

CITY OF DANA POINT
AGENDA REPORT

Reviewed By:	
DH	X
CM	X
CA	—

DATE: OCTOBER 7, 2025

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: JEFF ROSALER, INTERIM COMMUNITY DEVELOPMENT DIRECTOR
CHRIS JOHNSON, PRINCIPAL PLANNER

SUBJECT: GENERAL PLAN AMENDMENT (GPA22-0001) UPDATING CIRCULATION AND MOBILITY, AND ECONOMIC DEVELOPMENT ELEMENTS, GENERAL PLAN AMENDMENT (GPA22-0002) UPDATING THE PUBLIC SAFETY ELEMENT, GENERAL PLAN AMENDMENT (GPA 22-0003) INTRODUCTION CHAPTER UPDATE, ADOPTION OF A CEQA ADDENDUM TO THE GENERAL PLAN ENVIRONMENTAL IMPACT REPORT (EIR), ADOPTION OF TRANSPORTATION IMPACT ANALYSIS GUIDELINES, AND MASTER PLAN OF ARTERIAL HIGHWAY (MPAH) DESIGNATIONS

RECOMMENDED ACTION:

That the City Council:

- 1) Open the Public Hearing; and
- 2) Adopt a Resolution entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DANA POINT, CALIFORNIA, APPROVING GENERAL PLAN AMENDMENT (GPA) 22-0001 UPDATING THE CITY'S CIRCULATION AND MOBILITY, AND ECONOMIC DEVELOPMENT ELEMENTS," IN THEIR ENTIRETY (ACTION DOCUMENT A); and

- 3) Adopt a Resolution entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DANA POINT, CALIFORNIA, APPROVING GENERAL PLAN AMENDMENT (GPA) 22-0002 UPDATING THE CITY'S PUBLIC SAFETY ELEMENT," IN ITS ENTIRETY (ACTION DOCUMENT B); and

4) Adopt a Resolution entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DANA POINT, CALIFORNIA, APPROVING GENERAL PLAN AMENDMENT (GPA) 22-0003 UPDATING THE INTRODUCTION CHAPTER OF THE GENERAL PLAN," IN ITS ENTIRETY (ACTION DOCUMENT C); and

5) Adopt a Resolution entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DANA POINT, CALIFORNIA ADOPTING TRANSPORTATION IMPACT ANALYSIS GUIDELINES FOR BOTH CEQA AND NON-CEQA ASSESSMENT WITHIN THE CITY OF DANA POINT" (ACTION DOCUMENT D); and

6) Adopt a Resolution entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DANA POINT, CALIFORNIA, APPROVING AMENDMENTS TO MASTER PLAN OF ARTERIAL HIGHWAYS (MPAH) DESIGNATIONS" (ACTION DOCUMENT E); and

7) Adopt a Resolution entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DANA POINT, CALIFORNIA, APPROVING A CEQA ADDENDUM TO THE CITY'S CERTIFIED GENERAL PLAN EIR FOR AMENDMENTS TO THE CIRCULATION AND MOBILITY, ECONOMIC DEVELOPMENT, PUBLIC SAFETY ELEMENTS, AND INTRODUCTION CHAPTER OF THE CITY'S GENERAL PLAN (ACTION DOCUMENT F).

BACKGROUND:

On May 3, 2022, the City Council began updating the Dana Point General Plan. This plan serves as a blueprint for the City's future growth and includes ten Elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, Safety, Urban Design, Public Facilities/Growth Management, and Economic Development. The certified Land Use Plan of the City's Local Coastal Program (LCP) includes the Land Use, Conservation/Open Space, and Urban Design Elements.

The General Plan Update (GPU) had been designed in a two-phased planning process and is tracked on a dedicated webpage www.plandanapoint.com. The phases are as follows:

Phase 1: Visioning (Completed July 2023)

This phase aimed to raise awareness of the General Plan Update (GPU) through a focused communications and public relations plan. It involved educating the community about City planning, conducting listening sessions, and analyzing data to identify key community concerns. This effort resulted in a clear vision statement and guiding principles to inform policy development. Community input helped shape policy priorities and goals related to land use, circulation, economic development, and other elements of the General Plan.

Phase 2: Plan Development (In Progress)

This phase focuses on updating the City's General Plan, including policies and actions to implement the established vision and framework. It also involves conducting environmental reviews of proposed amendments. Additionally, this phase emphasizes public engagement, education, and review of draft documents. Public comments, edits, and feedback are incorporated before the drafts are recommended by the Planning Commission and finalized by the City Council.

Building on the results of the 2023 Visioning effort, the City focused Phase 2 on the Land Use, Economic Development, and Circulation Elements. To support this work, a General Plan Advisory Committee (GPAC) was formed. The GPAC's role was to identify key issues, consider ideas, review materials, make recommendations to decision-makers, and serve as a public forum for community input.

Between January 2024 and April 2025, the GPAC held seven meetings to discuss potential land use changes. They also reviewed parts of the Circulation and Mobility Element, including roadway, bikeway, transit networks, and pedestrian movement. Other public engagement activities included:

- June 5, 2024 – Open House at Community Center
- June 13 through August 21, 2024 – Virtual Open House & Questionnaire
- July 14, 2024 – Pop-Up Events - Concert at the Park
- City Social Media Platforms – Content related to the GPU update, scheduled GPAC meetings, city events, community open house, and other activities.
- Interested Parties Notification for community and virtual open house participation, General Plan Advisory Committee (GPAC) meetings, as well as Planning Commission and City Council status update hearings.
- Planning Commission – updates provided at regular meetings and detailed briefing provided at December 9, 2024 Study Session.
- City Council – updates provided at regular meetings and detailed briefing provided at February 4, 2025 Study Session.

The GPAC focused on specific opportunity areas in the city when discussing potential land use changes. After reviewing these areas and considering input from the planning consultant and city staff, the GPAC recommended that the GPU not include land use

changes to those properties. Instead, they suggested updating the goals and policies in the Economic Development Element to better guide future development in these areas.

On June 9, 2025, the Planning Commission received a detailed presentation and staff report on the General Plan Amendment for the Circulation and Mobility, and Economic Development Elements. No formal decisions were made; the meeting served as an opportunity for the Commission to discuss and provide recommendations.

Following this, a second hearing was held on June 23, 2025. During this session, the Planning Commission recommended approval of the General Plan Amendments for the Circulation and Mobility, and Economic Development Elements, along with a CEQA Addendum to address updates to the City's certified 1991 General Plan EIR.

On September 8, 2025, the Planning Commission approved recommendations for additional updates, including the Public Safety Element. They also endorsed an updated CEQA Addendum, Guidelines for Transportation Impact Analyses for CEQA and Non-CEQA Assessments, and amendments to the Master Plan of Arterial Highway (MPAH) Designations.

DISCUSSION:

The City is updating the Circulation and Mobility, Economic Development, and Public Safety Elements of the General Plan to incorporate changes in state law and updates in local strategies. As part of the Phase 1 and 2 efforts, the City is also modernizing the Introduction chapter to reflect these updates.

To help decision-makers and the community better understand the proposed changes, a comparison matrix titled "General Plan Crosswalk Between Current and Proposed Policies" (Supporting Document 1) has been prepared. This document provides an overview of the new goals and policies alongside those in the currently adopted elements. It also includes a brief explanation of the proposed updates to demonstrate how they are consistent with the existing General Plan.

Circulation Element

The City's Circulation Element outlines the improvements needed to reduce traffic congestion caused by future land uses. It was adopted in 1991 as part of the General Plan and was amended in 1995 to align with the County's Orange County Master Plan of Arterial Highways (MPAH).

This element addresses demand management strategies and mass transit services. Goals and policies have been established to ensure the circulation system meets the needs of Dana Point. It includes a hierarchy of transportation routes with specific development standards for each roadway category.

The Circulation Element is based on goals that support the overall objectives of the General Plan. These circulation goals and policies are organized into the following categories:

- 1) Local Thoroughfares and Transportation Routes
- 2) Intercity and Regional Transportation
- 3) Transportation System/Demand Management

Proposed updates to the Circulation Element will not directly lead to new physical development. Instead, the updates focus on refining the goals and policies of the Circulation Element. These revised goals and policies aim to support complete street practices for multimodal transportation and strategic measures to reduce vehicle congestion, encouraging fewer vehicle trips.

Key updated goals and policies designed to decrease congestion include:

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

Economic Development Element

The City's 1991 Economic Development Element outlines the key economic factors affecting Dana Point, along with the goals and policies designed to promote economic growth. It also establishes the Economic Development Plan.

The Element states that the City aims to achieve three core objectives through the implementation of these goals, policies, and programs:

- 1) Promote balanced development of resident serving and visitor serving commercial uses to ensure sound fiscal health, diverse employment opportunities and a vital local economy;

- 2) Actively involve the business community to assist in shaping; and implementing economic development initiatives; and
- 3) Capitalize on market opportunities with significant economic, cultural, and social benefits for the City, its residents, and guests. The economic goals and policies are grouped into the following categories:
 - Balanced Employment and Housing
 - Business Promotion
 - Fiscal Strength and Stability
 - Meet Local Retail Needs
 - Meet Visitor Needs
 - Promote Development of Doheny Village

The Economic Development Element update focused on developing policies for the following three (3) stated Goals:

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

Public Safety Element

The Public Safety Element identifies possible threats near Dana Point that could put people, buildings, and infrastructure at risk. It sets goals and policies to reduce these dangers and plans for emergencies like earthquakes, wildfires, and floods. The plan emphasizes working together with emergency agencies and other nearby jurisdictions.

A major focus is evacuation, which means planning safe routes and making sure they can handle everyone during different emergencies. It also considers the needs of vulnerable groups and how climate change might affect evacuation plans.

In 2023, a new law called SB 747 requires cities to include an evacuation assessment in their Safety plans. This helps communities prepare better for natural disasters, especially wildfires. The assessment must work with other plans like hazard mitigation, emergency operations, and housing, to ensure the public is protected.

In 2025, the City completed an evacuation study to check if routes are safe and effective during emergencies, including how long it takes to evacuate. The assessment modeled three scenarios:

- 1) Localized evacuation due to a flooding incident in the southeast quadrant of the city without road closures.
- 2) Localized evacuation due to an earthquake, flooding, liquefaction incident in the southeast quadrant of the city with road closures.
- 3) Localized evacuation due to a wildfire incident in the northwest quadrant of the city with road closures.

Based on the analysis, the assessment suggests ways to improve preparedness, traffic management during evacuations, procedures, education, and training. Many of these suggestions have been included in the goals and policies of the Public Safety Element, while others will be incorporated into related plans for emergency response.

The Public Safety Element, including the evacuation assessment, must be reviewed by the California Department of Forestry and Fire Protection (CAL FIRE). City staff received minor comments and oral approval from the Board of Forestry and Fire Protection (BOFFP) on August 19, 2025. The Board praised the City's Public Safety Element.

Master Plan of Arterial Highways (MPAH)

The City's Circulation Element, adopted in 1991 and amended in 1995 to align with the Orange County Master Plan of Arterial Highways (OCMPAH), outlines needed improvements to reduce future traffic congestion. It includes goals and policies to ensure the transportation system meets Dana Point's needs and establishes a hierarchy of roads with specific development standards for each type.

The Orange County Transportation Authority (OCTA) manages the Master Plan of Arterial Highways (MPAH), but cities can propose changes based on development reports, traffic, or safety needs. Dana Point worked with OCTA to update the MPAH and expects final approval on October 10, 2025.

In June 2025, the Planning Commission approved an update to the Circulation and Mobility Element. Proposed Policy 1.3 expands on the earlier focus on completing the MPAH, emphasizing coordination with other transportation plans at all levels. This aligns with modern regional and multimodal planning practices.

Contextual versions of the policies are provided below.

Current General Plan: Policy 2.1

Support the completion of the Orange County Master Plan of Arterial Highways.

Proposed General Plan 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.

CEQA Transportation Impact Analysis – Vehicle Miles Traveled (VMT)

Agencies are required to use Vehicle Miles Traveled (VMT) to evaluate transportation impacts under CEQA. The final guidance from the Office of Planning and Research (OPR) in 2018 recommends using VMT with specific thresholds, screening criteria, and mitigation strategies.

Lead agencies can assume projects have minimal impact and skip detailed VMT analysis. Local agencies are encouraged to set their own significance thresholds. The City's proposed thresholds follow state guidance to help improve transportation efficiency, including:

Project Type	Metric	VMT Threshold
Residential	VMT per Service Population	15% below existing city-average VMT per service population. ¹
Office/Industrial	VMT per Service Population	15% below existing county-average VMT per service population.
Retail/Hospitality/Other	VMT per Service Population	Below existing city-average VMT per service population. 1
Mixed Use Developments	VMT per Service Population	Between 0-15% below existing city-average VMT per service population.
Transportation Project	Total VMT	No net change in city-wide VMT.

Development projects that are not consistent with the City's General Plan are typically required to complete a CEQA Vehicle Miles Traveled (VMT) Assessment and a non-CEQA Level of Service (LOS) assessment.

Non-CEQA Transportation Impact Analysis – Level of Service (LOS)

Although, no longer considered a CEQA impact, the Dana Point General Plan contains a policy for land use and transportation projects to conduct a Level of Service (LOS) traffic assessment. This helps determine if a project will deteriorate operational performance or safety on the City's roadways.

A LOS report is required if:

1. The project will add 50 or more trips during either the AM or PM peak hours to any Intersection
2. The project proposes changes to the existing roadway system that reduce roadway capacity
3. The City Traffic Engineer determines that the project needs to prepare an LOS report due to unique characteristics that warrant evaluation

¹ Service population = residents + employees

The project applicant must prepare an LOS report with a scoping memorandum for the City to review. The report should evaluate current and future conditions, and suggest remedies if problems are found.

Guidelines for Transportation Impact Assessments (TIA), including VMT metrics, will provide a consistent framework for assessing project impacts and supporting the City's goals for sustainable and efficient mobility.

CEQA EIR Addendum

The City, as the Lead Agency, prepared an Addendum to the 1991 certified Environmental Impact Report (EIR) to evaluate proposed updates to the Circulation and Mobility, Economic Development, and Public Safety Elements. The purpose was to determine if these updates would create new environmental impacts or require further review under CEQA.

These updates are policy-level and do not involve physical changes or alter land use designs or future development assumptions in the certified EIR. They are unlikely to cause new impacts or worsen existing ones and do not require a subsequent or supplemental EIR under CEQA Guidelines sections 15162 and 15163.

The updates are consistent with the original EIR's mitigation measures, and no new significant impacts are expected. The Addendum found that the proposed changes align with existing plans, programs, and policies and do not introduce new or more severe impacts, mitigation measures, or alternatives. The Planning Commission reviewed the CEQA Addendum at their September 8, 2025 meeting and recommended approval by the City Council.

Tribal Consultation

Senate Bill 18 (SB18) requires the City to notify California Native American Tribes before making certain plan amendments. Tribes then have 90 days to request a consultation. To comply, the City sent notification letters to tribal organizations on March 6, 2025.

This process allows tribes to review and discuss potential impacts on Tribal Cultural Resources, as required by California law. Staff confirmed that the proposed updates do not include disruptive activities, and the consultation process has concluded.

NOTIFICATION AND FOLLOW-UP:

The proposed amendments were properly noticed according to the Dana Point Municipal Code. Notifications were published in the Dana Point Times on September 19, 2025, to inform the public about the City Council hearing. Additionally, email notifications were sent on October 2, 2025, to interested parties and individuals on the city's interested parties list.

STRATEGIC PLAN IMPLEMENTATION:

General Plan amendments to the Circulation and Mobility, Economic Development, and Public Safety Elements, adoption of Transportation Impact Analysis Guidelines, and updates to Master Plan of Arterial Highways designations, are aligned with the Strategic Plan Goals 1,2 and 3 respectively.

FISCAL IMPACT:

There is no fiscal impact associated with the proposed General Plan updates.

ALTERNATIVE ACTIONS:

Other City Council action, as directed.

ACTION DOCUMENTS:**PAGE #**

A. <u>Draft City Council Resolution No. 25-10-07-XX (GPA22-0001)</u>	11
a. Exhibit A - Circulation and Mobility Element	
b. Exhibit B - Economic Development Element	
B. <u>Draft City Council Resolution No. 25-10-07-XX (GPA22-0002)</u>	48
a. Exhibit A – Public Safety Element	
C. <u>Draft City Council Resolution No. 25-10-07-XX (GPA22-0003)</u>	137
a. Exhibit A – General Plan Introduction Update	
D. <u>Draft City Council Resolution No. 25-10-07-XX(TIA)</u>	149
a. Exhibit A – Transportation Impact Analysis Guidelines	
E. <u>Draft City Council Resolution No. 25-10-07-XX (MPAH)</u>	176
a. Exhibit A - City Request to Amend the Master Plan of Arterial Highways	
F. <u>Draft City Council Resolution No. 25-10-07-XX (CEQA)</u>	183
a. Exhibit A - CEQA Addendum to the General Plan EIR	

SUPPORTING DOCUMENTS

G. <u>General Plan “Crosswalk” Current and Proposed Policies</u>	270
(Circulation and Mobility, Economic Development, and Public Safety Elements)	
H. <u>General Plan Goal and Policy Implementation Matrix</u>	289
(Circulation and Mobility, Economic Development, and Public Safety Elements)	
I. <u>Master Plan of Arterial Highways (MPAH) Technical Report</u>	296
J. <u>Planning Commission Agenda Report, June 23, 2025 (LINK)</u>	720
K. <u>Planning Commission Agenda Report, September 8, 2025 (LINK)</u>	721

ACTION DOCUMENT A: Draft City Council Resolution No. 25-10-07-XX (GPA22-0001)

RESOLUTION NO. 25-10-07-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DANA POINT, CALIFORNIA, APPROVING GENERAL PLAN AMENDMENT GPA22-0001 UPDATING THE CITY'S CIRCULATION AND MOBILITY, AND ECONOMIC DEVELOPMENT ELEMENTS IN THEIR ENTIRETY

The City Council for the City of Dana Point does hereby resolve as follows:

WHEREAS, on July 9, 1991, the City of Dana Point adopted its General Plan; and

WHEREAS, on May 3, 2022, the City Council initiated a General Plan update and directed City Staff to begin a phased approach to updating components of the Dana Point General Plan; and

WHEREAS, on July 10, 2023, the Planning Commission was presented with a summary of draft engagement efforts and visioning framework documents and provided recommendations; and

WHEREAS, on July 18, 2023, a summary of engagement efforts and visioning framework documents were presented to City Council, that were received and filed; and

WHEREAS, the proposed Amendment would make changes to the Circulation and Mobility, and Economic Development Elements of the General Plan by amending and creating new goals and policies; and

WHEREAS, the proposed Amendment would replace in their entirety the Circulation and Mobility, and Economic Development Elements of the General Plan; and

WHEREAS, the Amendment is internally consistent with the other elements of the General Plan; and

WHEREAS, a CEQA Addendum was prepared to the City's 1991 certified Environmental Impact Report (EIR) (SCH No. 1991021054) for the General Plan Amendment that determined there is no substantial evidence that the Amendment would result in significant environmental impacts not previously studied in the EIR, and accordingly, the Amendment would not result in any conditions identified in CEQA Guidelines, Section 15162.

WHEREAS, the preparation and adoption of the Amendment has been evaluated and found to be in compliance with the California Environmental Quality Act pursuant to Section 21080.9 of the Public Resources Code; and

WHEREAS, the Planning Commission on December 9, 2024, was provided with an update regarding the status of the General Plan Amendment and heard recommendations of the General Plan Advisory Committee (GPAC); and

WHEREAS, the City Council on February 4, 2025, was provided with an update regarding the status of the General Plan Amendment and heard recommendations of the General Plan Advisory Committee (GPAC) and the Planning Commission; and

WHEREAS, the Planning Commission did on June 9, 2025, held a meeting where it received a detailed staff report and presentation in order to hear, discuss and provide recommendations on the General Plan Amendment; and

WHEREAS, the Planning Commission did on June 23, 2025, held a duly noticed public hearing as prescribed by law to consider said General Plan Amendment; and

WHEREAS, at said public hearing, upon hearing and considering all testimony and arguments, if any, of all persons desiring to be heard, the Planning Commission considered all factors relating to GPA22-0001 and recommended the Circulation and mobility, and Economic Development updates for approval to the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Dana Point as follows:

- A. That the above recitations are true and correct;
- B. That the proposed action complies with all other applicable requirements of State law and local Ordinances;
- C. That the General Plan Amendment under GPA22-0001 is in the public interest;
- D. That the City Council has reviewed and considered the CEQA Addendum to the City's certified General Plan Environmental Impact Report;
- E. That the Addendum to the Environmental Impact Report (SCH No.1991021054) is complete and adequate for the consideration of the General Plan Amendment;
- F. That the City Council approves the adoption of the Circulation and Mobility, and Economic Development Elements, and corresponding General Plan Amendment (GPA22-0001).

PASSED, APPROVED, AND ADOPTED this 7th day of October, 2025.

MATTHEW PAGANO, MAYOR

ATTEST:

SHAYNA SHARKE

City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss

CITY OF DANA POINT)

I, SHAYNA SHARKE, City Clerk of the City of Dana Point, California, do hereby certify that the foregoing Resolution No. 25-10-07-XX was duly introduced at a regular meeting of the City Council on the 7th day of October, 2025, and was duly adopted and passed at a regular meeting of the City Council on the 7th day of October, 2025, by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

SHAYNA SHARKE, CITY CLERK

EXHIBIT A: Circulation Element Goals and Policies

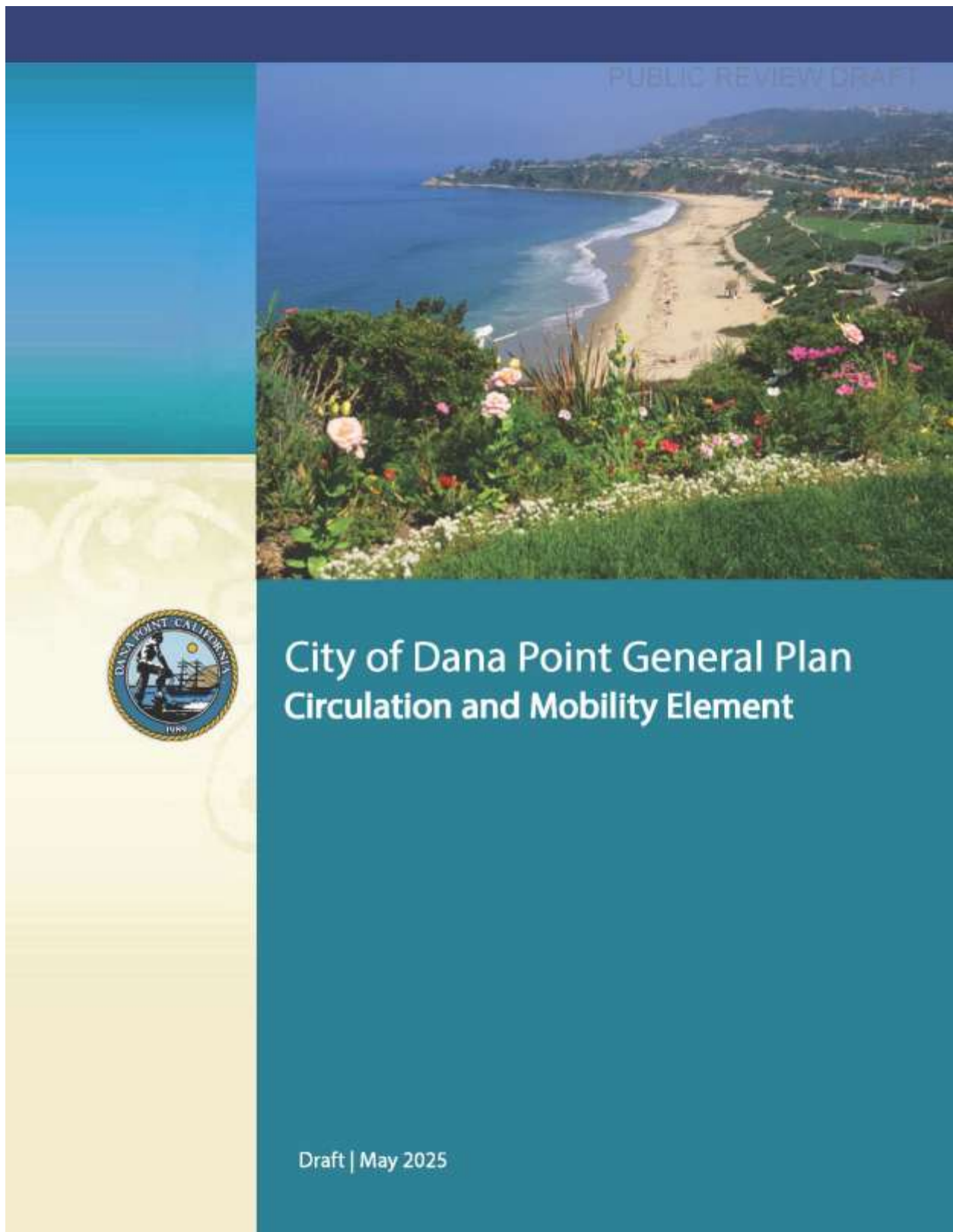


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Introduction

Purpose and Content

Dana Point contains a wide variety of places and destinations that attract residents, workers, and visitors. The variety of and ease by which all of these people can travel and connect to the various parts of Dana Point plays a large role in determining the quality of their daily experience. The primary purpose of the Circulation & Mobility Element is to provide a comprehensive circulation system that provides multiple options for people of all ages and abilities to move safely and efficiently within Dana Point and to adjoining communities. This City's circulation system must also be designed to align with the City's Land Use Plan, serve existing communities, support planned growth, and reinforce the goals and policies across other elements of the General Plan.

This Introduction highlights the Element's purpose and related plans, programs, goals, and policies that influence circulation in Dana Point. The subsequent section addresses the key components of the City's circulation system: its roadway network, bicycle and pedestrian facilities, public transportation systems, and parking facilities. Following a brief discussion, each component is associated with a corresponding goal and a set of policies that serve to guide future decisions and investments. As appropriate, a map or table is included to communicate the nature and extent of the City's various facilities and networks.

Related Plans and Programs

Several transportation-related plans have been prepared by the City and other agencies that influence Dana Point's circulation goals and policies. Together, these plans focus on the development of a comprehensive regional transportation system to handle the anticipated traffic loads expected from future development.

Regional Plans

- **OCTA Master Plan of Arterial Highways (MPAH)** - The Master Plan of Arterial Highways serves as a long range blueprint to ensure consistent standards and coordinated planning of arterial streets in Orange County. OCTA is responsible for administering the MPAH, including the review and approval of amendments requested by local agencies such as Dana Point.
- **OCTA Orange County Loops Gap Closure Study (OC Loops)** - The OC Loops' vision is to create seamless connections for people to bike and walk to some of California's most scenic beaches and inland reaches through a countywide system of regional trails and bikeways. In Dana Point, bikeway facilities along Pacific Coast Highway, Del Prado Avenue, Golden Lantern, Dana Point Harbor Drive, and Park Lantern represent local portions of the OC South Loop, while the San Juan Creek Trail, Park Lantern, and Coast Highway represent local portions of the cross-county OC Connect trail.

- **Directions 2045: OCTA Long Range Transportation Plan (2022-2045)** - Directions 2045 is Orange County's long range transportation improvement plan and includes recommendations for multi-modal improvements across freeway, street, and transit systems. Potential mobility improvements that are either within or connect to Dana Point aim to improve local bus service frequency, bikeway and microtransit options, signal synchronization, and freeway flow and capacity.
- **Los Angeles/San Diego (LOSSAN) Strategic Plan** - The LOSSAN Strategic Plan is a long-range plan (20+ years) that seeks to improve the safety, capacity, and speed of intercity and commuter rail service between Los Angeles and San Diego, including travel through Dana Point.
- **Orange County Coastal Rail Resiliency Study (CRRS)** - The CRRS evaluate strategies to protect the railroad in place for up to 30 years and ensure uninterrupted rail operations while minimizing passenger and freight service disruptions. It includes a detailed analysis of seven miles of critical coastal track that passes through Dana Point and extends south to the San Diego County line.
- **South Coast Air Basin Air Quality Management Plan** - The 2022 AQMP proposes policies and measures to achieve federal and state standards for healthful air quality in Southern California. Dana Point's circulation plan works towards improving air quality by maximizing the efficiency of traffic movements and by planning for alternatives forms of transportation.

City Plans

- **Dana Point Strategic Plan** - The Strategic Plan implements the General Plan and outlines the City's near-term (next 5+ years) priorities, goals, and strategies for delivering services and managing resources to support the community's quality of life and economic health. The goals of this plan were reaffirmed in 2025, including a goal and set of objectives to maintain and improve the functionality and safety of streets, sidewalks, and multi-modal and active transportation infrastructure.
- **Dana Point Local Coastal Program** - The City's Local Coastal Program (LCP) is a comprehensive planning and regulatory framework that governs land use, development, and resource protection within the coastal zone, as mandated by the California Coastal Act. While not a formal component of the LCP, the Circulation & Mobility Element contains a number of goals and policies that work in concert with the LCP to ensure access to and protection of coastal resources.
- **Dana Point Harbor Revitalization Plan** - Prepared jointly by the County of Orange and City of Dana Point, the Harbor Revitalization Plan is a comprehensive, multi-phase redevelopment project aimed at modernizing and enhancing Dana Point Harbor while preserving its historic charm and community character.
- **Dana Point Transportation Impact Analysis Guidelines** - The City maintains a set of guidelines to identify the scoping process and thresholds to evaluate and impose requirements to address potential transportation-related impacts from proposed

projects. The City's guidelines directly implement the Circulation & Mobility Element goals and policies, specifically those related to maintaining the desired level of service along roadways and reducing vehicle miles traveled.

Related General Plan Policies

Other Elements of the City's General Plan contain policy direction that works in concert with the Circulation & Mobility Element to address transportation issues. For example, the Land Use Element contains policies pertaining to increasing pedestrian access to the various coastal resources, while the Urban Design Element emphasizes increasing pedestrian access and shared parking opportunities. The Public Safety Element includes policies focused on maintaining the integrity of bridges and planning in advance of and during hazardous events to ensure adequate evacuation routes operate efficiently and safely. Policies from other portions of the General Plan that support the aims expressed in this Element are listed in Table CM-1.

**TABLE CM-1
RELATED GENERAL PLAN POLICIES**

Circulation & Mobility Goal	General Plan Element								
	Land Use	Urban Design	Housing	Circulation	Noise	Public Safety	Conservation/ Open Space	Public Facilities & Growth Management	Economic Development
Roadway Network	5.7 3.6	3.2, 6.4	4.3		1.3 1.5	2.5, 3.4, 4.5, 5.10, 6.10, 6.11, 7.2	5.1, 5.7	7.2, 7.5, 7.6, 7.7, 7.8, 8.1, 8.5, 8.6	6.3
Bicycle and Pedestrian Facilities	4.7, 5.6, 5.8, 5.9, 8.5, 8.6	1.5, 3.3, 3.6, 3.8, 4.3, 5.4, 6.5				2.5, 3.4, 7.1	5.2, 5.4, 5.6		3.3, 3.5
Public Transportation	8.6				1.5	2.5, 3.4	5.5, 5.7	7.8	6.3
Parking	6.5, 6.6, 7.6	3.5, 6.7	1.3					7.10	6.3

Goals and Policies

This section of the Circulation & Mobility Element sets forth the City of Dana Point's goals and policies to address the location and extent of transportation facilities and services:

- Roadway network
- Bicycle and pedestrian facilities
- Public transportation
- Parking

CM-1 Roadway Network



Roadways

Public roadways are the backbone of the City's transportation system, providing the primary means of traveling within Dana Point and between surrounding communities. The roadways serve not only individual cars and trucks but also establish the public rights of way for the majority of the City's bicycle, pedestrian, and transit facilities.

The roadway system in Dana Point has been defined using a classification system that describes a hierarchy of facility types and is capable of serving both existing and future residents, visitors, and businesses while preserving community values and character. The six categories of roadways are described in Table CM-2 and displayed on Figure CM-1, ranging from higher capacity arterials to lower capacity collectors and local streets. Table CM-2 also identifies priority safety corridors to further improve safety for pedestrians and bicyclists through a Safe Systems Approach to roadway design.

**TABLE CM-2
STREET CLASSIFICATIONS**

Class	Design Features ^{1,2}	Examples
Major Arterial	<i>Typical:</i> 6 travel lanes, center median, sidewalks, spaces for transit <i>Variable:</i> bicycle facilities <i>Max ROW:</i> 124' / 86' curb-to-curb	Pacific Coast Highway (PCH) (Coast Hwy Connector/San Juan Creek bridge to Copper Lantern)
Primary Arterial	<i>Typical:</i> 4 travel lanes, center median, sidewalks, bicycle lanes, spaces for transit <i>Variable:</i> buffered bicycle lanes, on-street parking <i>Max ROW:</i> 120' / 98' curb-to-curb	PCH (western city limit to Copper Lantern) Golden Lantern Stonehill Drive (Intero to Niguel Road) Del Obispo (Stonehill to PCH) Dana Point Harbor Drive (PCH to Golden Lantern)
Secondary Arterial	<i>Typical:</i> 4 travel lanes, sidewalks <i>Variable:</i> bicycle lanes, spaces for transit, on-street parking <i>Max ROW:</i> 82' / 66' curb-to-curb	Stonehill Drive (Intero to eastern city limit) Coast Highway (Doheny Park Road to Palisades Drive) Del Obispo (Stonehill Dr to northern city limit)
Divided Collector	<i>Typical:</i> 2 travel lanes, raised center median (with turn lanes), sidewalks, bicycle lanes <i>Variable:</i> spaces for transit, on-street parking <i>Max ROW:</i> 78' / 58' curb-to-curb	Del Prado Avenue Camino De Estrella
Collector	<i>Typical:</i> 2 travel lanes, striped center median (with turn lanes), sidewalks, 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> 2 travel lanes, sidewalks, 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

Typical and variable design features. Typical design features are expected along most roadways, with variable design features incorporated as appropriate and feasible. Additional variation in design and right of way (ROW) dimensions for any individual roadway are expected based upon the individual community design and land use context, available right-of-way, and mobility priorities.

Priority Safety Corridors. The City has identified roadway segments where customized design features, physical dimensions, and/or programmatic approaches are desired to further improve safety for pedestrians and bicyclists. The City will evaluate and pursue improvements for the following priority safety corridors:

- Pacific Coast Highway between San Juan Creek Trail and Laguna Beach city limit
- Golden Lantern between Pacific Coast Highway and Camino Del Avion
- Stonehill Drive between Golden Lantern and easterly city limit
- Crown Valley between Camino Del Avion to Pacific Coast Highway

Truck Routes

While the vast majority of vehicular movement in Dana Point involve residents, employees, and visitors traveling by car, a limited number of large trucks serve the City's various businesses and agencies by delivering material goods that are subsequently sold, processes, or used onsite. By designating appropriate truck routes along a limited number of large roadways, the City can increase the efficiency of the roadway network while avoiding sensitive uses and addressing safety and noise impacts on residents and visitors. Figure CM-2 identifies those roadways designated as federal, state, and local truck routes in and around Dana Point.

Figure CM-1 Roadway Network



Figure CM-2 Truck Routes



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.

Policies

- 1.1 Maintain and periodically review roadway performance to ensure desired levels of safety and efficiency for vehicles, pedestrians, and bicyclists.
- 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.
- 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.
- 1.4 Designate, maintain, and enforce truck routes to minimize the impacts of truck traffic on residential areas and other sensitive uses.
- 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.
- 1.6 Utilize intelligent transportation systems and research changing trends in mobility to more efficiently and safely move people and vehicles.
- 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.
- 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.
- 1.9 Support the design and implementation of traffic calming measures for motorized travel on local streets where non-motorized travel is prioritized.
- 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.

- 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.
- 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.
- 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.

CM-2 Bicycle and Pedestrian Facilities



Bikeway Network

Biking is important and popular in Dana Point, serving both recreational and practical purposes. The city offers scenic coastal bike paths and trails, such as the San Juan Creek Trail leading to Doheny State Beach, the trail connecting Salt Corridor Regional Park to Salt Creek Beach, and multiple bikeways to access the Harbor and Headlands. These facilities interconnect with other bikeways within and adjacent to the City to facilitate easy and safe bicycle travel throughout Dana Point's various neighborhoods and destinations.

Figure CM-3 provides a map of the planned bikeway network in and around Dana Point. The City intends to study and implement improvements along Stonehill Drive, Dana Point Harbor Drive, and a portion of Del Prado to remove existing gaps in the bikeway network.

Table CM-3 describes the various classifications of bikeways as they are currently designed or may be designed in the future.

TABLE CM-3 BIKEWAY CLASSIFICATIONS

Class	Description	Examples
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)
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
Class IV Separated Bike Lane	Facilities that provide right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via separations (e.g., grade separation, flexible posts, inflexible physical barriers, on-street parking). These may also be referred to as cycle tracks.	Not yet applied

Pedestrian Network

Walking in Dana Point is valued for both recreation and lifestyle, largely due to the City's stunning coastal scenery, trail systems, and vibrant activity centers that are accessible to resident and visitor alike. Dana Point offers several well-maintained walking and hiking trails that provide panoramic views of and access to the coastline, harbor, and natural

habitats, as well as a citywide network of sidewalks, pathways, and crosswalks that connect residents to these trails and schools, parks, and shopping destinations.

Micromobility

Micromobility, which includes options like e-bikes and e-scooters, represent an emerging transportation option that pairs the size (footprint), versatility, and zero-emission aspects of a conventional bicycle, with the ease of use and speed of a motorized vehicle. Micromobility can greatly expand transportation options for those looking to reduce their reliance upon a car, whether they are seeking to tackle Dana Point's beautiful hilly terrain or bridging the gap between public transit stops and final destinations.

The same characteristics that make micromobility options advantageous can also present challenges, with micromobility riders traveling in the roadway and along bicycle and pedestrian facilities. While the City supports the use of micromobility devices, the City will continue to monitor safety concerns and leverage State guidance on how best to regulate and enforce responsible riding.

Neighborhood Electric Vehicles

Dana Point is a compact, community-oriented city with many local amenities, parks, beaches, and shops within a short driving distance. Neighborhood electric vehicles (NEVs) are specifically designed for low-speed, short-range trips, making them a practical alternative to conventional cars for errands, school runs, or visiting local attractions. By replacing traditional vehicles with these smaller, road-legal electric vehicles for local trips, Dana Point can reduce traffic congestion, air pollution, and noise pollution. NEVs operate quietly and take up less space, contributing to a more pleasant and peaceful neighborhood environment. NEVs are, however, restricted by state law to roadways with posted speeds of 35 miles per hour and below.

