



# PHASE 2: GENERAL PLAN UPDATE

## *Circulation and Economic Development*

Planning  
Commission  
09/08/25



# Recap of 6/23 Planning Commission

- Summary of goals, policies, and implementation actions for Circulation and Economic Development elements
- Introduced proposed roadway classification changes to OCTA's Master Plan of Arterial Highways (MPAH)
- Planning Commission unanimously recommended that the City Council approve General Plan Amendment 22-0001 and the associated Addendum to the City's certified 1991 EIR

# Why We're Back Tonight

## General Plan Update

- Opportunity to update the Public Safety Element (SB 747) in parallel with the Circulation & Economic Development Element updates

## Technical Updates

- Evacuation assessment
- Transportation Impact Analysis Guidelines (VMT & LOS)
- MPAH amendments



# Public Safety Element Update

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



# California Geological Survey Recommendation

## Goal PS-2 Seismic Hazards

- Update Figure PS-3 to add Zones of Required Investigation for Landslides



Source: (California Geologic Survey, ESRI, PlaceWorks)



# Consistency with Adopted LHMP

## Goal PS-3 Flood Hazards

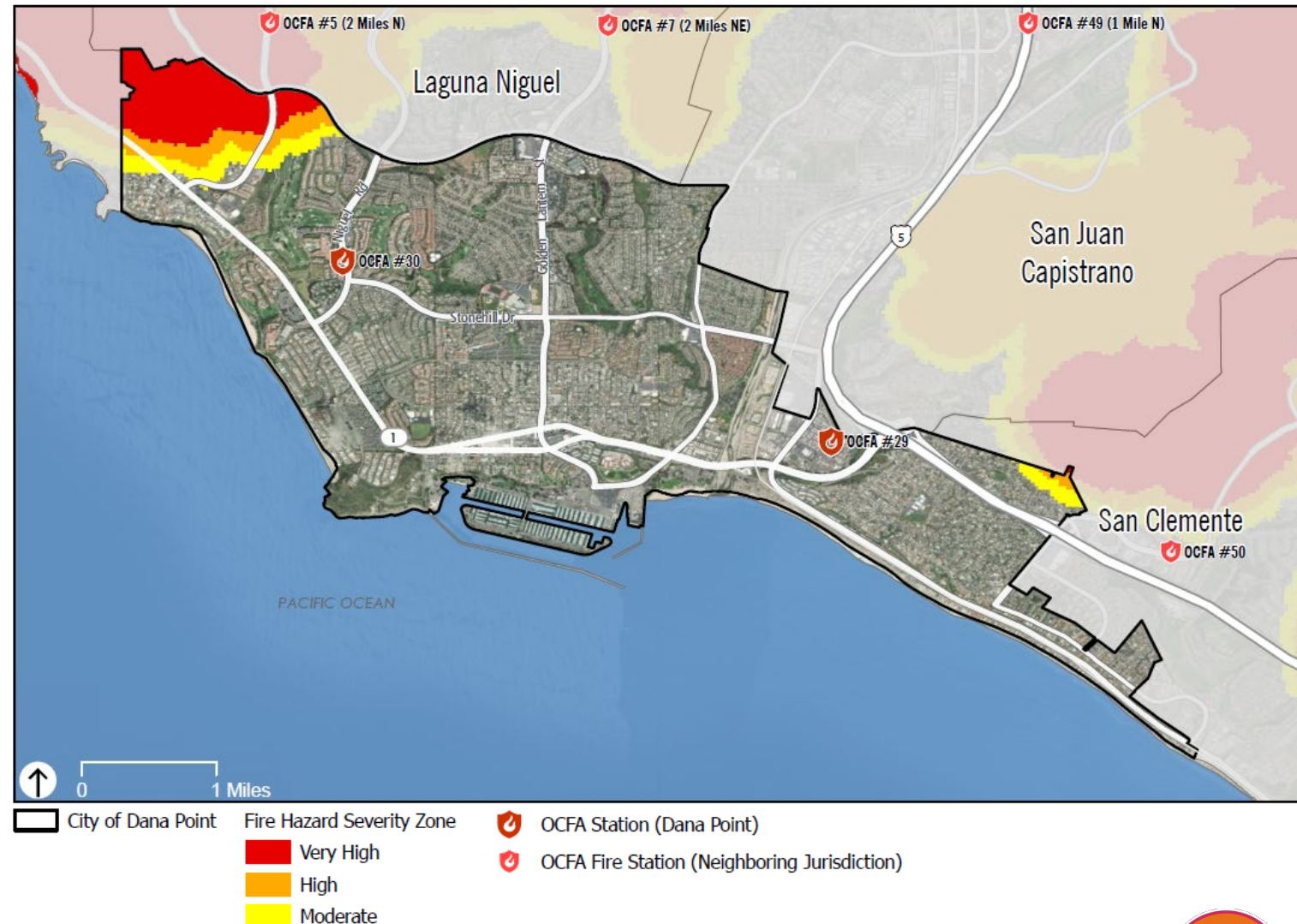
- Add Figure PS-6 Tsunami Hazard Areas
- Add Policy 3.13 to maintain TsunamiReady and StormReady certifications from NOAA and NWS



