch Beach

### CURRENT GENERAL PLAN



### CURRENT ALLOWED USES & DENSITY/INTENSITY LIMITS

- General Plan and Zoning category is Community Commercial/Vehicle
- Allowable uses include retail, service, hospitality, office, and entertainment businesses.
- Maximum standard intensity is an FAR of 0.50 and 35 feet
- The FAR can be increased to 1.75 IF a proposed development can demonstrate that it is of exceptional design quality, contributes substantial public benefit, and does not place an undue burden on public services



# WHAT COULD BE BUILT?

## MONARCH BAY PLAZA

### POTENTIAL LAND USES

The property owner envisions a vibrant, horizontally mixed-use area with residential and commercial uses connected by pedestrian-oriented facilities and amenities. An economic analysis of the site/market conditions indicates:

- » Intensifying the retail or office uses by themselves would not likely be feasible.
- » Multifamily residential is likely the only economically viable multistory development option.
- » The site could support both a horizontal and vertical mix of residential and commercial uses. In vertically mixed-use buildings, retail and/or office would likely be on the ground floor and residential would be on upper floors.
- » Residential may want to be along PCH to capitalize on ocean views.
- » Retail, which already functions with limited street visibility, could be viable on any part of the area.

### ILLUSTRATIVE IMAGES | POTENTIAL FUTURE USES

(THE IMAGES BELOW DO NOT REPRESENT ANY PLANNED DEVELOPMENT IN DANA POINT)



The Gateway



Corner Gathering



Linear Park



The Circle



# WHAT COULD BE BUILT?

## MONARCH BAY PLAZA

ILLUSTRATIVE IMAGES | POTENTIAL FUTURE USES  
(THE IMAGES BELOW DO NOT REPRESENT ANY PLANNED DEVELOPMENT IN DANA POINT)



These images are  
photographs of  
actual projects or  
renderings of active  
projects from other  
cities.



# POTENTIAL BIKE IMPROVEMENTS

## STONEHILL DRIVE - NIGUEL ROAD TO STREET OF THE BLUE LANTERN

### Existing Conditions



- 82 to 100-foot right-of-way
- 64 to 82 feet curb-to-curb
- Two travel lanes in each direction
- Parking lane on south side of road
  - Landscaped median
- Sidewalks on both sides of road

### Potential Concepts

These concepts are initial ideas for improving bike/pedestrian facilities on Stonehill Drive. Additional design and engineering would evaluate the feasibility of these concepts.

A



#### Enhanced Bike Lanes

- Add buffered bike lanes in both directions
- Requires removal of on-street parking

B



#### Multi-Use Path

- Replace existing north-side sidewalk with multi-use path
- Requires removal of parking on north side of street

C



#### Enhanced Sidewalks

- Widen existing sidewalks
- Add traditional bike lanes in both directions
- Remove parking on north side
- Requires reconstruction of median





## STONEHILL DRIVE - STREET OF THE BLUE LANTERN TO DEL OBISPO

- 82 to 107-foot right-of-way
  - 65 to 85 feet curb-to-curb
- Two travel lanes in each direction
- Parking lane near high school and between Golden Lantern and Selva
  - Striped median
- Sidewalks on both sides of road



