



CIRCULATION & ECONOMIC DEVELOPMENT ELEMENTS CROSSWALK BETWEEN CURRENT AND PROPOSED POLICIES

OVERVIEW

The City is updating the General Plan’s Circulation and Economic Development Elements to address and reflect changes in state law and revisions in local strategies. To help the GPAC and overall community better understand and evaluate potential changes to these elements, the following matrix presents the proposed goals and policies alongside the most relevant goals and policies from the currently adopted elements. This matrix also provides a simplified reason for the proposed change.

While some current policies may relate to more than one proposed policy, this matrix lists each current policy only once in relation to the most directly relevant proposed policy in order to reduce the overall length and complexity of this matrix. At the end of the Economic Development Element portion, there is also a separate table listing the current Economic Development Element goals and policies that are recommended for removal due to redundancy with other elements, obsolescence based on more recent plans, or changes in state law.

CIRCULATION ELEMENT

Draft General Plan (proposed)	Change	Current General Plan
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.	Consolidated	<p>Goal 1. Provide a system of streets that meets the needs of current and future residents and facilitate the safe and efficient movement of people and goods throughout the City.</p> <p>Goal 2. Support development of a network of regional transportation system that ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and which accommodates the regional travel demands of developing areas outside the City.</p> <p>Goal 3: The City will maximize the efficiency of its circulation system through the use of Transportation System Management and Demand Management strategies.</p>
Policy 1.1 Maintain and periodically review roadway performance to ensure desired levels of safety and efficiency for vehicles, pedestrians, and bicyclists .	Consolidated	<p>Policy 1.1: Develop and maintain a road system that is based upon and is in balance with the Land Use Element of the General Plan.</p> <p>Policy 1.2: Develop circulation system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity, maximum grades and associated features such as medians and bicycle lanes.</p> <p>Policy 1.6: Develop a transportation network that is capable of meeting the needs of projected increases in the population and in non-residential development.</p> <p>Policy 1.9: Limit driveway access on arterial streets to maintain a desired quality of flow.</p>
Policy 1.2 Strive to minimize congestion at city-controlled signalized intersections. A reduction in level of service (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.	Expanded to clarify and strengthen City's LOS thresholds	Policy 1.4: Develop thresholds and performance standards for acceptable levels of service.

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<p>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.</p>	<p>Streamlined to address all agency coordination in one policy</p>	<p>Policy 1.3: Coordinate roadway improvements with applicable regional, State and Federal transportation plans and proposals.</p> <p>Policy 2.1: Support the completion of the Orange County Master Plan of Arterial Highways.</p> <p>Policy 2.2: Support the addition of capacity improvements to Interstate 5 such as high-occupancy vehicle lanes, general purpose lanes, auxiliary lanes, and corresponding noise barriers to mitigate the noise impacts of these improvements.</p> <p>Policy 2.3: Maintain a proactive and assertive role with appropriate agencies dealing with regional transportation issues affecting the City.</p> <p>Policy 2.4: Work with adjacent cities to ensure that the traffic impacts of development projects in these cities do not adversely impact the City of Dana Point.</p> <p>Policy 3.5: Encourage the- development of additional regional public transportation services and support facilities including park-and-ride lots near the I-5 freeway.</p> <p>Policy 3.6: Promote ridesharing through publicity and provision of information to the public.</p>
<p>Policy 1.4 Designate, maintain, and enforce truck routes to minimize the impacts of truck traffic on residential areas and other sensitive uses.</p>	<p>Updated to reflect new state law; transport of hazardous materials addressed in Public Safety Element (Goal 4 and policies 4.1/4.5)</p>	<p>Policy 1.7: Provide for the safe and expeditious transport of hazardous materials.</p>
<p>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.</p>	<p>Consolidated</p>	<p>Policy 1.11: Require that proposals for major new developments include a future traffic impact analysis which identifies measures to mitigate any identified project impacts.</p> <p>Policy 1.12: Encourage new development that facilitates transit services, provides for non-automobile circulation and minimizes vehicle miles traveled.</p>