# CALFIRE Review & Recommendations

## Goal PS-5 Fire and Explosion Hazards

- Update Figure PS-9 Fire Hazard Severity Zones to reflect March 2025 data release
- CALFIRE recommended additional policies (greater level of detail)



# AB 747 Evacuation Assessment

## Goal PS-6 Emergency Plan and Evacuation Mapping

- Update Figure PS-10 Evacuation Routes (formerly figure PS-9)
- Add new policies to improve preparation and response during large-scale evacuation events



SECTION 01

# AB 747 Evacuation Assessment

# Background

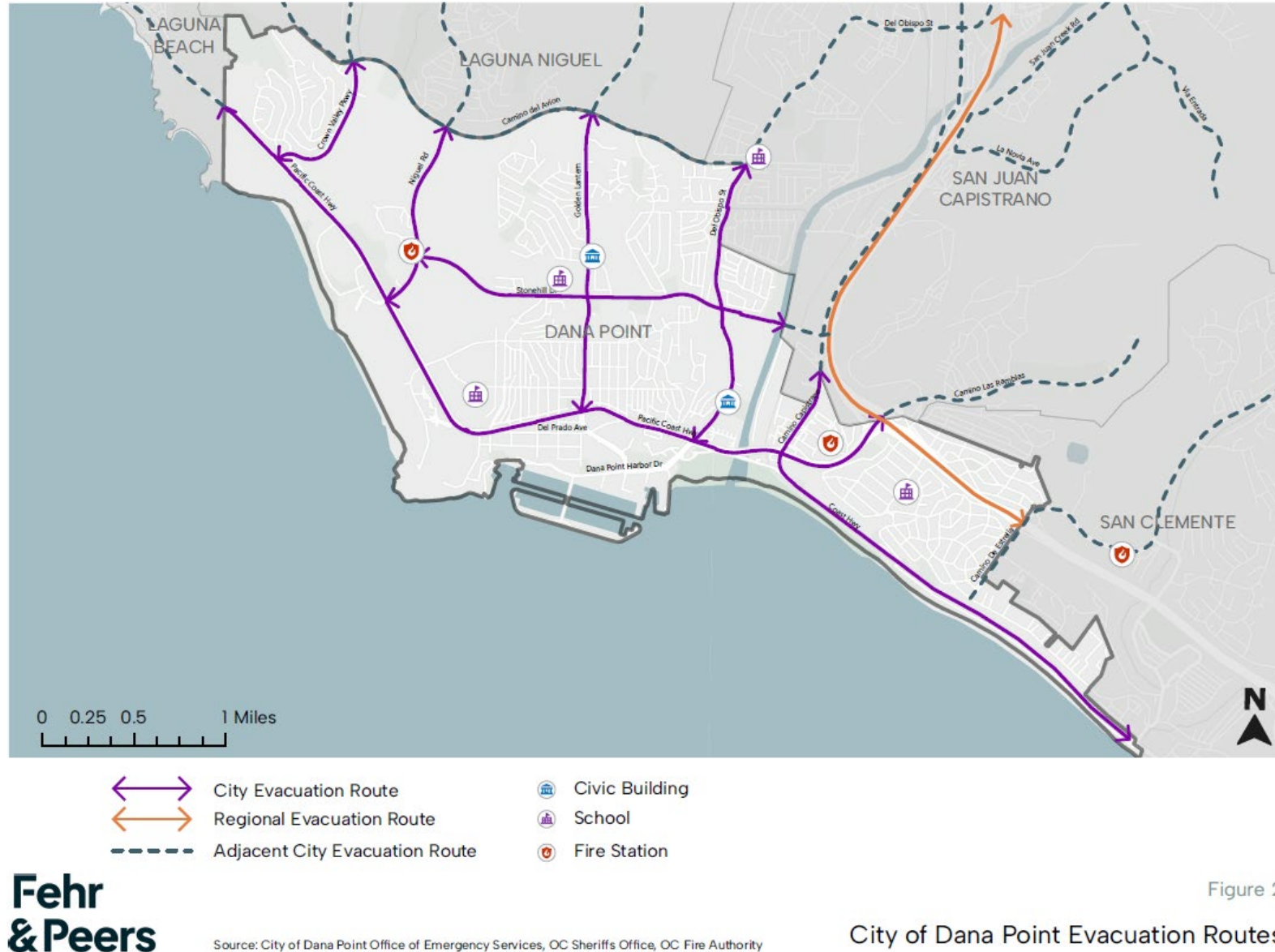
- Assembly Bill 747 (2019) requires local governments to **identify evacuation routes** and assess their **capacity, safety, and viability** under a range of scenarios.
- Builds off past city documents including the Local Hazard Mitigation Plan and Emergency Operations Plan