GOAL 2:

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

Policies

- 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.
- 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.

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

Figure CM-3 Bikeway Network



CM-3 Public Transportation



Public Transit

Public transit provides mobility for those who do not drive or have easy access to a car, including youth, seniors, and visitors, ensuring everyone can access beaches, the harbor, restaurants, and everything Dana Point has to offer without needing a car. Workers, especially those in the hospitality industry, can reduce the cost and strain of their commute through public transit. Public transit also helps alleviate the need to search for parking, making outings less stressful.

Public transit service is managed by OCTA, which operates three routes that traverse the city: Routes 1, 90, and 91. Additionally, in concert with OCTA, the Dana Point Trolley runs for the better part of summer, offering free service on two routes during the height of travel season, generally beginning Memorial Day Weekend and running through Labor Day. Figures CM-4 and CM-5 depict the latest Public Transit and Trolley routes, respectively. These routes are reviewed and revised periodically, based on ridership data, customer feedback, and internal staff input.

Rail

Passenger rail service is provided by Amtrak and Metrolink from train stations in neighboring cities, enabling intercity and commuter travel between major cities like Los Angeles and San Diego. The San Juan Capistrano Train Depot serves Amtrak and Metrolink commuter trains and provides regional bus connections. San Clemente's two train stations separately serve Metrolink and Amtrak trains, while the Mission Viejo/Laguna Niguel Station serves only Metrolink trains. Because of the close proximity of these four stations, no train station is envisioned for Dana Point.

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.

Policies

- 3.1 Coordinate with OCTA and advocate on behalf of the Dana Point community for efficient and convenient regional and local bus service.
- 3.2 Maintain safe, clean, comfortable, well-lit, and rider-friendly transit stops that are well marked and visible to transit users and motorists.
- 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.
- 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.
- 3.5 Coordinate with federal and regional transportation agencies to maintain and enhance resident access to passenger rail facilities.

Figure CM-4 Public Transit Routes



Figure CM-5 Trolley Routes



CM-4 Parking



Adequate and accessible parking is crucial for supporting tourism, local businesses, and recreational activities, all of which are significant contributors to Dana Point's economy. Parking availability and enforcement also directly affect residents' quality of life, especially in neighborhoods with limited street parking or increased visitor traffic. Throughout the city there is a mix of free and paid parking options, with specific areas designated for different types of visitors, such as customers, boaters, and general public use. As Dana Point continues to grow in popularity, parking demand has increased, leading to evolving discussions about accessibility, convenience, and the amount of land and infrastructure dedicated to parking.

GOAL 4:

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

Policies

- 4.1 Consolidate parking, where appropriate, to reduce the number of ingress and egress points onto arterials.
- 4.2 Maintain public access to the coast by promoting an effective combination of transit services and parking opportunities.
- 4.3 Establish and enforce parking standards/regulations and provide public facilities to ensure sufficient parking and adequate access for public safety

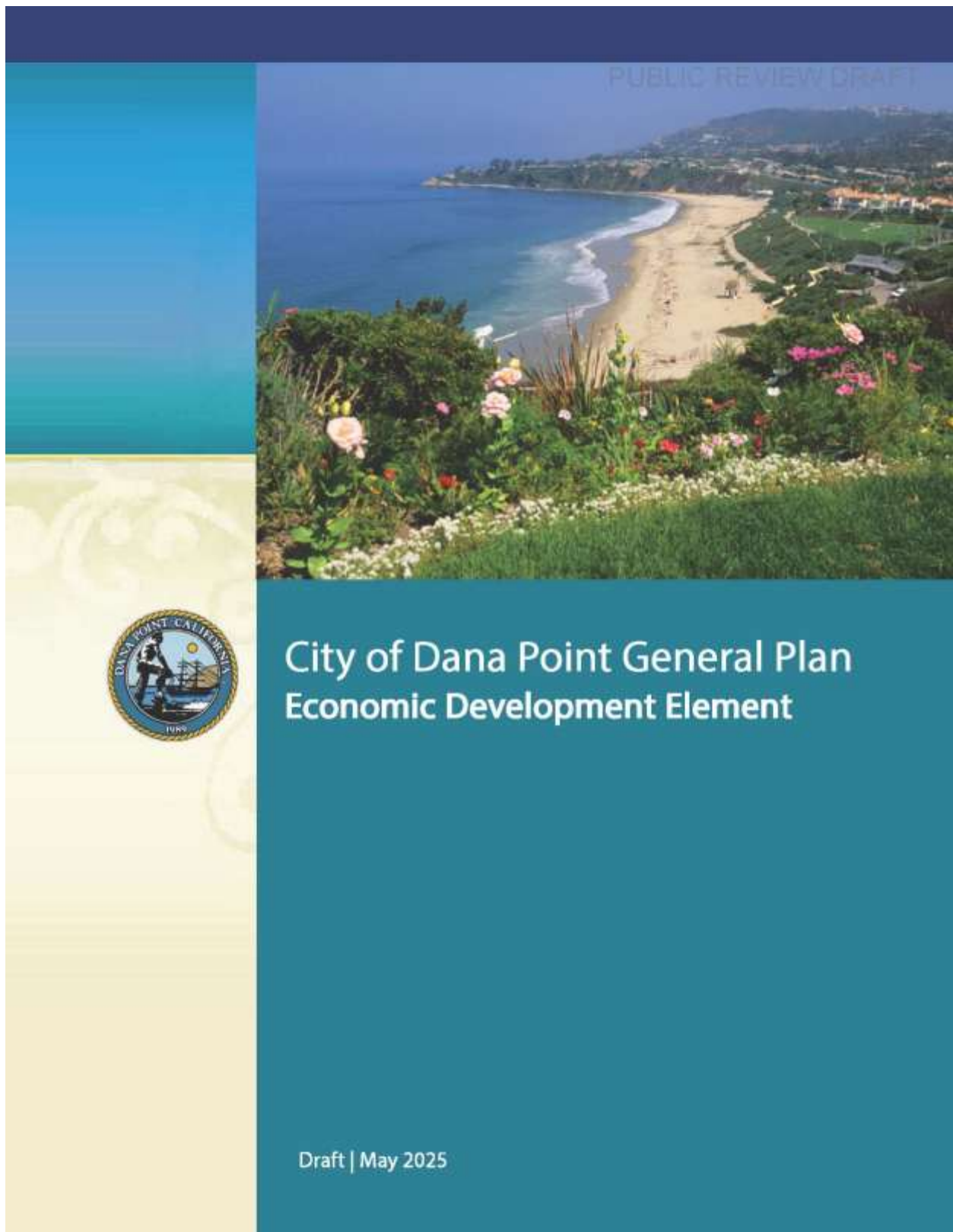
and emergency services. Continue to ensure parking in the public right-of-way is maintained and provided based on the needs of surrounding development.

- 4.4 Encourage the use of shared parking facilities, such as through parking districts or other mechanisms.
- 4.5 As appropriate, support the conversion of regular parking spaces to spaces suitable for neighborhood electric vehicles and/or bicycles.

PUBLIC REVIEW DRAFT



EXHIBIT B: Economic Development Element Goals and Policies





PUBLIC REVIEW DRAFT

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Introduction

Purpose and Content

The Economic Development Element provides long-term guidance for the City's ongoing efforts to promote and grow beneficial economic activity. More specifically, this Element provides long-term guidance for the Strategic Plan to attract private investment that leads to expansion of existing businesses, attraction of businesses from elsewhere, and the fostering of business startups. This Element also acknowledges that efforts to maintain and enhance the community's quality of life also bolster Dana Point's strengths as a premier tourist destination, the key driver of the local economy. Finally, this Element establishes policies to ensure that future efforts to introduce residential uses on sites planned or used for commercial activities do so through mixed-use development that maintains and enriches economic activity in Dana Point.

The City's economic development efforts are primarily guided through the City of Dana Point Strategic Plan and the research and analyses that feed into the development of that plan. Accordingly, much of the details for economic development will be addressed annually through the Strategic Plan and are not addressed in this element.

This Introduction highlights the Element's purpose and related plans, programs, goals, and policies that influence economic development in Dana Point. The subsequent section addresses the Strategic Plan and economic development generally, the tourism base of the local economy, and mixed-use development. Following a brief discussion, each topic is associated with a corresponding goal and a set of policies that serve to guide future decisions and investments.

Related Plans and Programs

Most economic development work in California and other states is undertaken at the regional level and funded through state and federal programs. Cities are most often involved in planning for and ensuring adequate infrastructure for the private development of projects, buildings, sites, and districts for economic activity. Cities also typically are involved with outreach and engagement with local businesses and providing connections between local businesses and regional economic development service providers. Finally, cities are sometimes involved with direct negotiations with prospective new businesses, especially those thought to be important for the community's quality of life, the growth of the local economy, or the fiscal vitality of the City.

As described below, there are three local plans programs directly related to economic development in Dana Point, the Strategic Plan, the Harbor Revitalization Plan, and the Local Coastal Program. In addition, there are several regional partners that can be expected to influence local economic development in the city.

- **Dana Point Strategic Plan** – The Strategic Plan implements the General Plan and outlines the City's near-term (next 5+ years) priorities, goals, and strategies for delivering services and managing resources to support the community's quality of life and economic health. The goals of this plan were reaffirmed in 2025, including goals and objectives to foster economic health and prosperity and provide effective, efficient, and innovative city administration.
- **Dana Point Harbor Revitalization Plan** – Prepared jointly by the County of Orange and City of Dana Point, the Harbor Revitalization Plan is a comprehensive, multi-phase redevelopment project aimed at modernizing and enhancing Dana Point Harbor while preserving its historic charm and community character.
- **Dana Point Local Coastal Program** – The City's Local Coastal Program (LCP) is a comprehensive planning and regulatory framework that governs land use, development, and resource protection within the coastal zone, as mandated by the California Coastal Act. The Economic Development Element not a component of the LCP; however, the LCP contains additional considerations and requirements affecting economic activity within the coastal zone in Dana Point.
- **Economic Development Partners** – Much of the work of economic development in the United States and California is carried out by regional entities. The City's primary regional economic development partners are:
 - Orange County Workforce Development Board (OCWDB) provides a variety of services, but its most important contribution is to certify public agencies, non-governmental organizations, and private businesses to provide job training services funded through the federal Workforce Innovation and Opportunity Act. OCWDB also determines the eligibility of local businesses to receive federally funded workforce training and determines the eligibility of Orange County residents to receive career assistance and job training. These services are provided through Workforce Solutions Centers (formerly One-Stop Centers). OCWDB's economic development activities are coordinated through its 5-year Strategic Local Plan. (Congress often renames the act and the regional entities involved when it re-authorizes the program every five years; thus, the names can be expected to change over the life of this General Plan).
 - Orange County Inland Empire Small Business Development Center Network (OCIE SBDC) provides a range of consulting, training, financing, and other resources to help local businesses operate more profitably, thrive, and grow. They also provide training and other services to entrepreneurs seeking to open a new business. Overtime, the services provided by OCIE SBDC may evolve in response to regional needs and federal funding requirements.
 - SCORE Orange County Service Corps of Retired Executives is a non-profit organization of volunteer counselors who provide free mentoring, education programs, workshops, and webinars to small businesses. Many cities in Orange County and throughout Southern California provide private meeting space for SCORE mentors to meet with local businesses and facilities for workshops.

Related General Plan Policies

Other Elements of the City's General Plan contain policy direction that works in concert with the Economic Development Element to bolster economic prosperity in Dana Point. For example, the Land Use Element contains policies that promote a balanced mix of uses that serve residents and visitors, generate revenue for a fiscally sustainable city, and promote a wide range of job opportunities. Additional examples can be found in the Urban Design Element, through its emphasis on the creation and maintenance of an attractive public realm and the establishment of vibrant, pedestrian-oriented activity centers. Policies from other portions of the General Plan that support the aims expressed in this Element are listed in Table ED-1.

TABLE ED-1 RELATED GENERAL PLAN POLICIES									
Economic Development Goal	General Plan Element								
	Land Use	Urban Design	Housing	Circulation	Noise	Public Safety	Conservation/ Open Space	Public Facilities & Growth Management	Economic Development
Economic Development Program	2.8, 2.10	3.1, 6.3		1.11, 2.3, 3.3		6.7, 10.5	2.5, 2.11, 6.4		
Premier Destination	1.5, 2.6, 2.7, 2.9, 3.3, 8.10, 8.14	1.7, 2.4, 4.4					6.2, 6.8, 7.5	5.10	
Mixed-Use Development	1.7, 3.6, 6.1, 6.2, 6.3, 7.5	3.3, 3.4, 3.8, 6.6	2.5						

Goals and Policies

This section of the Economic Development Element sets forth the City's goals and policies to guide overarching and long-term priorities and approaches for economic development:

- Economic development program
- Premier destination
- Mixed-use development

ED-1 Economic Development Program



Dana Point has a strong and dynamic local economy built around an attraction-rich tourism base and local-serving businesses. Where some cities need to invest in robust economic development efforts to sustain their local economies, Dana Point has the luxury of mostly letting the market guide the local economy. The goals and policies of this Element recognize that the City will address economic development issues and challenges on an as-needed basis through the City's Strategic Plan, with the following goal and associated policies intended to provide the long-range vision and overarching guidance.

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.

Policies

- 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.
- 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.
- 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.
- 1.4 Support streamlined regulations that facilitate business establishment and operations.
- 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.

ED-2 Premier Destination



With world-class resorts, Dana Point Harbor, various beaches, a pristine Pacific Ocean shoreline, and plans that support a revitalized Town Center and Doheny Village, Dana Point is a premier destination in Southern California. The city's appeal as a destination results in no small part from its authentic coastal experience and retail stores, services, dining, and entertainment that reflect and promote the community's surf culture and maritime heritage. This goal establishes policies intended to protect and enhance the assets and characteristics that make Dana Point a world-class destination.

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.

Policies

- 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.
- 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.
- 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.
- 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.

ED-3 Mixed-Use Development

With a limited supply of land available for new development, future growth may result from redevelopment of existing developed sites. When this occurs on existing commercial properties, the community stands to lose commercial businesses that provide needed goods and services to residents or businesses that support the tourism base of the local economy. This goal provides guidance and requirements for mixed-use development of commercial properties.

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.

Policies

- 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.
- 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.

- 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.
- 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.
- 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.

PUBLIC REVIEW DRAFT



ACTION DOCUMENT B: Draft City Council Resolution No. 25-10-07-XX (GPA22-0002)

RESOLUTION NO. 25-10-07-XX

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DANA POINT,
CALIFORNIA, APPROVING GENERAL PLAN AMENDMENT (GPA) 22-0002
UPDATING THE CITY'S PUBLIC SAFETY ELEMENT, IN ITS ENTIRETY**

The City Council for the City of Dana Point does hereby resolve as follows:

WHEREAS, on July 9, 1991, the City of Dana Point adopted its General Plan; and

WHEREAS, the City may amend all or part of an adopted General Plan to promote the public interest consistent with the provisions of Government Code Section Government Code § 65358(a); and

WHEREAS, Senate Bill 747 (Caballero, 2023) amended Government Code Section 65302(g) to require cities and counties to evaluate and address the capacity of evacuation routes under a range of emergency scenarios, including wildfires, floods, and other hazards; and

WHEREAS, Senate Bill 1425 (Stern, 2022) amended Government Code Section 65565.5(a) to require cities and counties to correlate the co-benefits of open space with climate resilience in the Public Safety Element; and

WHEREAS, the City of Dana Point is required by California Government Code Section 65302(g) to maintain a Public Safety Element within its General Plan to protect the community from risks associated with natural and human-made hazards; and

WHEREAS, on February 4, 2025, the City Council adopted a Local Hazard Mitigation Plan (LHMP), which triggered the need to update the Public Safety Element of the General Plan to identify evacuation routes and their viability under a range of emergency scenarios; and

WHEREAS, the City has prepared an update to the Public Safety Element of the General Plan, consistent with SB 747, incorporating evacuation route capacity analysis, adaptation strategies, and alignment with the City's Local Hazard Mitigation Plan (LHMP); and

WHEREAS, the Public Safety Element update was reviewed by CALFIRE and the California Geological Survey; and developed in consultation with emergency service providers, transportation agencies, and the public, and reflects best practices outlined in the State's General Plan Guidelines and Technical Advisories; and

WHEREAS, the proposed Amendment would replace in its entirety the Public Safety Element of the General Plan previously adopted in September 2022 under GPA20-0003; and

WHEREAS, the preparation and adoption of the Amendment has been evaluated and found to be in compliance with CEQA pursuant to Section 21080.9 of the Public Resources Code; and

WHEREAS, the Planning Commission did on September 8, 2025, held a duly noticed public hearing as prescribed by law to consider General Plan Amendment (GPA) 22-0002; and

WHEREAS, at said public hearing, upon hearing and considering all testimony and arguments, if any, of all persons desiring to be heard, the Planning Commission considered all factors relating to GPA22-0002 and recommended the Public Safety Element update for approval to the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Dana Point as follows:

- A. That the above recitations are true and correct.
- B. That the proposed action complies with all applicable requirements of State law, including Government Code Section 65302(g) as amended by Senate Bill 747 (2023), and local ordinances.
- C. That the General Plan Amendment GPA22-0002 for the Public Safety Element is in the public interest and furthers the City's commitment to public safety, resilience, and emergency preparedness.
- D. That the General Plan Amendment GPA22-0002 for the Public Safety Element is internally consistent with the other elements of the General Plan.
- E. That the City Council has reviewed the CEQA Addendum to the City's certified General Plan Environmental Impact Report (SCH No. 1991021054) for the General Plan Amendment, which determined that proposed GPA22-0002 would not result in significant environmental impacts not previously studied in the EIR, and would not result in any conditions identified in CEQA Guidelines, Section 15162 that would require additional environmental review, and thus the City Council finds and determines that the Addendum to the Environmental Impact Report (SCH No. 1991021054) is complete and adequate for the consideration of the General Plan Amendment;
- F. Based on the foregoing, the City Council does hereby adopt the General Plan Amendment for the Public Safety Element (GPA22-0002), and revise the General Plan to reflect these changes as set forth in Exhibit "A" attached to this Resolution.

PASSED, APPROVED, AND ADOPTED this 7th day of October, 2025.

MATTHEW PAGANO, MAYOR

ATTEST:

SHAYNA SHARKE

City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss

CITY OF DANA POINT)

I, SHAYNA SHARKE, City Clerk of the City of Dana Point, California, do hereby certify that the foregoing Resolution No. 25-10-07-XX was duly introduced at a regular meeting of the City Council on the 7th day of October, 2025, and was duly adopted and passed at a regular meeting of the City Council on the 7th day of October, 2025, by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

SHAYNA SHARKE, CITY CLERK

EXHIBIT A: Public Safety Element

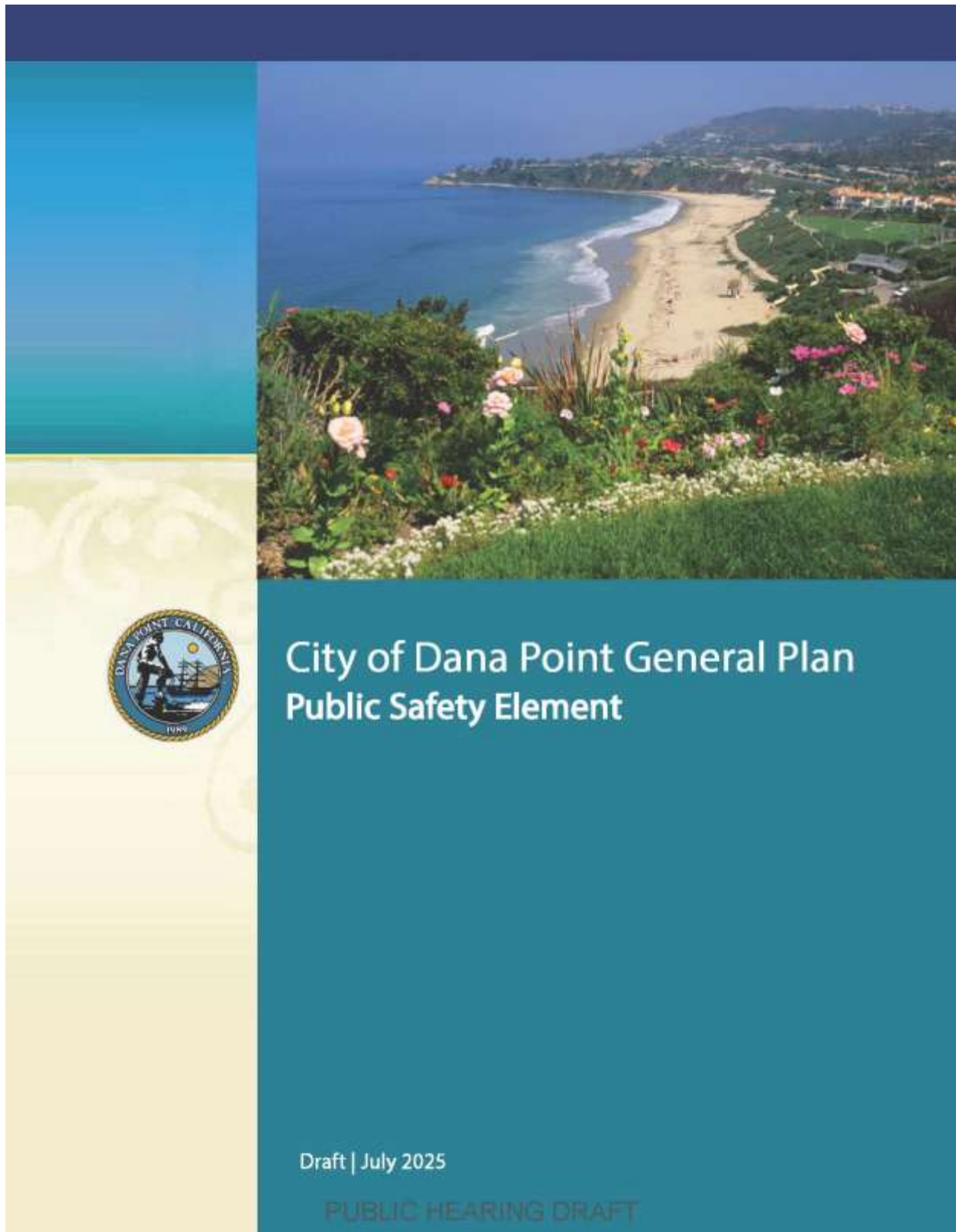




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Introduction

Public safety is of concern to all citizens. For example, in California, natural events such as earthquakes, landslides, and flooding occur with some frequency. The citizens of a community must anticipate these public safety concerns. Public agencies, such as the City of Dana Point, have better capacity to anticipate, prepare for, and assist with recovery from such events. As a critical part of this work, the City has a responsibility to regulate development to minimize the potential impacts of uncontrollable events on the safety of its citizens and facilities. The Public Safety Element establishes goals and policies to ensure that there is an adequate, coordinated, and expedient response to public safety concerns.

Purpose and Content

The purpose of the Public Safety Element is to identify and address those features or characteristics that exist in or near Dana Point and represent a potential danger to the safety of its citizens, sites and structures, public facilities, and infrastructure. The Public Safety Element establishes goals and policies to minimize the danger to residents, workers and visitors, and identifies actions to deal with crisis situations (e.g., earthquake, fire, or flood). The manner in which emergency response agencies cooperate with one another and with other jurisdictions is a key component of this Element. The Public Safety Element addresses the following required and supplementary issues:

- PS-1 Geologic hazards, including coastal and blufftop erosion
- PS-2 Seismic hazards, including ground shaking and liquefaction
- PS-3 Flood hazards and sea-level rise
- PS-4 Hazardous materials and wastes
- PS-5 Fire and explosion hazards
- PS-6 Dana Point Emergency Plan and evacuations
- PS-7 Public access
- PS-8 Water quality
- PS-9 Nuclear hazards
- PS-10 Climate change and resilience



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 Local Hazard Mitigation Plan (LHMP) assesses the risk of hazards and vulnerabilities from natural and human-caused hazards, including risk to people and facilities, and identifies short-term (five-year) mitigation actions to reduce or eliminate hazard risks. The LHMP discusses Dana Point's community profile, hazard assessment, threat and vulnerability assessment, and hazard mitigation strategy. Dana Point led preparation of the LHMP, in accordance with the Disaster Mitigation Act of 2000 and FEMA's hazard mitigation assistance guidance. The current LHMP, as certified by the Federal Emergency Management Agency, is incorporated into this Public Safety Element by reference, as permitted by California Government Code Section 65302.6, and is posted on the City's website (see Emergency Services).

The Strategic Plan

The Strategic Plan is a planning document that implements the General Plan and outlines the City's near-term (next 5+ years) priorities, goals, and strategies for delivering services and managing resources to support the community's quality of life and economic health. The goals of this plan were reaffirmed in 2025, including a goal that directly addresses public safety through a focus on enhancing emergency preparedness and responsiveness.

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.

Public Safety Element

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City of Dana Point Sea-Level Rise Vulnerability Assessment

The Sea-Level Rise Vulnerability Assessment, prepared in 2019, analyzes the potential vulnerability of the City's infrastructure, land uses, and resources from potential sea-level rise. This assessment reviews how sea-level rise impacts both human-made and natural resources in the City's coastal zone.

Related General Plan Policies

Other Elements of the City's General Plan contain policy direction that works in concert with the Public Safety Element to address public safety issues. For example, the Land Use Element contains policies on the restriction of construction on or near unstable bluffs. The Conservation and Open Space Element also discusses development restrictions in areas subject to environmental constraints that might affect both persons and property. Policies from other portions of the General Plan that support the aims expressed in this Element are listed in Table PS-1.

**TABLE PS-1
RELATED GENERAL PLAN POLICIES**

Public Safety Issue Area	General Plan Element								
	Land Use	Urban Design	Housing	Circulation	Noise	Public Safety	Conservation/ Open Space	Public Facilities and Growth Management	Economic Development
Geologic Hazards	4.1, 4.2, 5.2						2.1, 2.2, 2.7-2.13, 6.1, 6.6, 6.7		
Coastal Erosion Hazards	3.5, 4.2, 5.3						2.1, 2.3, 2.5, 2.7-2.9, 2.14, 6.1		
Seismic Hazards	4.2						2.1		
Flood Hazards and Sea-Level Rise	4.2						1.1, 2.1, 2.16	2.1, 2.2, 7.1	
Hazardous Materials and Wastes	4.2			1.7				1.6, 3.4, 7.1	
Fire and Explosion	4.2						2.17		
Emergency Plan and Evacuation Mapping	4.2, 5.7						5.1	4.1, 4.5	
Nuclear Hazards	4.2								
Climate Change and Resilience	4.2, 4.4, 4.5, 4.10,	5.5		4.3, 5.3			1.1, 1.6, 2.1, 2.5, 2.7-2.10, 2.14, 2.16, 2.17, 4.1, 4.2, 5.6, 5.7	1.2, 1.3, 2.1, 2.2, 4.1, 4.5, 6.3	

Public Safety Element

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Goals and Policies

This section of the Public Safety Element sets forth the City of Dana Point's goals and policies in dealing with safety issues. The policies establish public safety objectives and a decision-making framework for City leaders in evaluating issues for their safety impact.

PS-1 Geologic Hazards

Dana Point's most significant geologic hazards, include landslides, mudslides, and bluff and coastal erosion. Landslides and mudslides include the movement of soils, rocks, and other man-made or natural materials downslope. Contributing factors include soil type, slope steepness, and lack of vegetation. These hazards may occur following an earthquake or substantial rainfall and can damage infrastructure and buildings and disrupt services. Fault lines near Dana Point are shown in Figure PS-1, *Regional and Offshore Fault Lines*.

Landslide and mudslide potential exists throughout Dana Point, as shown in Figure PS-2, *Landslide Susceptibility*. Areas with higher landslide and mudslide susceptibility generally occur along the coast (north of the Dana Point Harbor), west of Niguel Road, north of Stonehill Drive, and along Del Obispo Street, Doheny Park Road and Coast Highway. Bluff and coastal erosion may also occur within the coastal zone. For analysis and planning purposes, the City's coastal zone is divided into six subunits, each containing significant known geologic hazards.

- Capistrano Beach/Doheny Beach, including San Juan Creek outfall, the Capistrano Bay (Beach Road) private community, and Doheny Beach State Park;
- Capistrano Bluffs/Palisades;
- Dana Cove and Harbor, including the Lantern Bay Project Area;
- Dana Point Headlands;
- Niguel Shores, Ritz Cove, Ritz Carlton headland, Salt Creek Beach, and the Strand at Headlands; and
- Monarch Bay.

Local geologic and coastal conditions vary throughout the city and can even differ from one parcel to another, creating the need to study each development proposal individually.

THE HEADLANDS

The coastal area of the Headlands falls within two geologic subunits: (1) Dana Point Headlands, which contains the property's prominent land feature, the "Headlands," including the Dana "Point" and surrounding coastal bluffs; and (2) Niguel Shores, which encompasses the property's Strand beach area.



The instability of the Capistrano Bluffs is an ongoing concern. Regulations require development to be adequately set back from bluff edges, and traffic below to be protected from potential landslides.



Moreover, building and grading codes and code enforcement do not necessarily keep pace with standards of prudent judgment applied by geotechnical professionals. Consequently, minimum conformance to City grading codes or the most current California Building Standards Code is not necessarily adequate for mitigation of all safety hazards. Geologic hazard mitigation measures for any development must, therefore, be designed on a parcel-specific basis by a State-certified engineering geologist and/or State licensed geotechnical engineer.

Coastal Erosion: There are two general types of coastal erosion in Dana Point: (1) the retreat of coastal bluffs and (2) the loss of beach sands. Most beach sand comes either from sediment transport during river and stream runoff, or from erosion of coastal bluffs. Urbanization has altered the rate of erosion and sediment transport by armoring the coastline and/or channelizing natural drainage courses, affecting beach replenishment. Some segments of the Dana Point coastline have been more impacted than others. Coastal erosion impacts are highly dependent on local factors, including beach configuration, local sediment source impacts, and location relative to human-made improvements, such as jetties and harbors.

Blufftop Erosion: Extending for approximately 6.7 miles, the Dana Point shoreline includes areas of sandy and rocky beach, coastal bluffs, and the rocky Dana Point Headlands. These areas have been subjected to continual erosion from oceanic, climatological, and developmental forces. Urbanization has, in some cases, exacerbated the erosion process.

Damming and/or channelizing natural drainage courses has reduced the contribution of sediment to the ocean, resulting in narrowing beaches and increasing wave erosion of sea cliffs. Anticipated sea-level rise, exacerbated by coastal storms and high-tide events, may further contribute to higher rates of erosion in the future.



Construction of the Dana Point Harbor breakwater has caused a southward shift in longshore current transport of sand to areas downcoast of Doheny State Beach/Capistrano Beach subunit, and San Clemente Beach areas. Flood-control channelization of San Juan Creek has reduced the natural river sand supply to Doheny State Beach (Scripps Institution of Oceanography, Coastal Morphology Group).

Source: "Robert A. Eplott/OES CA"

The placement of dredge fills from Dana Point Harbor, or sandy export materials from inland grading operations, has historically minimized beach erosion conditions in the Capistrano Beach/Doheny Beach subunit, although it is not consistently implemented.

GOAL 1:

The City will reduce the risk to the community from geologic hazards, including bluff instability and coastal erosion.

Policies

Public Safety Element

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- 1.1 Require City review of soil and geologic conditions prepared by a State-certified Engineering Geologist and/or State licensed geotechnical engineer under contract to the property owner, to determine stability prior to the approval of development where appropriate. (Coastal Act, §30250, 30253)
- 1.2 Monitor and map known and potential geologic hazards in Dana Point.
- 1.3 Revise the City's grading manual for grading and construction requirements as needed to mitigate the potential for geotechnical related failure, bluff failure and seismic hazards.
- 1.4 Enforce structural setback requirements from the bluff-top edges based on recommendations by a State-certified Engineering Geologist based on the severity of the geologic conditions and slope stability.
- 1.5 Prevent future development of bluff-top properties that may pose a hazard to owners, occupants, property, and the general public.
- 1.6 Preserve Dana Point's bluffs as a natural resource and avoid risk to life and property through responsible and sensitive bluff-top development.
- 1.7 Encourage development that uses the desirable existing features of land, such as natural vegetation, geologic features, and other features that preserve the site's significant identity.
- 1.8 Ensure that new development along bluff tops meet a required and determined setback from the bluff top inland of which stability can be assured for the design life of development without need for shoreline protective devices.
- 1.9 Limit bluff repair and erosion-control measures, such as retaining walls and other similar devices to those necessary to repair damage to the bluff face and edge and that avoid causing significant alteration to the natural character of the bluffs.
- 1.10 Encourage the siting of new development in a way that avoids coastal hazards, protects coastal resources, and minimizes risk to life and property to the maximum extent possible for the anticipated life of the development, accounting for future hazards due to seismic, landslide, liquefaction, fire, or topographic constraints.
- 1.11 Encourage a periodic sand nourishment program to replenish, widen, and stabilize the beaches, where necessary. Coordinate with appropriate agencies to improve the quality and amount of sediment yield for sand nourishment.



- 1.12 Consider the establishment of Geologic Hazard Abatement Districts, where appropriate, to encourage local cooperation in preventing coastal hazards and to access local, state, and federal subsidies.
- 1.13 Ensure that the construction of any new shoreline protective devices that substantially alter natural landforms to provide geologic stability and to protect coastal areas is only implemented if all other alternatives are considered and deemed not feasible.
- 1.14 Coordinate with the Orange County Flood Control District to investigate means to improve the quality of Dana Point Harbor dredge sediment so that it can be used in sand replenishment programs as frequently as possible. If dredge sediment from the Dana Point Harbor cannot be made usable in the immediate future, support alternative methods for sand replenishment of the beach areas.
- 1.15 Support and encourage the efforts of the Orange County Flood Control District to maintain sediment yield efforts in the San Juan Creek Channel and the Capistrano and Doheny Beach areas.
- 1.16 Assess development proposals within potential hazard areas through the City's permit review process and recommend appropriate measures to minimize exposure to hazards.
- 1.17 Ensure compliance with the City's zoning, grading, and building codes, as well as construction codes of other agencies responsible for public facilities, such as special districts, Caltrans, and other California agencies.

FORMATION OF GEOLOGIC HAZARD ABATEMENT DISTRICTS

Geologic Hazard Abatement Districts (GHADs) are recommended in Action 1.13 for portions of the Dana Point Coastal Zone, specifically the Capistrano Beach, Capistrano Bluffs, Dana Cove and Harbor, Dana Point Headlands, Niguel Shores, and Monarch Bay areas. A GHAD is a legal entity permitted under Division 17 of the California Public Resources Code (§26500-26601). Established by property owners to perform remedial earthwork, it is funded by local property taxes and revenue bonds. A GHAD may be proposed where applicable by a resolution of the City and/or County of Orange, or by a petition signed by the owners of at least 10 percent of real property to be included within the proposed districts.

PS-2 Seismic Hazards

Dana Point, like the rest of southern California, is located in a seismically active area. However, no known active faults cross Dana Point. The nearest significant active fault is the Newport Inglewood/Rose Canyon Fault Zone, located approximately four miles to the southwest. Figure PS-1, *Regional and Offshore Fault Lines*, shows the location of this and other major active and potentially active or causative faults in relation to Dana Point. Major active faults that could also affect Dana Point include the San Joaquin Hill Blind Thrust,



Whittier-Elsinore Fault, the San Jacinto Fault, the San Andreas Fault, the Palos Verdes Fault, and the San Clemente Fault.

Because no known active faults cross the City, the potential for surface rupture is believed to be limited. Ground shaking, liquefaction, landslides, and rockfalls along coastal bluffs are the primary hazards that would affect Dana Point in case of earthquake. Figures PS-2, *Landslide Susceptibility*, and PS-3, *Zones of Required Investigation for Liquefaction and Landslides*, show the areas within Dana Point that may be affected by these hazards. Policies designed to mitigate bluff erosion effects may also help lessen the potential impact of seismically induced landslides and rockfalls on development. Tsunamis and seiche, or seismic wave actions, are discussed in the Flood Hazards section (PS-3).



Source: "Robert A. Eplett/OES CA"

Buildings that provide for public gathering with large concentrations of people and other critical facilities should have increased design standards for protection from seismic hazards. The Modified Mercalli intensity scale, as shown in Table PS-2, provides a description of the potential effect of varying levels of earthquake activity. Corresponding Richter Scale intensities are also shown in Table PS-2.