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		<p>Policy 3.3: Encourage the implementation of employer Transportation Demand Management (TDM) requirements included in the Southern California Air Quality Management District's Regulation XV of the Air Quality Management Plan. Participate in regional efforts to implement TDM requirements.</p> <p>Policy 3.4: Require that proposals for major new nonresidential developments (in excess of 50,000 square feet) include submission of a TDM plan to the City, including monitoring and enforcement provisions.</p>
<p>Policy 1.6 Utilize intelligent transportation systems and research changing trends in mobility to more efficiently and safely move people and vehicles.</p>	<p>Consolidated and updated to capture more modern practices</p>	<p>Policy 3.1: Implement traffic signal coordination on arterial streets to the maximum extent practical, and integrate signal coordination efforts with those of adjacent jurisdictions.</p> <p>Policy 3.2: Implement intersection capacity improvements where feasible.</p>
<p>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.</p>	<p>Expanded to specify the implementation method to ensure actions towards reducing/eliminating pedestrian/bicyclist and vehicular collisions, injuries, and fatalities</p>	<p>Policy 5.1: Promote the safety of pedestrians and bicyclists by adhering to national standards and uniform practices.</p>
<p>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.</p>	<p>Expanded to include actions toward reducing collisions and a set timeframe</p>	<p>Policy 1.13: Minimize pedestrian and vehicular conflicts.</p>
<p>Policy 1.9 Support the design and implementation of traffic calming measures for motorized travel on local streets where non-motorized travel is prioritized.</p>	<p>Consolidated</p>	<p>Policy 1.5: Develop a program to identify, monitor, and make recommendations for improvements to roadways and intersections that are approaching, or have approached, unacceptable levels of service or are experiencing higher than expected accident rates.</p>

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		Policy 1.10: Design local and collector streets to discourage their use as through traffic routes.
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.	New	--
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.	Consolidated	Policy 1.15: Develop a circulation system that highlights environmental amenities and scenic areas.
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.	Expanded to ensure access to harbor	Policy 1.16: Provide public access and circulation to the 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 curb-side and/or off-street spaces, as applicable, for ride-share options and the temporary loading of goods and materials.	New	--
Goal 2: A comprehensive and multimodal network that facilitates safe and convenient travel within the City for pedestrians and bicyclists.	Streamlined	Goal 5: Encourage non-motorized transportation, such as bicycle and pedestrian circulation. Policy 5.12: Provide for a non-vehicular circulation system that encourages mass-transit, bicycle transportation, and pedestrian circulation.
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.	Updated to specify the program in which these alternative transportation routes and paths would be created/improved	Policy 5.4: Support and coordinate the development and maintenance of bikeways in conjunction with the County of Orange Master Plan of Countywide Bikeways to assure that local bicycle routes will be compatible with routes of neighboring jurisdictions.
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.	Updated to specifically address new development requirements	Policy 5.2: Maintain existing pedestrian facilities and encourage new development to provide pedestrian walkways between developments, schools and public facilities.

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Policy 2.3 Coordinate with neighboring 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.	Updated to reflect interjurisdictional connectivity and access to natural areas	Policy 5.7: Explore possible link-up of trails within the City to regional trail systems.
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.	Updated to include the area this would serve	Policy 5.5: 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.
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.	Consolidated and now includes collaboration with private entities	Policy 5.4: Support and coordinate the development and maintenance of bikeways in conjunction with the County of Orange Master Plan of Countywide Bikeways to assure that local bicycle routes will be compatible with routes of neighboring jurisdictions. Policy 5.6: Develop programs that encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utility rights-of-way, railroad rights-of-way, and street rights-of-way wherever possible for the use of bicycles and/ or hiking trails.
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.	Expanded to clarify programming types and City's more active role	Policy 5.10: Encourage safe biking by supporting the clinics sponsored by the County Sheriff's Department.
Policy 2.7 Facilitate unique non-motorized circulation methods that enhance pedestrian and bicyclist safety during City-approved special events.	Consolidated	Policy 5.11: Consider the provision of unique non-motorized circulation methods for 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.	New	--
Policy 2.9 Support the use of bicycle facilities by neighborhood electric vehicles (NEVs) when dual usage by bicycles and NEVs would be:	New	--