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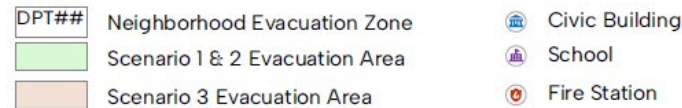
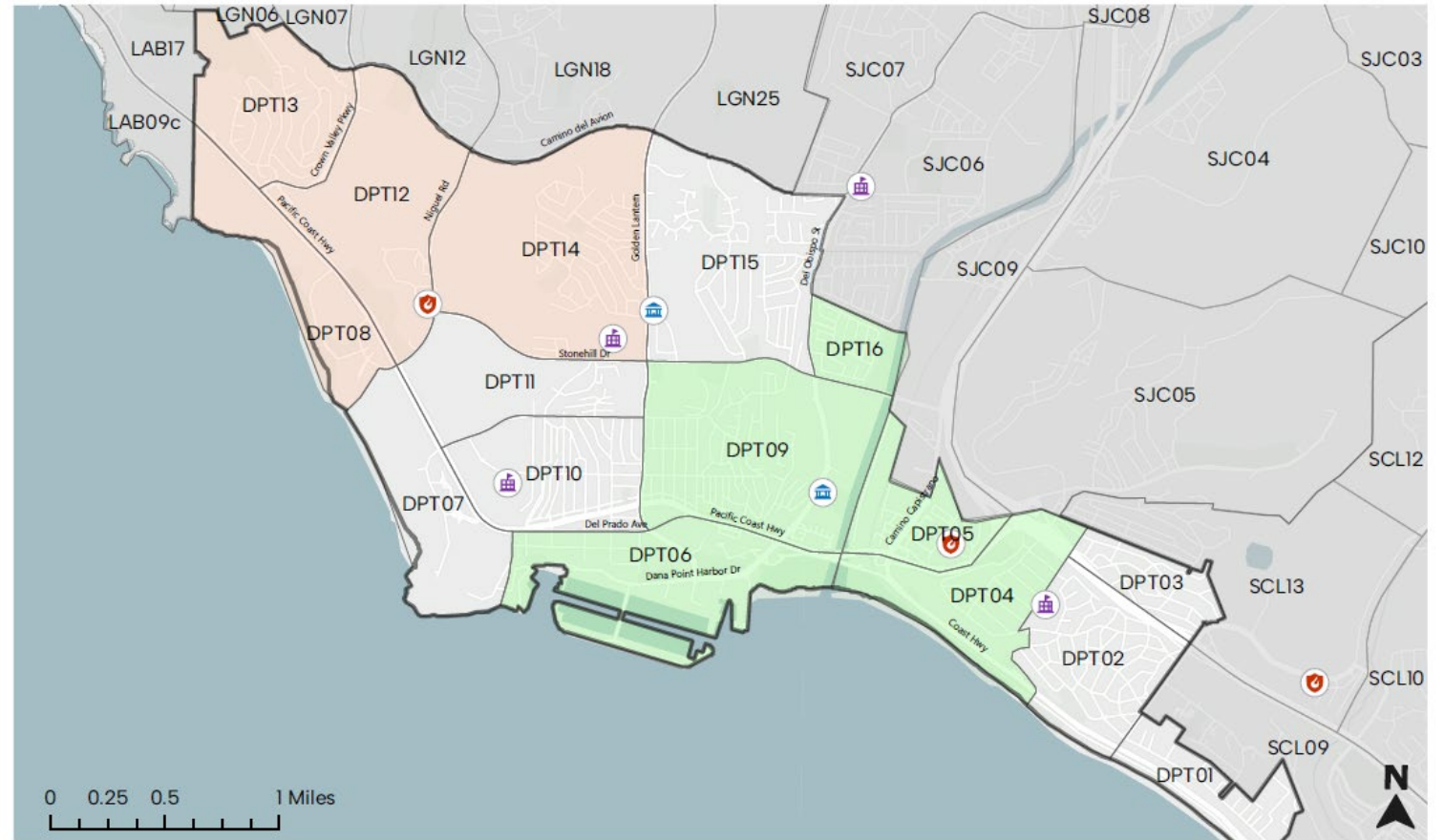
# Current Evacuation Procedures