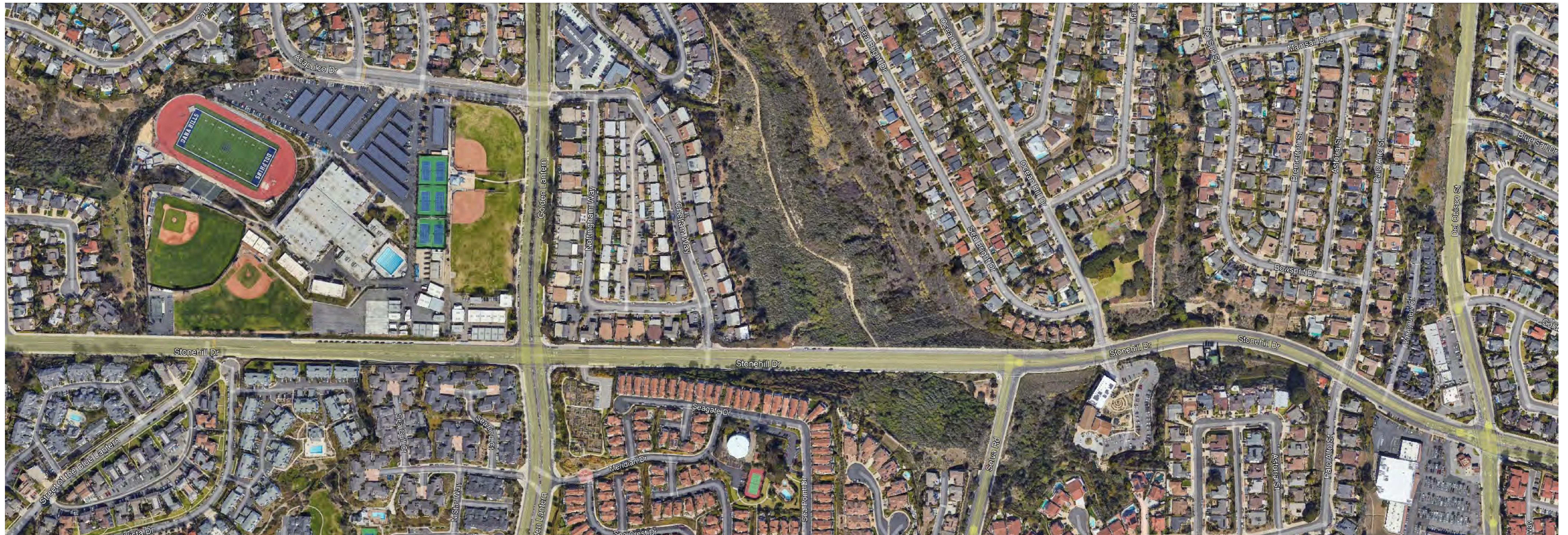
These concepts are initial ideas for improving bike/pedestrian facilities on Stonehill Drive. Additional design and engineering would evaluate the feasibility of these concepts.



- Add buffered bike lanes in both directions
- Requires **removal** of on-street parking

- Replace existing north-side sidewalk with multi-use path
- Requires narrowing of each travel lane by 1 foot

- Add bike sharrows to existing lane





# POTENTIAL BIKE IMPROVEMENTS

## DANA POINT HARBOR DRIVE

### Existing Conditions



- 88-foot right-of-way
- 80 feet curb-to-curb
- Two travel lanes in each direction
  - Landscaped median
- Bike lanes in both directions
- Sidewalk on water side of road

### DESIGN CONSIDERATIONS

- Hillside along northern side of road
- Preserve intersection turn lanes
- Harbor-beach pedestrian connectivity



Cyclist using the harbor-side painted bike lane

### Potential Concepts

These concepts are initial ideas for improving bike/pedestrian facilities on Dana Point Harbor Drive. Additional design and engineering would evaluate the feasibility of these concepts.

- A** Shift Eastbound Bike Lane Buffer
- Restripe bike lane buffer to be between travel lane and bike lane



- B** Water-Side Multi-Use Sidepath
- Two-way raised cycle track on water side of road from Golden Lantern to Park Lantern
    - Narrowed center median
    - Maintain westbound bike lane



- C** Add Sidewalk on Opposite Side From Water
- Reduce width of median and bike lane buffers
    - Add seven-foot-wide sidewalk
    - Enhance pedestrian crossings
    - Shift eastbound bike lane buffer