Figure PS-1 Regional and Offshore Fault Lines

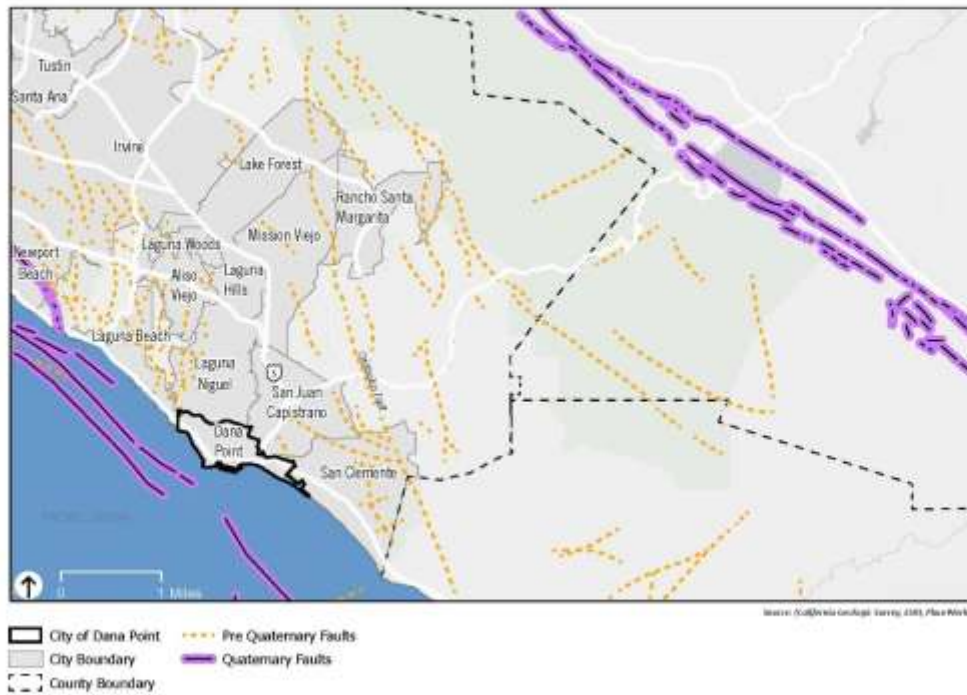




Figure PS-2 Landslide Susceptibility

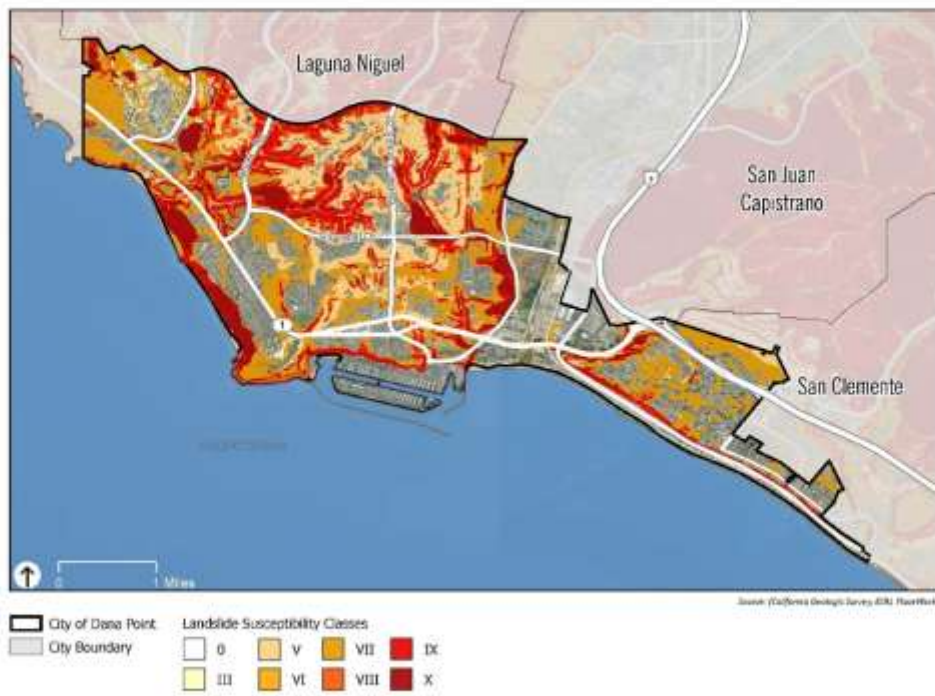




Figure PS-3 Zones of Required Investigation for Liquefaction and Landslides





**TABLE PS-2
MODIFIED MERCALLI INTENSITY SCALE**

The Modified Mercalli intensity scale and the Moment Magnitude Scale intensities are two ways of measuring earthquakes. The Modified Mercalli intensity scale provides a description of the potential experienced effect of varying levels of earthquake activity, and the Moment Magnitude Scale is measured by the intensity of ground movement. This table relates the Modified Mercalli intensity scale and the Moment Magnitude scale.

Mercalli	Moment Magnitude	Description of Potential Damage
I	2	Not felt except by a very few under especially favorable circumstances.
II	3	Felt only by a few persons at rest, especially on upper floors of buildings. Delicately suspended objects may swing.
III	3	Felt quite noticeably indoors, especially on upper floors of buildings, but many people do not recognize it as an earthquake. Vibration like passing of truck.
IV	4	During the day, felt indoors by many, outdoors by few. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing automobiles rocked noticeably.
V	4	Felt by nearly everyone, many awakened. Some dishes, windows, etc., broken; a few instances of cracked plaster; unstable objects overturned. Disturbances of trees, poles, and other tall objects sometimes noticed. Pendulum clocks may stop.
VI	5	Felt by all, many frightened and run outdoors. Some heavy furniture moved; a few instances of fallen plaster or damaged chimneys. Damage is slight.
VII	5-6	Everybody runs outdoors. Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable in poorly built or badly designed structures; some chimneys broken. Noticed by persons driving automobiles.
VIII	6	Damage slight in specially designed structures; considerable in ordinary substantial buildings, with partial collapse; great in poorly built structures. Panel walls thrown out of frame structures. Fall of chimneys, factory stacks, columns, monuments, and walls. Heavy furniture overturned. Sand and mud ejected in small amounts. Changes in well water. Persons driving automobiles have trouble steering.
IX	6-7	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb; great in substantial buildings, with partial collapse. Buildings shifted off foundations. Ground cracked conspicuously. Underground pipes broken.
X	7-8+	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations; ground badly cracked. Rails bent. Landslides considerable from river banks and steep slopes. Shifted sand and mud. Water splashed (slopped) over banks.
XI	8+	Few, if any, (masonry) structures remain standing. Bridges destroyed. Broad fissures in ground. Underground pipelines completely out of service. Earth slumps and land slips in soft ground. Railroad tracks bent greatly.
XII	8+	Damage total. Practically all works of construction are damaged greatly or destroyed. Waves seen on ground surface. Lines of sight and level are distorted. Objects are thrown upward into the air.

Source: "California Geology," September 1984.



Two major types of seismic hazards are evident according to the California Geological Survey: Ground shaking and liquefaction.



Source: "Robert A. Eplett/OES CA"

- **Ground Shaking:** The extent of damage within Dana Point from earthquake-induced ground shaking will depend on the epicenter of the earthquake, its magnitude, and the characteristics of underlying earth materials. The estimated maximum earthquake likely to occur along the Newport-Inglewood/Rose Canyon Fault is smaller than on other, more distant faults (Third California Earthquake Rupture Forecast). However, because of its proximity, it poses the greatest potential for ground-shaking damage to Dana Point. The maximum projected magnitude from an earthquake from this fault is greater than 7. A significant earthquake along the Newport-Inglewood/Rose Canyon Fault could result in considerable damage within the City of Dana Point even to specially designed structures. Buildings may be structurally damaged and underground pipes may be broken.
- **Liquefaction:** Liquefaction may occur typically in areas underlain by unconsolidated sediments and shallow groundwater. During liquefaction, earthquake induced ground motion creates increased pore-pressure, causing soils to behave essentially like a fluid. These soils lose their ability to support any structures. As a result, buildings constructed on such soils may be subjected to significant settlement and damage. An example of liquefaction damage occurred in the Marina District of San Francisco during the October 1989 Loma Prieta earthquake.

Four areas have been identified as having potential for liquefaction by the California Geological Survey: (1) the floodplain deposits along San Juan Creek, (2) Doheny Village commercial area, (3) the sandy beach areas along the shoreline, and (4) the Dana Point Harbor area.

GOAL 2:

The City will reduce the risk to the community from seismic hazards, including ground shaking and liquefaction.

Policies

- 2.1 Inventory existing structures and identify those that are seismically unsound. Require correction of seismically unsound buildings or, as a last resort, require the removal of dangerous buildings.
- 2.2 Adopt and maintain accepted State of California Building Standards Code standards for seismic performance of new buildings.



- 2.3 Promote earthquake preparedness within the community by participation in periodic earthquake awareness programs.
- 2.4 Periodically review and update emergency procedures in response to an earthquake in the City's Emergency Plan.
- 2.5 Coordinate with County of Orange, Atchison, Topeka, and Santa Fe Railroad, OCTA, SCRRA/Metrolink, and Caltrans to identify and correct any structural deficiencies of bridges and overpasses.

PS-3 Flood Hazards and Sea-Level Rise

Dana Point participates in the National Flood Insurance Program administered through FEMA. Because of this participation, individuals throughout the City can purchase federal flood insurance. To participate in the program, the City is required to identify flood hazard areas and implement a system of protective controls, including land use controls within flood-prone areas. This portion of the General Plan identifies flood hazard areas within Dana Point.

Watercourse Flooding

Flooding is a natural attribute of any river or stream, and is influenced by many factors, including the amount, intensity and distribution of rainfall, soil conditions prior to storms, vegetation coverage, and stream channel conditions. All natural rivers and streams have a floodplain, which is the area subject to flooding during peak storm flows. The floodway is the main portion of the watercourse within the floodplain. Figures PS-4 and PS-5 identify areas within the city subject to flooding and dam inundation. Additionally, Orange County's Local Hazard Mitigation Plan identifies historical flooding events in Orange County.



Source: "Robert A. Eplett/OES CA"

In conjunction with the flood insurance program, flood-prone areas of Dana Point have been delineated on federally prepared Flood Insurance Rate Maps (FIRMs). Much of the national flood insurance program is based on definition of the 100-year flood. The term "100-year" is a measure of the potential size of the flood, not how often it occurs. A 100-year flood is defined as a flood that has a one-percent chance of occurring in any given year. A 100-year flood would cover the total area of a designated floodplain. The FIRMs also identify areas subject to a 500-year flood. These areas, however, are not subject to the same land use limitations as areas within the 100-year flood.



There are three FEMA floodplains designated within Dana Point. These floodplains are shown on Figure PS-4, which is adapted from FIRMs. FIRMs should be consulted for more detailed information. The primary floodway is San Juan Creek. Secondary floodways are Salt Creek and Prima Deshecha Canada.

San Juan Creek is the watercourse that poses the greatest flood hazard to Dana Point. The current San Juan Creek floodplain varies in width from 700 to 1,200 feet. However, dam failure may increase these floodplain widths (refer to Figure PS-5). The channel through Dana Point cannot contain the volume of runoff water generated by a 100-year storm according to the U.S. Army Corps of Engineers. Many residences and businesses in the San Juan Creek area would be at risk of water damage in the event of a 100-year storm. Actions may be taken to minimize damage through improvements to properties.



San Juan Creek poses the greatest flood hazard for Dana Point. During heavy rains, it can break through sand barriers at Doheny State Beach, leading to water quality problems. Throughout the year, the creek's low flow allows vegetation growth and temporary habitat for bird, mammal, and amphibian life.

The FEMA Flood Insurance Rate Maps (FIRM) are updated continually as additional information including development within the floodplain, more accurate topography, and more accurate rainfall data are available. FIRMs are published regularly by FEMA for use. As more information becomes available and FIRM maps are updated, the floodplain and flood risk to residents will change.

Salt Creek is a narrow watercourse running through the Monarch Beach Golf Links. The 100-year floodplain of Salt Creek is approximately 200 feet wide and extends only as far south as Pacific Coast Highway. Salt Creek is fed by Arroyo Salada, which runs just a short distance through the City to the northwest of Salt Creek, just below Camino del Avion. The Arroyo Salada 100-year floodplain is approximately 75 feet wide.

Trampas Canyon Dam, located about seven miles northeast of Dana Point, may create flooding along San Juan Creek if the dam fails. While the deepest water would remain in the existing waterway, land on either side of San Juan Creek could still be covered by several feet of fast-moving water, creating a substantial risk to human health and property. While not unprecedented, dam failure events are very rare, and there are extensive regulations in place to reduce the risk. As of 2020, Trampas Canyon Dam's condition was rated Satisfactory (the highest ranking) by the California Department of Water Resources, indicating no existing or potential dam safety deficiencies.



Figure PS-4 Flood Hazard Zones





Figure PS-5 Dam Inundation Areas





Coastal Flooding

The City's coastline is characterized by narrow pocket beaches to the north and wider sandy beaches to the south that are separated by the Dana Point Headland. The "Coastal Flood with Velocity Hazard" designation within Dana Point is depicted in Figure PS-4 as part of the 100-year flood hazard zone. This designation extends the length of the coastline and inland. According to the maps prepared by FEMA, beachfront properties are in this coastal hazard zone. Similarly, as shown in the City's Sea-Level Rise Vulnerability Assessment (2019) and in Figures PS-6 and PS-7, ongoing sea-level rise also puts beachfront properties and infrastructure at risk. Coastal areas are subject to damage from seismic sea waves (tsunamis), storm waves, and sea-level rise. These hazards are described in more detail in the following sections.

- **Storm Waves:** Portions of coastal Dana Point are characterized by high storm wave run-up elevations. In these areas, breaker elevations of storm waves exceed the elevations of natural beach and existing structures.

Beach run-up elevations may be higher than existing residential foundations. Policies to control coastal erosion, described in the preceding section, will also help prevent marine flooding of the low-lying residential areas along the beach.



Source: "Robert A. Eplett/OES CA"

- **Tsunamis:** Tsunamis are seismically induced sea waves generated by offshore earthquake, submarine landslide, or volcanic activity. Great magnitude waves have not historically been recorded in Orange County because the coastline is somewhat protected from the north by the coastal configuration (Palos Verdes Peninsula and Point Conception) and the offshore islands (Santa Catalina and San Clemente Islands). Locally, the Headlands also protect most of the Dana Point coastline from tsunamis that might originate from the north. However, the City's coast is more exposed to damage from a more rare tsunami or other storm waves that might come from the south.

In the event of a tsunami at high tide and depending on the amount of advance warning, some loss of life could occur. The likelihood of such an event occurring, however, is considered low. Figure PS-6, *Tsunami Hazard Area*, shows areas within the city that would be inundated during a tsunami event.



Seiche: Seiches are another type of water-related seismically induced hazard. Seiches are extensive wave actions on enclosed bodies of water, such as lakes or reservoirs. Since no major lakes or open water impoundments exist in Dana Point, the risk of this hazard is considered low.

- **Sea-Level Rise:** Based on the City's Sea-Level Rise Vulnerability Assessment, a "medium-high risk aversion" is most applicable for residential and commercial development along the coast. Under different sea-level rise scenarios, beaches and residential and commercial properties, including the Dana Point Harbor, areas along the San Juan Creek, and along the coast, would be inundated. Figure PS-7, *Projected Sea-Level Rise*, shows areas within the city that would be inundated due to sea-level rise at 20- and 80-inch sea-level increases.

GOAL 3:

The City will reduce the risk to the community from flood hazards.

Policies

- 3.1 Maintain and revise the Floodplain Management Ordinance and other appropriate land use regulations for areas subject to flooding, including coastal flooding and sea-level rise.
- 3.2 Regulate the construction of nonrecreational uses on coastal stretches with high predicted storm wave run-up, tsunami inundation, and sea-level rise to minimize risk of property damage.
- 3.3 Coordinate with the appropriate agencies to prepare and maintain a master drainage plan to minimize flooding potential and address stormwater quality.
- 3.4 Coordinate with the appropriate agencies to ensure that existing bridges are constructed according to the standards to avoid damage by flooding.
- 3.5 Continue to participate in the national flood insurance program.
- 3.6 Cooperate with the Orange County Flood Control District and other appropriate agencies to maintain infrastructure improvements to San Juan Creek Channel to enable it to carry runoff from a 100-year storm.
- 3.7 Continue coordination with Orange County Flood Control District to reinforce flood and overflow mitigation.
- 3.8 Require detention basins and flood-control infrastructure where applicable to reduce the risk from flood hazards based on changing flood projections from climate change.



- 3.9 Site new development in a manner that does not require construction of new shoreline protective devices that substantially alter natural landforms to provide geologic stability, where feasible.
- 3.10 Locate, when feasible, new essential public facilities outside of areas subject to flood risk, tsunami inundation, and sea-level rise. If no alternative location exists and the essential public facility must be located within a flood area, construct the facility with appropriate measures to maintain structural integrity and essential function to the greatest extent feasible.
- 3.11 Support coastal habitat restoration projects that would protect and enhance coastal ecosystems and reduce flood risk.
- 3.12 Implement sea-level rise adaptation measures identified in the City's Sea-Level Rise Vulnerability Assessment, as appropriate.
- 3.13 Maintain TsunamiReady and StormReady certification for both mitigation and preparedness actions, based on criteria set by the National Oceanic and Atmospheric Administration and the National Weather Service.



Figure PS-6 Tsunami Hazard Areas



City of Dana Point
Tsunami Hazard Area



Figure PS-7 Projected Sea-Level Rise



PS-4 Hazardous Materials and Wastes

California's General Plan guidelines define hazardous materials to include a variety of injurious substances, specifically pesticides, herbicides, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals, and nuclear fuels.



Source: "Robert A. Eplett/OES CA"

Hazardous materials can be classified into four basic categories: toxins, corrosives, reactives, and ignitables. Toxins include a broad range of industrial chemicals and agricultural pesticides whose ingestion can cause serious illness or death. Through body contact rather than ingestion, corrosives can cause inflammation or destruction of living tissue. When mixed with other substances, reactives can cause damage from blast and flash fire. Ignitables pose the threat of combustion at low ignition temperatures and rapid burning.

Local Hazardous Materials Users and Producers: Household cleaning products, dry cleaning, film processing, and auto servicing all involve substances and waste materials that are to some degree hazardous. Primary contributors to the hazardous waste stream are individual City residences. Business establishments using and handling these materials are located throughout Dana Point.

Transportation of Hazardous Materials: Hazardous materials pass through the City in route to other destinations via the City's freeway, rail, and surface street system. The major transportation routes through Dana Point include the San Diego Freeway (Interstate 5); Pacific Coast Highway (State Highway 1); and the Atchison, Topeka, and Santa Fe Railroad, maintained by OCTA and operated by SCRRA/Metrolink. However, the City has no direct authority to regulate the transport of hazardous materials on these state highways and rail lines. Transportation of hazardous materials by truck and rail is regulated by the U.S. Department of Transportation (DOT). DOT regulations establish criteria for safe handling procedures. Federal safety standards are also included in the California Administrative Code. The California Health Services Department regulates haulers of hazardous waste, but not of all hazardous materials.

The South Orange County Water Authority (SOCWA) Wastewater Treatment Plant transports four to six truckloads of dried sludge to the Prima Deshecha landfill daily. The South Coast Water District also transports sludge to the landfill.

Hazardous Waste Management: The City adopted a Hazardous Waste Ordinance (Chapter 9.41 of the Municipal Code) in 1993, which establishes uniform standards to control the location, design, and maintenance of hazardous waste facilities, for example, hazard waste storage facilities are prohibited in areas subject to flooding.

**GOAL 4:**

City will reduce the risk to the community from exposure to hazardous materials and wastes.

Policies

- 4.1 Cooperate with the County to manage the storage, transport, and disposal of hazardous waste consistent with the Orange County Hazardous Materials Area Plan.
- 4.2 Cooperate with railroad operations to ensure that hazardous materials transported by rail do not pose a threat to life or property.
- 4.3 Enforce regulations requiring land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials be located a safe distance from other land uses that may be adversely affected by such activities.
- 4.4 Coordinate with the County, Caltrans, and rail line operators to identify designated routes for the transportation of hazardous materials.
- 4.5 Encourage and support the proper disposal of hazardous waste and waste oil by residents and businesses.
- 4.6 Ensure that dry cleaners, film processors, auto service establishments, and other service businesses generating hazardous waste materials are complying with applicable County requirements.
- 4.7 Encourage the replacement of hazardous material with non-hazardous materials.
- 4.8 Minimize the amount and toxicity of hazardous waste and materials generated in Dana Point by encouraging recycling, source reduction technologies, and educational assistance to local residents, visitors, and businesses.
- 4.9 Continue to sponsor regular household hazardous waste disposal programs to enable residents to bring backyard pesticides, cleaning fluids, paint cans, and other common household hazardous materials to a centralized collection center for proper disposal.
- 4.10 Support efforts to enforce State of California "right-to-know" laws, which outline the public's right to information about local toxic producers.
- 4.11 Maintain development standards for storage of industrial chemicals and other potentially hazardous substances.



- 4.12 Continue to coordinate with the County of Orange in the implementation of the National Pollution Discharge Elimination System Permits (NPDES) regulations.

PS-5 Fire and Explosion Hazards

There are three types of fire hazards in Dana Point: (1) urban fires, (2) wildland fires, and (3) wildland-urban interface fires. Urban fires occur in the urbanized area and largely include buildings and infrastructure in urbanized areas. Wildland fires occur on hillsides and grasslands. Wildland-urban interface fires occur in areas where the buildings and infrastructure mix with flammable wildland vegetation.



Source: "Robert A. Eplett/OES CA"

The Orange County Fire Authority (OCFA) provides fire and emergency services to the City of Dana Point to provide primary fire and emergency response. The City of Dana Point has adopted an Emergency Plan, and Orange County and OCFA have adopted a Local Hazard Mitigation Plan. Certain development scenarios pose more difficult fire protection problems in urban areas. These include multi-story, wood frame, high-density apartment development; multi-story office or research and development structures; large continuous developed areas with combustible roofing materials; and structures storing, handling, and using hazardous materials. Although these types of development scenarios exist throughout Dana Point, existing fire protection services have the capacity to provide protection in the event of an urban fire, wildfire, or explosion.

According to the OCFA, there are no major urban fire or explosion hazards in the City of Dana Point. Dana Point has no underground petroleum product transmission lines or storage facilities. The only significant potential fire/explosion hazards are existing natural gas transmission lines along Pacific Coast Highway, Stonehill Drive, Del Obispo Street, and along the San Juan Creek operated by the Southern California Gas Company.

Historically, the City of Dana Point has not experienced wildfire, as shown in Figure PS-8, *Historic Wildfire Burn Areas*. Regardless of previous patterns, there remains some risk of wildfire in and around Dana Point. The California Department of Forestry and Fire Protection (CAL FIRE) establishes Fire Hazard Severity Zones (FHSZ), designating each as moderate, high, or very high severity. CAL FIRE designates these zones for areas where local agencies have responsibility for fire protection (known as local responsibility areas, or LRAs), and areas where the State is responsible, even if local authorities provide fire protection (known as state responsibility areas, or SRAs).

The northwestern portion of the city is within a very high FHSZ, which covers an area of hilly scrub ecosystems that contribute to wildfire risk. There are also high and moderate FHSZs in a small area of eastern Dana Point around Camino El Molino. These zones, which were identified by CALFIRE and adopted by the City of Dana Point, are depicted in Figure PS-9, *Fire Hazard Severity Zones*.



Figure PS-8 Historic Wildfire Burn Areas

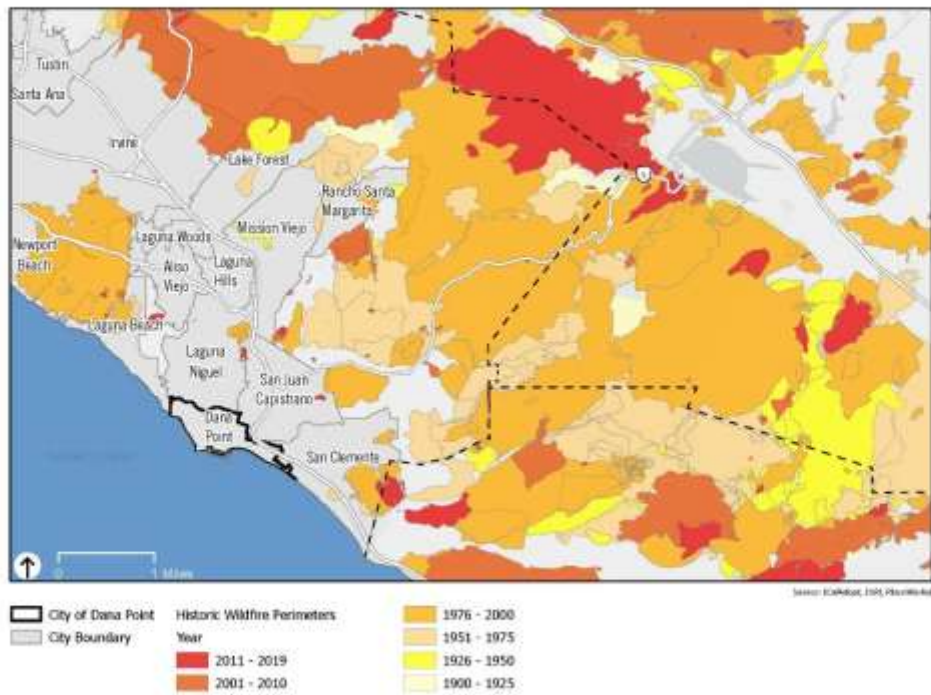




Figure PS-9 Fire Hazard Severity Zones



**GOAL 5:**

The City will reduce the risk to the community from urban fires, wildfires, or explosions.

Policies

- 5.1 Establish and maintain an education program for residents and businesses on fire hazards in Dana Point, particularly for those residents located in areas that have high fire hazard risks.
- 5.2 Require fire-safe design features in new development and ongoing maintenance of vegetation and fuel modification areas, especially in fire-prone areas of the city.
- 5.3 Provide notice to all residents located in fire hazard severity zones.
- 5.4 Maintain mutual-aid agreements with surrounding cities for fire protection.
- 5.5 Adopt, and modify as necessary, updated California Building Code requirements that ensure adequate fire protection.
- 5.6 Require that new development is reviewed by the Orange County Fire Authority to ensure that properties are adequately served by firefighting services, incorporates defensible space, includes visible street signs and address numbers, meets road width and ingress/egress requirements, and has adequate water supplies for fire protection. Work to address any such deficiencies on existing public land and public rights-of-way and coordinate with homeowners' associations and property owners to improve conditions as needed on private land.
- 5.7 Require properties within and adjacent to Very High Fire Hazard Severity Zones to comply with Orange County Fire Authority Community Safety and Education Bureau guidelines for fuel modification plans and maintenance. New developments within these zones shall produce and maintain fire protection plans, subject to review and approval by the City and Orange County Fire Authority.
- 5.8 To the greatest extent possible, locate new residential development, and public and critical facilities such as police stations, schools, and community centers, outside of Very High Fire Hazard Severity Zones. If no alternative feasible location exists, require new development within Very High Fire Hazard Severity Zones to develop disaster response and evacuation plans that address the actions that will be taken in the event of an emergency. New development should also be constructed with defensible space, fire-resistant materials, and landscaping.



- 5.9 Encourage ongoing fire hazard reduction activities programs, such as community fire breaks and road clearance. Work with homeowners' associations and the Orange County Fire Authority to ensure that this maintenance is being conducted on private land, including the continuation of the Weed Abatement and Vegetation Hazard Reduction Program and requirements for reduction of landscape bulk and trimming of trees.
- 5.10 Maintain adequate fire and safety access for first responders and response vehicles, including but not limited to, emergency vehicle preemption devices at all traffic signals in the city and bordering cities, and through regular road maintenance and upgrades in fire-prone areas to maintain adequate ingress and egress.
- 5.11 Coordinate with Orange County Fire Authority to implement the City's Emergency Plan and Local Hazard Management Plan (LHMP) and respond to urban fire and wildfire events.
- 5.12 Coordinate with the County of Orange to prepare a fire prevention and preparation program to provide notification of fire hazard to property owners in Fire Hazard Severity Zones, education aimed at reducing fire occurrences and damage, and mutual aid among jurisdictions to fight fires.
- 5.13 Continue to implement emergency services training and fire drills through the Orange County Fire Authority.
- 5.14 Re-evaluate wildfire protection standards and prevention policies following a wildfire event, and revise standards and policies as appropriate.
- 5.15 Coordinate with CAL FIRE, Orange County Fire Authority, Caltrans, emergency responders, and landowners to maintain and enhance fuel breaks, vegetation clearance, and emergency access and evacuation routes on public and private roads to ensure adequate capacity, safety, and viability for both effective fire suppression and safe evacuations.
- 5.16 Support measures that help firefighting crews and emergency response teams respond to fire hazards or work under low-visibility conditions, such as high-visibility signage for streets and building addresses that meet or exceed the standards in the California Fire Safe Regulations (Title 14 of the California Code of Regulations, Division 1.5, Chapter 7, Articles 2 and 3, Sections 1273 and 1274).
- 5.17 Require review by the Community Development Department and Orange County Fire Authority of proposed construction projects and conceptual landscaping plans in the Very High Fire Hazard Severity Zones identified by CAL FIRE prior to the issuance of development permits (see Figure PS-8:



Fire Hazard Severity Zones). Plans for proposed development in such areas shall include, at a minimum:

- Site plan, planting plan, planting palette, and irrigation plan to reduce the risk of fire hazards and with consideration to site conditions, including slope, structures, and adjacencies.
- Development and maintenance of defensible space.
- More than one point of ingress and egress to improve evacuation, emergency response, and fire equipment access and adequate water infrastructure for water supply and fire flow that meets or exceeds the standards in the California State Minimum Fire Safe Regulations (commencing with Section 1270, SRA Fire Safe Regulations); and Subchapter 3, Article 3, commencing with Section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations).
- Class A roofing assemblies for new and replacement roofs.
- Location and source of anticipated water supply.

5.18 All new development in the Very High Fire Hazard Severity Zone must comply with fire-resistant landscaping and defensible space requirements. These standards shall meet or exceed Title 14 of the California Code of Regulations. This specifically includes Division 1.5, Chapter 7, Subchapter 2, Articles 1 to 5 (commencing with section 1270, SRA Fire Safe Regulations), and Division 1.5, Chapter 7, Subchapter 3, Article 3 (commencing with section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations). New development shall also comply with the Public Resource Code Section 4291 (State Defensible Space Requirements), which requires the following:

- Create a defensible space of at least 100 feet around the structure.
- Remove all dead plants, grass, weeds, and other flammable vegetation from the defensible space.
- Remove tree limbs that are within 10 feet of the chimney or stovepipe of the structure.
- Trim tree limbs that are within 6 feet of the ground or within 10 feet of the structure.
- Remove all dead branches, leaves, and other debris from roofs and rain gutters.



- Create horizontal and vertical spacing between trees and shrubs to prevent the spread of fire.
 - Space trees at least 10 feet apart from each other.
 - Maintain the defensible space throughout the year, not just during fire season.
 - Obtain any necessary permits from local fire agencies before conducting any vegetation management activities.
 - Provide and maintain access to the property for emergency vehicles.
- 5.19 Require new development in the Fire Hazard Severity Zones to provide adequate access for fire and emergency vehicles and equipment that meets or exceeds State standards in two parts of the California Fire Safe Regulations (California Code of Regulations, Title 14, Division 1.5, Chapter 7): Subchapter 2, Articles 1-5 (commencing with section 1270, SRA Fire Safe Regulations), and Subchapter 3, Article 3 (commencing with section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations).
- 5.20 Encourage new development outside of Very High Fire Hazard Severity Zones. Development in the Very High Fire Hazard Severity Zones shall demonstrate compliance with applicable state and local building and fire code regulations as well as appropriate mitigation measures and design considerations.
- 5.21 Require fire protection plans for all new development projects in the Very High Fire Hazard Severity Zone, including plans for long-term, comprehensive, fuel reduction and management. The main components of a fire protection plan shall be consistent with California Fire Code, Chapter 49, and include:
1. Risk Analysis
 2. Fire Response Capabilities
 3. Fire Safety Requirements – Defensible Space, Infrastructure, and Building Ignition Resistance
 4. Mitigation Measures and Design Considerations for Non-Conforming Fuel Modification
 5. Wildfire Education Maintenance and Limitations



- 5.22 Prepare and implement plans to repair and maintain City-owned roadways as needed to meet current standards and encourage private property owners to do the same, to the extent feasible and given the absence of other site constraints. These standards include road standards for evacuation and emergency vehicle access, vegetation clearance, and other requirements of the California Fire Safe Regulations, Title 14 of the California Code of Regulations, Division 1.5, Chapter 7): specifically, Subchapter 2, Articles 1-5 (commencing with Section 1270, SRA Fire Safe Regulations); and Subchapter 3, Article 3 (commencing with Section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations).
- 5.23 Develop and update programs as needed that ensure recovery and redevelopment after a large fire and that reduce future vulnerabilities to fire hazard risks through site preparation, redevelopment layout design, fire-resistant landscape planning, and home hardening building design and materials.
- 5.24 Coordinate with the Orange County Fire Authority to ensure that fire and emergency services—including personnel, equipment, infrastructure, and response times—have sufficient capacity citywide by:
- Locating new development only where adequate fire protection exists.
 - Advocating for adequate fire protection services through the City's participation in the Joint Powers Authority.
- 5.25 Coordinate with the South Coast Water District and Moulton Niguel Water District to maintain an adequate, long-term water supply for fire suppression needs for the community.

PS-6 Dana Point Emergency Plan and Evacuation Mapping

The City of Dana Point developed an Emergency Plan that outlines emergency efforts that will be undertaken in the event of a natural or human-made disaster to protect lives, property, and the environment.

The Dana Point Emergency Plan designates roles and operations for City departments and personnel in case of a major emergency. In addition, the Emergency Plan addresses emergency management organization and coordination with other governmental levels. Figure PS-10 shows surface street evacuation routes for the city. Potential evacuation routes include Crown Valley Parkway, Niguel Road, Street of the Golden Lantern, Del Obispo Street, Camino Capistrano, North El Camino Real, and Stonehill Drive. In an emergency, establishment of evacuation routes is dependent on the nature and extent of the particular incident. Routes may be altered by public safety officials responding to local conditions. These potential evacuation routes face potential disruption from flooding.



wildfire, landslides, or an earthquake, which may block roadways, damage the roadway surface, or collapse bridges and overpasses.

People in the city have access to two state highways: Interstate 5, which connects to San Diego County and other parts of Orange County, and Pacific Coast Highway, which connects to Interstate 5, Laguna Beach, and other coastal cities. Interstate 5 can support evacuations by providing a high-speed, high-capacity roadway out of Dana Point if needed.

Special planning and coordination would be necessary if evacuation from evacuation-constrained areas. These areas, shown in Figure PS-11, are residential developments potentially subject to hazards with a single point of emergency ingress or egress, such as homes located on a dead-end road or in a development with only one access gate. All of these parcels are at least a half mile from a major roadway and have access to only one emergency evacuation route. During an emergency, this single access point may become congested with people trying to leave the area, increasing evacuation time. Such congestion may also prevent or delay emergency responders in reaching the area, compounding the severity of the emergency.

Interstate 5 and Pacific Coast Highway, two designated evacuation routes, are frequently congested, even under non-emergency traffic flow conditions. Special and severe measures may be required to keep these routes clear should they be needed for evacuation of more than a limited portion of the City.

Emergency shelters are designated by the Red Cross staff. Public schools and the Dana Point Community Center are the most likely locations to be designated as emergency shelters. Public facilities would be available for shelters only in the event of a major flood, earthquake, or other disaster. In such emergencies, the shelters would be staffed by local public safety officials and the American Red Cross. Shelters would also offer emergency first aid and will serve as community information centers, where individuals can leave messages to locate friends and family members.

State law (Section 65302.15 of the Government Code) requires the City to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. The City conducted an evacuation assessment in 2025 to assess evacuation under different scenarios, evaluating roadway capacity and the time needed to evacuate. The evacuation assessment is included as Appendix B.

The evacuation assessment modeled an evacuation from three different scenarios:

- 1) localized evacuation due to a flooding incident in the southeast quadrant of the city without road closures,
- 2) localized evacuation due to a earthquake/flooding/liquefaction incident in the southeast quadrant of the city with road closures, and



- 3) localized evacuation due to a wildfire incident in the northwest quadrant of the city with road closures.

This assessment found that fully evacuating the affected areas may take up to 90 to 105 minutes under Scenario 1, up to three hours under Scenario 2, and up to 1 hour and 30 minutes under Scenario 3. These are general estimates that may be affected by numerous factors in an actual emergency. These are the time estimates to evacuate all people in the affected areas, but most persons in affected areas would likely be able to evacuate sooner.

The assessment includes a list of strategies, based on the results of the analysis, that would improve preparation, evacuation traffic management, evacuation procedures, education and training, and unique strategies by evacuation type. This Public Safety Element incorporates many of these recommendations into goals and policies discussed in this section, while others will be incorporated into the various plans associated with implementation and emergency planning.

GOAL 6:

The City will periodically update and maintain the City's Emergency Plan to provide direction for handling emergency situations.

Policies

- 6.1 Maintain the City's Emergency Plan that identifies all available resources and funds for use in the event of a disaster, including plans and procedures for a large-scale evacuation event. Ensure that these plans address how to effectively evacuate at-risk populations, including those with disabilities or those lacking access to a private vehicle.
- 6.2 Maintain implementing actions or procedures under the Emergency Plan for rescue efforts, medical efforts, emergency shelters, and provision of supplies.
- 6.3 Coordinate with Orange County and the Federal Emergency Management Agency in reducing community risks in the event of a disaster.
- 6.4 Support the establishment of procedures and necessary actions in the event of an offshore oil spill.
- 6.5 Actively participate with appropriate entities that are involved in emergency planning and response activities for the San Onofre Nuclear Generating Station, although it has been decommissioned.
- 6.6 Maintain procedures for dealing with earthquake, offshore oil spills, major rail and roadway accidents, flooding and hazardous materials, and nuclear emergencies in the Emergency Plan.



- 6.7 Sponsor and support public education programs for emergency preparedness and disaster response. Distribute information about emergency planning to the community, as requested.
- 6.8 Evaluate the feasibility of being recognized by the National Weather Service as a "storm-ready" community.
- 6.9 Continue to encourage occupants of beachfront residential communities (Capistrano Bay District and Niguel Shores Homeowners' Association) to keep sandbags on hand in case of elevated flood water and tide conditions.
- 6.10 Prepare and distribute community awareness pamphlets illustrating storm evacuation routes, shoreline impacts, breaker heights, and historical data on potential wave run-up for all impacted coastal areas.
- 6.11 Encourage evacuation-constrained residential developments to establish a secondary emergency access point for use during evacuations or by emergency responders.
- 6.12 Work with the Orange County Fire Authority and other emergency service providers to regularly assess current and future community emergency response needs, and to address any deficiencies.
- 6.13 After update and certification by the Federal Emergency Management Agency, incorporate the current Dana Point Local Hazard Mitigation Plan into this Public Safety Element by reference, as permitted by California Government Code Section 65302.6.
- 6.14 Continue public education and outreach to inform residents, businesses, and visitors about designated potential evacuation routes and evacuation centers, emergency alert methods, personal preparedness strategies, and defensible-space requirements, including vegetation-clearance standards. Develop and distribute materials tailored to vulnerable groups—seniors, young children, individuals with disabilities—and to non-English speakers.
- 6.15 Prioritize routine maintenance and capital improvements along designated evacuation routes to ensure ongoing accessibility and serviceability during emergencies. Address pavement conditions, signage, drainage, and vegetation management as part of regular upkeep.
- 6.16 Enhance coordination among emergency services, public safety officials, disaster response teams, communications personnel, media, and local school districts to ensure unified messaging and information sharing before, during, and after evacuation events.



- 6.17 Continue to support and expand the Community Emergency Response Team (CERT) program to increase disaster preparedness training at the neighborhood level, enhancing local resilience and response capacity.

Figure PS-10 Evacuation Routes





Figure PS-11 Evacuation-Constrained Parcels





PS-7 Public Access

The City of Dana Point is a coastal community that offers coastal bluffs, a scenic harbor, historic homes, and many other public amenities. These scenic and natural resources are part of what defines the City. Access to these and other public spaces must be kept safe and enjoyable for both residents and visitors.

GOAL 7:

Dana Point residents and visitors will be provided safe access to and enjoyment of the public right-of-way.

Policies

- 7.1 Provide adequate lighting of public streets, walkways, and parks for pedestrian usage.
- 7.2 Improve and maintain roadways to permit sufficient access for visitors, emergency vehicles and services.