- OC Fire Authority publishes evacuation zones and routes
- City uses wireless emergency alert system to communicate emergency conditions and evacuation orders
- Coordination with adjacent cities, OC Fire Authority, OC Sheriffs Office, and CHP
- Emergency Management Office and Community Emergency Response Training (CERT) Program



# Evacuation Scenarios

- Build off hazards in the LHMP and City Staff discussions
- Scenario 1: Flooding
- Scenario 2: Earthquake/ Tsunami/Liquefaction/ Hazardous Materials Release
- Scenario 3: Wildfire



**Fehr  
&Peers**

Source: City of Dana Point Office of Emergency Services, OC Sheriff's Office, OC Fire Authority

Figure 1

City of Dana Point Evacuation Zones

# Analysis

## Analysis Methodology

1. Determine number of evacuees and evacuating vehicles in the affected area (current and forecasted)
2. Allocate vehicles to most likely evacuation routes
3. Determine the capacity of each evacuation route (~475 vehicles per hour per lane)
4. Calculate evacuation clearance time (demand divided by hourly capacity)

## Special Considerations

- Scenarios 2 and 3 assume full occupancy of beach and harbor parking lots at time of evacuation
- All scenarios account for background traffic (traffic already on the road at time of evacuation order)
- All scenarios assume evacuation orders are issued at the same time

# Results Context

- Evacuation times vary by community – there is no single “good” or “bad” number
- Shorter evacuation times indicate more efficient roadway networks and fewer bottlenecks
- Longer times highlight constraints such as limited exit points and congestion
- The study helps inform **emergency responder decision making** and identifies where **improvements would make the greatest difference**
- Clearance times do not include time for other phases of emergencies (e.g. hazard detection, notification, preparation time, etc.)