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<ul style="list-style-type: none"> - 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. 		
Goal 3. A safe and convenient public transportation system that expands mobility options for residents, visitors, and workers to travel within and around Dana Point.	Consolidated	Goal 4. Support development of a public transportation system that provides mobility to all City residents and encourages use of public transportation as an alternative to automobile travel.
Policy 3.1 Coordinate with OCTA and advocate on behalf of the Dana Point community for efficient and convenient regional and local bus service.	Restructured to focus on collaboration with local transit authority to improve public transportation; refined to reflect appropriate agency authority and responsibility	<p>Policy 4.1: Support the efforts of the appropriate agencies to provide additional local and express bus service to the Dana Point community, and to provide additional park-and-ride lots near the 1-5 freeway.</p> <p>Policy 4.3: Ensure accessibility of public transportation for elderly and disabled persons.</p> <p>Policy 4.8: Require noise impact studies prior to approval of new public transportation routes through residential communities.</p>
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.	Refined and strengthened	Policy 4.7: Encourage the provision of safe, attractive and clearly identifiable transit stops and related high quality pedestrian facilities throughout the community.
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.	New	--
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.	Consolidated	<p>Policy 4.2: Require new development to fund transit facilities, such as bus shelters and turn-outs, where deemed necessary.</p> <p>Policy 4.4: Encourage employers to reduce vehicular trips by offering employee incentives.</p>

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		<p>Policy 4.5: Promote new development that is designed in a manner that (1) facilitates provision or extension of transit service, (2) provides on-site commercial and recreational facilities to discourage mid-day travel, and (3) provides non-automobile circulation within the development.</p> <p>Policy 4.6: Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use by residents and/or visitors.</p>
Policy 3.5 Coordinate with federal and regional transportation agencies to maintain and enhance resident access to passenger rail facilities.	Consolidated	Policy 1.8: Working with the appropriate entities to improve rail and other public transit systems to serve the resident and visitor population of the area.
Goal 4: Standards and facilities that provide safe, convenient, and well-designed parking areas.		GOAL 6: Provide for well-designed and convenient parking facilities.
Policy 4.1 Consolidate parking, where appropriate, to reduce the number of ingress and egress points onto arterials.	Retain	Policy 6.1: Consolidate parking, where appropriate, to reduce the number of ingress and egress points onto arterials.
Policy 4.2 Maintain public access to the coast by promoting an effective combination of transit services and parking opportunities.	Retain	Policy 6.2: Maintain public access to the coast by providing better transit and parking opportunities.
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.	Expanded	Policy 6.3: Provide sufficient off-street parking.
Policy 4.4 Encourage the use of shared parking facilities, such as through parking districts or other mechanisms.	Retain	Policy 6.4: 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.	New	--

ECONOMIC DEVELOPMENT ELEMENT

Draft General Plan (proposed)	Change	Current General Plan
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.	Updated to more clearly define intended outcomes	GOAL 2. Develop a strategy for promoting the types of businesses and industries desired by the community.
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.	Updated to reflect the City's preferred direction for economic development	Policy 2.2: Coordinate local programs with regional programs for economic development. Policy 2.4: Pursue methods to promote economic development opportunities beneficial to the City of Dana Point.
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 the retention and 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.	Expanded and refined	Policy 2.6: Promote a synergistic business environment by encouraging new businesses to locate where they can beneficially support adjacent businesses and discouraging new businesses that would be detrimental to the business environment. Policy 2.9: Encourage new business to locate in Dana Point.
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.	Refined based on new direction	GOAL 4. Promote development to meet the retail needs of the community. Policy 4.1 Promote development of retail uses which serve local needs and diversify the selection of conveniently located goods and services. GOAL 5. Encourage development to meet visitor needs.
Policy 1.4 Support streamlined regulations that facilitate business establishment and operations.	Refined	Policy 2.8: The City will endorse and support the creation of a good business oriented infrastructure.
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.	New	--
Goal 2. Continued leadership as a world-class destination that provides an authentic coastal experience rooted in the City's surf culture and maritime heritage.	Based on new vision and recent studies	--