PS-8 Water Quality

The City of Dana Point is characterized by nearly seven miles of prominent coastal bluffs and rolling hills along the Pacific Ocean. Dana Point Harbor provides slips and mooring for up to 2,550 boats along with specialty shops and restaurants. The City's beaches and harbor attract thousands of visitors annually for shopping, sportfishing, walking, bicycling, parasailing, and a host of other recreational activities. The Harbor is also considered the gateway to Doheny State Beach, one of California's most popular beach facilities. The 62-acre State Park offers camping, picnicking, swimming, surfing, bicycling, and tide pool exploration.



Accordingly, residents and visitors of Dana Point rely upon clean water not only for drinking, but also for recreation, views, and a cornerstone of the City's economy. The views of and proximity to the Dana Point Harbor and the Pacific Ocean represent one of the key advantages for the City. Maintaining a high quality of water must remain a priority for the City.

GOAL 8:

The City will improve and maintain the quality of drinking water, waterways, and the ocean.

Policies

- 8.1 Encourage development techniques that minimize surface run-off and allow replenishment of soil moisture. (Coastal Act, Section 30230-1)
- 8.2 Continue testing programs and procedures for water quality in local watershed.
- 8.3 Create alliances and relationships with neighboring jurisdictions to prevent storm and groundwater pollution. (Coastal Act, Section 30230-1)

Limiting urban runoff would greatly improve the water quality of the City's major watersheds – San Juan Creek and Salt Creek.

**MONITORING WATER QUALITY IN DANA POINT**

In response to 1990 Environmental Protection Agency (EPA) Clean Water Act regulations, the County of Orange, the Orange County Flood Control District, and incorporated cities obtained National Pollutant Discharge Elimination System (NPDES) Stormwater Permits from the Santa Ana and San Diego Regional Water Quality Control Boards.

Under the NPDES permit issued to the County of Orange and to the City of Dana Point as a co-permittee, all development and significant redevelopment are obligated to implement non-point source pollution control measures known as best management practices (BMPs) to prevent urban pollutants from reaching federal waterways and the Pacific Ocean.

Non-point source (NPS) pollution, unlike pollution from industrial and sewage treatment plants, comes from many diffuse sources. NPS pollution is caused by rainfall moving over and through the ground. As the runoff moves, it picks up and carries away natural and human-made pollutants, finally depositing them into lakes, rivers, wetlands, coastal waters, and even our underground sources of drinking water.



PS-9 Nuclear Hazards from San Onofre Nuclear Generating Station

SONGS is located adjacent to San Onofre State Beach on the grounds of the U.S. Marine Corps Base at Camp Pendleton. SONGS is located approximately seven miles south of Dana Point. Southern California Edison ceased operation of SONGS in 2013. The NRC granted the SONGS Facility Permanently Defueled Status and approved implementation of SONGS Permanently Defueled Emergency Plan in 2015.

Dismantlement of SONGS began in 2020. Decommissioning activities have begun at SONGS and are expected to be completed by 2045. Decommissioning activities will involve removing radiological material from the facility, demolishing buildings and infrastructure, and return the site to the U.S. Navy. Now that SONGS is listed as Permanently Defueled, the possibility of significant off-site release of radioactive materials to the environment is considered very unlikely, although spent nuclear fuel is stored on site and potential for accidental release remains possible. Under the Permanently Defueled Status, radiological emergency response plans are no longer required to be implemented. However, previous emergency response plans were developed using applicable federal planning documents, such as "NUREG-0654/FEMA-REP-1, Criteria for Preparation and Evaluation of Radiological Emergency Response Plans and Preparedness in Support of Nuclear Power Plants." Additionally, California regulations provide further guidance on emergency response, such as California Health and Safety Code, which regulates nuclear power plant emergency preparedness.

Federal and state governments have established several levels of emergency zones in the area around SONGS. Reference to the Emergency Planning Zone (EPZ) is still needed for potential nuclear emergencies until the facility is completely decommissioned and returned to the U.S. Navy. Dana Point, like San Juan Capistrano and San Clemente, is located within the EPZ. Each jurisdiction has developed local plans and procedures in response to a SONGS emergency. More distant cities, such as Laguna Beach, Oceanside, and Carlsbad, are located within a Public Education Zone (PEZ). Dana Point's system of radiation warning sirens have been removed due to the closure and decommissioning of SONGS.

GOAL 9:

The City will protect the community from and prepare residents for dangers from nuclear hazards.

Policies

- 9.1 Continue to actively participate in the Interjurisdictional Planning Committee (IPC) in the decommission process for the San Onofre Nuclear Generating Station.
- 9.2 Actively participate in the IPC in developing and maintaining emergency preparedness, including, but not limited to, providing training and



resolving matters of mutual concerns to appropriate municipalities and agencies, with respect to SONGS.

IN CASE OF A NUCLEAR INCIDENT

In the event of a nuclear incident at the San Onofre Nuclear Generating Station (SONGS), state and federal agencies would have primary responsibility for coordinating emergency response. The roles and responsibilities of these agencies are as follows:

U.S. Nuclear Regulatory Commission (NRC): The NRC is the licensing agency that certifies that safety standards and regulations are being met. Permanent on-site NRC inspectors provide ongoing regulation of SONGS.

U.S. Federal Emergency Management Agency (FEMA): FEMA regulations are directed at the off-site protection of public health and safety in the event of a nuclear accident, and also provide for coordination among local response agencies if an accident occurs.

California Office of Emergency Services (OES): The OES coordinates state resources in the event of a nuclear accident. The California Department of Health Services is responsible for recovery activities with the 50-mile Ingestion Pathway Zone (IPZ) that surrounds SONGS.

Interjurisdictional Planning Committee (IPC): The IPC consists of agencies wholly or partly located within the Emergency Planning Zone (EPZ) of SONGS. Although these agencies do not have authority to regulate plant operations, they have a responsibility to protect residents and visitors from nuclear hazards. IPC members meet regularly to confer on coordination and planning, and to conduct training exercises.

PS-10 Climate Change and Resilience

Climate change impacts presently affect the City, and goals and policies throughout the Public Safety Element support a response to changing climate conditions. Climate projections indicate that climate impacts may increase both in severity and frequency in the future, which can have consequences on health, safety, and welfare of residents and visitors to the City. Climate change can further compound some of the hazards described above, such as flooding and wildfire. This section focuses on increasing the City's adaptive capacity and resilience to climate hazards. The Vulnerability Assessment prepared as part of the City's Public Safety Element update (contained in Appendix A), identified 10 hazards that may be intensified by climate change:

- **Decreased Air Quality:** Climate change can exacerbate air quality hazards, such as ozone, smog, particulate matter, and other pollutants, and contribute to worsening air quality. In addition, fires, especially large fires, contribute particulate matter in the air. Persons who spend a lot of time outdoors, such as outdoor workers, persons experiencing homelessness, and children, are more exposed to air quality hazards, creating a higher risk of potential health impacts as a result.



Additionally, persons with chronic medical conditions, such as cardiovascular and respiratory illnesses, and seniors are more susceptible to increased health impacts as a result of poor air quality. Households in poverty and linguistically isolated populations are also vulnerable to illnesses brought on by poor air quality because these populations may not have access to a sufficient air filtering system at home and may be less likely to seek medical attention. Indirectly, businesses in tourism and outdoor activities and watersports may see a decline in patrons, which can have an impact on local businesses and the City's economy.

- **Coastal and Bluff Erosion:** Coastlines and bluffs face continued erosion from natural processes, such as wave action and weather events. Coastal and bluff erosion can be exacerbated by extreme weather and sea-level rise, which can contribute to increased erosion along bluffs and the coast. Residents along the bluff and coast are most at risk to this location-based hazard, and may suffer injury and loss of property. Residents along single-access roads and in other evacuation-constrained areas may also experience decreased access if erosion deteriorates roadway conditions.

Additionally, public infrastructure, such as parks, bicycle and pedestrian trails, and coastal access points, railroad facilities and historical buildings within these areas may also face exacerbated erosive conditions. Beaches and habitat along the coast will directly experience erosion, potentially causing losses to the ecosystem and local economic activity due to reduced beach area. Waterways would likely experience an influx of sediment during periods of high erosion, which can cloud the water and affect aquatic species.

- **Decrease in Marine Layer:** The marine layer of California's coast helps balance surface radiation and is critical for certain marine ecosystems and vegetation. While there is uncertainty on climate change's effects on coastal fog, projections from the California Fourth Climate Change Assessment anticipate a decline in low-elevation marine clouds. Dana Point's habitats and ecosystems are most vulnerable to a decrease in marine layer.
- **Drought:** Drought occurs when there are long periods with below-average precipitation levels. This results in less water for humans and natural systems. The City of Dana Point may experience water shortages during drought conditions. Climate change can increase the risk and severity of drought. Drought conditions exacerbate other risks, such as extreme heat and wildfire, which makes impacts more severe. For example, droughts also dry out vegetation, making wildland areas more likely to burn. As such, persons and property within fire hazard areas are at a heightened risk.

Households in poverty, outdoor workers, and persons experiencing homelessness are more sensitive to reductions in water supply and increases in water price. Prolonged droughts would have consequences to ecosystems that are not drought-



tolerant, which can lead to a shift of species, changes in water chemistry, and die-off of aquatic species in severe cases. Dana Point's water is provided by three different service providers and is primarily imported from the Sierra Nevada and Colorado River, with smaller amounts coming from local groundwater wells. Although all sources of water may potentially be drought-stressed, imported water supplies have historically faced significant constraints during drought events.

- **Extreme Heat and Warm Nights:** California guidance defines extreme heat as temperatures that exceed 98 percent of the historical high temperatures of the area, measured between April and October of 1961 to 1990. When temperatures exceed this threshold, it is called an "extreme heat day." Four consecutive extreme heat days is a heat wave. Warm nights are when minimum temperatures remain significantly above normal levels during nighttime hours. According to Cal-Adapt, an online database of climate change data across California, the City of Dana Point's extreme heat threshold is 89.2 degrees Fahrenheit (°F). Historically, Dana Point has experienced five extreme heat days. The City is projected to experience up to 23 extreme heat days by the end of the century. Figure PS-12 shows the projected average high temperature by the end of the century in and around Dana Point.

Extreme heat contributes to increased risk of dehydration, heat exhaustion, heart attack, heat stroke, and respiratory distress. Persons with chronic medical conditions, small children, and seniors are particularly susceptible to heat-related illnesses. Persons who spend long periods of time outdoors, such as outdoor workers and persons experiencing homelessness, are more exposed to direct sun and increased heat, and therefore have a higher risk of harm. Households in poverty are also more likely to not have access to reliable air conditioning and can face a heightened vulnerability to this hazard. High temperatures can harm wildlife and plants that are not well adapted to extreme heat. Additionally, high temperatures increase evaporation, which makes habitats, such as intertidal and riparian habitats, more sensitive to extreme heat.

When temperatures increase, the use of air conditioning also increases, which puts a higher demand on energy systems. Indirectly, extreme heat also puts more stress on energy distribution systems, causing these systems to run less efficiently. These two factors combined may lead to power outages.

- **Extreme Storms:** Climate change is anticipated to increase the frequency and severity of extreme storm events, which can include strong winds, intense rainfall, and other forms of severe weather. These events can lead to minor or severe property damage, fallen trees, downed powerlines, blocked roadways, injury, and death. As such, extreme storms threaten public safety, may block evacuation routes, and increases the demand of emergency response services. Extreme storms can also result in increased debris flow and pollution, which can damage water channels and habitat and temporarily reduce tourism and water-based recreational activities.



- **Human Health Hazards:** Human health hazards are bacteria, viruses, parasites, and other organisms that can cause diseases in people. Diseases carried by animals, such as mice and rats, mosquitos, and ticks, may increase as a result of climate change, as warmer temperatures and changes to precipitation patterns can increase the span of months that these vectors are most active. Individuals that spend a lot of time outside may have a higher exposure to these vectors, increasing the risk of contracting a disease. Additionally, seniors and persons with chronic medical conditions may be more sensitive to vector-borne diseases.
- **Inland Flooding:** An inland flood is when there is too much water on the ground to be carried away by drains or creeks, or to soak into the soil. According to California's Fourth Climate Change Assessment for the Los Angeles and Orange County region, precipitation extremes (both dry and wet) are anticipated to increase in the future, which can lead to increased inland flooding. Structures and buildings in flood-prone areas are susceptible to flood damage and loss of integrity. Severe flooding can breach flood-control channels.

Floods can cause substantial damage to infrastructure, buildings, roads, and utilities. Services, such as public transportation or emergency response, may be disrupted, and blocked or damaged roadways may impede evacuation efforts. Persons can be directly harmed by floodwaters and debris, and floodwaters (especially standing water) may contribute to increased spread of some diseases such as mosquito-borne illnesses. Flooding can be particularly harmful to populations that lack financial resources, e.g., households in poverty, persons living in mobile homes, persons experiencing homelessness. Many of these people are more likely to live in low-lying areas or structures that are more susceptible to damage during flooding. These individuals may also face challenges repairing or reconstructing their property following a flood event. Additionally, persons living within flood-prone areas may not be able to evacuate, especially residents on single-access roads.

- **Sea-Level Rise:** The sea level is influenced by both global and local physical processes. Climate change contributes to sea-level rise, with sea-level rise projected to continue into the future. Figure PS-7 shows areas within the City that would be impacted by projected sea-level rise. Sea-level rise is projected to inundate portions of the City, including Dana Point Harbor, along the coast, and along San Juan Creek. As shown in the City's Sea-Level Rise Vulnerability Assessment, sea-level rise may inundate evacuation routes, major roadways, the railroad right-of-way, historic buildings, beaches, Dana Point Harbor, and other buildings and infrastructure.

Sea-level rise can further disrupt bus service and affect public safety services. Sea-level rise can greatly affect marine ecosystems (including the State Marine Conservation Area), by changing water chemistry and the depth in which light penetrates the water, leading to potential loss of habitat. Additionally, populations that live along the coast or areas subject to inundation from sea-level rise are more vulnerable to this hazard.



- **Wildfire:** Wildfires are fires that burn in natural areas, although they can spread into developed areas between urbanized and wildland areas (called the wildland-urban interface) where they can injure people and damage property. According to the California's Fourth Climate Change Assessment for the Los Angeles and Orange County region, the quantity of wildfires and size of burn area are anticipated to increase in the future with climate change. As shown in Figure PS-9, *Fire Hazard Severity Zones*, the northwestern portion of the city is within a very high fire hazard severity zone, which may be subjected to increases in wildfire activity.

Populations in and around high wildfire risk areas are at risk for injury or death, especially populations that have limited physical mobility or other disabilities, chronic medical conditions, or lack resources to quickly evacuate (such as a private vehicle). Households in poverty and persons with limited mobility may also not have the means to maintain defensible space around their homes, which makes them more susceptible to fire risk. Additionally, secondary affects, such as poor air quality, are more likely to disproportionately impact seniors, children, persons with chronic health conditions, outdoor workers, and persons experiencing homelessness. The poor air quality created by regional wildfires can also deter tourism visits and outdoor activities, particularly if wildfires occur regularly, affecting Dana Point's economy.

State law (Section 65565.5 of the Government Code) requires the City to address the benefits of open space in bolstering the City's resilience to safety hazards and climate change and opportunities for rewilding. While the City is largely built out, nearly 20 percent of the land (excluding right-of-way) within Dana Point is open space, including beaches, parks, unprogrammed green spaces, trails, natural preserves, and programmed sports facilities. Beyond their obvious value as places for recreation and natural beauty, the various open spaces in Dana Point provide cobenefits that help guard against hazards and increase resilience:

- **Open land**, which reduces flood risk, absorbs stormwater, and prevents runoff.
- **Greenbelts/trails/parks**, which can serve as firebreaks and emergency refuge while lowering urban heat and providing shade.
- **Coastal buffers/beaches**, which help shield against sea level rise and storm surges.
- **Natural reserves**, which can prevent landslides and erosion, support biodiversity, and bolster ecosystem services.

In addition to the goals and policies below and elsewhere in this Public Safety Element, the Conservation and Open Space Element emphasizes the importance of conservation, proper planning, and maintenance of open spaces to protect the City's water, biological, and air resources and natural features that are essential to enhancing safety and climate resilience.

Regarding rewilding opportunities, the City coordinates with the State of California and County of Orange to preserve open space features and public access along the coast. The City also maintains and administers local planning documents for the Headlands



Conservation Area and Dana Point Harbor. The Headlands Development and Conservation Plan protects and preserves the unique beauty of the Headlands while allowing for specific kinds of development to enhance the experience of residents and visitors. Approximately 68.5 acres of the Headlands are set aside for public parks, conservation, and open space with coastal access and scenic vistas. 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. Pedestrian connectivity from the Harbor will link it to the Headlands and Doheny State Beach.

GOAL 10:

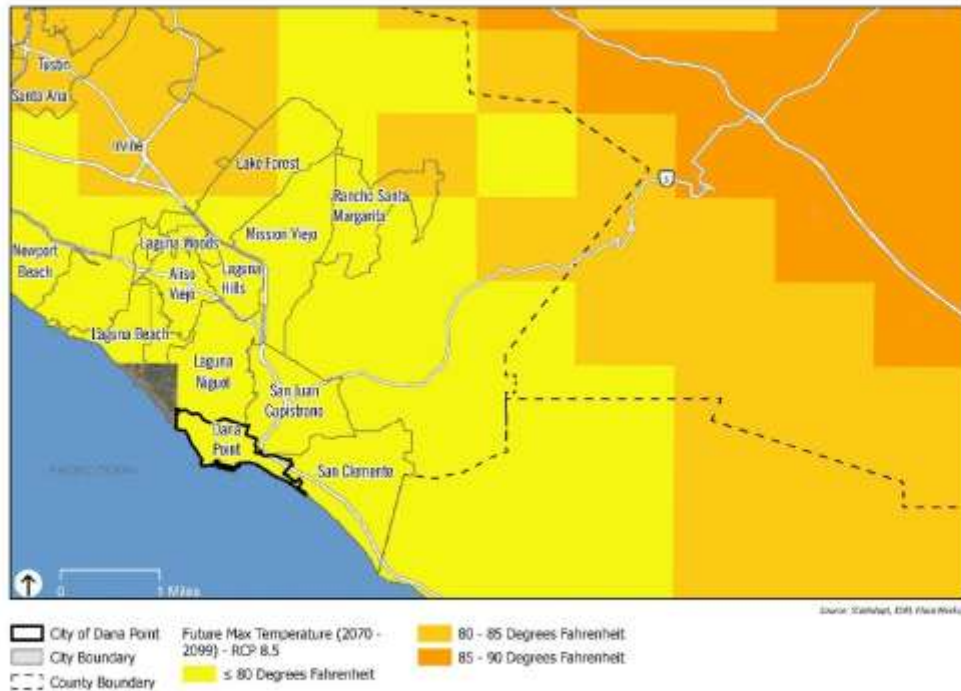
The City will create a resilient community that is prepared for and can recover from hazards that are created or intensified by climate change.

Policies

- 10.1 When reviewing new development applications, evaluate how the development may be impacted by the increased frequency and intensity of hazards to encourage public safety.
- 10.2 Identify public facilities that can serve as cooling centers and emergency shelters throughout the City that can serve as refuge during extreme heat, extreme storms, wildfire, flooding, and poor air quality events.
- 10.3 Provide adequate drinking fountains or water stations in parks and public buildings and shaded areas in City parks and outdoor areas of City facilities.
- 10.4 Incorporate street trees and shade infrastructure where feasible along public streets, at bus stops, and parks to provide protection from the sun and reduce the incidence of heat-related health risks.
- 10.5 Encourage businesses, residents, and public agencies to incorporate drought-tolerant landscaping and water conservation strategies in landscaped areas.
- 10.6 Ensure adequate infrastructure to areas at-risk to climate change impacts to maintain public welfare, health, and safety, including, but not limited to, roadways, stormwater drains, and water availability.
- 10.7 Coordinate with state, county, adjacent jurisdictions, other public agencies, and private property owners to maintain and enhance the integrity of open space resources to improve community resilience.



Figure PS-12 Annual Average Future High Temperature





Appendix A: Vulnerability Assessment Results

In 2021, Dana Point completed a Climate Change Vulnerability Assessment consistent with California Government Code Section 65302(g)(4) as part of the update to the Public Safety Element. This analysis assesses the extent to which the diverse populations and assets in Dana Point are vulnerable to different emergencies and hazardous conditions that may be created or made worse by climate change. The primary categories of populations and assets assessed include populations, buildings and infrastructure, important economic assets, natural systems, and key community services. The assessment follows the recommended process in the updated California Adaptation Planning Guide, which is the state's guidance for how local communities should conduct climate adaptation planning efforts, including vulnerability assessments. As defined by the California Adaptation Planning Guide, climate change vulnerability is considered the degree to which natural, built, and human systems are susceptible to harm from exposure or stresses associated with climate change and from the absence of adaptive capacity to adapt.

This 2021 vulnerability assessment works in tandem with the assessments in the City's 2019 Sea Level Rise Study and current Local Hazard Mitigation Plan (LHMP) to provide a holistic evaluation and identification of threats and vulnerabilities in Dana Point. The LHMP provides a high level overview of the potential physical threat posed by hazards to critical facilities and the physical and social threat to vulnerable populations and community assets. The Sea Level Rise Study identifies and evaluates issues specific to sea-level rise, including potential harm to individual locations or species.

The vulnerability assessment in this Public Safety Element looks at a wide range of hazards and affected populations and assets, in accordance with California Government Code Section 65302(g)(4)(A), as codified by Senate Bill 379 (2015). For each population or asset that may be vulnerable to each climate-related hazard, the population or asset is scored on a scale of one to five. The vulnerability scores reflect the severity of climate-related impacts on the populations and assets in Dana Point, as well as the ability of Dana Point's populations and assets to resist and recover from these effects.

Since the Climate Change Vulnerability Assessment was prepared in 2021, CAL FIRE released new Fire Hazard Severity Zone maps for Local Responsibility Areas in 2025 (see Figure PS-9), and Assembly Bill 2684 passed in 2024 to amend California Government Code Section 65302(g)(10) to require jurisdictions to update, as necessary, the safety element to address the hazard of extreme heat. The City confirmed that the policies and vulnerability assessment in this Public Safety Element remain or have been appropriately updated to address the hazards of wildfire and extreme heat in accordance with state law.



POPULATION & ASSETS		Hazard & Vulnerability Category (V1: Minimal V2: Low V3: Moderate V4: High V5: Severe)									
		Decreased Air Quality	Coastal and Salt Crustion	Decrease in Marine Layer	Drought	Extreme Heat & Warm Nights	Extreme Winds	Human Health Impacts	Inland Flooding	Sea-Level Rise	Wildfire
Population	Children (Under 18)	V3	—	—	—	V4	V3	V3	V3	—	V4
	Coastal residents	V3	V3	—	—	V3	V3	V3	V3	V3	V3
	Farmland and Vineyards	V3	V3	—	—	V3	V3	V2	V3	V3	V3
	Homeless or poverty	V4	—	—	V4	V5	V3	V5	V5	V5	V5
	Isolated populations	V4	V3	—	—	V3	V3	V3	V3	V3	V3
	Older Adults	V5	V2	—	V4	V5	V3	V5	V2	V3	V4
	Persons experiencing homelessness	V5	—	—	V5	V5	V5	V5	V5	V5	V5
	Persons living in Multi-Housing	V4	—	—	V3	V3	V3	V2	V3	—	V3
	Persons with Chronic Medical Conditions	V4	V4	—	—	V5	V5	V5	V4	V4	V5
	Persons with Compromised Mobility and/or Cognitive Function	V3	V4	—	—	V3	V3	V3	V2	V3	V5
	Rural	V3	V3	—	V3	V3	V2	V2	V2	V3	V3
	Seniors (65+)	V4	V3	—	—	V4	V4	V4	V3	V3	V5
	Single Person Household	V3	V3	—	V3	V3	V3	V2	V3	V3	V3
	Unemployed persons	V5	V3	—	—	V5	V4	V5	V5	V4	V4
	Persons living on single access roads	V2	V4	—	—	V3	V3	V3	V4	V3	V4
Infrastructure	Residents that live along the coast and bluff	V3	V5	—	—	V3	V2	V3	V4	V5	—
	Residents that live within Very High Fire Hazard Severity Zone	V3	—	—	V5	V3	V4	V3	V3	—	V4
	Beaches and pedestrian trails	—	V4	—	V3	V3	V2	—	V3	V4	V3
	Coastal Access Paths	—	V4	—	—	—	V2	—	V2	V4	V2
	Communication facilities	—	V3	—	—	V3	V3	—	V3	V3	V3
	Community Alert Siren Systems	—	V3	—	—	—	V2	—	V3	V3	V3
	Electrical distribution lines	—	V2	—	—	V4	V3	—	V4	V3	V3
	Evacuation routes	—	V2	—	—	—	V3	—	V3	V4	V2
	Fixed Coastal Channel	—	V3	—	—	—	V3	—	V5	V4	V2
	Gas transmission pipelines	—	V2	—	—	—	—	—	V2	V2	V3
	Major Roadways and Highways	—	V4	—	—	—	V3	—	V3	V4	V2
	Rail roads and routes	—	V4	—	—	—	V3	—	V3	V4	V2
	Railroad right-of-way	—	V5	—	—	—	V3	—	V5	V5	—
	Sewer and Water Infrastructure	—	V2	—	V3	V2	V3	—	V4	V3	V3
	Storm Drain	—	V3	—	—	—	V4	—	V4	V4	V3
Landmarks	City Hall	—	—	—	—	V2	V3	—	—	—	—
	Community Center	—	—	—	—	V3	V2	—	V4	—	—
	Fire Station	—	—	—	—	V3	V5	—	—	—	—
	Historic Buildings	—	V5	—	—	V3	V3	—	V5	V5	V4
	Library	—	—	—	—	V3	V3	—	—	—	—
	Medical Facilities	—	—	—	—	V3	V5	—	—	—	—
	Nature Interpretive Center	—	—	—	—	V2	V5	—	—	—	V3
	Parks	—	V4	—	V3	V3	V2	—	V2	V4	V4
	Police Station	—	—	—	—	V3	V3	—	—	—	—
	Post Office	—	—	—	—	V3	V3	—	V3	—	—
	Schools	—	—	—	—	V3	V3	—	—	—	V3

Public Safety Element

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July 2024



POPULATION & ASSETS		Hazard & Vulnerability Category (V1: Minimal V2: Low V3: Moderate V4: High V5: Severe)									
		Decreased Air Quality	Coastal and Salt Crustion	Decrease in Marine Layer	Drought	Extreme Heat & Warm Nights	Extreme Winds	Human Health Impacts	Inland Flooding	Sea-Level Rise	Wildfire
Impaired Ecosystem Assets	Beaches	V5	V5	—	V2	—	V3	V5	V3	V5	—
	Dana Point Harbor	V2	V3	—	V3	—	V5	V3	V5	V5	—
	Gold Coast	V5	V3	—	V3	V3	V3	V2	V3	V3	V3
	Major Employers	V2	V2	—	V3	V3	V3	V5	V2	V2	V2
	Ocean Frontage	V3	V3	—	—	—	V3	V2	—	V3	—
	Resorts, hotels, and motels	V3	V2	—	—	—	V3	V3	V3	V3	—
	Shoreline and Waterways	V5	V3	—	—	—	V4	V3	V4	V3	—
Ecosystems and Natural Resources	Watersheds outside	V5	V2	—	—	—	V4	V3	V3	V3	—
	Chaparral Habitat	—	V3	V3	V3	V3	V2	—	V2	—	V3
	Coastal sage scrub ecosystem	—	V3	V2	V3	V3	V2	—	V2	V2	V3
	Dana Point Headland Conservation Area	—	V2	V3	V4	V3	V2	—	V2	V3	V3
	Coastal Habitat for Coastal California Ground Squirrel	—	—	V3	V3	V3	V2	—	V2	—	V4
	Wildland and riparian habitats	—	V4	V3	V4	V4	V3	—	V3	V3	—
	El Estero de San Juan through Dana Point	—	V3	—	—	—	V3	—	V3	V3	V2
	Environmentally Sensitive Habitat	—	V5	V4	V4	V3	V2	—	V3	V3	V3
	Marine ecosystems	—	V5	V4	V3	V4	V3	—	V3	V4	—
	State Marine Conservation Area	—	V4	V4	V4	V4	V3	—	V3	V5	—
Key Community Services	Water channels and streams	—	—	V3	V4	V3	V5	—	V2	V3	—
	Bus service	V3	—	—	—	V4	V3	V2	V4	V3	V3
	Emergency medical response	V3	V2	—	—	V2	V3	V4	V2	V3	V2
	Energy Delivery	V1	—	—	V2	V5	V5	—	V3	V3	V4
	Government administration and community services	V2	V3	—	—	V3	V2	V3	V3	V2	V2
	Nuclear Plant	V2	V3	—	—	V2	V3	V3	—	V5	—
	Public safety response	V2	V2	—	—	V2	V3	V3	V3	V3	V3
Key Community Services	Solid Waste Removal	V3	—	—	—	V3	V2	V2	V3	V3	V3
	Water and wastewater	V1	—	—	V4	V3	V2	V2	V3	V3	V2

Public Safety Element

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July 2024



Appendix B: Evacuation Assessment

Provided under separate cover.



PUBLIC HEARING DRAFT

APPENDIX B: Evacuation Assessment

Fehr & Peers

City of Dana Point Evacuation Assessment

Prepared for:
City of Dana Point

Submitted on:
June 2025

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Introduction

Fehr & Peers completed an assessment of roadway capacity and evacuation time estimates under the described evacuation scenarios in the City of Dana Point. Consistent with AB 747 and the Governor's Office of Land Use and Climate Innovation (LUCI) Evacuation Planning Technical Advisory (April 2023), cities are required to review and update evacuation routes and their capacity, safety, and viability under a range of emergency scenarios when the Safety Element or Local Hazard Mitigation Plan (LHMP) is updated.

Disclaimer

This document provides an assessment of roadway capacity and time needed to evacuate under the described evacuation scenarios. Please note that emergency evacuations can occur due to any number of events (fire, flood, earthquakes, etc.). These events can also have micro-level challenges that can alter the movement of cars and people, such as debris in the roadway or abandoned vehicles. Additionally, it is impossible to predict individual behavior related to personal risk assessment for each hazard event as the associated evacuation instructions are provided. As such, this assessment is intended to provide the City with a broad understanding of the capacity of the transportation system during an evacuation scenario; it does not provide a guarantee that evacuations will follow modeling that is used for analysis purposes, nor does it guarantee that the findings are applicable to any or all situations.

Moreover, as emergency evacuation assessment is an emerging field, there is no established standard methodology. Fehr & Peers has adopted existing methodologies in transportation planning that, in our knowledge and experience, we believe are the most appropriate within the limits presented by the tools and data available and the budgetary and time constraints in the scope of work, and by current knowledge and state of the practice.

While this assessment should help the City better prepare for hazard related events and associated evacuations, the City should take care in planning and implementing any potential evacuation scenario. Fehr & Peers cannot and does not guarantee the efficacy of any of the information used in this assessment as such would be beyond our professional duty and capability.

Hazards and Evacuation Planning

The City completed the most recent update of its Local Hazard Mitigation Plan (LHMP) in February 2025 which identified the following hazard zones (hazard maps are shown in the **Public Safety Element**):

- **Liquefaction Zones** are areas of water-saturated soil that are prone to disruption following an earthquake. This includes the San Juan Creek watershed.
- **Flood Hazard Areas** were identified by the Federal Emergency Management Agency (FEMA) based on the likelihood of an area experiencing a high intensity flood event (specifically a 100-year or 500-year event). This includes the Dana Point Harbor area, the southeastern coast, the San Juan Creek, and the Peppertree Bend area.
- **Tsunami Inundation Zones** are low-lying areas that are prone to potential flooding following an earthquake. This includes the Dana Point Harbor area and the southeastern coast.
- **Fire Hazard Severity Zones (FHSZ)** were identified by the California Department of Forestry and Fire Protection (CALFIRE) based on an assessment of significant wildfire hazards. FHSZ's are located in the northwestern and southeastern portions of Dana Point.
- **Hazardous Materials Release and Radiological Release Events** are hazard events where harmful concentrations of hazardous or toxic substances are released into the environment due to industrial accidents, vehicle crashes, deliberate act, or as a result of another disaster (e.g. earthquake). This could also include nuclear waste release from the decommissioned San Onofre Nuclear Generating Station (SONGS) located to the southeast of the City. Hazardous material and radiological release events may trigger an evacuation in the southeastern portion of the City (e.g. due to a train derailment). City-wide materials release may prompt a shelter-in-place order which would not prompt an evacuation.

The City's Office of Emergency Services, the Orange County Fire Authority (OCFA), and the Orange County Sheriff's Department (OC Sheriff) regularly review evacuation plans and procedures. These plans identify evacuation zones, routes, and procedures used during emergencies. Responsibilities, preplanned response actions, and emergency communication procedures are also summarized. During emergencies, the City and County utilize a wireless emergency alert (WEA) system to send mass alert messages via cell phones to residents, employees, and visitors in a designated area.

Evacuation zones within the City are shown in **Figure 1**.



- | | | | |
|-------|--------------------------------|--|----------------|
| DPT## | Neighborhood Evacuation Zone | | Civic Building |
| | Scenario 1 & 2 Evacuation Area | | School |
| | Scenario 3 Evacuation Area | | Fire Station |

**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

The City, OCFA, and OC Sheriff have identified the following evacuation routes, which are shown in **Figure 2**:

- Crown Valley Parkway
- Niguel Road
- Street of the Golden Lantern
- Del Obispo Street
- Camino Capistrano
- Coast Highway
- Stonehill Drive
- Pacific Coast Highway

Regionally, the City has evacuation access to two state highways: Interstate 5 (I-5), which connects to San Diego and Northern Orange County, and the Pacific Coast Highway (PCH) (SR-1), which connects to I-5, Laguna Beach, and other northern coastal cities. Adjacent city evacuation routes are also shown in **Figure 2**, which directly connect to the Dana Point evacuation routes.

While it is possible that some people, depending upon the nature and scale of the event, may choose to evacuate via walking, bicycling, or other forms of transportation, these are likely to be a small percentage. The analysis in this report evaluates a worst-case condition whereby all persons evacuate via private autos.



**Fehr
&Peers**

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

Figure 2

City of Dana Point Evacuation Routes

Evacuation Scenarios

Three scenarios were selected for analysis in consultation with the City. These scenarios are intended to reflect the varying factors related to type of hazard, location in the City, and available evacuation routes. They do not represent the only possible scenarios. The scenarios represent a hazard that either starts in the identified location in the City or bleeds-over into the City. The scenarios are described below and summarized in **Table 1**.

- **Scenario 1 – Localized Evacuation due to an incident in the Southeast Quadrant of the City without Road Closures:** This scenario evaluates an event that requires the evacuation of the residents and employees located in the evacuation zones within the FEMA's 100-year flood plain. This scenario represents a potential forecasted flooding event. This scenario assumes all roadways would remain open and that people in the evacuation area will receive an evacuation notification at least 24 hours before the flood.
- **Scenario 2 – Localized Evacuation due to an incident in the Southeast Quadrant of the City with Road Closures:** This scenario involves the same evacuation zones as Scenario 1; however, it represents a reactive scenario where multiple roads are closed, and remaining roadways are experiencing PM peak hour congestion. This could be triggered by an earthquake or tsunami warning where the risk of low-lying flooding and liquefaction is imminent or by a hazardous materials release event. Roadways may be closed due to damage caused by the hazard or to prevent further catastrophe. This scenario would also require the evacuation of beach visitors as it is assumed this could occur during the peak summer tourism season.
- **Scenario 3 – Localized Evacuation due to Incident in the Northwest Quadrant of the City with Road Closures:** This scenario evaluates an event that requires the evacuation of residents, employees, and beach visitors located adjacent to the high fire severity zone in the northwest quadrant of the City. This scenario could potentially be triggered by a wildfire event near the Laguna Niguel–Dana Point border that closes northbound Crown Valley Parkway, Niguel Road, and Golden Lantern. The potential path of travel of the wildfire was assumed from the northeast to the southwest. To assess worst-case conditions, we assumed the evacuation would begin during the PM peak hour.

The evacuation routes for the three scenarios are identified in **Figures 3 through 5**.

Table 1: Evacuation Scenarios

Criteria	Scenario 1	Scenario 2	Scenario 3
Description	Incident impacting the SE quadrant of the City with advance notification (e.g. flood)	Incident impacting the SE quadrant of the City without advance notification (e.g. liquefaction, tsunami, hazardous materials)	Incident impacting 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
Evacuating Groups	Residents Employees ¹	Residents Employees Beach Visitors	Residents Employees Beach Visitors
Major Routes Available	PCH South (towards I-5) PCH North (towards Laguna Beach) Camino Capistrano North Camino Capistrano South Coast Highway South Del Obispo Street North Golden Lantern North Stonehill Drive West NB I-5 On-Ramp at Stonehill Drive	PCH North (towards Laguna Beach) Del Obispo Street North Golden Lantern North Stonehill Drive West	PCH North (towards Laguna Beach) PCH South (towards I-5) Camino Del Avion East Stonehill Drive East Golden Lantern South
Major Routes Not Available	N/A	PCH South (towards I-5) Camino Capistrano North Camino Capistrano South Coast Highway South NB I-5 On-Ramp at Stonehill Drive	Crown Valley Parkway North Niguel Road North Golden Lantern North
Evacuation Time Window	24 hours	PM Peak Hour (4pm-5pm)	PM Peak Hour (4pm-5pm)
Evacuation Destination	Outside the evacuation area	Outside the evacuation area	Outside the evacuation area

Source: Fehr & Peers, 2025.

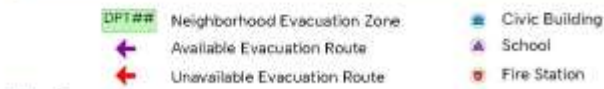
¹ It is assumed that beach access would be closed when a flooding event is forecasted.