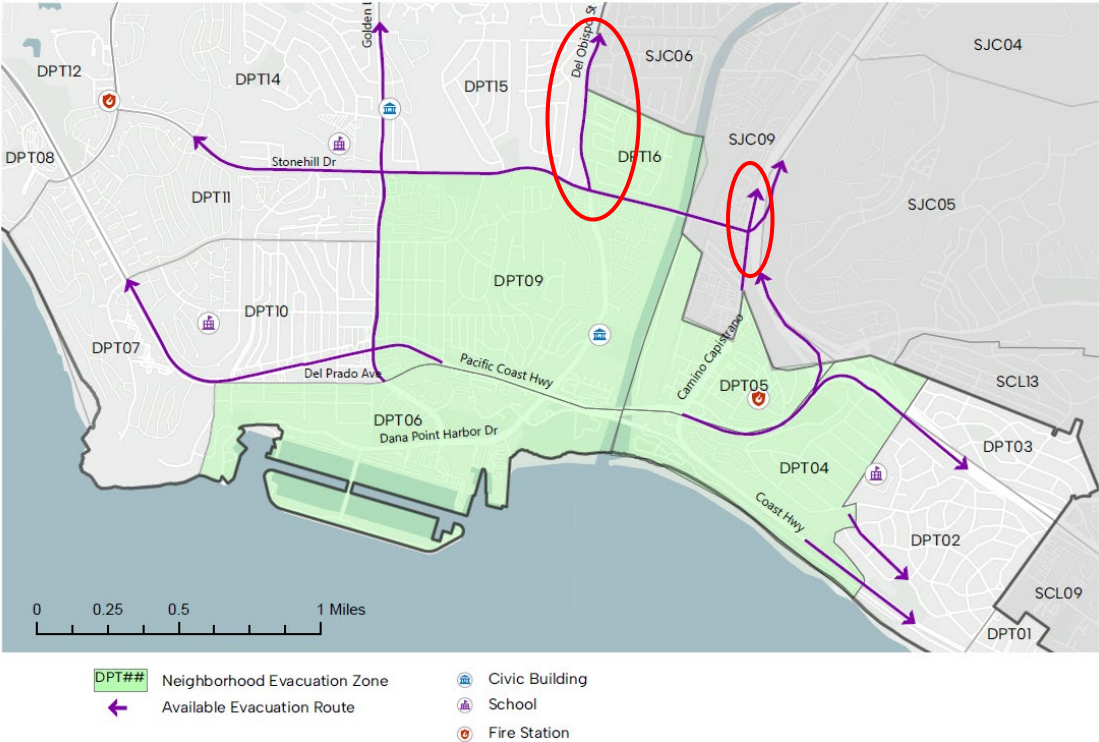
# Results & Key Findings

## Scenario 1 (Flood)

|      | Total Evacuating Vehicles <sup>2</sup> | Average Evacuation Clearance Time (across all routes) <sup>1</sup> | Bottleneck Locations                         | Bottleneck Clearance Times <sup>1</sup> |
|------|----------------------------------------|--------------------------------------------------------------------|----------------------------------------------|-----------------------------------------|
| 2024 | 12,600                                 | 1.7 hours                                                          | Del Obispo Street NB<br>Camino Capistrano NB | 3.1 hours<br>2.4 hours                  |
| 2050 | 14,000                                 | 1.8 hours                                                          | Del Obispo Street NB<br>Camino Capistrano NB | 3.5 hours<br>3.1 hours                  |

<sup>1</sup>Clearance time does not account for other phases of evacuation (hazard detection, official notification, other preparation time)

<sup>2</sup>Large scale emergencies may include additional evacuating vehicles from neighboring jurisdictions, increasing evacuation time



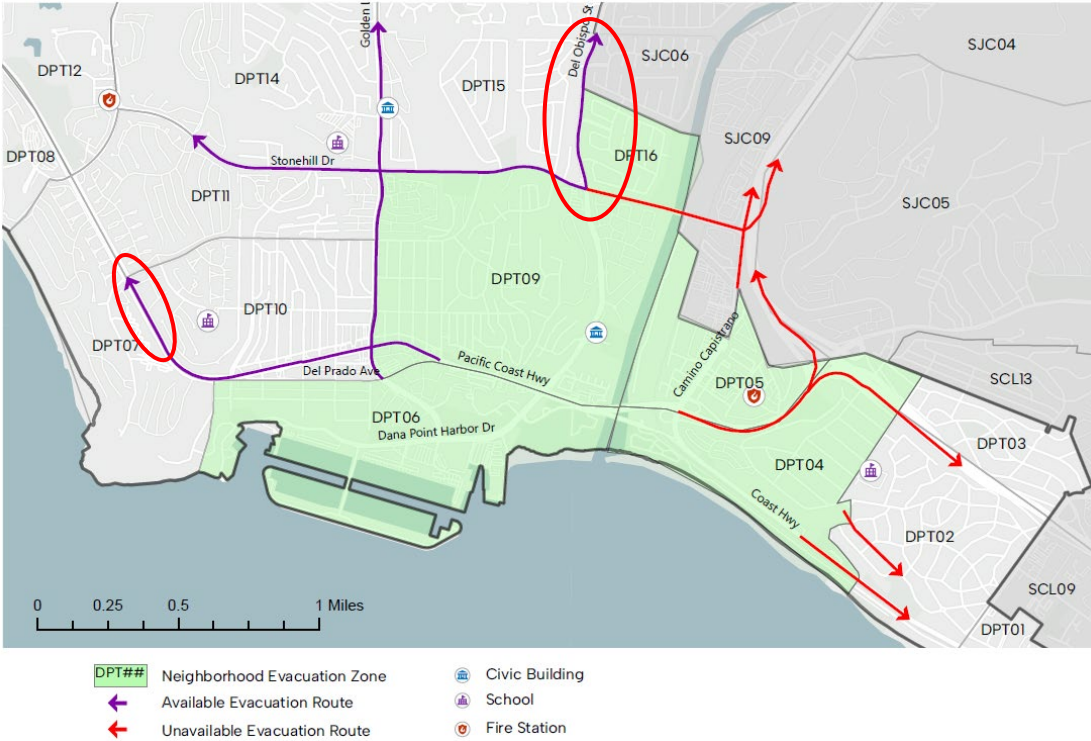
# Results & Key Findings

## Scenario 2 (Tsunami/Liquefaction/Hazardous Materials)

|      | Total Evacuating Vehicles <sup>2</sup> | Average Evacuation Clearance Time (across all routes) <sup>1</sup> | Bottleneck Locations                         | Bottleneck Clearance Times <sup>1</sup> |
|------|----------------------------------------|--------------------------------------------------------------------|----------------------------------------------|-----------------------------------------|
| 2024 | 17,000                                 | 4.0 hours                                                          | Del Obispo Street NB<br>Pacific Coast Hwy NB | 5.6 hours<br>5.2 hours                  |
| 2050 | 19,000                                 | 4.4 hours                                                          | Del Obispo Street NB<br>Pacific Coast Hwy NB | 6.2 hours<br>5.9 hours                  |

<sup>1</sup>Clearance time does not account for other phases of evacuation (hazard detection, official notification, other preparation time)