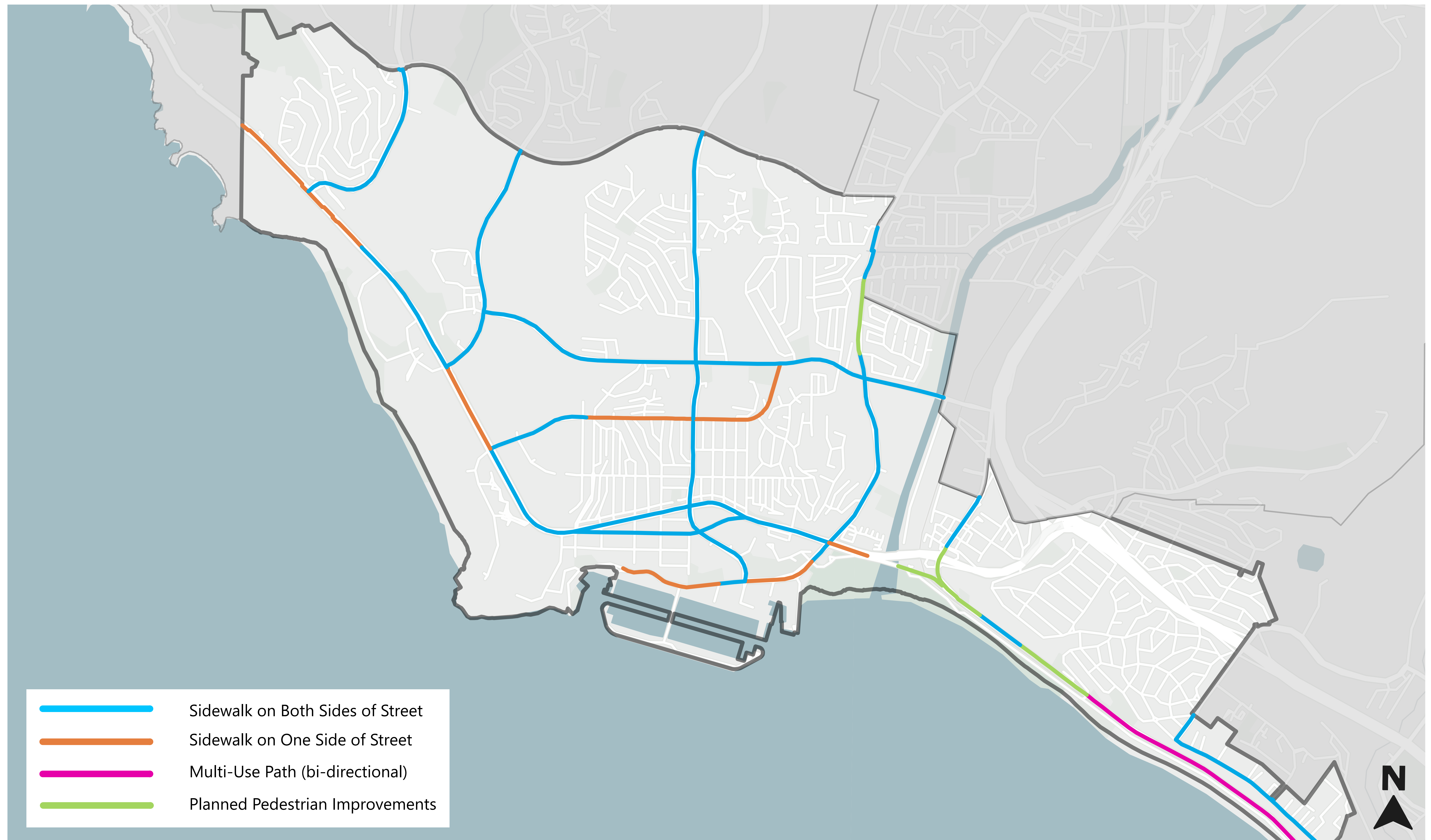


Inland side of road facing west towards the Harbor



# POTENTIAL PED IMPROVEMENTS

EXISTING SIDEWALK NETWORK - OPPORTUNITIES TO ENHANCE CONNECTIVITY





# NEV NETWORK

ROADWAYS THAT ALLOW NEIGHBORHOOD ELECTRIC VEHICLE (NEV) USE