Draft General Plan (proposed)	Change	Current General Plan
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.	Moved from Circulation Element	--
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.	Updated to be more specific	Policy 2.7: Assure that local amenities and open spaces are maintained and expanded in order to assist and attract new businesses and promote economic vitality.
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.	Refined	Policy 3.5: Promote conference and visitor activities to ensure the long term viability of this major revenue generator.
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.	Added based on updated Vision and importance of arts and culture to the City's economy	--
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.	Updated to reflect new policy direction in support of future development	--
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.	New	--
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.	New	--
Policy 3.3 Mixed-use plans and projects must employ site designs and amenities that facilitate accessibility, walkability, and bicycle	New	--

Draft General Plan (proposed)	Change	Current General Plan
usage within and around the project area, especially between commercial, residential, and public realm areas.		
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 they are complimentary and economically viable, such as professional office, medical office, and hospitality.	New	--
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.	New	--

The following current Economic Development goals and policies have been identified for removal, grouped by reason for removal
<p>Covered by other elements</p> <ul style="list-style-type: none"> - GOAL 1. Encourage a balance between housing and employment opportunities. <i>(Goal 1, Land Use Element)</i> - Policy 1.1: Implement the goals and policies of the Housing Element of the General Plan. <i>(Housing Element)</i> - Policy 1.4: Encourage the development of housing opportunities in targeted areas of the City. <i>(Goal 1 and associated policies, Housing Element)</i> - Policy 2.1: Develop the physical design guidelines necessary to attract the desired types of business in specific locations. <i>(Policy 5.1, Urban Design Element)</i> - GOAL 3. Provide for the long term fiscal viability of the City. <i>(Policies 3.1/3.4, Land Use Element)</i> - Policy 3.1: Ensure that the City has substantial fiscal surplus to assure sufficient financial resources during slow economic periods when revenue generation may be low. <i>(Policy 3.4, Land Use Element)</i> - Policy 3.2: Analyze net fiscal impacts of non-residential land use types proposed for development. <i>(Policy 1.7, Land Use Element)</i> - Policy 3.3: Identify the types of industrial, office and commercial uses that are desired by the community and assess the market demand for those types of uses. <i>(Goal 1, Land Use Element)</i> - Policy 3.4: Continue with existing plans for revitalization within areas of the community where revitalization is warranted. <i>(Goals 6/7, Land Use Element)</i> - Policy 4.2: Promote visitor serving retail uses to serve the growing demand for harbor, beach and coastal facilities, especially day use visitors. <i>(Goal 1, Land Use Element)</i> - Policy 4.3: Promote the overlap between visitor and resident serving retail uses by encouraging retail goods and services which serve both market segments. <i>(Policies 2.2/10.1, Land Use Element)</i>

The following current Economic Development goals and policies have been identified for removal, grouped by reason for removal**Covered by other, more recent plans**

- Policy 5.1: Encourage the early development of community visitor-serving and resort properties at the Headlands site. Consider the positive economic impact that eco-tourism may generate on this site. (Headlands Development and Conservation Plan)
- Policy 5.2: Encourage the early development of resort properties at the Monarch Beach site. (Monarch Beach Specific Plan)
- Policy 5.3: Encourage a balanced mix of visitor serving uses to complement the marine environment and commercial activities. (e.g., Town Center Plan, Harbor Revitalization Plan and District Regulations)
- GOAL 6. Promote the revitalization of the Doheny Village area. (Doheny Village Plan)
 - Policy 6.1: Encourage a balance in the development of commercial uses.
 - Policy 6.2: Encourage and assist in the preparation of sites suitable for commercial development.
 - Policy Promote the development of a transportation center with adjacent commercial and small office uses.

Policies more applicable to a newly incorporated and expanding community; will be done on an as-needed basis as part of updating the City's Strategic Plan

- Policy 1.2: Develop and implement short- and long-range programs to stimulate jobs and economic growth.
- Policy 1.3: Develop long-term projections of growth in industrial and service-related employment.
- Policy 2.3 Consider the use of incentives to assist businesses which provide important benefits and contributions to the local economy.

Outdated due to changes in state law

- Policy 2.5: Establish revitalization project areas as needed by the City.