<sup>2</sup>Large scale emergencies may include additional evacuating vehicles from neighboring jurisdictions, increasing evacuation time



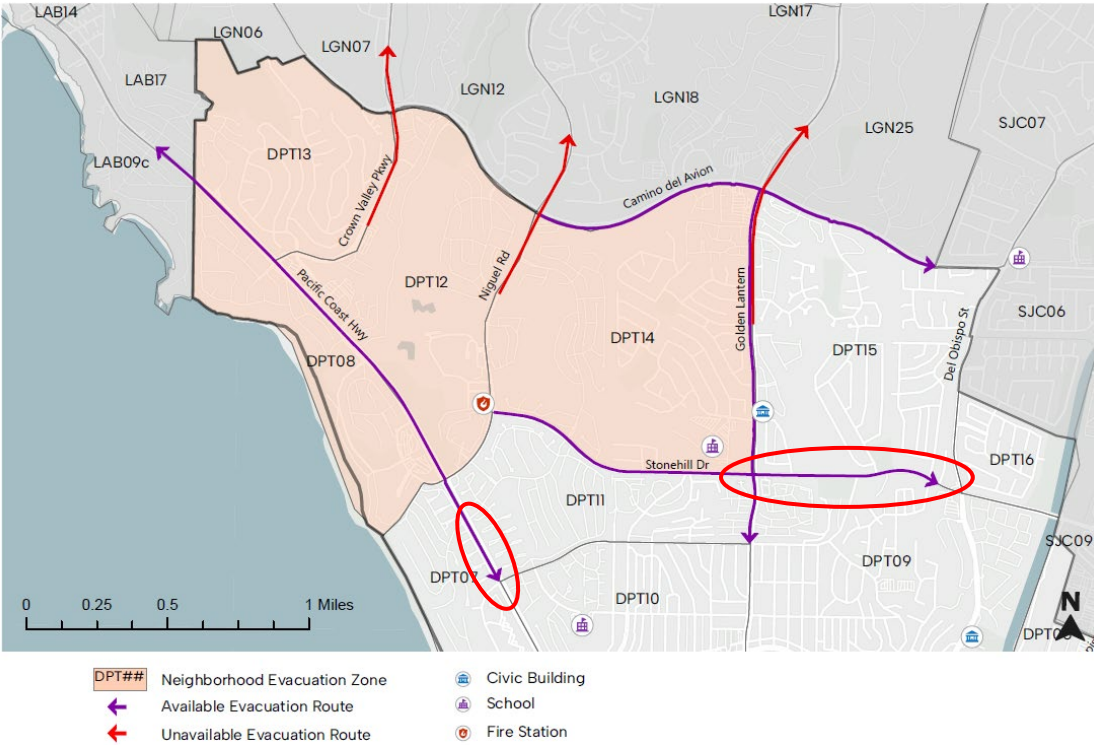
# Results & Key Findings

## Scenario 3 (Wildfire)

|      | Total Evacuating Vehicles <sup>2</sup> | Average Evacuation Clearance Time (across all routes) <sup>1</sup> | Bottleneck Locations                       | Bottleneck Clearance Times <sup>1</sup> |
|------|----------------------------------------|--------------------------------------------------------------------|--------------------------------------------|-----------------------------------------|
| 2024 | 15,400                                 | 2.7 hours                                                          | Pacific Coast Hwy SB<br>Stonehill Drive EB | 3.9 hours<br>3.1 hours                  |
| 2050 | 16,500                                 | 2.9 hours                                                          | Pacific Coast Hwy SB<br>Stonehill Drive EB | 4.3 hours<br>3.2 hours                  |

<sup>1</sup>Clearance time does not account for other phases of evacuation (hazard detection, official notification, other preparation time)

<sup>2</sup>Large scale emergencies may include additional evacuating vehicles from neighboring jurisdictions, increasing evacuation time



# New Recommendations

## Preparation

- Identify critical facilities with unique evacuation needs
- Designate safety zones or shelter-in-place locations
- Evacuation wayfinding signs

## Traffic Control

- Emergency Lanes
- Intersection Modifications
- On-Site Traffic Control
- Evacuation Signal Timing
- Red Flag Day Parking Management

## Evac Procedures

- Staggered evacuation orders if possible
- Real time information to evacuees
- Utilize trolley vehicles to support evacuation
- Encourage carpooling and reducing evacuation vehicle demand

## Education

- Coordination with Capo USD on school evacuation procedures
- Multilingual resources
- Hotel and tourist communication