**Fehr
&Peers**

Figure 3

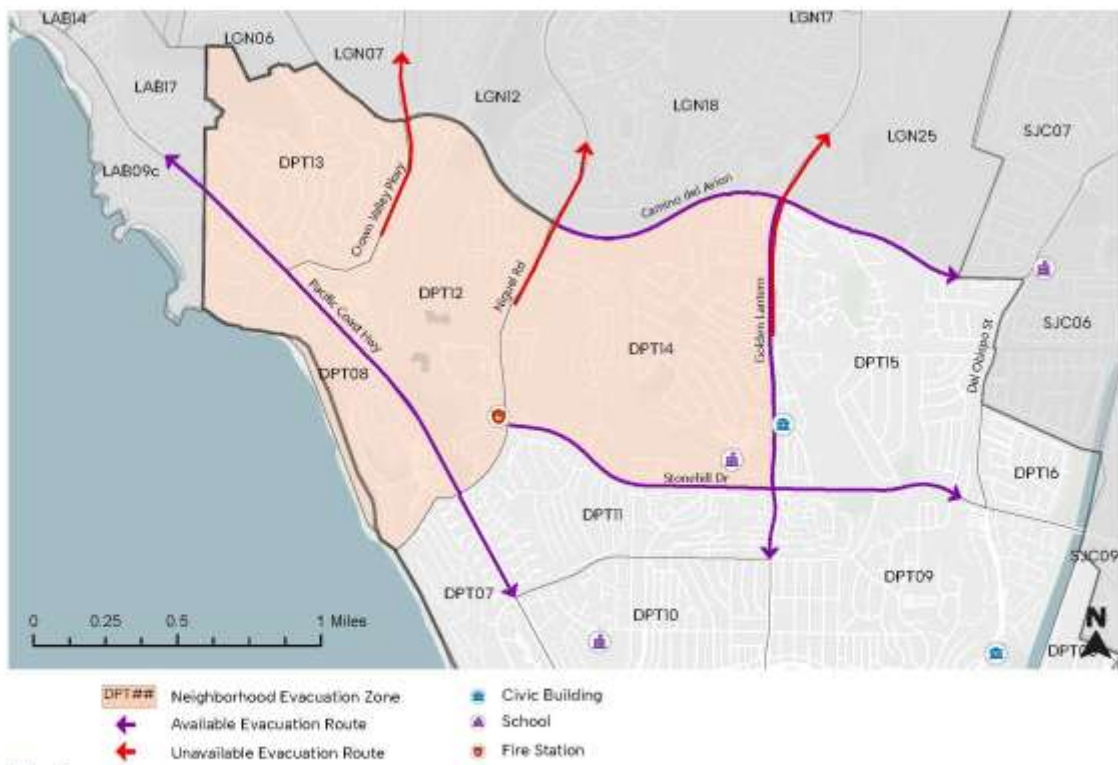
Scenario I Evacuation Zones and Routes



**Fehr
&Peers**

Figure 4

Scenario 2 Evacuation Zones and Routes



**Fehr
&Peers**

Figure 5

Scenario 3 Evacuation Zones and Routes

Evacuation Capacity Assessment

Forecasting Methodology

The number of residents, anticipated vehicle ownership per household, and employees in the area were referenced to estimate the number of people and vehicles that would need to evacuate (the evacuation demand). **Table 2** summarizes land use information for the evacuation areas that were extracted from the Orange County Transportation Analysis Model (OCTAM). The OCTAM model has been calibrated to align with the SCAG 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Table 2: Evacuation Population

Land Use	Existing (2024) Conditions			Future Year (2050) Conditions		
	Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3
Households	4,192	4,192	3,872	4,675	4,675	3,999
Residents	9,539	9,539	8,149	9,506	9,506	7,626
Employees	5,049	5,049	3,637	5,605	5,605	3,617
Visitors (vehicles)	--	1,079	500	--	1,079	500
% of City Service Population Evacuating	27%	27%	22%	26%	26%	19%

Source: OCTAM, 2025. Fehr & Peers, 2025.

Vehicle accessibility was also reviewed using U.S. Census Bureau data to identify the number of households in the area that would potentially have issues during an evacuation event due to limited mobility options. This estimate assumes that the zero vehicle households would require outside assistance. Note: although outside the scope of this assessment, the City may want to consider a program that ensures evacuation of these households is achievable via public transit, emergency responders, or other neighborhood programs. For example, the City can update and communicate specific assembly points across the City for persons without vehicle access, as noted in the City's Emergency Plan. Additionally, it was assumed that some households with more than two vehicles likely would not be able to utilize all of their vehicles during an evacuation event (e.g. homes with three or four vehicles but with only two licensed drivers).

When evaluating employees that would require evacuation, this assessment estimated one vehicle per employee. Visitor vehicle usage was estimated by reviewing parking lot capacity at major parking facilities including the Dana Point Harbor, Doheny State Beach, and Salt Creek Beach.

Scenarios 2 and 3 assume a sudden evacuation during the PM peak hour, unlike Scenario 1 which assumes a 24-hour evacuation notice time. Therefore, a baseline background traffic forecast was

estimated to already be on the roadway network during Scenarios 2 and 3 that would be part of the evacuation demand. Traffic counts from the Existing (2024) PM peak hour and traffic forecasts for the Future Year (2050) Summer PM peak hour were used to reflect background traffic conditions.

There are also evacuation populations that will require special attention and specific emergency operations plans, such as local K-12 schools, congregate care facilities, senior living facilities, and hotels. Visitor vehicles and background traffic account for these additional groups. It is assumed that each of these facilities would require special transit assistance to evacuate safely.

Table 3 and Table 4 summarize the evacuation demand and evacuation vehicle estimates.

Table 3: Existing (2024) Evacuation Demand

Evacuee Type	Scenario 1 Evac Area	Scenario 2 Evac Area	Scenario 3 Evac Area	Avg Evac Veh/HH	Scenario 1 Evac Veh	Scenario 2 Evac Veh	Scenario 3 Evac Veh
Zero Veh HH	108	108	101	0	0	0	0
One Veh HH	1,219	1,219	1,126	1	1,219	1,219	1,126
Two Veh HH	1,927	1,927	1,777	2	3,854	3,854	3,554
Three Veh HH	696	696	643	2.5	1,740	1,740	1,608
Four+ Veh HH	242	242	225	3	726	726	675
Employees	5,049	5,049	3,637	1	5,049	5,049	3,637
Visitors (Vehicles)	0	1,079	500	1	0	1,079	500
Background Traffic Within the Evacuation Area:					N/A	3,314	4,334
Total Evacuation Vehicles:					12,590	16,983	15,435
Total People Without Access To Vehicles:					246	246	213

Notes:

1. All employees are assumed to drive alone for evacuation as a conservative approach.
2. Visitor vehicle demand was estimated assuming all public parking would be in use during the evacuation scenario.
3. The background traffic within the evacuation areas for Scenario 2 and Scenario 3 represent the vehicles traveling within the evacuation areas when the emergency occurs.
4. Evac = Evacuation, Veh = Vehicles, HHs = Households, Emp = Employees
5. Note: Numbers may not add due to rounding.

Source: Fehr & Peers, 2025

Table 4: Future Year (2050) Evacuation Demand

Evacuee Type	Scenario 1 Evac Area	Scenario 2 Evac Area	Scenario 3 Evac Area	Avg Evac Veh/HH	Scenario 1 Evac Veh	Scenario 2 Evac Veh	Scenario 3 Evac Veh
Zero Veh HH	121	121	104	0	0	0	0
One Veh HH	1,360	1,360	1,163	1	1,360	1,360	1,163
Two Veh HH	2,148	2,148	1,836	2	4,296	4,296	3,672
Three Veh HH	775	775	664	2.5	1,938	1,938	1,660
Four+ Veh HH	271	271	232	3	813	813	696
Employees	5,605	5,605	3,617	1	5,605	5,605	3,617
Visitors (Vehicles)	0	1,079	500	1	0	1,079	500
Background Traffic Within the Evacuation Area:					N/A	3,900	5,180
Total Evacuation Vehicles:					14,012	18,991	16,488
Total People Without Access To Vehicles:					246	246	198

Notes:

1. All employees are assumed to drive alone for evacuation as a conservative approach.
2. Visitor vehicle demand was estimated assuming all public parking would be in use during the evacuation scenario.
3. The background traffic within the evacuation areas for Scenario 2 and Scenario 3 represent the vehicles traveling within the evacuation areas when the emergency occurs.
4. Evac = Evacuation, Veh = Vehicles, HHs = Households, Emp = Employees
5. Note: Numbers may not add due to rounding.

Source: Fehr & Peers, 2025

Evacuation Capacity Methodology

Capacity assessments were performed for the emergency evacuations scenarios, with capacity referring to the maximum traffic flow that can be on a roadway. The *Highway Capacity Manual, 7th Edition* (HCM), was used as a reference to estimate roadway capacity during an evacuation event. Under ideal conditions, a roadway lane can accommodate up to 1,900 vehicles per hour (saturation flow²). However, this assessment recognizes that traffic signals along the evacuation routes allocate approximately 50% of their green time to evacuating traffic, and that ideal saturation flow would not be achieved in an evacuation event. As a result, the effective through capacity for evacuation was estimated to be 950 vehicles per lane per hour.

The theoretical total evacuation time is estimated as the total vehicle trips divided by the total outbound capacity. Not all evacuation routes are available to all evacuation zones as some routes may require out-of-direction travel and/or experience congestion from other evacuating vehicles. To identify potential bottlenecks, evacuating vehicles from each evacuation zone were assigned to available routes based on the proximity of the evacuation zone to the route.

Tables 5 through 10 present the evacuation capacity estimates. Given the identified evacuation routes could be partially obstructed, a reduced capacity condition is also analyzed to estimate evacuation time when only half of the outbound capacity is available (475 vehicles per lane per hour).

² The saturation flow is the flow rate per lane at which vehicles can pass through a signalized intersection (typically expressed in vehicles per hour), as defined by the Highway Capacity Manual.

Table 5: Existing (2024) Scenario 1 Evacuation Capacity and Time

Route	Evacuation Zone					Background Traffic ¹	Total	Outbound Lanes	Outbound Capacity	Evacuation Time (hrs)	Evacuation Time at 50% (hrs) ⁵
	DPT04	DPT05	DPT06	DPT09	DPT16						
PCH South (to I-5)	98	115				-	213	2	1,900	0.11	0.22
PCH North (to Laguna)	98	116	934	565		-	1,713	2	1,900	0.90	1.80
Camino Capistrano North	196	922				-	1,118	1	950	1.18	2.35
Camino Capistrano South	980					-	980	1	950	1.03	2.06
Coast Hwy South	588					-	588	1	950	0.62	1.24
Del Obispo			1,244	1,129	576	-	2,949	2	1,900	<u>1.55⁵</u>	<u>3.10⁵</u>
Golden Lantern			933	1,411		-	2,344	3 ²	2,850	0.82	1.64
I-5 On-Ramp at Stonehill				1,976	72	-	2,048	2	1,900	1.08	2.16
Stonehill West				565	72	-	637	2	1,900	0.34	0.67
Total	1,960	1,153	3,111	5,646	720	-	12,590	16	15,200	0.83	1.66

Notes:

1. This scenario does not include background traffic as evacuation is anticipated to take place over a 24-hour period.

2. Evacuation capacity assumes conversion of buffered bike lane into third outbound vehicle travel lane.

3. Reduced capacity evacuation scenario assumes 50% of roadway capacity is available.

4. Travel time = vehicle trips/outbound capacity. Total travel time is a weighted average across all evacuation routes.

5. Values underlined represent the longest travel time associated with a specific route within the scenario.

Source: Fehr & Peers, 2025.

Table 6: Future Year (2050) Scenario 1 Evacuation Capacity and Time

Route	Evacuation Zone					Background Traffic ¹	Total	Outbound Lanes	Outbound Capacity	Evacuation Time (hrs)	Evacuation Time at 50% (hrs) ⁵
	DPT04	DPT05	DPT06	DPT09	DPT16						
PCH South (to I-5)	105	155				-	260	2	1,900	0.14	0.27
PCH North (to Laguna)	105	155	1,138	582		-	1,980	2	1,900	1.04	2.08
Camino Capistrano North	211	1,240				-	1,451	1	950	1.53	3.05
Camino Capistrano South	1,053					-	1,053	1	950	1.11	2.22
Coast Hwy South	632					-	632	1	950	0.67	1.33
Del Obispo			1,518	1,164	597	-	3,279	2	1,900	<u>1.73²</u>	<u>3.45²</u>
Golden Lantern			1,138	1,454		-	2,592	3 ³	2,850	0.91	1.82
I-5 On-Ramp at Stonehill				2,036	75	-	2,111	2	1,900	1.11	2.22
Stonehill West				582	74	-	656	2	1,900	0.35	0.69
Total	2,106	1,550	3,794	5,818	746	-	14,014	16	15,200	0.92	1.84

Notes:

1. This scenario does not include background traffic as evacuation is anticipated to take place over a 24-hour period.

2. Evacuation capacity assumes conversion of buffered bike lane into third outbound vehicle travel lane.

3. Reduced capacity evacuation scenario assumes 50% of roadway capacity is available.

4. Travel time = vehicle trips/outbound capacity. Total travel time is a weighted average across all evacuation routes.

5. Values underlined represent the longest travel time associated with a specific route within the scenario.

Source: Fehr & Peers, 2025.

Table 7: Existing (2024) Scenario 2 Evacuation Capacity and Time

Route	Evacuation Zone					Background Traffic ²	Total	Outbound Lanes	Outbound Capacity	Evacuation Time (hrs)	Evacuation Time at 50% (hrs) ⁶
	DPT04	DPT05	DPT06 ¹	DPT09	DPT16						
PCH North (to Laguna)	1,960	576	838	565		1,038	4,977	2	1,900	2.62	5.24
Del Obispo			1,676	2,258	612	812	5,358	2	1,900	<u>2.82⁵</u>	<u>5.64⁵</u>
Golden Lantern			1,676	1,976		720	4,372	3 ³	2,850	1.53	3.07
Stonehill West		577		847	108	744	2,276	2	1,900	1.20	2.40
Total	1,960	1,153	4,190	5,646	720	3,314	16,983	9	8,550	1.99	3.97

Notes:

1. DPT06 zone includes visitor vehicles at Doheny State Beach and Dana Point Harbor.

2. The background traffic within the evacuation area for Scenario 2 represents the vehicles traveling within the evacuation area when the emergency occurs. The number of vehicles were estimated based on collected traffic counts in 2024.

3. Evacuation capacity assumes conversion of buffered bike lane into third outbound vehicle travel lane.

4. Reduced capacity evacuation scenario assumes 50% of roadway capacity is available.

5. Travel time = vehicle trips/outbound capacity. Total travel time is a weighted average across all evacuation routes.

6. Values underlined represent the longest travel time associated with a specific route within the scenario.

Source: Fehr & Peers, 2025.

Table 8: Future Year (2050) Scenario 2 Evacuation Capacity and Time

Route	Evacuation Zone					Background Traffic ²	Total	Outbound Lanes	Outbound Capacity	Evacuation Time (hrs)	Evacuation Time at 50% (hrs) ⁶
	DPT04	DPT05	DPT06 ¹	DPT09	DPT16						
PCH North (to Laguna)	2,106	775	975	582		1,190	5,628	2	1,900	2.96	5.92
Del Obispo			1,949	2,327	634	930	5,840	2	1,900	<u>3.07⁵</u>	<u>6.15⁵</u>
Golden Lantern			1,949	2,036		970	4,955	3 ³	2,850	1.74	3.48
Stonehill West		775		873	112	810	2,570	2	1,900	1.35	2.71
Total	2,106	1,550	4,873	5,818	746	3,900	18,993	9	8,550	2.22	4.44

Notes:

1. DPT06 zone includes visitor vehicles at Doheny State Beach and Dana Point Harbor.

2. The background traffic within the evacuation area for Scenario 2 represents the vehicles traveling within the evacuation area when the emergency occurs. The number of vehicles were estimated based on 2050 traffic forecasts.

3. Evacuation capacity assumes conversion of buffered bike lane into third outbound vehicle travel lane.

4. Reduced capacity evacuation scenario assumes 50% of roadway capacity is available.

5. Travel time = vehicle trips/outbound capacity. Total travel time is a weighted average across all evacuation routes.

6. Values underlined represent the longest travel time associated with a specific route within the scenario.

Source: Fehr & Peers, 2025.

Table 9: Existing (2024) Scenario 3 Evacuation Capacity and Time

Route	Zone				Background Traffic ²	Total	Outbound Lanes	Outbound Capacity	Evacuation Time (hrs)	Evacuation Time at 50% (hrs) ⁶
	DPT08 ¹	DPT12	DPT13	DPT14						
PCH North (to Laguna)	309	728	2,072		1,169	4,278	3 ³	2,850	1.50	3.00
PCH South (to Dana Point)	1,234	970	366		1,140	3,710	2	1,900	<u>1.95⁵</u>	<u>3.91⁶</u>
Camino Del Avion East		364		469	446	1,279	2	1,900	0.67	1.35
Stonehill Drive East		364		1,878	736	2,978	2	1,900	1.57	3.13
Golden Lantern South				2,347	843	3,190	3 ³	2,850	1.12	2.24
Total	1,543	2,426	2,438	4,694	4,334	15,435	12	11,400	1.35	2.71

Notes:

1. DPT08 zone includes visitor vehicles at Salt Creek Beach.
2. The background traffic within the evacuation area for Scenario 3 represents the vehicles traveling within the evacuation area when the emergency occurs. The number of vehicles were estimated based on collected traffic counts in 2024.
3. Evacuation capacity assumes conversion of buffered bike lane into third outbound vehicle travel lane.
4. Reduced capacity evacuation scenario assumes 50% of roadway capacity is available.
5. Travel time = vehicle trips/outbound capacity. Total travel time is a weighted average across all evacuation routes.
6. Values underlined represent the longest travel time associated with a specific route within the scenario.

Source: Fehr & Peers, 2025.

Table 10: Future Year (2050) Scenario 3 Evacuation Capacity and Time

Route	Zone				Background Traffic ²	Total	Outbound Lanes	Outbound Capacity	Evacuation Time (hrs)	Evacuation Time at 50% (hrs) ⁶
	DPT08 ¹	DPT12	DPT13	DPT14						
PCH North (to Laguna)	337	749	2,102		1,320	4,508	3 ³	2,850	1.58	3.16
PCH South (to Dana Point)	1,347	998	371		1,320	4,036	2	1,900	<u>2.12⁵</u>	<u>4.25⁶</u>
Camino Del Avion East		374		466	560	1,400	2	1,900	0.74	1.47
Stonehill Drive East		375		1,862	840	3,077	2	1,900	1.62	3.24
Golden Lantern South				2,328	1,140	3,468	3 ³	2,850	1.22	2.43
Total	1,684	2,496	2,473	4,656	5,180	16,489	12	11,400	1.45	2.89

Notes:

1. DPT08 zone includes visitor vehicles at Salt Creek Beach.

2. The background traffic within the evacuation area for Scenario 3 represents the vehicles traveling within the evacuation area when the emergency occurs. The number of vehicles were estimated based on 2050 traffic forecasts.

3. Evacuation capacity assumes conversion of buffered bike lane into third outbound vehicle travel lane.

4. Reduced capacity evacuation scenario assumes 50% of roadway capacity is available.

5. Travel time = vehicle trips/outbound capacity. Total travel time is a weighted average across all evacuation routes.

6. Values underlined represent the longest travel time associated with a specific route within the scenario.

Source: Fehr & Peers, 2025.

Scenario 1

The estimated average evacuation time in Scenario 1 is approximately 50–55 minutes when the evacuation routes have full outbound capacity under both existing and future conditions. The average evacuation time could increase to one hour and 50 minutes if only half of the outbound capacity is available (due to physical blockages or other hazards). However, based on the distribution of land uses and availability of evacuation routes, Del Obispo Street is assumed to be the primary evacuation routes, extending the maximum evacuation time to approximately 90 to 105 minutes (or three hours to three and a half hours under the half-capacity scenario).

The evacuation assessment assumes that all the vehicles begin their evacuation at the same time. As described in **Table 1**, it is assumed that the evacuation area will be notified 24 hours in advance of a forecasted event (e.g. flood, severe weather). Therefore, the more probable evacuation profile is likely to occur over a longer period due to individual choices regarding evacuations. This scenario does not include the evacuation of visitors, as it is expected that major visitor locations (e.g. Doheny State Beach) would be closed in preparation for the forecasted event.

Scenario 2

The estimated average evacuation time in Scenario 2 under existing conditions is approximately two hours when the evacuation routes have full outbound capacity. The average evacuation time could increase to four hours if only half of the outbound capacity is available. Under future conditions, the average evacuation time increases to approximately two hours and 15 minutes (four and a half hours under the half-capacity scenario). The number of evacuating vehicles includes residents, employees, visitors at Doheny State Beach and the Dana Point Harbor, and vehicles on the roadway when the evacuation order is issued.

Similar to Scenario 1, Del Obispo Street is assumed as the primary evacuation route due to the distribution of land uses within the evacuation zone. Congestion along this route can extend the maximum estimated evacuation time to approximately three hours (or six hours under the half-capacity scenario).

The evacuation assessment assumes that all the vehicles begin their evacuation at the same time. It is likely that evacuation orders will be issued at different times for each zone, facilitating the orderly movement of evacuees. Additionally, the roadways within the evacuation area are assumed to be closed. Inbound traffic is not allowed to enter the area except for emergency vehicles.

Evacuation of visitors requires special consideration as visitors may be staying at hotels where they are unfamiliar with evacuation routes and will be utilizing specific parking lots that may experience additional delay when vehicles need to exit (e.g. Doheny State Beach parking lot, Dana Point Harbor parking structure). Additionally, visitors that utilize the City trolley service may not be able to access their private vehicles for an evacuation. The City should work with lodging operators, the California State Parks, and local businesses to increase awareness of evacuation procedures and provide alternative travel options for visitors including emergency trolley operations.

Scenario 3

The estimated average evacuation time in Scenario 3 is approximately one hour and 30 minutes when the evacuation routes have full outbound capacity. The average evacuation time could increase to nearly three hours if only half of the outbound capacity is available. The number of evacuating

vehicles includes residents, employees, visitors at Salt Creek Beach, and vehicles on the roadway when the evacuation order is issued.

Southbound PCH (towards I-5 and the Lantern District) is assumed as the primary evacuation route, given the distribution of land uses. Congestion along this route would extend the maximum evacuation time to approximately two hours (four hours under the half-capacity scenario).

The evacuation assessment assumes that all the vehicles begin their evacuation at the same time. It is likely that evacuation orders will be issued at different times for each zone, facilitating the orderly movement of evacuees. Additionally, the roadways within the evacuation area are assumed to be closed, except for PCH. Inbound traffic is not allowed to enter the area except for emergency vehicles.

This zone includes multiple hotels and the Dana Hills High School, which will require additional coordination in the event of an evacuation. The City's Office of Emergency Management should work with hotel operators and the Capistrano Unified School District to regularly review evacuation procedures. Potential strategies include:

- Deploying school buses during emergency evacuations and limiting parent/guardian access to the schools, instead reuniting at a designated evacuation center
- Providing evacuation information and route information for visitors in hotel rooms
- Additional training for employees regarding emergency evacuation procedures

Zero-Vehicle Households and Vulnerable Populations

For the remaining residents without access to vehicles or requiring additional assistance, the City should consider the following options to ensure complete evacuation:

- Establish a neighborhood program to link people needing assistance with people willing to assist
- Coordinate with OCTA to provide transit assistance
- Coordinate with Capistrano Unified School District to provide school bus access
- Increased coordination with emergency services personnel to assist with accessibility

Adjacent City Evacuation Considerations

This evacuation assessment focuses on evacuation time estimates for populations residing, working, or visiting within the Dana Point city limits. Real-world evacuation scenarios are not confined to jurisdictional boundaries. In the event of a large-scale emergency (e.g. wildfire in the northwest quadrant of the City also impacting Laguna Beach and Laguna Niguel), adjacent communities may also initiate their own evacuations, leading to additional evacuation vehicle demand on roadways within Dana Point. Depending on the scale of the emergency, this could significantly extend evacuation times due to increased congestion and and/or reduced roadway capacity. The estimates presented here should be viewed as the baseline evacuation timeframe and interpreted with this broader context in mind.

The City shall work with adjacent jurisdictions and county agencies to coordinate evacuation planning and emergency operations. Specific coordination strategies are noted in the Recommendations section.

Additional Considerations

The estimated evacuation times above are based on the theoretical capacity of the system during an event, which assumes roadways operate at 50% lower capacity than non-event conditions due to increased congestion, weather conditions, and potential roadway obstructions. They also only represent the time it takes to evacuate and do not account for other critical phases of the evacuation process, such as hazard detection (when the threat is first identified), official notification, public receipt of the order, and preparation time (the time it takes evacuees to gather their belongings). These phases can extend the total evacuation time; thus, real evacuation time is expected to occur over a longer period than just the above evacuation time.

It should also be noted that the actual evacuation time could be affected by the time-of-the-day, weather, and unexpected roadway incidents during hazard events (i.e. debris, vehicle breakdowns, or power outages) and that could further reduce capacity and increase evacuation time.

Recommendations

Based on the findings of the evacuation assessment and general evacuation best practices, the following policies and actions are recommended for inclusion (where appropriate) in the City's Capital Improvements Program, Safety Element, Local Hazard Mitigation Plan, and/or Emergency Operations Plan to improve emergency evacuation operations. New policies and actions are underlined and denoted in blue text.

Preparation

- Prioritize maintenance along evacuation roadways and improve them as necessary and appropriate to ensure ongoing serviceability.
- Regularly review evacuation procedures, plans, and routes in coordination with adjacent cities, county agencies, and state agencies.
- Partner with the American Red Cross, the County, neighboring cities, public and private schools, and HOAs to provide evacuation and reunification locations and shelters in an emergency.
- Identify critical facilities with unique evacuation needs (e.g. care homes, assisted living facilities, childcare centers). Review evacuation procedures with facility operators and incorporate coordination efforts into the City's Emergency Plan.
- Enhance communication with hotels and other locations with higher levels of tourism to inform visitors of evacuation routes and procedures.
- Continue education efforts to the community regarding evacuation routes, evacuation centers, and methods of communication.
- Designate safety zones or shelter-in-place locations as potential places of refuge when evacuation routes become blocked.
- Regularly evaluate the availability and anticipated demand for community facilities to serve as evacuation centers. Designate such facilities and regularly maintain them to comply with industry standards. Establish solar photovoltaic systems and battery storage for evacuation centers and other critical facilities in the event of power outages.
- Maintain and enhance wayfinding, signs, and barriers to direct traffic.
- Coordinate with Caltrans and nearby jurisdictions on developing strategies to address freeway and state highway congestion on I-5 and SR-1 (PCH) which serve as key evacuation routes.
- Coordinate and identify key essentials for a "go bag" to help reduce delays and promote public preparedness.

Evacuation Traffic Management

Traffic management strategies focus on increasing roadway capacity and efficiency to handle high evacuation traffic volumes. A summary of evacuation traffic management strategies is provided in Table 11.

Table 11: Evacuation Traffic Management Strategies

Strategy	Description
Emergency Lane Reassignment/ Contraflow Operation	During an emergency event, outbound traffic flow can be prioritized by repurposing inbound lanes for outbound traffic. Additionally, buffered bike lanes and/or parking lanes can be repurposed as an additional travel lane. This can be done with the use of temporary signage, cones, or other barriers. At least one inbound lane should be maintained for emergency vehicles. The use of this strategy may be difficult to employ during a dynamic emergency event and will typically require on-site traffic control at intersections. Potential locations where this could be easily deployed include: • Stonehill Drive (use of striped median between Interna Way and Del Obispo Street) • Street of the Golden Lantern (use of buffered bike lane and parking lane) • Pacific Coast Highway (use of buffered bike lane north of Shoreline Drive)
Intersection Turn Lane Reassignment	At intersections with on-site traffic control, turn lanes can be reassigned with the use of temporary signage or traffic control personnel directing vehicles. This could include restricting turns, closing freeway off-ramps, or converting through lanes to left/right turn lanes. This strategy is especially effective along evacuation routes where most vehicles need to complete a turn.
On-Site Traffic Control	On-site traffic control at key high-volume intersections during evacuation hours can help facilitate continuous outbound traffic and directly manage road/ramp closures or turn restrictions. Emergency personnel can adjust these points in response to traffic build-up and real-time incidents such as unexpected hazards on the roadway. Traffic control also reduces confusion by directing evacuees to the proper evacuation routes.
Evacuation Signal Timing	The City should consider developing evacuation signal timing plans at key intersections to prioritize green time for vehicles leaving the evacuation zone, increasing outbound capacity. This strategy requires a connection to a traffic management center.
Parking Management	Effective street parking management on high hazard days, such as during red flag warnings (increased fire hazard) or other extreme weather events can help maintain clear and unobstructed evacuation routes. Temporary parking restrictions along major evacuation routes prevent parked vehicles from reducing roadway capacity. Advance notifications through alerts, signage, and public announcements, along with strict enforcement by the City's Code Enforcement Division and the Orange County Sheriff's Department can be used to ensure compliance on anticipated hazard days.

Source: Fehr & Peers, 2025.

Fehr & Peers reviewed evacuation routing for the three scenarios and identified key locations where on-site traffic control is recommended during evacuation events, which are listed in **Table 12**. Major evacuation movements are noted which should be prioritized. These recommendations should inform emergency planning; however, they should not substitute on-the-ground decision making during actual emergencies.

Table 12: Intersection Evacuation Traffic Management Recommendations

Scenario	Intersection	Priority Movements	Additional Traffic Control
Scenarios 1 and 2	Del Obispo Street and Stonehill Drive	NB Movements WB Movements	
	Pacific Coast Highway (PCH) and Doheny Park Road Ramps	SB Right Turn NB Right Turn to PCH WB	Close WB PCH Off-Ramp and disable traffic signal (NB/SB through only)
	PCH and Del Obispo Street	NB Movements WB Movements	Close EB and SB movements. Operate signal with NB and WB split phase only
Scenario 3	Niguel Road and PCH	SB PCH Through Movement All Niguel Road Turns	Restrict through movements on Niguel Road. Convert through lanes to turn lanes for added capacity
	Stonehill Drive and Golden Lantern	EB Movements	Restrict WB Left Turn and reallocate time to EB Through
	Camino Del Avion and Golden Lantern	EB Movements	Restrict WB Left Turn and reallocate time to EB Through

Source: Fehr & Peers, 2025.

Evacuation Procedures

- Continue to utilize the wireless emergency alert (WEA) system to communicate emergency conditions and evacuation orders to residents, employees, and visitors within designated hazard areas.
- Issue mandatory evacuation orders and release evacuees by pre-designated zones to manage roadway congestion. Issue mandatory evacuation orders based on characteristics of the hazard, such as flood spread characteristics.
- Coordinate release/timed evacuation with adjacent jurisdictions. In a short-term evacuation event, evacuate the residents that are in the highest amount of danger first.
- Coordinate with Caltrans to manage freeway lanes, restricting vehicles already on the freeway to travel on the inner lanes and reserving the outer lanes for vehicles entering the freeway. Close off-ramps to reduce weaving activity on the freeway during evacuation.
- Use high-capacity public transit vehicles to reduce the use of single occupancy vehicles and increase the number of evacuees.
- Provide evacuees with guidance on safe and efficient routes along with dynamic rerouting information to decrease travel times and reduce congestion on highly traveled roads (for example, GPS-routing systems).
- Monitor traffic using intelligent transportation system (ITS) technology to identify accidents and problem areas, determine the effectiveness of responses, and change responses as

needed.

- Improve coordination between frontline emergency personnel, disaster preparedness teams, emergency communications teams, media sources, and the school district to ensure accurate and clear information is being disseminated.

Education and Training

- Coordinate with the Capistrano Unified School District to build awareness regarding school evacuation protocols which include sheltering in place or evacuating off-site using school buses.
- Provide multilingual public health, emergency preparedness, and evacuation information and signage to residents and visitors through libraries, the City website, radio, schools, hotels, and other social media platforms.
- Develop and distribute educational materials to residents and businesses on evacuation planning and routes and the standards and requirements for vegetation clearance and maintenance of defensible space. Focus outreach on vulnerable populations, such as senior, young children, and individuals with physical disabilities.
- Continue to utilize the Community Emergency Response Training (CERT) program to increase disaster preparedness training to the community at the neighborhood level.
- Conduct regular evacuation training and recommend residents to maintain emergency supplies for at least 3 - 10 days.
- Continue to provide education to city employees through the City's Office of Emergency Management.

Unique Strategies by Evacuation Type

- Populations with Vehicle Access:
 - Ask residents to take one or two cars (based on household size) to reduce the number of evacuating vehicles.
 - Encourage carpooling with neighbors and co-workers.
 - Offer offsite parking facilities to safely store secondary vehicles in advance of an emergency event.
- Children and Unaccompanied Minors:
 - Require schools or childcare centers to develop their own emergency plans, including how to efficiently contact parents and identifying shelter locations.
 - Utilize school buses for time-sensitive evacuation.
- Individuals with Access and Functional Needs
 - Individuals with access and functional needs may include, but are not limited to, individuals with disabilities, older adults or patients in hospital and medical facilities. This group is considered to have no vehicle access for self-evacuation and needs health or medical service.
 - In the planning process, senior and assisted living facilities should work with the City to coordinate evacuation with partner facilities that provide similar services and are located outside of the impact zone to transfer patients to those partner facilities. In addition to ambulances, the City could consider coordinating with the Orange County Sheriff's Department and OCTA to provide vehicle services.
 - For home-stayed individuals with access and functional needs, it is first

recommended to work with neighbors or nearby friends or family for a ride. If not able to get neighborhood assistance, those individuals are recommended to request government assistance by calling 211 or the local police department.

- o For aging/disabled residents and or persons with limited financial support may not have a phone (landline and/ or cell phone) to call 211 or 911, or TV and radio, the City should work with the Orange County Sheriffs Department to plan for door-to-door physical attempt with residents and determine if a resident requires immediate assistance to evacuate.
- o Encourage and help educate residents on having a "go-bag" ready for unexpected hazards.

ACTION DOCUMENT C: Draft City Council Resolution No. 25-10-07-XX (GPA22-0003)

RESOLUTION NO. 25-10-07-XX

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DANA POINT,
CALIFORNIA, APPROVING GENERAL PLAN AMENDMENT (GPA) 22-0003
UPDATING THE CITY'S INTRODUCTION CHAPTER OF THE GENERAL PLAN,
IN ITS ENTIRETY**

The City Council for the City of Dana Point does hereby resolve as follows:

WHEREAS, on July 9, 1991, the City of Dana Point adopted its General Plan; and

WHEREAS, on May 3, 2022, the City Council initiated a General Plan update and directed City Staff to begin a two-phased approach to updating components of the Dana Point General Plan; and

WHEREAS, on July 10, 2023, the Planning Commission was presented with a summary of draft engagement efforts and visioning framework documents and provided recommendations; and

WHEREAS, on July 18, 2023, a summary of engagement efforts and visioning framework documents were presented to City Council, that were received and filed; and

WHEREAS, proposed General Plan Amendment (GPA22-0001) would make changes to the Circulation and Mobility, and Economic Development Elements of the General Plan by amending and creating new goals and policies; and

WHEREAS, proposed General Plan Amendment (GPA22-0002) would make changes to the Public Safety Element of the General Plan, consistent with SB 747, incorporating evacuation route capacity analysis, adaptation strategies, and alignment with the City's Local Hazard Mitigation Plan (LHMP); and

WHEREAS, proposed General Plan Amendment (GPA22-0003) would replace in its entirety the Introduction chapter of the General Plan to be consistent with Phase I Visioning, and Phase 2 Plan Development, efforts to modernize and reflect amendments instituted by GPA22-0001 and GPA22-0002; and

WHEREAS, proposed General Plan Amendment (GPA22-0003) is internally consistent with the other elements of the General Plan; and

WHEREAS, the preparation and adoption of the Amendment has been evaluated and found to be in compliance with CEQA pursuant to Section 21080.9 of the Public Resources Code; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Dana Point as follows:

- A. That the above recitations are true and correct.
- B. That the proposed action complies with all other applicable requirements of State law and local Ordinances;
- C. That the General Plan Amendment GPA22-0003 is in the public interest;
- D. That the General Plan Amendment GPA22-0003, for the Introduction chapter update, is internally consistent with the other elements of the General Plan;
- E. That the City Council has reviewed the CEQA Addendum to the City's certified General Plan Environmental Impact Report (SCH No. 1991021054) for the General Plan Amendment, which determined that proposed GPA22-0003 would not result in significant environmental impacts not previously studied in the EIR, and would not result in any conditions identified in CEQA Guidelines, Section 15162 that would require additional environmental review, and thus the City Council finds and determines that the Addendum to the Environmental Impact Report (SCH No. 1991021054) is complete and adequate for the consideration of the General Plan Amendment;
- F. Based on the foregoing, the City Council does hereby adopt the General Plan Amendment for the Introduction chapter update (GPA22-0003), and revise the General Plan to reflect these changes as set forth in Exhibit "A" attached to this Resolution.

PASSED, APPROVED, AND ADOPTED this 7th day of October, 2025.

MATTHEW PAGANO, MAYOR

ATTEST:

SHAYNA SHARKE

City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss

CITY OF DANA POINT)

I, SHAYNA SHARKE, City Clerk of the City of Dana Point, California, do hereby certify that the foregoing Resolution No. 25-10-07-XX was duly introduced at a regular meeting of the City Council on the 7th day of October, 2025, and was duly adopted and passed at a regular meeting of the City Council on the 7th day of October, 2025, by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

SHAYNA SHARKE, CITY CLERK

EXHIBIT A: Introduction Chapter Update

Introduction to the General Plan

Dana Point became an incorporated city on January 1, 1989. The City includes the original "Dana Point" named after Richard Henry Dana, and the surrounding coastal area, a total area of 6.5 square miles. From its beginnings as a resort community by the sea, the City has always prided itself on its coastal lifestyle, quality neighborhoods, expansive views and natural spaces. It is blessed with multiple legacies to draw from –boating; oceanography and fishing; historic preservation and early California history; and surf culture and maritime heritage.

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 boom created the three pre-incorporated communities of Dana Point, Capistrano Beach, and Monarch Beach. The Harbor and its many water-related facilities, along with the regionally popular Doheny State Park, have made the City a destination for many visitors. Although rapid growth and extensive annexations after incorporation added more diversity to the City, the picturesque Pacific coastline remained the overarching theme.

As Dana Point positions itself for continued success and prosperity, the community looks for ways to honor its vibrant past, acknowledge and address present realities, and plan for exciting opportunities in the future.

The Future of Dana Point

Dana Point's future will be shaped not only by broad economic, social, and environmental trends, but also by the decisions the community and its leadership make in response to these challenges and opportunities. The purpose of the General Plan is to guide these decision-makers with the best possible goals, policies and programs – planning tools which represent the collective ideals of the community. The City's long-term plans are directed by a Vision Statement and set of Guiding Principles developed through extensive collaboration with the community.

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

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

Natural Resources and Conservation – Protect, manage, and enhance open spaces, beaches, and natural assets balancing human needs and environmental considerations.

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

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

Recreation – Expand recreational opportunities that take advantage of the unique natural setting and address a range of community interests and needs.