## SECTION 02

# VMT and LOS Guidelines

# Transportation Impact Assessment

## Vehicle Miles Traveled (VMT)

- **Measures the overall level of driving**
- The total number of miles traveled by vehicles
- Can be analyzed as:
  - Total VMT (in a city, by a project, etc.)
  - VMT per resident and/or employee
  - VMT by trip purpose (e.g. commute VMT, residential VMT)
- Focuses on the “demand” side of transportation
- Required for CEQA transportation impacts
- Adoption of guidelines required per SB 743

## Level of Service (LOS)

- **Describes traffic conditions and helps identify congestion hot spots**
- Letter grade (A-F) that measures congestion at a specific point
- Based on the average delay/wait times at intersection
- Focused on the “supply” side of transportation
- Used for local planning decisions
- Non-CEQA; General Plan policy

# When are VMT and LOS Analyses Required?

- **VMT** Analysis for CEQA Projects that are not consistent with the City's General Plan
- **LOS** Analysis for Projects that:
  - Add 50 or more trips during the AM or PM peak hours to any intersection
  - Propose changes to the existing roadway system that reduce roadway capacity
- The City Traffic Engineer will determine if a Project requires a VMT or LOS analysis based on the updated guidelines.

# VMT Thresholds of Significance

- CEQA encourages local agencies to adopt thresholds of significance through a public process and based on substantial evidence.
- Projects will be compared against thresholds set by the City which are based on state recommendations and local context
- State law allows certain projects to screen from VMT assessment

| Residential Projects                                      | Office/Industrial Projects                                               | Retail, Hospitality, and Other Projects               | Mixed Use Projects                                                                                                         | Transportation Projects                  |
|-----------------------------------------------------------|--------------------------------------------------------------------------|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| 15% below existing <u>city</u> VMT per service population | 15% below existing <u>county</u> <sup>1</sup> VMT per service population | Below existing <u>city</u> VMT per service population | Between 0-15% below <b>existing</b> <u>city</u> VMT per service population, depending on the share of residential proposed | No net increase in <u>city</u> -wide VMT |

<sup>1</sup>County average recommended by the state for office/high employment uses due to regional draw

Service Population = Residents + Employees

# VMT Mitigation

- Projects can implement features to reduce VMT:
  - Bring jobs, housing, and services closer (mixed-use)
  - Enhanced transit options
  - Improve bike and pedestrian routes
  - Encourage carpooling
  - Charge for and manage parking



# LOS Policy

- Maintain the City's current LOS D threshold (55 seconds average delay)
  - “Intersections and roadways should operate at LOS D or better during the weekday AM and PM peak hours year-round”
- Promote improvements to existing infrastructure (e.g. traffic signal retiming)
- Proposed change: add a “flexibility clause” allowing the City to deviate from the LOS policy if widening is not feasible or desired on a case-by-case basis



## SECTION 03

# MPAH Amendments

# Background

## What is the MPAH?

- Master Plan of Arterial Highways
- Countywide arterial highway (non-freeway) plan coordinated by OCTA
- Goals:
  - Consistency between local road networks
  - Guidelines for roadway improvements
  - Complement the regional freeway network

## Why Update the MPAH in Dana Point?

- Consistency between General Plan and OCTA document
- Reflect current conditions and desire to maintain roadway widths
- Update MPAH to align with current road diet projects (Selva, PCH)

# Existing Roadway Designations

- Most classifications misrepresent current roadway conditions
- Designations set 30+ years ago
- Do not reflect changes (e.g. Del Prado Avenue)



FIGURE 1  
Existing MPAH Designations

- Major Arterial
- Primary Arterial
- Secondary Arterial
- Collector

# Proposed Roadway Designations

- All requested designation reflect current conditions except:
  1. Del Prado Avenue (Golden Lantern to PCH East)
  2. Camino De Estrella (Camino Capistrano to City Limit)
- Remove Dana Point Harbor Drive west of Golden Lantern (no regional connectivity)