Arts and Culture – Integrate a mix of cultural events, music, and art that celebrates Dana Point's heritage and strengthens community identity.

Public Spaces – Create inviting and safe streetscapes and public spaces that bring people together and build community.

Public Safety – Establish and maintain services that ensure a safe, healthy, and comfortable environment for residents.

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

Civic Engagement – Provide a forum for healthy and transparent community conversations to inform policy decisions.

Purpose of the General Plan

California State law requires each city and county to adopt a comprehensive, long-term General Plan for its own physical development. In essence, a jurisdiction's General Plan serves as the blueprint for future growth and development. As such, the General Plan must contain policies and programs designed to provide decision makers with a solid basis for their decision making.

The General Plan addresses issues through a set of individual chapters or elements. State law requires that the General Plan address land use, circulation, housing, the conservation of natural resources, the preservation of open space, noise, and public safety. The General Plan may also include elements or topics of special or unique interest to the local community. Recognizing the importance of guiding quality development and planning for a sustainable fiscal future, the City of Dana Point has chosen to include elements to address community design, economic development, and public facilities and growth management. The topic of air quality is only required for jurisdictions in the San Joaquin Valley, and the



topic of environmental justice is only required for jurisdictions with environmental justice communities (there are none in Dana Point).

Organization of the General Plan

The City of Dana Point General Plan is divided into six mandatory elements and three optional elements. Each element contains goals, policies and actions that guide the City's land use and development decisions. A brief description of each element of the General Plan is provided below:

- (1) Land Use: Designates the type, intensity and general distribution of commercial, residential, industrial, open space, public buildings and other uses.
- (2) Circulation and Mobility: An infrastructure plan that addresses the general location and extent of existing and proposed thoroughfares, transportation routes, terminals and other related facilities.
- (3) Housing: A comprehensive assessment of the amount and projected housing needs for all segments of the community along with a detailed program for its provision.
- (4) Conservation and Open Space: Addresses the conservation, use and development of natural resources such as water, soil and biology, along with plans to preserve open space for recreation, public health, safety and resource management.
- (5) Noise: Identifies and evaluates noise problems within the community and outlines plans for its amelioration.
- (6) Public Safety: Creates policies and programs for protecting the community from risks associated with geologic, seismic, flood, and wildfire hazards.
- (7) Community Design (optional): Sets out the goals, policies and actions designed to improve the image, character and quality of the built environment, including architecture, urban design, and community landscaping.
- (8) Economic Development (optional): Focuses on policies and actions that improve the local economy and form a basis for sound fiscal policy.
- (9) Public Facilities and Growth Management (optional): Provides guidance for the adequate provision of police, fire, paramedic, library, and educational facilities as well as large scale capital improvements such as sewer, water, and communication lines.

Each of the nine General Plan elements contains brief narrative, goals, and policies. Many of the elements also contain tables and maps to communicate additional information, plans, and policy standards. Goals express a desired end state and general direction-setter which expresses community values and focuses planning efforts. Policies are statements that



guide decision-making and specify an intended level of public commitment on a subject in order to further progress toward the goal. Additional documents may be incorporated by reference but published under separate cover, such as the City's Local Hazard Mitigation Plan (LHMP).

Environmental Documentation

In accordance with the California Environmental Quality Act (CEQA), the City of Dana Point prepared an Environmental Impact Report (EIR) for its 1991 General Plan, Local Coastal Program, and Zoning Ordinance. As this General Plan updates the 1991 General Plan, the City of Dana Point examined the changes made as part of the update as well as changes in the surrounding environment to determine if an additional environmental document is required.

Subsequent updates to individual elements (Housing, Public Safety, Circulation, and Economic Development) were found not to have any potential to negatively affect the physical environment and were addressed through either exemptions or an Addendum to the 1991 EIR.

Coastal Planning

Dana Point's location along the California coast gives it additional planning responsibilities. As one of the seventy-six coastal zone cities and counties under the jurisdiction of the California Coastal Commission, the City is required by the California Coastal Act (CCA) to prepare a Local Coastal Program (LCP). Adopted in 1976, the purpose of the CCA is to protect the natural and scenic qualities of the California Coastal Zone. Approximately one-half of the City's land area lies within the California Coastal Zone and is therefore, subject to requirements of the CCA. To meet these requirements, the City must have a California Coastal Commission certified LCP consisting of its "(a) land use plans, (b) zoning ordinances, (c) zoning district maps, and (d) within sensitive coastal resources area, other implementing actions, which, when taken together, meet the requirements of, and implement the provisions of policies of, this division at the local level."

The certified Land Use Plan policies, land use designations, maps, and discussion of the areas of the City of Dana Point's coastal zone are contained in the Land Use, Community Design, and Conservation/Open Space Elements of the General Plan. Additional coastal planning policies and development requirements which apply to specific geographic areas of the City, such as the Headlands and Town Center, are contained within their respective Development/Specific Plans and Local Coastal Programs. These policies, described in Chapter 3 of the California Coastal Act, are indicated by parenthetical references to the applicable section of the California Coastal Act. For example, a policy statement relating to coastal visual resources will be followed by the parenthetical reference (Coastal Act/30251) to indicate that the policy relates to or addresses scenic and visual qualities of coastal areas as required by Section 30251 of the California Coastal Act.



Therefore, the portions of the City's General Plan, Zoning Ordinance, Zoning Map and other implementing actions effectively certified by the Coastal Commission will constitute its LCP for that portion of the Coastal Zone within its jurisdiction. California Coastal Commission certification of the City's LCP allows the City to assume responsibility for administering coastal development permits in those areas of its coastal zone that are not on submerged lands, tide lands, public trust lands, or state universities or colleges.

As a component of the City's LCP, the portions of the General Plan effectively certified by the Coastal Commission include required coastal resources planning and management policies which are in conformance with and intended to carry out the Chapter Three policies of the California Coastal Act of 1976. These policies shall be applied in a manner that is most protective of coastal resources and public access. Table I-1 correlates the major planning and issue areas of the Coastal Zone Act to each of the elements of the General Plan.

TABLE I-1 GENERAL PLAN LOCAL COASTAL PROGRAM REFERENCE MATRIX									
Required Component/Issue Area (Coastal Act Section)	Land Use	Circulation & Mobility	Housing	Conservation/Open Space	Noise	Public Safety	Community Design	Public Facilities/Growth Management	Economic Development
Shoreline Access (30210-212.5)	*	*		*			*		
Visitor Serving/Recreational Facilities (30213)	*	*		*	*			*	*
Water-Oriented Recreation (30220-224)	*	*		*	*	*			*
Water and Marine Resources (30230-232)	*	*		*		*			
Diking, Filling and Dredging (30233)	*			*	*	*		*	
Commercial Fishing/Recreational Boating (30234)	*	*		*	*				*
Shoreline Structures/Flood Control (30235-236)	*			*		*		*	
Environmentally Sensitive Habitat (30240)	*			*					
Agriculture (30241-242)	*								
Soil Resources (30243)	*			*		*			
Archaeological/Paleontological Resources (30244)	*			*					
Locating and Planning New Development (30250, 252, 255)	*	*		*	*	*	*	*	*
Coastal Visual Resources (30251)	*	*		*	*		*		
Hazard Areas (30253)	*	*		*		*	*	*	
Public Works (30254)	*	*			*	*		*	
Industrial Development and Energy Facilities (30260-264)	*				*	*			

* Indicates that the Coastal Act issue is included in the General Plan Element.



How to Use the General Plan

City Decision Makers and Staff

The City Council, Planning Commission, other advisory entities, and City staff will use the General Plan when considering land use and planning- related decisions, in administering regulations, and when considering investments of time, money, or other resources. The General Plan (all content) must be internally consistent, and all other City plans, documents, and decisions must be consistent with the General Plan.

City Residents, Businesses, and other Stakeholders

City residents, property owners, business operators, service providers, and other stakeholders in Dana Point can use the General Plan to better understand current and future conditions, decisions, and investments in the City of Dana Point.

Residents, business owners, and stakeholders can also use the General Plan as a guide to actions they can take to take part in improving their community; whether it is to simply create a better place to live and work, promote environmental health, or to protect your investment and achieve future success.

Updates to the General Plan

Historical Updates

When Dana Point adopted its inaugural General Plan in 1991, the area was well established but lacked a cohesive vision to guide the fledgling City into the new millennia. The 1991 plan sought to unify the three distinct, pre-existing communities while retaining the qualities that made each unique. As such, the City aggregated and integrated assumptions for these communities to ensure they could continue in their present form while ensuring citywide consistency moving forward.

One of the primary adjustments made during the drafting of the inaugural plan was in the creation of citywide land use densities and intensities. The three pre-existing communities were designed and built largely independent of each other, necessitating assumptions not only for the range of densities and intensities for each land use category, but also in the approach to calculating citywide development capacity that considers both gross and net acreage conditions.

The City determined that the best way to calculate citywide development capacity across a diverse set of developed and undeveloped parcels was to apply a broad, general assumption that converts gross acreage to net acreage through an 80-percent adjustment factor. The net acreage represents developable area after public dedications. While it was deemed appropriate to apply this conversion factor on a citywide scale, the City



understood that the actual adjustment factor for any given parcel would vary depending upon the amount of public dedication required. The City considered any property that had already made its public dedications to be in a net acreage condition. Accordingly, the maximum development intensities in the Land Use Element are based on a net acreage condition.

Since the 1991 General Plan, the City has made numerous refinements through the adoption of specific plans and other zoning tools for particular geographic sub areas and 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.

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.

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. Approximately 68.5 acres of the Headlands are set aside for public parks, conservation, and open space with coastal access and scenic vistas. Also designated in the plan are a seaside inn, residential homes, and visitor commercial uses, as well as The Strand at Headlands, a luxury hotel which will boast access to Strand Beach and the surrounding open space.

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. Pedestrian connectivity from the Harbor links the area to the Headlands and Doheny State Beach.

Town Center Plan (2015)

The Dana Point Town Center Plan focuses on the commercial area in Dana Point's geographic center, adjacent to the Pacific Coast Highway and Del Prado couplet. The Plan encourages a more diverse mix of uses in the Town Center, increased pedestrian-oriented development, public parking in central locations, and art and signage to enrich the experience of visitors and residents.



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 neighborhood-serving business and residential environment. Residential units in Doheny Village provide housing near sources of employment or commercial and professional services, intended to add to the City's supply of affordable housing, reduce commutes between home and work, and promote a strong, stable, and desirable pedestrian-oriented business environment.

While the Housing and Public Safety elements were updated in 2022, the City's General Plan has not been comprehensively updated since it was first adopted. In 2023, the City initiated a two-phased approach to updating the General Plan in its entirety, beginning with a robust community engagement campaign that yielded a Vision Statement and Guiding Principles (Phase 1). Phase 2 consisted of substantial updates to the Circulation and Economic Development elements and minor updates to the Public Safety Element. Other elements will be updated in subsequent phases, with the Housing and Public Safety elements being statutorily required to be updated no later than 2029.

Future Updates

While amendments can be made to the General Plan, they should be infrequent and based on significant permanent changes to the context and assumptions that served as the foundation for this General Plan. Any changes or amendments to the General Plan must be consistent with the City's Vision and Guiding Principles, as well as any relevant goals and policies contained elsewhere in the General Plan.

There is no set, explicit, or quantified timeframe for a comprehensive update. The City conducts an annual review of the General Plan to assess the level of implementation and effectiveness of the goals, policies, and actions. This annual review is formerly reviewed by City Council and submitted to the Governor's Office of Land Use and Climate Innovation. A more extensive review of the overall General Plan may be warranted as frequently as every five years, with comprehensive updates every 10 to 15 years or as deemed necessary.

The most common update is an amendment to the Land Use Map as property owners seek to develop something different from what is currently allowed. The Housing Element is updated every eight years as required by State law in connection with regional transportation planning efforts. The topic of safety must be reviewed by jurisdictions upon subsequent updates of the Housing Element. For those communities that contain environmental justice communities (none currently in Dana Point), the topic of environmental justice must be reviewed upon the subsequent and concurrent update of any two or more elements. Based on the connection between housing and safety updates, the three topics can be expected to be reviewed every eight years.

ACTION DOCUMENT D: Draft City Council Resolution No. 25-10-07-XX(TIA)

RESOLUTION NO. 25-10-07-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DANA POINT, CALIFORNIA, ADOPTING TRANSPORTATION IMPACT ANALYSIS GUIDELINES FOR BOTH CEQA AND NON-CEQA ASSESSMENT WITHIN THE CITY OF DANA POINT

The City Council for the City of Dana Point does hereby resolve as follows:

WHEREAS, Senate Bill 743 (Steinberg, 2013) revised the California Environmental Quality Act (CEQA) Guidelines to require the use of Vehicle Miles Traveled (VMT) as the primary metric for evaluating transportation impacts, replacing the traditional Level of Service (LOS) standard; and

WHEREAS, the Governor's Office of Planning and Research (OPR) issued Technical Advisory guidelines in 2018 recommending methodologies for assessing VMT and identifying thresholds of significance; and

WHEREAS, CEQA Guidelines Section 15064.3, which became effective statewide on July 1, 2020, mandates the use of VMT as the primary metric for evaluating transportation impacts under CEQA; and

WHEREAS, in order to comply with the foregoing, the City proposes adopting Traffic Impact Analysis Guidelines to establish screening criteria, significance thresholds, mitigation strategies, and procedures for conducting transportation impact analyses consistent with SB 743 and CEQA Guidelines Section 15064.3; and

WHEREAS, the existing Circulation Element of the City's General Plan contains policies (Policy 1.12) that encourage new development which facilitates transit services, provides for non-automobile circulation and minimizes vehicle miles traveled; and

WHEREAS, the existing Circulation Element of the City's General Plan also encourages the development of a transportation network that is capable of meeting the needs of projected increases in the population and in non-residential development (Policy 1.6) and requires traffic impact analysis that identifies measures to mitigate any identified project impacts (Policy 1.11); and

WHEREAS, the existing Land Use Element of the City's General Plan contains goals and policies (Policy 3.6) that encourages patterns of development necessary to minimize air pollution and vehicle miles traveled, and that also includes policies (Policy 10.3) that encourage resident-serving uses within walking distance of areas for residential use, where possible, to minimize the encroachment of resident serving uses into visitor-serving areas, to minimize the use of primary coastal access roads for non-recreational trips, and to minimize energy consumption and vehicle miles traveled by encouraging the use of public transportation; and

WHEREAS, the proposed update to the Circulation and Mobility Element of the City's General Plan contains updated goals and policies (Policy 1.1) that maintain and periodically review roadway performance to ensure desired levels of safety and efficiency for vehicles, pedestrians, and bicyclists; and

WHEREAS, the proposed update to the Circulation and Mobility Element of the City's General Plan also contains updated goals and policies (Policy 1.2) that minimize congestion at city-controlled signalized intersections, incorporate flexibility through the potential reduction in level of service (LOS) in order to enhance the safety and/or mobility options for pedestrians, bicyclists, and/or transit; but, that in no case allow LOS for city-controlled signalized intersections to fall below LOS D during non-summer or summer conditions; and

WHEREAS, the Planning Commission did on September 8, 2025, hold a duly noticed public hearing as prescribed by law to consider adoption of the Traffic Impact Analysis Guidelines; and

WHEREAS, at said public hearing, upon hearing and considering all testimony and arguments, if any, of all persons desiring to be heard, the Planning Commission considered all factors relating to the Traffic Impact Analysis Guidelines and recommended their adoption to the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Dana Point as follows:

- A. That the above recitations are true and correct;
- B. That the adoption of the Traffic Impact Analysis Guidelines comply with all applicable requirements of State law, including Government Code § 65358, CEQA Guidelines § 15064.3, and Senate Bill 743;
- C. That the adoption of Traffic Impact Analysis Guidelines establish criteria that promotes development patterns and land uses that reduce vehicle miles traveled (VMT), improve air quality, and support sustainable transportation alternatives by providing clear thresholds of significance, screening criteria, and analytical methodologies that align with the recommendations of the Governor's Office of Planning and Research under CEQA Guidelines § 15064.3;
- D. That the adoption of Traffic Impact Analysis Guidelines maintain a Level of Service (LOS) policy for non-CEQA assessment, ensuring that traffic operations and intersection performance are evaluated to preserve roadway efficiency and safety, with LOS D as the minimum acceptable standard during both summer and non-summer peak periods and are consistent with the General Plan;

- E. The City Council finds and determines the adoption of Transportation Impact Analysis Guidelines is not considered a “project” as that term is defined in the California Environmental Quality Act (CEQA) because it will not cause a direct physical change in the environment, nor will it cause a reasonably foreseeable indirect physical change in the environment. Separately and additionally, the adoption of Traffic Impact Analysis Guidelines is categorically exempt under CEQA pursuant to Title 14 California Code of Regulations Sections 15061 (b)(3) and 15378, in that it can be seen with certainty that the action does not propose an activity that might have a significant effect on the environment, and further, it will not cause a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment;

Further, adoption of qualifies for a Class 8 Categorical Exemption under CEQA Guidelines §15308, as it involves actions taken by a regulatory agency to protect the environment, including the promotion of sustainable transportation planning and greenhouse gas reduction. Moreover, there are no unusual circumstances associated with either of these actions, and thus it is not subject to the unusual circumstances exception set forth in Title 14 California Code of Regulations Section 15300.2;

- F. Based on the foregoing, the City Council does hereby adopt Traffic Impact Analysis Guidelines attached hereto as Exhibit “A”.

PASSED, APPROVED, AND ADOPTED this 7th day of October, 2025.

MATTHEW PAGANO, MAYOR

ATTEST:

SHAYNA SHARKE

City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss

CITY OF DANA POINT)

I, SHAYNA SHARKE, City Clerk of the City of Dana Point, California, do hereby certify that the foregoing Resolution No. 25-10-07-XX was duly introduced at a regular meeting of the City Council on the 7th day of October, 2025, and was duly adopted and passed at a regular meeting of the City Council on the 7th day of October, 2025, by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

SHAYNA SHARKE, CITY CLERK

EXHIBIT A: Transportation Impact Analysis Guidelines

Fehr & Peers

City of Dana Point Transportation Impact Analysis Guidelines

(for CEQA and non-CEQA analysis)

Prepared for:
City of Dana Point

Submitted on:
August 2025

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Fehr&Peers

1. Introduction

1.1 Background Information

Consistent with SB 743, CEQA transportation impacts are now identified using vehicle-miles-traveled (VMT) as the preferred metric. CEQA implementation guidelines published by the Governor's Office of Land Use and Climate Innovation (LUCI) state that local agencies are encouraged to formally adopt significance thresholds that are used to determine the significance of environmental impacts. These guidelines list the City's significance thresholds, which are in line with recommendations from the state and intend to improve the efficiency of the transportation system.

The City also maintains a level of service (LOS) policy in the City's General Plan, which is intended to understand changes in traffic conditions because of development projects and maintain acceptable traffic conditions.

Development projects that are not consistent with the City's General Plan are typically required to complete a CEQA VMT Assessment and a non-CEQA LOS Assessment.

1.2 Guidelines Organization

The remainder of this guidelines document is organized as follows:

Section 2: City of Dana Point Thresholds outlines the adopted thresholds used by the City to determine CEQA transportation impacts and non-CEQA LOS deficiencies.

Section 3: Analysis Scoping Process summarizes the process for communicating with the City to determine the appropriate analysis scope and procedures

Section 4: VMT Analysis – CEQA Assessment details the preferred methodology for analyzing VMT generated by a project. This includes screening criteria, methodology for non-screened projects, and potential mitigation.

Section 5: LOS Analysis – Non-CEQA Assessment describes the preferred methodology for analyzing LOS deficiencies at intersections and along roadway segments. This section includes procedures for analysis and improvements to address LOS deficiencies.

2. City of Dana Point Thresholds

2.1 CEQA VMT Thresholds

A project would result in a significant "project-generated" VMT impact if it exceeds the thresholds listed in **Table 1**. Note that service population is the sum of residents and employees attributed to a Project. For projects where a high share of overall trips are generated by visitors, it may be appropriate to include visitors, customers, and/or overnight guests as part of the service population to show VMT per capita.

Table 1: City of Dana Point "Project Generated" VMT Thresholds of Significance

Project Type	Metric	VMT Threshold
Residential	VMT per Service Population	15% below existing <u>city-average</u> VMT per service population ¹
Office/Industrial	VMT per Service Population	15% below existing <u>county-average</u> VMT per service population ¹
Retail/Hospitality/Other	VMT per Service Population	Below existing <u>city-average</u> VMT per service population ¹
Mixed Use Developments ²	VMT per Service Population	Between 0-15% below existing <u>city-average</u> VMT per service population, ¹ depending on the share of residential or office/industrial proposed. To determine the threshold for a project, <u>multiply the share of the daily vehicle trips associated with residential and office/industrial uses by 15%</u> . For example, if 50 percent of a project's trips are residential, $0.5 \times (15\%) = 7.5\%$. If 30 percent of a project's trips are residential and 30 percent of a project's trips are office, the threshold would be $(0.3+0.3) \times (15\%) = 9\%$.
Transportation Project	Total VMT	No net change in <u>city-wide</u> VMT

Projects must also evaluate their effect on VMT within the City (known as "project effect on VMT"). This evaluates the change in total city-wide VMT caused by the Project compared to the "no project" scenario. The purpose of this is to understand changes in travel behavior and document the net difference in VMT because of the Project. Analysts should reference the latest version of OCTAM and utilize the "boundary" method (described in Section 4.4) to complete this assessment. The project's impact on VMT would also be considered significant if total VMT per service population within the City of Dana Point³ increases under the "plus project" condition compared to the "no project" condition.

¹ Service population = residents + employees

² "Mixed use" is defined as a project on a single site with two or more distinct land uses.

³ Note that for most projects, the City limit boundary should be sufficient. However, for larger projects or projects located near the City limit, a larger boundary should be applied to ensure that the true project effect is not truncated. Typically, this would be double the average trip length to/from the site if the City limit is not appropriate. Deviations from the City Limit boundary should be determined during the scoping process.

The cumulative "no project" shall reflect the adopted RTP/SCS and General Plan land use. As such, if a project is consistent with the RTP/SCS or General Plan, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence.

2.2 Level of Service Threshold

A project would result in an intersection level of service (LOS) deficiency if the added project traffic results in an intersection operating worse than LOS D (LOS E or F) during any peak hour year-round (summer and non-summer) if it had otherwise been LOS D or better without the project. If an intersection under "no project" conditions operates at LOS E or worse, an LOS deficiency would occur if the added project traffic increases average vehicle delay by five or more seconds.

The City will review any identified LOS deficient locations to determine if improvements should be considered at these locations. The City may determine that improvements are not recommended due to right-of-way constraints or other contextual factors.

3. Analysis Scoping Process

A scoping agreement between the City, project applicant, and consultant/representative completing the analysis shall be made to ensure the analysis is comprehensive and aligns with City guidelines.

A scoping memorandum outlining the project and analysis procedures should include:

- Project study area, including intersections and roadway links being analyzed for LOS
- Intersection and roadway analysis methodology, if deviating from the latest edition of the Highway Capacity Manual
- Project trip generation, distribution, and assignment
- Use of other approved projects for background traffic, traffic growth assumptions, or integration with the Orange County Transportation Analysis Model (OCTAM)
- Identification of unique transportation issues that may be specific to a project's design or location (e.g. queueing, sight distance, pedestrian/bike access)
- Documentation of proposed VMT assessment, including if the project is eligible to be screened from VMT assessment. For projects requiring a full VMT assessment, the scoping memorandum should document the planned procedure for estimated project generated and project effect VMT

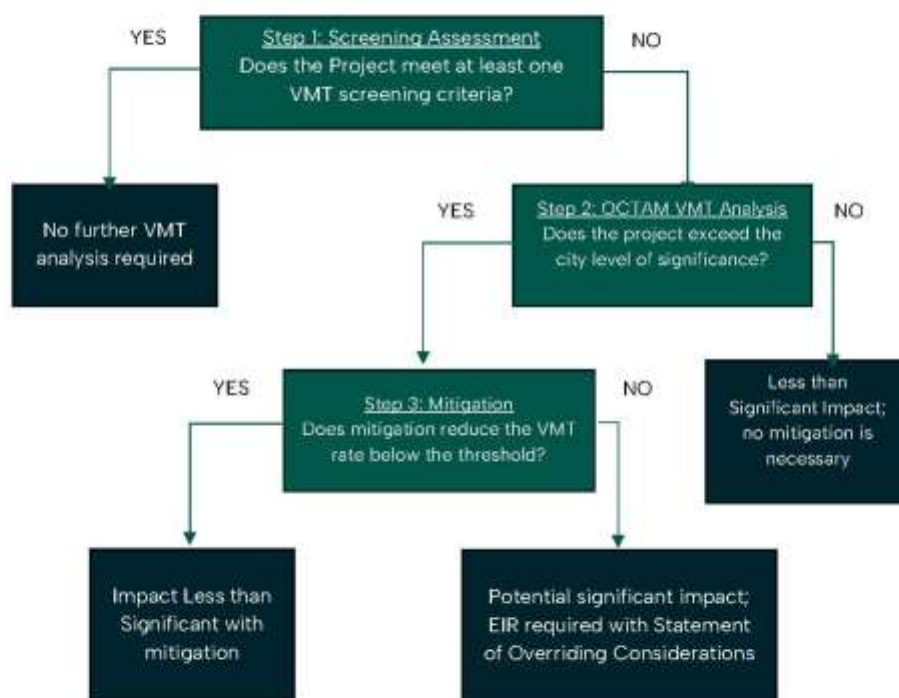
The Engineer shall submit a scoping memorandum to the City for review and obtain approval before preparation of the transportation assessment.

4. VMT Analysis – CEQA Assessment

In accordance with SB 743, a VMT analysis should be conducted for land use and transportation projects deemed necessary by the City Traffic Engineer and would apply to projects that have the potential to increase the average VMT per service population⁴ compared to the “no project” condition. Normalizing VMT per service population provides a transportation efficiency metric and allows projects to be compared to the remainder of the City for the purposes of identifying transportation impacts.

4.1 Analysis Methodology

Projects should be analyzed in a three-step process, which is outlined in the flow chart below:



⁴ Service Population = Residential Population + Employment

4.2 VMT Screening Criteria for Land Use Projects

The City has established a set of screening criteria to determine whether a project's VMT would be expected to cause a less than significant CEQA transportation impact without having to conduct a detailed VMT analysis.

Land use projects can be screened from further VMT assessment if they meet one or more of the following criteria:

1. **Projects Located in a Low VMT Area** – Projects in areas that are at least 15% below the City average VMT per service population would be presumed to be less than significant. These areas are shown in Attachment A. Projects must also meet the following design standards to be presumed to be less than significant:
 - a. The Project land use is consistent with the predominant land use type in the area
 - b. Has a Floor Area Ratio (FAR) greater than or equal to 0.75
 - c. Does not provide additional parking supply beyond City minimum requirements
 - d. Is consistent with the Sustainable Communities Strategy
 - e. Does not replace affordable residential units with a smaller number of moderate- or high-income residential units
2. **Projects Located in Transit Priority Areas** – Projects located within a ½ mile of a high-quality transit stop/route would be screened from VMT assessment if they also meet the design standards listed above. "High-quality transit stop/route" is defined as a rail station or a bus stop with at minimum 20-minute frequencies during peak commute hours. Transit services adjacent to a project site should be reviewed using the most up-to-date transit schedules.
3. **Local Serving Land Use Projects** – Local serving land uses provide more opportunities for residents and employees to shop, dine, and obtain services closer to home or work. These types of projects tend to shorten trips that are already occurring rather than generating new trips. This lowers the average trip length and VMT.

The following local serving uses less than 50,000 square feet may be presumed to have a less than significant impact on VMT unless the City determines otherwise:⁵

- a. Libraries, civic centers, community centers, and other civic buildings
- b. Police/fire stations
- c. Local parks
- d. K-12 public schools
- e. Daycare centers
- f. Medical/dental office buildings (excluding hospitals)
- g. Auto repair/tire shops, gas/vehicle service stations
- h. Gyms/health clubs or fitness studios
- i. Grocery stores and other local retail less than 50,000 square feet
- j. Local serving assembly uses (places of worship, community organizations)
- k. Assisted living facilities, senior housing

⁵ Consistent with the Office of Land Use and Climate Innovation SB 743 Technical Advisory https://lcl.ca.gov/docs/20190122-743_Technical_Advisory.pdf

Mixed use projects with locally serving components but more than 50,000 square feet of non-residential uses would not be screened from further analysis. The ultimate determination of "local serving" will be made on a case-by-case basis by City staff.

4. **Affordable Housing Projects** – Affordable housing within existing communities generally improves the jobs-housing match, which lowers commutes and VMT. Furthermore, low-income households typically generate less VMT on a per-household basis. Based on guidance from the Office of Land Use and Climate Innovation (LUCI), 100% affordable residential development is presumed to have a less than significant transportation impact. For projects that are less than 100% affordable, each affordable unit shall be deemed to have no VMT generation. The remaining units shall be analyzed as traditional residential units.

Project applicants or their consultants/representatives wishing to screen their project from VMT assessment shall submit a VMT screening memorandum that explains how the proposed project satisfies one or more of the screening criteria. The City will review projects and determine if they can be screened from further VMT analysis. If a proposed project is found to not need a full VMT analysis to satisfy CEQA, an LOS Traffic Impact Study may still be required.

4.3 VMT Screening Process for Transportation Projects

Transportation projects that increase roadway capacity can alter trip patterns, trip length, and trip generation, increasing VMT (a phenomenon known as "induced demand"). Consistent with the Governor's Office of Land Use and Climate Innovation (LUCI) guidelines, transportation projects that do not increase roadway capacity can be presumed to not have a significant transportation impact and can be screened from VMT assessment.

LUCI guidelines identify the non-capacity project types that can be screened from VMT assessment. The City shall review proposed transportation project descriptions to determine if they satisfy one or more of the project types listed below:

- Roadway rehabilitation and maintenance
- Safety improvement projects and installation of roadside safety devices (median barriers, guardrails, etc.)
- Transportation System Management field elements (cameras, message signs, traffic signal improvements)
- Roadway shoulder enhancements, so long as they are not used as automobile travel lanes
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Installation, removal, or reconfiguration of intersection turning lanes, two-way left turn lanes, or emergency breakdown lanes. These lanes shall not be utilized as through lanes
- Addition of roadway capacity on local or collector streets (so long as the project also substantially improves conditions for pedestrians and cyclists)
- Conversion of general-purpose lanes to managed lanes or transit-only lanes
- Addition of transit-only lanes
- Reduction in the number of through lanes
- Grade separation of a roadway facility from rail, pedestrians, or bicyclists

- Installation, removal, or reconfiguration of traffic control devices (including transit signal priority)
- Retiming of traffic signals
- Installation of roundabouts or traffic circles
- Installation of traffic calming devices
- Implementation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in the number of travel lanes
- Removal/relocation of off-street or on-street parking spaces
- Adoption/modification of on-street parking or loading restrictions (such as parking meters, time limits, accessible spaces, permit parking, etc.)
- Addition of new or enhanced bike and pedestrian facilities on existing streets or within existing public rights-of-way
- Addition of Class I bike paths, multi-use paths, or other off-road facilities that serve non-motorized travel
- Installation of publicly available EV charging infrastructure

Projects that do not conform to any of the project types listed above will be required to complete a full VMT assessment.

4.4 VMT Analysis for Non-Screened Projects

Projects that do not screen from VMT assessment must compare "project-generated" and "project-effect" VMT to the thresholds established by the City.

4.4.1 VMT Methodology for Land Use Projects

Projects not screened or exempt under CEQA will be required to complete a VMT analysis and forecast using the latest version of the OCTAM model. The OCTAM model, developed by the Orange County Transportation Authority (OCTA) is the preferred travel demand model for the City.

The analysis should be performed for the following scenarios:

1. **Baseline Conditions** – This assumes the existing land use and transportation network
2. **Baseline Plus Project** – The project land use would be added to the project TAZ or a separate TAZ would be created to contain the project land uses. A full base year model run would be performed and VMT changes would be isolated for the project TAZ and across the full model network.
3. **Cumulative No Project** – This assumes buildout to the General Plan land use assumptions and transportation network
4. **Cumulative Plus Project** – The project land use would either be added to the project TAZ or a separate TAZ would be created to contain the project land uses. The addition of project land uses should be accompanied by a reallocation of a similar amount of land use from other TAZs; especially if the proposed project is significant in size such that it would change other future developments. Land use projects will generally not change the cumulative no project control totals for population and employment growth. Instead, they influence the land use supply through changes in general plan land use designations and zoning. If project land uses are added to the cumulative no project scenario, then the analysis should reflect this

limitation in the methodology and acknowledge that the analysis may overestimate the project's effect on VMT.

The model outputs will include total VMT (which includes all vehicle trips and trip purposes), and VMT per service population (population plus employment). Total VMT (by speed bin) is needed as an input for air quality, greenhouse gas (GHG), and energy impact analysis while total VMT per service population is recommended for transportation impact analysis.⁶

The "plus project" scenarios noted above will summarize two types of VMT:

1. "Project generated" VMT per service population, which tracks all VMT associated with a project. This should be compared back to the appropriate threshold of significance based on the project type (see **Table 1** in Section 2).
2. "Project effect" on VMT, which explains how the project changes VMT on the network by comparing Citywide⁷ VMT per service population with and without project.

"Project generated" VMT shall be extracted from the travel demand forecasting model using the origin-destination trip matrix which shall be multiplied by the final assignment skims. The "project effect" on VMT shall be estimated using the specified boundary (City limit or specified radius from Project site) and extracting the total link-level VMT for both the "no project" and "plus project" condition.

In some cases, it may be appropriate to extract the "project generated" VMT using the production-attraction (P/A) trip matrix instead of the origin-destination trip matrix (e.g. pulling VMT from the model at a step when trips can be tracked by trip purpose). This may be appropriate when a project generates a high proportion of visitor or customer trips and there is a need to isolate the home-based-work (HBW) VMT for the purposes of isolating commute VMT. For most projects in the City, and especially for "mixed use" (i.e. composed of both residential and retail/office uses) projects, "project generated" VMT should be extracted using the origin-destination method to provide consistency of reported VMT with the VMT used in the air quality, GHG, and energy sections of the environmental document. The City should evaluate the appropriate methodology based on the project land use types and context.

4.4.2 VMT Methodology for Transportation Projects

For transportation projects that increase roadway capacity and are not screened, a finding of a significant impact would be determined if the project results in a net increase in City-wide VMT using the "boundary" method. Regional-scale transportation projects should also evaluate County-wide VMT changes.

VMT estimates for transportation projects on the existing network should utilize the National Center for Sustainable Transportation (NCST) [California Induced Travel Calculator](#) that estimates the percent

⁶ The VMT produced for the air quality, greenhouse gas (GHG), and energy impact analysis should use the same methodology (origin/destination) as the transportation impact analysis. However, the VMT presented in the transportation chapter will be presented as total VMT per service population, while the VMT presented in the other chapter will be as total VMT by speed bin.

⁷ Network-based VMT is also referred to as boundary method VMT. For most projects, boundary method for the City should be adequate. For projects located near the City limit, an alternative boundary should be considered that captures the true effect the project has on local traffic. This could be determined using average trip length to/from the site or other approach to completely capture changes in VMT.

change in VMT for every percent change in miles to the roadway system (known as “elasticity”). Consistent with LUCI findings, an elasticity of 1.0 should be used.*

Transportation projects on the existing network should be analyzed with the following four step process:

1. Determine the total existing lane miles in the City (or County if County-wide analysis is also performed)
2. Determine the percent change in total lane miles that will result from the project
3. Determine the total existing VMT over the same area (utilizing outputs from the OCTAM travel demand model)
4. Apply the following formula:

$$[\% \text{ increase in miles}] \times [\text{existing VMT}] \times 1.0 = [\text{VMT resulting from the project}]$$

If the proposed project is a new roadway, VMT should be estimated using the OCTAM travel demand model to understand trip redistribution.

Note that for transportation improvements within Caltrans right-of-way, it is required that the analysis of those improvements be consistent with Caltrans SB-743 analysis guidelines.

4.5 Mitigation

Projects that exceed the VMT threshold(s) are required to mitigate their VMT impact to the extent practicable. To mitigate VMT impacts, the following choices are available:

1. Modify the project description to reduce VMT generated by the project. This could include higher residential density, additional mixture of land uses, or a reduction in added lane miles
2. Implement transportation demand management (TDM) measures to reduce VMT generated by the project.
3. Participate in a VMT fee program and/or VMT mitigation exchange (if they exist) to reduce VMT from the project

TDM measures promote the use of non-automobile modes to/from the project site. Potential TDM measures and quantification formulas are documented in the California Air Pollution Control Officers Association *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA Handbook). Projects can also identify project-specific VMT reduction measures not listed in the CAPCOA Handbook with appropriate documentation. The City will determine the feasibility and applicability of mitigation measures during the Project approval process.

The availability, applicability, and effectiveness of VMT mitigation measures within the CAPCOA Handbook will vary based on project type, location, and post-construction operations. When VMT mitigation measures are selected for a project, the analyst should consider these and other aspects and adjust the expected VMT reduction to align with project-specific conditions. The City may determine on a case-by-case basis that certain VMT reduction measures may not be feasible for a specific project and/or that ongoing monitoring may be required.

* An elasticity of 1.0 means that for every percent change in lane miles, there is an expected one percent increase in VMT.

Projects that do not mitigate their VMT to below the City threshold would result in a significant and unavoidable transportation impact which would require a full environmental impact report with a statement of overriding considerations.

5. LOS Analysis – Non-CEQA Assessment

While no longer considered a CEQA impact, the City of Dana Point requires that land use and transportation projects conduct a level of service (LOS) traffic assessment to understand if a project will deteriorate traffic conditions on the City's roadways and identify potential improvements that would improve traffic operations.

A LOS Report, which includes LOS analysis, shall be required for a proposed project if any of the following apply:

- The project will add 50 or more trips during either the AM or PM peak hours to any intersection
- The project proposes changes to the existing roadway system that reduce roadway capacity
- The City Traffic Engineer determines that the project needs to prepare an LOS report due to unique characteristics that warrant evaluation

Preparation of the LOS report is the responsibility of the project applicant and must be prepared by a qualified professional. Prior to beginning the LOS analysis, the applicant shall submit a scoping memorandum which documents the trip generation, trip distribution, and study methodology, including identifying study intersections and roadway segments. The City may request a meeting with the applicant and/or preparer of the LOS report to discuss the methodology prior to initiating work on the analysis.

5.1 LOS Report Contents

The LOS Report should include the following:

1. **Project Description.** The description must include project site by land use type, location of project, and proposed access points. This should be shown in a site diagram. Special characteristics of the site, such as unusual daily or seasonal peaking characteristics, heavy truck volumes, etc., should be mentioned. Land use development projects should include the project trip generation, project trip distribution, and project-only peak hour turning movements through study intersections.
2. **Analysis Methodology.** Provide a description of the process used to analyze the project. Analysis years and scenarios should be specified and the approach to the modeling/traffic forecasting process should be explained. The sources of information should be identified. The study area and method for LOS analysis for the various roadway types should be identified.
3. **Existing Conditions.** Document existing roadway conditions including intersection lane geometry and control type. Existing traffic volumes and existing LOS results/intersection delay shall be reported.
4. **Project Completion Conditions.** The report should document forecasted traffic volumes and LOS results/intersection delay under no project and plus project conditions. For plus project conditions, traffic generated by the project will be added to determine deficiencies as a direct result of the project.
5. **Future Conditions.** The report should document traffic conditions, forecasted traffic volumes, and LOS/delay results for the horizon planning year (currently 2050 as of January 2025) under no project and plus project conditions.

6. **Improvements (if necessary).** If LOS deficiencies are identified, recommended improvements should be documented along with LOS results with improvements. Fair share cost calculations should also be provided. The City may choose to incorporate the recommendations as conditions-of-approval for the project.

5.2 Data Collection

Data for existing traffic conditions should be collected for the project using the following guidelines:

- Peak period turning movement counts at all study intersections and/or driveways, including bicycle and pedestrian counts at intersections with high non-automotive use, should be collected
- For intersections with high percentages of trucks, turning movement counts should count trucks separately
- The date(s) of traffic counts should be documented. Traffic counts can be collected in the summer or non-summer period. The City may request traffic counts be collected for the summer period or be adjusted to align with peak-season conditions, depending on project type and location.
- Traffic counts should not be used if more than three years old without prior approval
- Traffic data should not be collected on weeks that include a holiday
- Traffic data should not be collected between Thanksgiving and the first week of the New Year without prior approval
- Traffic counts should be conducted on Tuesdays, Wednesdays, or Thursdays. Weekend data collection should be conducted on Saturdays if the project is evaluating weekend conditions.
- For congested conditions, back of queue estimates by approach (and turning movement) should be conducted every 15 minutes.
- Traffic counts should not be collected in an active construction work-zone

Unless directed otherwise, traffic counts should be collected during the following timeframes presuming the time period captures the beginning and end times of any congested conditions:

- Morning (7:00 AM to 9:00 AM)
- Afternoon (4:00 PM to 6:00 PM)

The City may require additional study periods be evaluated based on the characteristics and location of the project. Additional study periods could include midday, school-release peak hours, off-peak hours, weekend, or special event periods. The study periods will be confirmed with the City during the scoping process.

Under circumstances where traffic counts may be impacted by atypical conditions (e.g. significant economic downturn, pandemic, extended construction), count collection details should be confirmed with the City prior to being undertaken. Depending on circumstances, it may be preferable to use historic count data, factored historic data, big data sources, or other estimation techniques.

5.3 LOS Analysis Methodology

Study Area

The minimum area to be studied shall include any intersection of two or more “collector” or higher classification streets where the proposed project will add 50 or more peak hour trips, not exceeding a five-mile radius from the project site. The City may require additional study intersections or study roadway segments based on the project description or location.

Analysis Scenarios

The minimum required analysis scenarios are described below:

1. **Existing Conditions.** Intersection and roadway operations based on collected traffic counts. Alternative existing conditions methods may be permitted with approval from the City in the scoping agreement.
2. **Opening Year No Project.** Existing traffic volumes should be adjusted using growth rates proposed by the developer’s consultant and accepted by the City. For intersections outside of the City, the growth rate shall be approved by the affected jurisdiction. Typically, the growth rate can be derived from the regional travel demand model using linear growth assumptions. Background traffic should also include a manual assignment of all approved development projects that are within a two-mile radius of the project.
3. **Opening Year Plus Project.** Opening Year No Project volumes from Scenario 2 plus project trip assignment for the opening year. In some cases, the project trip assignment will vary between opening year and future year.
4. **Future Year No Project.** Traffic projections for the future year scenario shall utilize the growth forecasts provided by OCTAM. The model land use inputs shall be reviewed to ensure it is inclusive of all approved and pending projects within a two-mile radius of the project. The background traffic will be derived consistent with NCHRP state of the practice methodologies.
5. **Future Year Plus Project.** Future Year No Project volumes from Scenario 4 plus project trip assignment for the future year.

Depending on project conditions and phasing, the City may require additional analysis scenarios be studied.

Analysis Methodology

Intersection analysis shall be conducted utilizing the Transportation Research Board Highway Capacity Manual (HCM) 7th Edition methodology. Closely spaced intersections are to be analyzed using analysis tools capable of accounting for turn lane storage, queue length, blockage, etc. such as the Synchro software package. Any other software should be confirmed through the scoping agreement.

Actual signal timing and peak hour factors should be collected in the field and utilized in the existing and opening year analyses. In cases where traffic is added from a significant number of cumulative projects, the consultant shall use their engineering judgement in the application of peak hour factors to maintain consistency with the existing conditions analyses. A peak hour factor of 0.95 shall be applied to future year traffic conditions, except where existing observed peak hour factors would be more appropriate (e.g. study locations adjacent to a school).

In unique circumstances, the applicant may work with the City to utilize alternative analysis methods. These will be determined on a case-by-case basis during the Project scoping process.

Level of Service (LOS) Criteria

A project would result in an intersection level of service (LOS) deficiency if the added project traffic results in an intersection operating worse than LOS D (LOS E or F) during any peak hour year-round (summer and non-summer) if it had otherwise been LOS D or better without the project. If an intersection under “no project” conditions operates at LOS E or worse, an LOS deficiency would occur if the added project traffic increases average vehicle delay by five or more seconds.

The City will review any identified LOS deficient locations to determine if improvements should be considered at these locations. The City may determine that improvements are not recommended due to right-of-way constraints or other contextual factors.

See **Table 2** for LOS deficiencies and LOS thresholds.

Table 2: Intersection LOS Criteria

Level of Service	Description	Signalized Delay (Seconds)	Unsignalized Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	≤ 10.0	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0	>10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0	>15.0 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0	>25.0 to 35.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0	>35.0 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80.0	>50.0

Source: Highway Capacity Manual 7th Edition

Safety and Operations Analysis

The TIA shall examine existing roadway conditions to determine if safety and/or operational improvements are necessary due to an increase in traffic from the project or cumulative conditions. The study may evaluate the following (not exhaustive):

- Need for adding or modifying turning lanes
- Intersection sight distance

- Need for on-street parking restrictions or modifications
- Measures to reduce cut-through traffic in adjacent residential areas and/or assessment of needed traffic calming measures
- Potential impacts to adjacent schools, parks, and/or trails
- Queue lengths and deficiencies to adjacent intersections
- Need for signal interconnect systems

5.4 Improvements to Address LOS Deficiencies

If LOS deficiencies are identified, the LOS Report should identify potential improvements that, when implemented, improve intersection operations to LOS D or better. Potential improvements include:

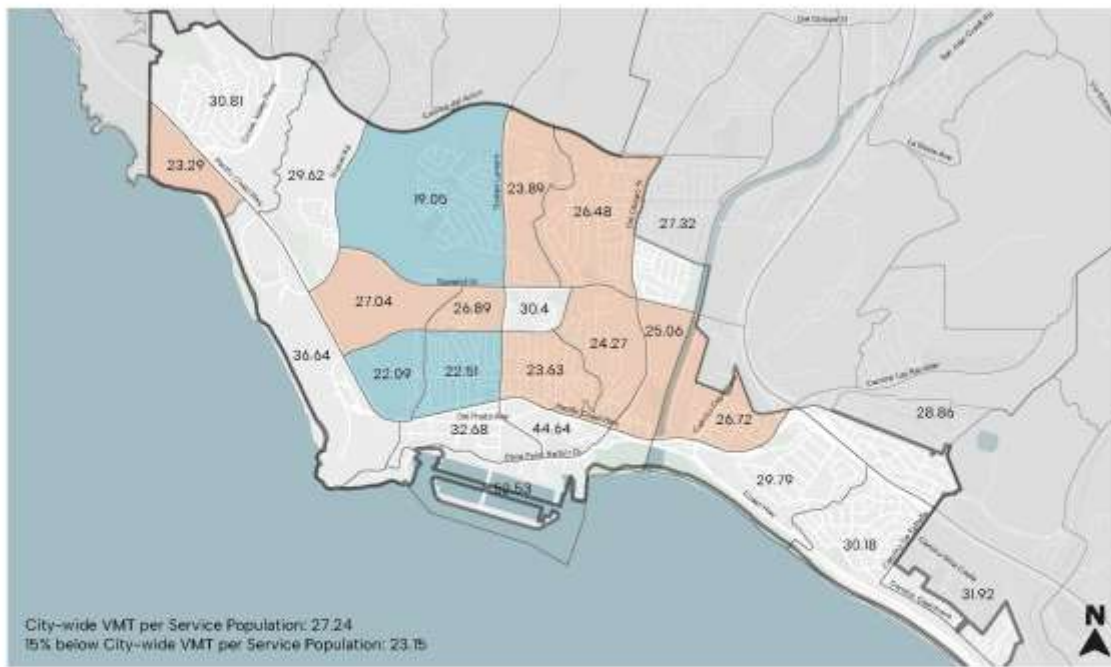
- Modifications to signal phasing, phase lengths, or cycle lengths. Changes from existing signal timings should be documented.
- Modifications to traffic signal hardware including installing protected left turns, protected/permissive left turns, right-turn overlap, split phasing, etc.
- Reconfiguration of turn lanes/lane assignments within the existing roadway (e.g. converting a through lane to a left- or right-turn only lane)
- Installation of new turn lanes
- Installation of new through lanes at the intersection

The LOS Report should also document the fair share contribution required for the project to implement the recommended improvements. Note, the highest fair share contribution requirement should be used. Fair share contribution can be calculated using the following formula:

$$\text{Fair Share Percentage} = \text{Project Trips} \div (\text{Project Trips} + \text{Future Development Trips})$$

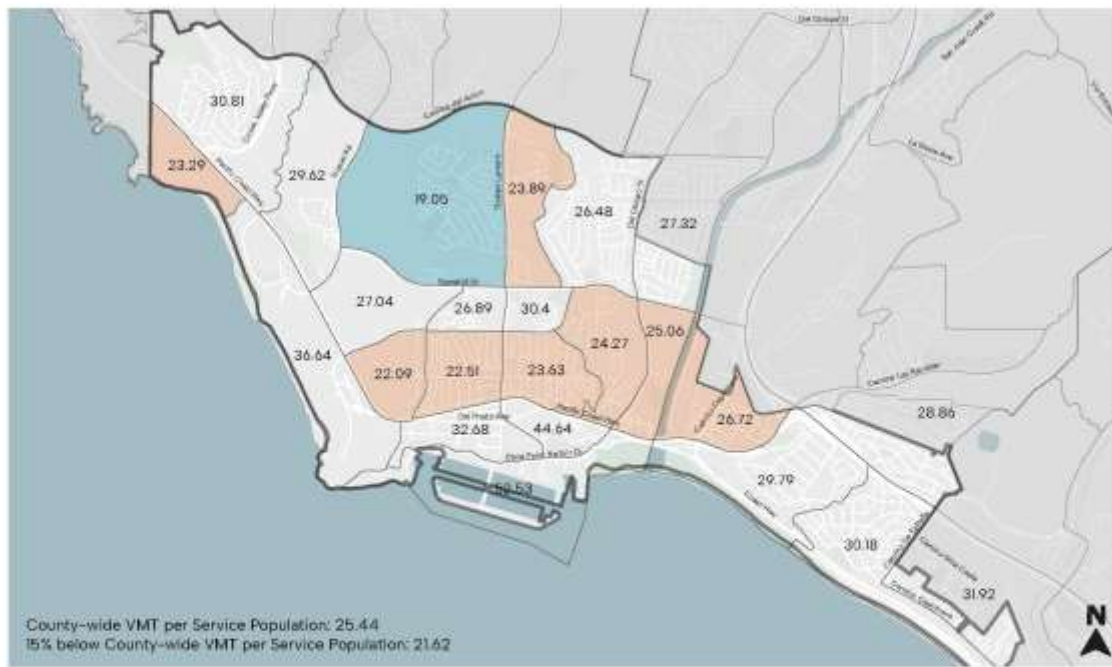
Appendix A.

Low VMT Areas



**Fehr
&Peers**

Figure 1
City of Dana Point Low VMT Zones
Residential



**Fehr
&Peers**

Figure 2

City of Dana Point Low VMT Zones
 Office/Industrial



**Fehr
&Peers**

Figure 3

City of Dana Point Low VMT Zones
Retail/Hospitality/Other

ACTION DOCUMENT E: Draft City Council Resolution No. 25-10-07-XX (MPAH)**RESOLUTION NO. 25-10-07-XX****A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DANA POINT, CALIFORNIA, APPROVING AMENDMENTS TO THE MASTER PLAN OF ARTERIAL HIGHWAYS (MPAH) DESIGNATIONS**

The City Council for the City of Dana Point does hereby resolve as follows:

WHEREAS, the Orange County Transportation Authority's Master Plan of Arterial Highways (MPAH) is a countywide planning document that identifies the arterial roadway network necessary to support long-term mobility and land use goals throughout Orange County, and serves as a collaborative framework among local jurisdictions to ensure regional consistency in roadway planning; and

WHEREAS, the existing Intercity and Regional Transportation section of the Circulation Element of the City's General Plan includes policies (Policy 2.1) that supports the completion of the Orange County Master Plan of Arterial Highways; and

WHEREAS, the proposed update to the Circulation and Mobility Element of the City's General Plan contains updated goals and policies (Policy 1.3) that proposes to complete and expand coordination with local, regional, state, and federal transportation plans to ensure the safe and efficient movement of people and goods both within Dana Point and between the City and outside areas; and

WHEREAS, the City has prepared a proposed amendment, dated August 2025, to OCTA's Master Plan of Arterial Highways (MPAH) that reflects the current and proposed roadway configurations within the City and ensures consistency with the updated Circulation and Mobility Element; and

WHEREAS, the MPAH Amendment demonstrates that the proposed roadway reclassifications will continue to support acceptable levels of service (LOS C or better for roadway segments and LOS D or better for intersections) under both existing (2025) and future (2050) conditions; and

WHEREAS, the proposed MPAH amendments do not result in significant lane reductions or adverse impacts to regional connectivity, and are designed to maintain or improve traffic operations, safety, and multimodal access; and

WHEREAS, the proposed MPAH amendments have been reviewed and found to be consistent with OCTA's MPAH Guidelines and the City's Transportation Impact Analysis Guidelines; and

WHEREAS, the Planning Commission did on September 8, 2025, hold a duly noticed public hearing as prescribed by law to consider amendments to MPAH designations; and

WHEREAS, at said public hearing, upon hearing and considering all testimony and arguments, if any, of all persons desiring to be heard, the Planning Commission considered all factors related to amending MPAH designations and recommended their adoption to City Council; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Dana Point as follows:

- A. That the above recitations are true and correct;
- B. That the proposed amendments to OCTA's Master Plan of Arterial Highways (MPAH) are consistent with the roadway classifications and policies set forth in the updated Circulation and Mobility Element of the General Plan;
- C. The City Council finds and determines that the adoption of amendments to OCTA's MPAH is not considered a "project" as that term is defined in the California Environmental Quality Act (CEQA) because it will not cause a direct physical change in the environment, nor will it cause a reasonably foreseeable indirect physical change in the environment. Separately and additionally, the adoption of MPAH designations is categorically exempt under CEQA pursuant to Title 14 California Code of Regulations Sections 15061 (b)(3) and 15378, in that it can be seen with certainty that the action does not propose an activity that might have a significant effect on the environment, and further, it will not cause a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. Further, adoption of MPAH designations qualifies for a Class 8 Categorical Exemption under CEQA Guidelines §15308, as it involves actions taken by a regulatory agency to protect the environment, including the promotion of sustainable transportation planning and greenhouse gas reduction. Moreover, there are no unusual circumstances associated with either of these actions, and thus it is not subject to the unusual circumstances exception set forth in Title 14 California Code of Regulations Section 15300.2;
- D. That the proposed amendments to OCTA's MPAH will not result in significant adverse impacts to roadway operations, and that all major intersections and roadway segments will continue to operate at acceptable levels of service under both existing (2025) and future (2050) conditions;
- E. Based on the foregoing, the City Council does hereby adopt the amendments to OCTA's MPAH attached hereto as Exhibit "A" to this Resolution.

PASSED, APPROVED, AND ADOPTED this 7th day of October, 2025.

MATTHEW PAGANO, MAYOR

ATTEST:

SHAYNA SHARKE

City Clerk

STATE OF CALIFORNIA)

COUNTY OF ORANGE) ss

CITY OF DANA POINT)

I, SHAYNA SHARKE, City Clerk of the City of Dana Point, California, do hereby certify that the foregoing Resolution No. 25-10-07-XX was duly introduced at a regular meeting of the City Council on the 7th day of October, 2025, and was duly adopted and passed at a regular meeting of the City Council on the 7th day of October, 2025, by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

SHAYNA SHARKE, CITY CLERK

EXHIBIT A: City Request to Amend the Master Plan of Arterial Highways (MPAH)**CITY OF DANA POINT****DEPARTMENT OF PUBLIC WORKS**

August 29, 2025

Ms. Ivy Hang
Orange County Transportation Authority (OCTA)
550 South Main Street
Orange, CA 92868

Re: Request for Amendment to the Master Plan of Arterial Highways (MPAH) in Dana Point

Dear Ms. Hang,

The City of Dana Point is requesting an amendment of the MPAH for multiple road segments within the City as part of the General Plan Circulation Element Update. The purpose of these changes is to update the designations to reflect the current roadway configurations and the City's intent on retaining the existing lane configurations and access control.

The City engaged with Fehr & Peers to conduct a city-wide traffic assessment which is included as **Attachment A** in this request. Their analysis shows that nearly all roadway segments and intersections are forecasted to operate at LOS C or better under Future Year (2050) conditions with the proposed amendments. Roadway segments that currently operate at LOS D are not expected to significantly degrade in the future.

All of the requested changes are within the City of Dana Point; however, several roadways do connect with adjacent jurisdictions including Laguna Niguel, Laguna Beach, San Juan Capistrano, San Clemente, and Caltrans. Fehr & Peers' analysis concludes that traffic is not expected to shift to other roadways in adjacent jurisdictions as roadways in the City have sufficient capacity and geographical conditions limit the availability of alternate routes.

REQUESTED CHANGES

Table 1 lists the proposed changes. The technical report includes maps that show the existing and proposed designations. As noted in the table, most changes do not result in a reduction in the number of travel lanes. These changes were reviewed by OCTA staff at a scoping meeting on May 20, 2025.

Table 1: Proposed MPAH Amendments

Roadway	Extent	Existing # of Lanes	Existing Designation (# of lanes)	Proposed Designation (# of lanes)	Change Results in Reduction of Lanes
Del Prado Avenue	PCH (West) to Golden Lantern	2	Secondary Arterial (4)	Divided Collector (2)	No
	Golden Lantern to PCH (East)/Copper Lantern	EB: 2 WB: 1 Total: 3	Secondary Arterial (4)	Divided Collector (2)	Yes

Harboring the Good Life

33282 Golden Lantern, Dana Point, CA 92629-1805 • (949) 248-3554 • www.danapoint.org

Roadway	Extent	Existing # of Lanes	Existing Designation (# of lanes)	Proposed Designation (# of lanes)	Change Results in Reduction of Lanes
Crown Valley Parkway	PCH to Camino Del Avion	4	Major Arterial (6)	Primary Arterial (4)	No
Niguel Road	PCH to Camino Del Avion	4	Major Arterial (6)	Primary Arterial (4)	No
Selva Road	PCH to Chula Vista Avenue	2 ¹	Undivided Collector (2)	Divided Collector (2)	No
	PCH to Selva Road	4	Major Arterial (6)	Primary Arterial (4)	No
Street of the Golden Lantern	Selva Road to Stonehill Drive	NB: 3 SB: 2 Total: 5	Major Arterial (6)	Primary Arterial (5)	No
	Stonehill Drive to Camino Del Avion	4	Major Arterial (6)	Primary Arterial (4)	No
Coast Highway	Doheny Park Road to Palisades Drive	2 ¹	Primary Arterial (4)	Divided Collector (2)	No
Pacific Coast Highway	Crown Valley Parkway to Del Prado Avenue (West)	4	Major Arterial (6)	Primary Arterial (4)	No
	Del Prado Avenue (West) to Del Prado Avenue (East)/Copper Lantern	4	Secondary Arterial (4)	Primary Arterial (4)	No
Coast Highway Connector	San Juan Creek Trail to Coast Highway/Doheny Park Road	1 (EB Only)	Primary Arterial (4)	Undivided Collector (1)	No
Dana Point Harbor Drive	West of Golden Lantern	2	Primary Arterial (4)	Remove from MPAH	No
Camino De Estrella	Camino Capistrano to Calle Hermosa	4	Primary Arterial (4)	Divided Collector (2)	Yes

Notes:

1. City recently completed road diet along this segment.

Source: City of Dana Point, 2025.

The changes are consistent with the proposed roadway classifications in the City's Draft General Plan Circulation Element (June 2025). The General Plan is anticipated to be approved by City Council in October.

If you have any questions regarding the requested changes, please contact me at msinacori@danapoint.org or (949) 248-3574. Questions regarding the technical analysis prepared by Fehr & Peers can be directed to Brian Wolfe at b.wolfe@fehrandpeers.com or (949) 308-6313.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Matthew Sinacori', followed by a long horizontal line.

Matthew Sinacori, P.E.
Director of Public Works & Engineering
City of Dana Point
msinacori@danapoint.org
(949) 248-3574

Attachments:

Attachment A: MPAH Amendment Technical Study
Attachment B: OCTAM Model Files

ACTION DOCUMENT F: Draft City Council Resolution No. 25-10-07-XX (CEQA)**RESOLUTION NO. 25-10-07-XX****A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DANA POINT, CALIFORNIA APPROVING A CEQA ADDENDUM TO THE CITY'S CERTIFIED GENERAL PLAN EIR FOR AMENDMENTS TO THE CIRCULATION AND MOBILITY, ECONOMIC DEVELOPMENT, PUBLIC SAFETY ELEMENTS, AND INTRODUCTION CHAPTER OF THE CITY'S GENERAL PLAN**

The City Council for the City of Dana Point does hereby resolve as follows:

WHEREAS, on July 9, 1991, the City of Dana Point adopted its General Plan; and

WHEREAS, the City may amend all or part of an adopted General Plan to promote the public interest consistent with the provisions of Government Code Section Government Code § 65358(a); and

WHEREAS, in May 2022, the City Council initiated an update to the Dana Point General Plan, that through a two-phased approach and evaluation, ultimately determined that amendments to the Circulation and Mobility, Economic Development, and Public Safety Elements would be undertaken; and

WHEREAS, General Plan Amendment GPA22-0001 for Circulation and Mobility, and Economic Development Elements, General Plan Amendment as well as GPA22-0002 to the Public Safety Element would make changes to the General Plan by amending and creating new goals and policies; and

WHEREAS, the City of Dana Point is required by California Government Code Section 65302(g) to maintain a Public Safety Element within its General Plan to protect the community from risks associated with natural and human-made hazards; and

WHEREAS, the City's Local Hazard Mitigation Plan (LHMP) was adopted by City Council on February 4, 2025 and triggers the need to update the Public Safety Element of the General Plan to identify evacuation routes and their viability under a range of emergency scenarios; and

WHEREAS, General Plan Amendment GPA22-0002 for the Public Safety Element would make changes, consistent with SB 747, incorporating evacuation route capacity analysis, climate adaptation strategies, and alignment with the City's Local Hazard Mitigation Plan (LHMP); as well as SB 1425 correlating the co-benefits of open space and climate resilience; and

WHEREAS, proposed General Plan Amendment GPA22-0003 would replace in its entirety the Introduction Chapter of the General Plan to be consistent with Phase I Visioning, and Phase 2 Plan Development, efforts to modernize and reflect amendments instituted by GPA22-0001 and GPA22-0002; and

WHEREAS, the City, in concert with its planning consultant, have prepared the CEQA Addendum, consisting of: (1) an introduction to the Addendum; (2) a description of the Amendment; (3) CEQA checklist and impact analysis; (4) technical revisions to the Final EIR; and (5) a conclusion of the findings; and

WHEREAS, more specifically, a CEQA Addendum was prepared to the City's 1991 certified Environmental Impact Report (EIR) (SCH No. 1991021054) for General Plan Amendment 22-0001, 22-0002, and 22-0003 which analyzed the proposed changes to the Circulation and Mobility, Economic Development, Public Safety Elements, the Introduction Chapter of the City's General Plan, and determined there is no substantial evidence that the Amendment would result in significant environmental impacts not previously studied in the EIR, and accordingly, adoption of GPA22-0001, GPA22-0002, and GPA22-0003 would not result in any conditions identified in CEQA Guidelines, Section 15162 and thus would not require any further environmental review; and

WHEREAS, the Addendum need not be circulated for public review but can be included in or attached to the Final EIR pursuant to provisions of CEQA Guidelines § 15164(c); and

WHEREAS, the preparation and adoption of GPA22-0001, GPA22-0002, and GPA22-0003 has been evaluated and found to be in compliance with the California Environmental Quality Act pursuant to Section 21080.9 of the Public Resources Code; and

WHEREAS, the Planning Commission did on June 23, 2025, hold a duly noticed public hearing as prescribed by law to consider General Plan Amendment 22-0001 and associated CEQA Addendum to the City's certified General Plan EIR; and

WHEREAS, the Planning Commission did on September 8, 2025, hold a duly noticed public hearing as prescribed by law to consider General Plan Amendment 22-0002 and associated CEQA Addendum to the City's certified General Plan EIR; and

WHEREAS, at said public hearings, upon hearing and considering all testimony and arguments, if any, of all persons desiring to be heard, the Planning Commission considered all factors related to GPA22-0001 and GPA22-0002 and the associated CEQA Addendum and recommended approval to the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Dana Point as follows:

- A. That the above recitations are true and correct;
- B. That the proposed action complies with all other applicable requirements of State law and local Ordinances;

- C. That the City Council has reviewed the CEQA Addendum to the City's certified General Plan Environmental Impact Report (SCH No. 1991021054) for the General Plan Amendments, which determined that GPA22-0001, GPA22-0002, and GPA22-0003 would not result in significant environmental impacts not previously studied in the EIR, and would not result in any conditions identified in CEQA Guidelines, Section 15162 that would require additional environmental review, and thus the City Council finds and determines that the Addendum to the Environmental Impact Report (SCH No. 1991021054) is complete and adequate for the consideration of the General Plan Amendments;
- D. That the City Council approves the CEQA Addendum to the City's certified General Plan EIR (SCH No. 1991021054) for the adoption of GPA22-0001, GPA22-0002, and GPA22-0003 for amendments to the Circulation and Mobility, Economic Development, Public Safety Elements, and Introduction Chapter of the City's General Plan.

PASSED, APPROVED, AND ADOPTED this 7th day of October, 2025.

MATTHEW PAGANO, MAYOR

ATTEST:

SHAYNA SHARKE

City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss

CITY OF DANA POINT)

I, SHAYNA SHARKE, City Clerk of the City of Dana Point, California, do hereby certify that the foregoing Resolution No. 25-10-07-XX was duly introduced at a regular meeting of the City Council on the 7th day of October, 2025, and was duly adopted and passed at a regular meeting of the City Council on the 7th day of October, 2025, by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

SHAYNA SHARKE, CITY CLERK

EXHIBIT A: CEQA Addendum to the General Plan EIR (SCH No. 1991021054)



September 2025 | EIR Addendum
State Clearinghouse No. 1991021054

Addendum to City of Dana Point General Plan EIR

City of Dana Point

Prepared for:

City of Dana Point

Contact: Christopher Johnson, Principal Planner
33282 Golden Lantern
Dana Point, California 92629
Tel: 949.248.3564

Prepared by:

PlaceWorks

Contact: Nicole Vermillion, Principal
Jennifer Kelley, Senior Associate
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com

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APPENDICES

Appendix A	Circulation, Economic Development, and Public Safety Elements: Crosswalk Between Current and Proposed Policies
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GENERAL PLAN EIR ADDENDUM
CITY OF DANA POINT

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1. Introduction

1.1 BACKGROUND, PURPOSE AND SCOPE

This document is an Addendum to the City of Dana Point's (City) General Plan 1991 certified environmental impact report (certified EIR), State Clearinghouse No. 1991021054, to address the City's updates to the Introduction Chapter and goals and policies of the Circulation, Economic Development and Public Safety Elements of the General Plan (Proposed Project), which reflect changes in State law and revisions in local strategies.

The City regulates development of land uses through its General Plan. The certified EIR evaluated the 1991 General Plan, Local Coastal Program, and Zoning Ordinance for the City. The General Plan includes the following elements: Land Use, Urban Design, Housing; Circulation, Noise; Public Safety, Conservation/Open Space, Public Facilities/Growth Management, and Economic Development. The Housing and Public Safety Elements were updated and adopted in 2022. Since certification of the 1991 General Plan EIR, subsequent addenda and environmental documents have been prepared to allow for the adoption of land use and zoning amendments to implement the City's specific plans and allow for updates to various General Plan elements to meet state law. The actions analyzed under the certified EIR, and subsequent environmental documents, are collectively referred to as the Approved Project in this Addendum. The certified EIR identified air quality as a significant unavoidable impact. All other topics analyzed in the certified EIR were deemed less than significant with implementation of mitigation, less than significant, or no impact.

The purpose of this Addendum is to evaluate whether the Proposed Project would modify the Approved Project in such a way as to result in new environmental impacts or a substantial increase in the severity of previously identified significant effects or would otherwise trigger a need for subsequent environmental review under the California Environmental Quality Act (CEQA). Like the Approved Project, the Proposed Project would not directly result in physical development; rather, the Proposed Project consists of updates to the Introduction Chapter and the goals and policies of the Circulation, Economic Development, and Public Safety Elements. This Addendum specifically addresses environmental topics that potentially would be impacted by these changes, which would be limited to the topic of transportation pursuant to Appendix G of the CEQA Guidelines. Transportation encompasses circulation systems, including transit, roadway, bicycle, and pedestrian facilities. Additionally, Transportation analyzes vehicle miles traveled (VMT), pursuant to SB 743 which was established to balance the needs of congestion management, infill development, public health, greenhouse gas reductions and air quality.

1.2 ENVIRONMENTAL PROCEDURES

Pursuant to CEQA and the State CEQA Guidelines, this Addendum focuses on whether implementation of the Proposed Project would require major revisions to the certified EIR due to the potential for new significant

1. Introduction

environmental effects or a substantial increase in the severity of previously identified significant effects, pursuant to State CEQA Guidelines Section 15162.

Pursuant to Public Resources Code Section 21166 and Section 15162 of the State CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent or supplemental EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. (CEQA Guidelines § 15162[a])

A supplement to an EIR (supplemental EIR), which is narrower in scope than a subsequent EIR, may be prepared if any of the above criteria apply, but “only minor changes or additions would be necessary to make the previous EIR adequately apply to the project in the changed situation” (CEQA Guidelines § 15163(a)). In the absence of the need to prepare either a subsequent or supplemental EIR, an addendum to a previously certified EIR may be prepared. Section 15164 states:

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

1. Introduction

- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence. (CEQA Guidelines § 15164)

This Addendum to the previously certified EIR has been prepared because the City's evaluation of the Proposed Project has not found any of the circumstances that require a subsequent or supplemental EIR. The Proposed Project would not change the current land use designations or buildout assumptions made under the Approved Project. As demonstrated in Section 4 of this Addendum, the Proposed Project would not result in impacts that differ from the Approved Project, and it would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in CEQA Guidelines Sections 15162(a) and 15163(a). The Proposed Project is consistent with the General Plan and would not require changes to the Approved Project. This Addendum demonstrates that no substantial changes are proposed to the Approved Project or have occurred in the City that would require major revisions to the certified EIR or substantially increase the severity of previously identified significant effects. Thus, the impacts of the Proposed Project are within the levels and types of environmental impacts disclosed in the certified EIR.

In addition, no information that was not known and could not have been known at the time of the 1991 EIR preparation has been revealed that shows new or substantially greater significant impacts would result (see CEQA Guidelines § 15162[a][3]). There are no new or different mitigation measures that would substantially reduce one or more significant impacts of the Approved Project but that are not adopted. The Proposed Project does not identify or require adoption of any further mitigation measures beyond those provided in the certified EIR.

Since this Addendum does not identify new or substantially greater significant impacts, circulation for public review and comment is not necessary (CEQA Guidelines § 15164[c]). However, the City Council will consider this Addendum at a public meeting, together with the previously certified EIR, prior to the adoption of the Proposed Project (CEQA Guidelines § 15164[d]).

1.3 SUMMARY OF PREVIOUS DOCUMENTATION

1.3.1 Current General Plan

The currently adopted General Plan includes the following elements: Land Use, Urban Design, Housing, Circulation, Noise, Public Safety, Conservation/Open Space, Public Facilities/Growth Management, and

1. Introduction

Economic Development. For purposes of this Addendum, the 1991 Economic Element and 1995 Circulation Element are further discussed for informational purposes.

1.3.1.1 1991 ECONOMIC ELEMENT

Goals and Policies

The City's 1991 Economic Development Element identifies the economic factors affecting the City, presents the economic development goals and policies, and formulates the Economic Development Plan. The Economic Development Element states that the City intends to achieve three basic objectives as a result of stated economic development goals, application of policies, and implementation of program initiatives: 1) Promote balanced development of resident serving and visitor serving commercial uses to ensure sound fiscal health, diverse employment opportunities and a vital local economy; 2) Actively involve the business community to assist in shaping and implementing economic development initiatives; and 3) Capitalize on market opportunities with significant economic, cultural, and social benefits for the City, its residents, and guests. The economic goals and policies are grouped into the following categories:

- Balanced Employment and Housing
- Business Promotion
- Fiscal Strength and Stability
- Meet Local Retail Needs
- Meet Visitor Needs
- Promote Development of Doheny Village

Economic Development Plan

The Economic Development Plan describes the approach to be used in implementing the economic development goals and policies. The Economic Development Plan presents a broad strategy to help relate and detail the many initiatives which can help the City achieve its economic development goals and objectives. These initiatives are undertaken separately or in concert to direct the City's economic development with available resources. The economic development strategy for Dana Point seeks to promote balanced non-residential land use development to meet the needs of the City, its residents, and visitors. This strategy is intended to establish an ongoing and continuous process able to respond expeditiously to take advantage of future opportunities and avoid future problems. The economic development initiatives are designed to support the City's economic development strategy.

1.3.1.2 1995 CIRCULATION ELEMENT

Goals and Policies

The City's Circulation Element addresses the circulation improvements needed to relieve traffic congestion due to future land uses. The Circulation Element was adopted in 1991 as part of the General Plan and was subsequently amended in 1995 to update the City's Master Plan Circulation System to comply with the County's adopted Orange County Master Plan of Arterial Highways (OCMPAH). The Circulation Element addresses potential demand management strategies and mass transit services. Corresponding goals and policies have been

1. Introduction

adopted to ensure that all components of the circulation system will meet the needs of the City of Dana Point. The element establishes a hierarchy of transportation routes with specific development standards described for each category of roadway. The Circulation Element is based on a set of circulation-related goals that reflect and are designed to support the citywide objectives of the General Plan. The circulation goals and policies are grouped into the following categories:

- Local Thoroughfares and Transportation Routes
- Intercity and Regional Transportation
- Transportation System/Demand Management
- Public Transportation
- Bicycle, Pedestrian, and Equestrian Facilities
- Parking
- Truck Circulation
- Harbor
- Rail
- Airport

Circulation Plan

The circulation plan consists of a series of tables, narrative, and maps that further refine and implement the Circulation Element goals and policies. This section of the Circulation Element describes the location and extent of circulation facilities and services and identifies standards that apply to each. Components of the circulation plan include roadway facility designations; a public transportation plan; a plan for bike, pedestrian, and equestrian trails; and scenic highways.

1.3.1.3 2022 PUBLIC SAFETY ELEMENT

Goals and Policies

The City's Public Safety Element, adopted in September 2022, serves as a comprehensive guide for mitigating various hazards within the city. This Element outlines goals and policies to address public safety concerns, including geologic hazards like landslides and coastal erosion, seismic hazards such as ground shaking and liquefaction, and flood hazards exacerbated by sea-level rise. It also details strategies for managing hazardous materials, preventing fire and explosion hazards, and enhancing emergency planning and evacuation procedures. Furthermore, the plan covers aspects of public access, water quality, potential hazards from the San Onofre Nuclear Generating Station, and overall climate change resilience, providing a framework for safeguarding the community's well-being and infrastructure.

The public safety goals and policies are grouped into the following categories:

- Geologic Hazards
- Seismic Hazards
- Flood Hazards and Sea-Level Rise
- Hazardous Materials and Wastes

1. Introduction

- Fire and Explosion Hazards
- Dana Point Emergency Plan and Evacuation Mapping
- Public Access
- Water Quality
- Nuclear Hazards from San Onofre Nuclear Generating Station
- Climate Change and Resilience

1.3.2 1991 Environmental Impact Report

The General Plan EIR was certified in July 1991 and evaluated the General Plan, Local Coastal Program, and Zoning Ordinance for the City. The General Plan includes the Land Use, Urban Design, Housing, Circulation, Noise, Public Safety, Conservation/Open Space, Public Facilities/Growth Management, and Economic Development Elements. The certified EIR identified air quality as a significant unavoidable impact. All other topics analyzed in the certified EIR were deemed less than significant with implementation of mitigation, less than significant, or no impact. A Notice of Determination (NOD) was posted by the Clerk of the Board of the County of Orange and submitted to the State Clearinghouse on July 7, 1991. No action or proceeding challenging the EIR on CEQA grounds was filed during the time periods prescribed by Public Resources Code Section 21167(c). Since certification of the 1991 General Plan EIR, subsequent addenda and environmental documents have been prepared to allow for the adoption of land use and zoning amendments to implement the City's specific plans and allow for updates to various General Plan elements to meet state law. More recently, the City's 2021–2029 Housing Element and Public Safety Element were updated in 2022 to comply with various state housing and safety laws.