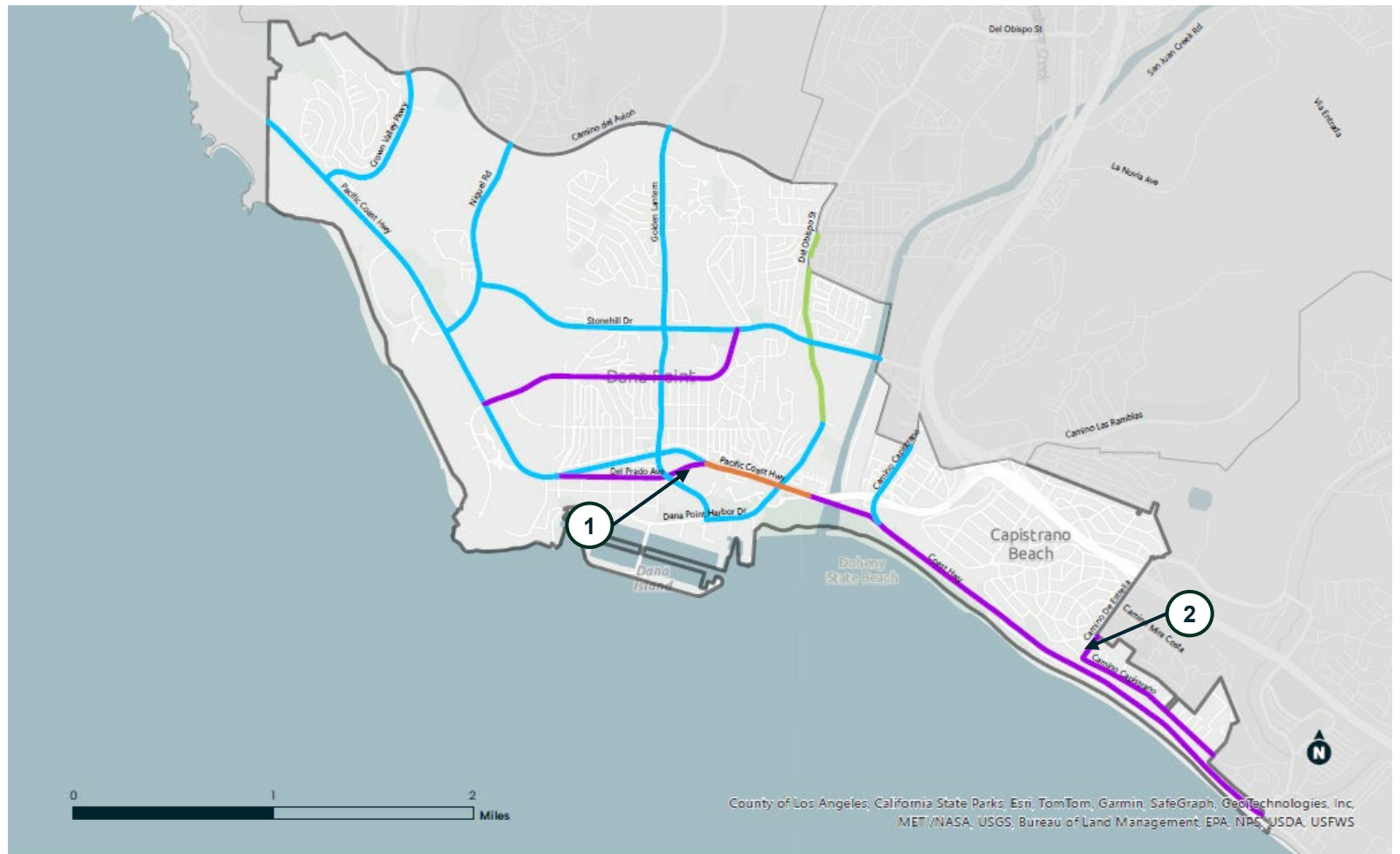


FIGURE 2

Proposed MPAH Designations

- Major Arterial
- Primary Arterial
- Secondary Arterial
- Collector



# Addendum to the 1991 General Plan EIR

## *Changes since last PC meeting*



# Key Changes to the Addendum

- Incorporates and analyzes potential impacts brought about by the revisions to the Public Safety Element:
  - Geology and soils
  - Hazards and hazardous materials
  - Hydrology and water quality
  - Wildfire
  - Transportation
- Analysis indicates that neither the Public Safety Element nor technical updates create new significant environmental effects.



## NEXT STEPS



# Next Steps

## **REVIEW, DISCUSS, & PROVIDE A RECOMMENDATION**

- Proposed Public Safety Element and technical updates
- Revised Addendum to 1991 General Plan EIR

## **PUBLIC HEARINGS**

- **City Council** October (Pending PC Recommendation; all Phase 2 updates)
- **OCTA Board Meeting** Fall 2025 (MPAH)

# Planning Commission Actions:

- (1) Adopt a Resolution recommending City Council approval of General Plan Amendment 22-0002 updating the City's Public Safety Element.
- (2) Adopt a Resolution recommending City Council adoption of Transportation Impact Analysis Guidelines for both CEQA and Non-CEQA Assessment.
- (3) Adopt a Resolution recommending City Council approval of amendments to Master Plan of Arterial Highway (MPAH) Designations.
- (4) Adopt a Resolution recommending City Council approval of a CEQA Addendum to the City's certified Environmental Impact Report (EIR) for amendments to the Public Safety Element.