2. Environmental Setting

2.1 PROJECT LOCATION

The City of Dana Point is in the southwest portion of Orange County, California. The City encompasses approximately 29.5 square miles of land (approximately 18,880 acres) within Orange County. The City is bounded by the City of San Juan Capistrano on the northeast, the Cities of Laguna Niguel and Laguna Beach on the northwest, the City of San Clemente on the east, and the Pacific Ocean on the south and west. Roughly 2,158 acres of the City lie within the Local Coastal Zone (Coastal Overlay District). Pacific Coast Highway (PCH) (California State Route [SR] 1) runs north-south on the western boundary of the City, along the coastline, and Interstate 5 (I-5) bisects the City's southern boundary.

2.2 EXISTING LAND USES

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 ocean/beach related facilities, along with Doheny State Beach Park, Capistrano Beach Park, Strands Beach, Salt Creek Beach Park, and the Dana Point Harbor have made Dana Point a popular destination for visitors throughout the region and beyond.

Dana Point's development pattern has been stable since the 1980's, consisting primarily of residential uses with supporting commercial services and public facilities. The City also places a high value on preserving natural open space and maintaining high quality recreation areas for residents and visitors to enjoy.

Existing land uses consist primarily of residential, commercial and public facilities. Low-density single family residential uses account for approximately 46 percent of land area, while multiple family uses account for another 15 percent. Nonresidential land uses include commercial and office uses, which represent approximately 8 percent of land area, and industrial uses, which account for roughly 1 percent. The remaining 30 percent of Dana Point consists of public and community facilities, parks, and open spaces, including land and marine facilities related to the harbor.

2. Environmental Setting

2.3 CIRCULATION AND MOBILITY

The City's circulation network consists of roadways, bikeways, trails, sidewalks, and transit routes. Dana Point's roadway network includes both smaller local streets and a variety of larger roadways, some of which are described below.

- **Pacific Coast Highway (PCH)**, the official start to the 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 Lantern District 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, connects several planning areas, and includes direct access to Dana Hills High School, Monarch Beach, and the Interstate 5 Freeway (I-5). Stonehill Drive also terminates and becomes Camino Capistrano/Doheny Park Road, which travels southerly through Doheny Village, connecting to PCH and Coast Highway, and into 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 Park.

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 bike facility 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.

Dana Point is served by three Orange County Transportation Authority (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. The City also coordinates with OCTA to operate a trolley service that runs between Memorial Day Weekend and Labor Day, operating seven days per week. The Trolley also operates on weekends in September. Two routes provide service at forty stops throughout the City. Additionally, Metrolink's Orange County line passes through Dana Point, with nearby stations in San Juan Capistrano and San Clemente.

2.4 HAZARDS AND PUBLIC SAFETY

The following section is based on information provided by the 2022 Dana Point Public Safety Element.

Geologic Hazards

The City of Dana Point's most significant geologic hazards include landslides, mudslides, and bluff and coastal erosion. Although landslide and mudslide potential exists throughout the City, areas with higher landslide and mudslide susceptibility generally occur along the coast (north of the Dana Point Harbor), west of Niguel Road, north of Stonehill Drive, and along Del Obispo Street, Doheny Park Road and Coast Highway. The Dana Point shoreline has been subjected to continual erosion from oceanic, climatological, and developmental forces.

2. Environmental Setting

Seismic Hazards

The City, like the rest of southern California, is located in a seismically active area. However, no known active faults cross the City; the nearest significant active fault is the Newport Inglewood/Rose Canyon Fault Zone, located approximately four miles to the southwest. The maximum projected magnitude from an earthquake from this fault is greater than 7. Major active faults that could also affect Dana Point include the San Joaquin Hill Blind Thrust, Whittier-Elsinore Fault, the San Jacinto Fault, the San Andreas Fault, the Palos Verdes Fault, and the San Clemente Fault. Ground shaking, liquefaction, landslides, and rockfalls along coastal bluffs are the primary hazards that would affect the City in case of earthquake.

Hazardous Materials and Waste

Primary contributors to the hazardous waste stream in the City are individual residences. Household cleaning products, dry cleaning, film processing, and auto servicing all involve substances and waste materials that are to some degree hazardous. Hazardous materials pass through the City via the City's freeway, rail, and surface street system. The major transportation routes through Dana Point include the San Diego Freeway (Interstate 5); Pacific Coast Highway (State Highway 1); and the Atchison, Topeka, and Santa Fe Railroad. The South Orange County Water Authority (SOCWA) Wastewater Treatment Plant transports four to six truckloads of dried sludge to the Prima Deshecha landfill daily. The South Coast Water District also transports sludge to the landfill.

Fire and Explosion Hazards

According to the Orange County Fire Authority (OCFA), there are no major urban fire or explosion hazards in the City. Historically, the City has not experienced wildfire. However, the northwestern portion of the City is within a very high fire hazard severity zone. The only significant potential fire/explosion hazards are existing natural gas transmission lines along Pacific Coast Highway, Stonehill Drive, Del Obispo Street, and along the San Juan Creek operated by the Southern California Gas Company.

Nuclear Hazards

The San Onofre Nuclear Generating Station (SONGS) is located adjacent to San Onofre State Beach on the grounds of the U.S. Marine Corps Base at Camp Pendleton. SONGS is located approximately seven miles south of Dana Point. SONGS is listed as Permanently Defueled, and the possibility of significant off-site release of radioactive materials to the environment is considered very unlikely, although spent nuclear fuel is stored on site and potential for accidental release remains possible.

Flood Hazards and Sea-Level Rise

There are three FEMA floodplains designated within Dana Point. The primary floodway is San Juan Creek, and secondary floodways are Salt Creek and Prima Deshecha Canada.

Climate Change and Resiliency

Climate projections indicate that climate impacts may increase both in severity and frequency in the future, which can have consequences on health, safety, and welfare of residents and visitors to the City. Climate change can further compound the hazards described above.

2. Environmental Setting

Dana Point Emergency Plan and Evacuation Mapping

The City has developed an Emergency Plan that outlines emergency efforts that will be undertaken in the event of a natural or human-made disaster to protect lives, property, and the environment. The Dana Point Emergency Plan designates roles and operations for City departments and personnel in case of a major emergency. In addition, the Emergency Plan addresses emergency management organization and coordination with other governmental levels.

3. Project Description

The project is an update of the Introduction Chapter, and the Circulation, Economic Development and Public Safety Elements of the City of Dana Point General Plan. The General Plan is a state-required legal document that provides guidance to decision-makers regarding the allocation of resources and determining the future physical form and character of development in the City. It is the official statement of the City regarding the extent and types of development needed to achieve the community's physical, economic, social, and environmental goals. Although the General Plan is composed of individual sections, or "elements," that individually address a specific area of concern, the General Plan embodies a comprehensive and integrated planning approach for the jurisdiction. This section of the addendum summarizes the proposed updates to the General Plan elements.

3.1 PROPOSED GENERAL PLAN UPDATES

The City is proposing to update the introduction and aforementioned elements to reflect a new citywide vision statement and set of guiding principles, with a focus on updating the Introduction Chapter, the Circulation and Public Safety Elements to ensure adherence to state law, and refining the Economic Development Element. Importantly, the proposed updates do not include any land use changes, nor do they expedite, initiate, or permit any ground-disturbing activities. Additionally, neither element being updated is part of the City's Local Coastal Program. A matrix comparing the currently adopted and proposed goals and policies is provided in Appendix A. A general description of the proposed updates is provided below.

3.1.1 Introduction Chapter

The City is updating the Introduction Chapter of the General Plan to reflect a new citywide vision statement and set of guiding principles. The updated vision statement acknowledges the City as a unique coastal community with a small-town feel and builds upon its heritage and connection to the ocean while striving to adapt in a sustainable way. Guiding principles that uphold the vision statement focus on land use and context, mobility and connectivity, natural resources and conservation, economic vitality, innovation, recreation, arts and culture, public safety, tourism and civic engagement.

The Introduction Chapter also outlines the purpose and organization of the General Plan, guidance on how a General Plan is used, and a description of previous and future updates to the General Plan.

3.1.2 Circulation and Mobility Element

The City is updating its Circulation Element to bolster its approach to complete street practices for multimodal transportation thereby improving safety for all roadway users. In addition, the City is refining the classification of select roadways to better reflect existing conditions and to optimize other roadways to better serve the needs of the community. Other examples of proposed changes include a clarification of the City's acceptable level

3. Project Description

of service standards, coordination with OCTA to improve transit service, and strategies to enhance pedestrian and bicycle facilities along existing roadways. Separately, but concurrently with this General Plan Update, the City is also working with OCTA to update the Master Plan of Arterial Highways (MPAH). Additionally, the City is currently updating the City's vehicles miles traveled (VMT) thresholds.

Some of these changes are based on local priorities while others ensure consistency with state laws covering the following topics:

- The Complete Streets Act (AB 1358, 2010)
- Vehicle Miles Traveled (SB 743, 2013)
- Safe Systems Approach (SB 932, 2022)

3.1.3 Economic Development Element

The City is restructuring its Economic Development Element to provide higher level guidance that will be implemented through the City's Strategic Plan. Changes primarily include removing and reframing outdated goals and policies that are either no longer relevant or need to be updated to reflect current and future conditions, with new policies expanding the conditions under which stand-alone commercial developments may be considered for a mix of residential and nonresidential uses.

3.1.4 Public Safety Element

Following a comprehensive update in 2022, the City is revisiting its Public Safety Element to address new state laws. The most substantive change includes an Evacuation Assessment, which includes a list of strategies that would improve preparation, evacuation traffic management, evacuation procedures, education and training, and unique strategies by evacuation type; discussion and policy direction regarding rewilding; and the value of open space to enhance safety and climate resilience. Other notable changes include new or updated maps that provide additional information on evacuation routes, to increase consistency with the City's 2025 Local Hazard Mitigation Plan (LHMP), and to reflect new data from state sources regarding wildfire hazards. Some additional policies are being added to further strengthen the City's approach to address the dangers of wildfire and extreme heat. Other minor changes are introduced to improve formatting and increase consistency between the Public Safety Element and the balance of the General Plan.

Some of these changes are based on local preferences and updates to data, while others ensure consistency with state laws covering the following topics:

- Evacuation Route Analysis (AB 747, 2019, triggered by update of LHMP)
- Advancing Climate Resilience through Open Space Updates (SB 1425, 2022)
- Extreme Heat (AB 2684, 2024)

4. Environmental Analysis

4.1 CONDITIONS

This section of the Addendum summarizes the conclusions of the certified EIR regarding transportation and discusses the three conditions pursuant to CEQA Guidelines Section 15162 that determine whether implementation of the Proposed Project would trigger the requirement to prepare a subsequent or supplemental EIR:

Condition 1. Whether or not the proposed project represents a substantial change that will require major revisions to the Certified EIR due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Condition 2. Whether or not substantial changes in the circumstances under which the proposed project is being undertaken will require major revisions to the Certified EIR due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Condition 3. If new information shows that the proposed project would have one or more new significant effects, that significant effects would be substantially more severe than previously described; that mitigation measures or alternatives previously found not to be feasible would be feasible and substantially reduce impacts, but project proponents decline to adopt them; or that new or previously rejected mitigation measures or alternatives would be feasible and would substantially reduce one or more project impacts, but project proponents decline to adopt them.

If none of the above conditions are met, the analysis identifies where impacts of the Proposed Project would not require major revisions to the certified EIR or substantially increase the severity of previously identified significant effects that would trigger the need to prepare a subsequent or supplemental EIR under Sections 15162(a) and 15163(a).

Like the Approved Project, the Proposed Project would not directly result in physical development; rather, the Proposed Project includes focused updates to the Introduction Chapter and goals and policies of the Circulation, Economic Development and Public Safety Elements. All future development in the City would be required to comply with local regulations, including the City's General Plan and Zoning Ordinance. These local regulations guide future development and would evaluate physical impacts resulting from future development. The General Plan policies and City ordinances address the physical impacts associated with all development. The policies and ordinances that regulate development will not change with adoption of the Proposed Project. Therefore, this Addendum specifically addresses environmental topics that potentially would be impacted by these changes, which would be limited to the topics of geology and soils, hazards and hazardous materials, hydrology and water quality, transportation and wildfire pursuant to Appendix G of the CEQA Guidelines. At a programmatic level, the Proposed Project would have no direct or indirect impact on aesthetics, agricultural

4. Environmental Analysis

and forestry resources, air quality, biological resources, cultural resources, energy, greenhouse gas emissions, land use and planning, mineral resources, noise, population and housing, public services, recreation, or tribal cultural resources. Therefore, no further analysis of these topics is warranted for purposes of this Addendum.

4.2 GEOLOGY AND SOILS

4.2.1 Thresholds of Significance

GEO-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42.)
- ii) Strong seismic ground shaking.
- iii) Seismic-related ground failure, including liquefaction.
- iv) Landslides.

GEO-2 Result in substantial soil erosion or the loss of topsoil.

GEO-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

GEO-4 Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.

GEO-5 Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

GEO-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

4.2.2 Summary of Impacts Identified in the Certified EIR

The following summarizes the geologic and soils impacts identified in the certified EIR. It is important to note that the specific inclusion of geology and soils as a distinct environmental topic in the Appendix G Environmental Checklist occurred with the 1998 revision of the CEQA Guidelines Appendix G, when the checklist format was standardized. At the time of preparation of the certified EIR, geology and soils were not analyzed as a separate topic. Impacts related to geology and soils were evaluated in the certified EIR's Earth Resources and Archaeological/Historical/Paleontological Resources sections. Therefore, the following

4. Environmental Analysis

summary of geology and soils impacts identified in the certified EIR is provided for informational purposes only as the thresholds utilized in the certified EIR are no longer applicable to the Proposed Project.

The certified EIR determined that buildout of the Approved Project would expose more people to effects of ground-shaking from regionally or locally generated earthquakes. Expansion of the residential land uses within the City by the projected 225 acres as part of the Approved Project would place more people at risk to existing seismic hazards. Various policies in the General Plan Land Use Policy and Public Safety element are aimed at reducing loss of life, injury, and property damage that might result from geologic hazards through land use planning and maintaining construction/grading standards. Impacts related to geologic hazards were considered less than significant.

The Orange County Safety Element identifies San Juan Creek and its immediate area as a potential liquefaction zone. The certified EIR determined that more detailed hydrogeological studies at the project level will be necessary to assess the extent of the liquefaction potential more accurately within this area of Dana Point.

Increased development on 261 acres of currently vacant land as part of the Approved Project would potentially impact cultural/historical resources which exist but have yet to be unearthed. Vacant lands lying within archaeologically sensitive areas are locations of the greatest potential impact. Areas of high archaeological sensitivity which are currently vacant and vulnerable to development include the Headlands and scattered vacant parcels throughout the City. Individual vacant sites within Dana Point may contain such resources and need to be carefully assessed as to their sensitivity prior to development. Site specific surveys should be performed prior to site alteration.

In summary, the certified EIR concluded that impacts to geologic hazards, resulting from implementation of the Approved Project, would be adverse but less than significant. Implementation of mitigation measures would further reduce impacts. Impacts to archeological resources, resulting from implementation of the Approved Project would be mitigated to less than significant with implementation of mitigation measures.

4.2.3 Impacts Associated with the Proposed Project

Would the project:

GEO-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42.)
- ii) Strong seismic ground shaking.
- iii) Seismic-related ground failure, including liquefaction.
- v) Landslides.

4. Environmental Analysis

- GEO-2** Result in substantial soil erosion or the loss of topsoil?
- GEO-3** Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
- GEO-4** Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?
- GEO-5** Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Changes or New Information Requiring Preparation of an EIR. Like the Approved Project, the Proposed Project would not directly result in physical development; rather, the Proposed Project includes focused updates to goals and policies of the Circulation, Economic Development, and Public Safety Elements. The Proposed Project does not include new goals or policies that specifically address geologic hazards, including seismic hazards, soil erosion, geologic hazards, unstable soils; however, existing Policy 2.2 of the Public Safety Element already requires the adoption and maintenance of accepted State of California Building Standards Code standards for seismic performance of new buildings. A matrix comparing updated goals and policies with current goals and policies is provided in Appendix A. Projects within the City facilitated by the Approved and Proposed Project would continue to be evaluated on a case-by-case basis for seismic and geologic impacts and would comply with any building and safety requirements pursuant to the Department of Buildings and Safety and applicable buildings codes. Thus, no new impacts would occur, and no changes or new information would require the preparation of a Subsequent EIR.

- GEO-6** Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Changes or New Information Requiring Preparation of an EIR. Like the Approved Project, the Proposed Project would not directly result in physical development; rather, the Proposed Project includes focused updates to goals and policies of the Circulation, Economic Development, and Public Safety Elements. The Proposed Project does not include new goals or policies that specifically address paleontological resources. A matrix comparing updated goals and policies with current goals and policies is provided in Appendix A; however, it is relevant to note that the Conservation/Open Space Element of the General Plan contains Goal 8 which encourages the preservation of significant historical or culturally significant buildings, sites or features within the community. Policies 8.1 through 8.3 state ways to achieve this goal by requiring mitigation for development possibly affecting cultural and historical resources, retaining areas of significant resources for education and scientific purposes, and designing development in close proximity to historic structures to protect the visual setting of the historic site. Projects within the City facilitated by the Approved and Proposed Project would be evaluated on a case-by-case basis for the presence of paleontological resources. In summary, the Proposed Project would not introduce new development or land use changes that would directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature. Thus, no new impacts would occur, and no changes or new information would require the preparation of a Subsequent EIR.

4. Environmental Analysis

4.2.4 Mitigation Measures Identified in the Certified EIR

The Earth Resources mitigation measures identified in the certified EIR were adopted to further reduce the Approved Project's adverse but less than impacts related to seismic hazards and erosion. The Archaeological/Historical/Paleontological Resources mitigation measures identified in the certified EIR were adopted to reduce impacts on cultural resources to less than significant levels. However, since the EIR was certified, the Appendix G impact thresholds have been revised. Therefore, several of the mitigation measures identified in the certified EIR are no longer applicable for the proposed project and/or have already been incorporated as part of the existing Circulation, Economic Development, and/or Public Safety Element's goals and policies or would be implemented through regulatory code compliance. Because there are no mitigation measures applicable to the Proposed Project, a Mitigation Monitoring Program for this Addendum is not required. The original mitigation measures are identified below in ~~strikeout~~ text to indicate deletions.

MM-1 through MM-6 of the EIR would not be applicable to the Proposed Project because the proposed updates to the Circulation, Economic Development, and Public Safety Elements do not include any changes to goals and policies relating to geology and soils. The Proposed Project does not include any land use changes, nor does it expedite, initiate, or permit any ground-disturbing activities. In addition, mitigation measures MM-1 through MM-6 would be required as regulatory compliance pursuant to state law, the City's Municipal Code and building codes, and in coordination with the Department of Building and Safety. Furthermore, existing Policy 2.2 of the Public Safety Element, already adopts and maintains accepted State of California Building Standards Code standards for seismic performance of new buildings.

- **Policy 2.2.** Adopt and maintain accepted State of California Building Standards Code standards for seismic performance of new buildings.

~~MM-1 The City shall adopt and implement detailed coastal erosion protection standards as discussed in the Coastal Erosion Technical Report by Zeiser Geotechnical, Inc.~~

~~MM-2 The City shall prepare, adhere to, and update as necessary, the Drainage Master Plan in an effort to minimize flooding potential.~~

~~MM-3 Using the City's site development review process, development proposals within hazard areas including unstable geologic and soils conditions, coastal erosion, steep natural slopes, and seismic shaking shall be identified and assessed prior to development.~~

~~MM-4 The City shall establish detailed sets of standards and regulations within its Municipal Code for grading, revegetation, and drainage and soil management techniques to reduce erosion.~~

~~MM-5 The City shall work with other public agencies which have control over watercourse improvements or maintenance to ensure that appropriate measures are taken to ameliorate flood potential.~~

~~MM-6 The City shall work with appropriate agencies to study sand erosion and promote solutions that help ameliorate effects from sand loss or erosion.~~

4. Environmental Analysis

MM-7 through MM-9 of the certified EIR would not be applicable to the Proposed Project because they address cultural resources rather than paleontological resources relating to geology and soils. The proposed updates to the Circulation, Economic Development, and Public Safety Elements do not include any changes to goals and policies relating to cultural resources. However, the Conservation/Open Space Element of the General Plan already contains Goal 8 which is to encourage the preservation of significant historical or culturally significant buildings, sites or features within the community. Policies 8.1 through 8.3 state ways to achieve this goal by requiring mitigation for development possibly affecting cultural and historical resources, retaining areas of significant resources for education and scientific purposes, and designing development in close proximity to historic structures to protect the visual setting of the historic site

- **Policy 8.1.** Require reasonable mitigation measures where development may affect historical, archaeological or paleontological resources.
- **Policy 8.2.** Retain and protect resources of significant historical, archaeological, or paleontological value for education, visitor-serving, and scientific purposes.
- **Policy 8.3.** Development adjacent to a place, structure or object found to be of historic significance should be designed so that the uses permitted and the architectural design will protect the visual setting of the historical site.

~~MM-7 The City of Dana Point shall develop and maintain a cultural resource inventory of the community.~~

~~MM-8 The City of Dana Point shall prepare a cultural facilities needs assessment.~~

~~MM-9 Appendix K of the California Environmental Quality Act provides mitigation measures which are designed to mitigate impacts to cultural resources. These measures should also be implemented during the City's development review process.~~

4.2.5 Level of Significance After Mitigation

No new, or more adverse, potential impacts related to geology and soils would occur as a result of implementation of the Proposed Project, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

4. Environmental Analysis**4.3 HAZARDS AND HAZARDOUS MATERIALS****4.3.1 Thresholds of Significance**

- HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- HAZ-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.
- HAZ-4 Be located on a site that is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
- HAZ-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, if the project would result in a safety hazard or excessive noise for people residing or working in the project area.
- HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

4.3.2 Summary of Impacts Identified in the Certified EIR

The following summarizes the hazards and hazardous materials impacts identified in the certified EIR. It is important to note that the specific inclusion of hazards and hazardous materials as a distinct environmental topic in the Appendix G Environmental Checklist occurred with the 1998 revision of the CEQA Guidelines Appendix G, when the checklist format was standardized. At the time of preparation of the certified EIR, hazards and hazardous materials was not analyzed as a separate topic. Impacts related to hazards and hazardous materials were evaluated in the certified EIR's Risk of Upset/Human Health section. Therefore, the following summary of hazards and hazardous materials impacts identified in the certified EIR is provided for informational purposes only as the thresholds utilized in the certified EIR are no longer applicable to the Proposed Project.

The certified EIR determined that implementation of the Approved Project will not expose more people to existing health risks, or create any additional or unusual human health risks. Development under the General Plan could increase industrial land uses by 10 acres from 8 acres to a total of 18 acres. This is relatively small industrial development and will not result in generation of significant amounts of hazardous materials.

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There are no major manufacturing or other industrial uses within Dana Point. Approximately 8 acres (68,800 square feet of building floor area) of the City are currently used for industrial purposes. The absence of a substantial industrial base significantly reduces the amount of hazardous materials present within the City, thereby reducing the risk of exposure in the event of upset conditions. The major transportation routes in the City include the San Diego Freeway and the Atchison, Topeka and Santa Fe railroad. The potential threats posed by transportation accidents involving hazardous materials include explosions, physical contact by emergency response personnel, and exposure to the public via airborne exposure or release into drinking water.

The City also has no major underground petroleum product transmission lines or storage facilities which could cause hazards if upset conditions were present. The South East Regional Reclamation Authority (SERRA) Wastewater Treatment Plant transports four to six truckloads of dried sludge to the Prima Deshecha landfill daily. The dried sludge is considered to be a hazardous material, but its transport does not pose a significant hazard to the City because the route taken by these trucks avoids high population areas and a relatively small amount of sludge is transported daily by the trucks.

In summary, the certified EIR concluded that impacts to hazards and hazardous materials, resulting from implementation of the Approved Project, would be adverse but less than significant. Implementation of mitigation measures would further reduce impacts.

4.3.3 Impacts Associated with the Proposed Project

Would the project:

- HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- HAZ-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.
- HAZ-4 Be located on a site that is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
- HAZ-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, if the project would result in a safety hazard or excessive noise for people residing or working in the project area.

No Changes or New Information Requiring Preparation of an EIR. Like the Approved Project, the Proposed Project would not directly result in physical development; rather, the Proposed Project includes focused updates to goals and policies of the Circulation, Economic Development, and Public Safety Elements.

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The Proposed Project does not include new goals or policies that specifically address hazardous materials. A matrix comparing updated goals and policies with current goals and policies is provided in Appendix A.

Projects within the City facilitated by the Approved and Proposed Project would be evaluated on a case-by-case basis for impacts on hazards and hazardous materials. In summary, the Proposed Project would not introduce new development or land use changes that would create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials or airport hazards. Therefore, no new impacts would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

No Changes or New Information Requiring Preparation of an EIR. The Proposed Project would not result in inadequate emergency vehicle access; rather, the Proposed Project aims to update goals and policies of the current Circulation and Public Safety Element to improve the circulation system throughout the City and ensure adequate access for public safety and emergency services. The Proposed Project includes an Evacuation Assessment and new and updated maps that provide additional information on evacuation and would increase consistency with the City's 2025 LHMP. The Proposed Project also bolsters coordination with the Orange County Fire Authority (OCFA), CALFIRE, Caltrans, and FEMA, to improve emergency operation plans and evacuation routes.

Although goal 6 of the Public Safety Element would remain unchanged, policy 6.13 has been updated to include the City's LHMP and additional statutory reference, and policy 6.14 through policy 6.17 have been added to further support emergency plans. A comprehensive matrix comparing updated goals and policies with current goals and policies is provided in Appendix A.

Goal 6. The City will periodically update and maintain the City's Emergency Plan to provide direction for handling emergency situations.

- **Policy 6.13.** After update and certification by the Federal Emergency Management Agency, incorporate the current Dana Point Local Hazard Mitigation Plan into this Public Safety Element by reference, as permitted by California Government Code Section 65302.6.
- **Policy 6.14.** Continue public education and outreach to inform residents, businesses, and visitors about designated potential evacuation routes and evacuation centers, emergency alert methods, personal preparedness strategies, and defensible-space requirements, including vegetation-clearance standards. Develop and distribute materials tailored to vulnerable groups—seniors, young children, individuals with disabilities—and to non-English speakers.
- **Policy 6.15.** Prioritize routine maintenance and capital improvements along designated evacuation routes to ensure ongoing accessibility and serviceability during emergencies. Address pavement conditions, signage, drainage, and vegetation management as part of regular upkeep.

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- **Policy 6.16.** Enhance coordination among emergency services, public safety officials, disaster response teams, communications personnel, media, and local school districts to ensure unified messaging and information sharing before, during, and after evacuation events.
- **Policy 6.17.** Continue to support and expand the Community Emergency Response Team (CERT) program to increase disaster preparedness training at the neighborhood level, enhancing local resilience and response capacity.

Additionally, the Proposed Project would be consistent with the City's 2018 Emergency Operations Plan and 2025 Local Hazard Mitigation Plan, with respect to circulation. Although no physical development is included as part of the Proposed Project, future projects that may be facilitated by the Proposed Project would be reviewed on a case-by-case basis for site plan approval consistent with roadway and emergency access standards defined by regulatory codes. No changes to the existing roadway configurations are proposed as part of the Proposed Project that would affect evacuation capacity. Therefore, no impact would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

No Changes or New Information Requiring Preparation of an EIR. Like the Approved Project, the Proposed Project would not directly result in physical development; rather, the Proposed Project includes focused updates to goals and policies of the Circulation, Economic Development, and Public Safety Elements. The Proposed Project would update goals and policies of the Public Safety Element to address new state laws and reflect new data from state sources regarding wildland fires. Additional policies are being added to further strengthen the City's approach to address fire impacts. In summary, goal 5 of the Public Safety Element would remain unchanged, and policies 5.1, 5.3, 5.7, 5.8, 5.11, 5.12 and 5.13, have been revised to meet current regulatory standards and updates. Policy 5.15, 5.17, 5.18, 5.20 and 5.23 have been included to ensure adequate safety and emergency response to wildland fires pursuant to state law. A matrix comparing updated goals and policies with current goals and policies is provided in Appendix A. Goals and policies specifically aimed at reducing the spread of fire include the following:

Goal 5. The City will reduce the risk to the community from urban fires, wildfires, or explosions.

- **Policy 5.1.** Establish and maintain an education program for residents and businesses on fire hazards in Dana Point, particularly for those residents located in areas that have high fire hazard risks.
- **Policy 5.2.** Require fire-safe design features in new development and ongoing maintenance of vegetation and fuel modification areas, especially in fire-prone areas of the city.
- **Policy 5.3.** Provide notice to all residents located in fire hazard severity zones.
- **Policy 5.6.** Require that new development is reviewed by the Orange County Fire Authority to ensure that properties are adequately served by firefighting services, incorporates defensible space, includes visible street signs and address numbers, meets road width and ingress/egress requirements, and has adequate

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water supplies for fire protection. Work to address any such deficiencies on existing public land and public rights-of-way and coordinate with homeowners' associations and property owners to improve conditions as needed on private land.

- **Policy 5.8.** To the greatest extent possible, locate new residential development, and public and critical facilities such as police stations, schools, and community centers, outside of Very High Fire Hazard Severity Zones. If no alternative feasible location exists, require new development within Very High Fire Hazard Severity Zones to develop disaster response and evacuation plans that address the actions that will be taken in the event of an emergency. New development should also be constructed with defensible space, fire-resistant materials, and landscaping.
- **Policy 5.12.** Coordinate with the County of Orange to prepare a fire prevention and preparation program to provide notification of fire hazard to property owners in Fire Hazard Severity Zones, education aimed at reducing fire occurrences and damage, and mutual aid among jurisdictions to fight fires.
- **Policy 5.15.** Coordinate with CAL FIRE, Orange County Fire Authority, Caltrans, emergency responders, and landowners to maintain and enhance fuel breaks, vegetation clearance, and emergency access and evacuation routes on public and private roads to ensure adequate capacity, safety, and viability for both effective fire suppression and safe evacuations.
- **Policy 5.17.** Require review by the Community Development Department and Orange County Fire Authority of proposed construction projects and conceptual landscaping plans in the Very Fire Hazard Severity Zones identified by CAL FIRE prior to the issuance of development permits (see Figure PS-78: Fire Hazard Severity Zones). Plans for proposed development in such areas shall include, at a minimum:
 - Site plan, planting plan, planting palette, and irrigation plan to reduce the risk of fire hazards and with consideration to site conditions, including slope, structures, and adjacencies.
 - Development and maintenance of defensible space.
 - More than one point of ingress and egress to improve evacuation, emergency response, and fire equipment access and adequate water infrastructure for water supply and fire flow that meets or exceeds the standards in the California State Minimum Fire Safe Regulations (commencing with Section 1270, SRA Fire Safe Regulations); and Subchapter 3, Article 3, commencing with Section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations).
 - Class A roofing assemblies for new and replacement roofs.
 - Location and source of anticipated water supply.
- **Policy 5.18.** All new development in the Very High Fire Hazard Severity Zone must comply with fire-resistant landscaping and defensible space requirements. These standards shall meet or exceed Title 14 of the California Code of Regulations. This specifically includes Division 1.5, Chapter 7, Subchapter 2, Articles 1 to 5 (commencing with section 1270, SRA Fire Safe Regulations), and Division 1.5, Chapter 7, Subchapter 3, Article 3 (commencing with section 1299.01, Fire Hazard Reduction Around Buildings and

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Structures Regulations). New development shall also comply with the Public Resource Code Section 4291 (State Defensible Space Requirements), which requires the following:

- Create a defensible space of at least 100 feet around the structure.
 - Remove all dead plants, grass, weeds, and other flammable vegetation from the defensible space.
 - Remove tree limbs that are within 10 feet of the chimney or stovepipe of the structure.
 - Trim tree limbs that are within 6 feet of the ground or within 10 feet of the structure.
 - Remove all dead branches, leaves, and other debris from roofs and rain gutters.
 - Create horizontal and vertical spacing between trees and shrubs to prevent the spread of fire.
 - Space trees at least 10 feet apart from each other.
 - Maintain the defensible space throughout the year, not just during fire season.
 - Obtain any necessary permits from local fire agencies before conducting any vegetation management activities.
 - Provide and maintain access to the property for emergency vehicles
- **Policy 5.20.** Encourage new development outside of Very High Fire Hazard Severity Zones. Development in the Very High Fire Hazard Severity Zones shall demonstrate compliance with applicable state and local building and fire code regulations as well as appropriate mitigation measures and design considerations.
 - **Policy 5.23.** Develop and update programs as needed that ensure recovery and redevelopment after a large fire and that reduce future vulnerabilities to fire hazard risks through site preparation, redevelopment layout design, fire-resistant landscape planning, and home hardening building design and materials.

Projects within the City facilitated by the Approved and Proposed Project would be evaluated on a case-by-case basis for fire impacts. In summary, the Proposed Project would not introduce new development or land use changes that would expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, no new impacts would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

4.3.4 Mitigation Measures Identified in the Certified EIR

The Risk of Upset/Human Health mitigation measures identified in the certified EIR were adopted to further reduce the Approved Project's adverse but less than impacts related to the release of hazardous materials and emergency plans. However, since the EIR was certified, the Appendix G impact thresholds have been revised. Therefore, several of the mitigation measures identified in the certified EIR are no longer applicable for the proposed project and/or have already been incorporated as part of the existing Circulation, Economic Development, and/or Public Safety Element's goals and policies. Because there are no mitigation measures applicable to the Proposed Project, a Mitigation Monitoring Program for this Addendum is not required. The original mitigation measures are identified below in ~~strikeout~~ text to indicate deletions.

MM-1 through MM-3 of the EIR would not be applicable to the Proposed Project because the proposed updates to the Circulation, Economic Development, and Public Safety Elements do not include any changes

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to goals and policies relating to the release or transport of hazardous materials. Furthermore, mitigation measures MM-1 through MM-3 would be required as regulatory compliance pursuant to state law, the City's Municipal Code, and building codes.

~~MM-1 The City of Dana Point shall assess the hazard potential of development proposals using the City's development review process.~~

~~MM-2 The City of Dana Point shall ensure that potential hazards are minimized through proper construction and maintenance methods by requiring that development adhere to all construction codes (zoning, grading, and building codes, as well as construction codes of other agencies responsible for public facilities such as special districts, Caltrans and other state agencies). The City shall also establish Geologic Hazard Abatement Districts and adopt detailed coastal erosion protection standards.~~

~~MM-3 The City of Dana Point shall work with other agencies to encourage transportation of hazardous materials on designated routes to minimize potential hazards. This effort shall be coordinated with other agencies, such as the County of Orange, Caltrans, and the rail line operators.~~

MM-4 and MM-5 would no longer apply to the Proposed Project because it would be updated and replaced by proposed Policies 6.13, 6.14, 6.15, 6.16, and 6.17, which would enhance local emergency preparedness and response plans.

- **Policy 6.13.** After update and certification by the Federal Emergency Management Agency, incorporate the current Dana Point Local Hazard Mitigation Plan into this Public Safety Element by reference, as permitted by California Government Code Section 65302.6.
- **Policy 6.14.** Continue public education and outreach to inform residents, businesses, and visitors about designated potential evacuation routes and evacuation centers, emergency alert methods, personal preparedness strategies, and defensible-space requirements, including vegetation-clearance standards. Develop and distribute materials tailored to vulnerable groups—seniors, young children, individuals with disabilities—and to non-English speakers.
- **Policy 6.15.** Prioritize routine maintenance and capital improvements along designated evacuation routes to ensure ongoing accessibility and serviceability during emergencies. Address pavement conditions, signage, drainage, and vegetation management as part of regular upkeep.
- **Policy 6.16.** Enhance coordination among emergency services, public safety officials, disaster response teams, communications personnel, media, and local school districts to ensure unified messaging and information sharing before, during, and after evacuation events.
- **Policy 6.17.** Continue to support and expand the Community Emergency Response Team (CERT) program to increase disaster preparedness training at the neighborhood level, enhancing local resilience and response capacity.

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~~MM-4 The City of Dana Point shall prepare and maintain a Disaster Preparedness Plan to provide direction for handling emergency situations as they occur.~~

~~MM-5 The City of Dana Point shall continue to actively participate in the IPC which meets to coordinate emergency plans, provide training and resolve matters of mutual concern to the municipalities and agencies in the area.~~

4.3.5 Level of Significance After Mitigation

No new, or more adverse, potential impacts related to hazards and hazardous materials would occur as a result of implementation of the Proposed Project, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

4.4 HYDROLOGY AND WATER QUALITY

4.4.1 Thresholds of Significance

HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i) Result in a substantial erosion or siltation on- or off-site.
- ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.
- iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
- iv) Impede or redirect flood flows.

HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.4.2 Summary of Impacts Identified in the Certified EIR

The following summarizes the hydrology and water quality impacts identified in the certified EIR. It is important to note that the specific inclusion of hydrology and water quality as a distinct environmental topic

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in the Appendix G Environmental Checklist occurred with the 1998 revision of the CEQA Guidelines Appendix G, when the checklist format was standardized. At the time of preparation of the certified EIR, hydrology and water quality was not analyzed as separate topic. Instead, elements were analyzed under Water Resources. Therefore, the following summary of hydrology and water quality impacts identified in the certified EIR is provided for informational purposes only as the thresholds utilized in the certified EIR are no longer applicable to the Proposed Project.

The certified EIR determined that implementation of the Approved Project has potential to adversely impact drainage and overall water quality through the effects of construction activities and increased urbanization. Diversion of flows could occur during grading operations temporarily and artificially increasing flows in adjacent tributaries or watersheds. However, if the guidelines presented in the City of Dana Point Grading Ordinance are followed, this impact will not be significant.

Build-out of the City as part of the Approved Project, and as analyzed under the certified 1991 certified and EIR and subsequent addenda, would increase areas of impervious surfaces as development continues. These impervious surfaces can increase both the volume of runoff and the peak volumetric rate at which the runoff flows. The increases in the volumetric flow rate are a result of impervious surfaces and engineered storm drainage systems that produce short concentration times, resulting in sharper peaks in the rate of runoff. Creation of additional impervious surfaces associated with development will cause decreased infiltration to groundwater reserves. Decreased groundwater recharge will occur locally, in areas of new development. Water quality would diminish within groundwater storages due to the addition of chemicals, such as oils, grease, detergents, and fertilizers from urbanization. Due to the fact that existing groundwater quality in Dana Point is poor and it is not usable, this will not constitute a significant impact.

No residential development is proposed within the 100-year floodplain, therefore no impacts to flooding are expected to occur. The City has implemented a system of protective controls against flooding as part of its participation in the National Flood Insurance Administration program. No dams are located in Dana Point which would pose potential hazards to people or property in the event of dam failure.

Erosion and sedimentation during grading and construction would be short-term, after storm events only, and would be potentially significant. These impacts would occur only if adequate erosion control measures are not applied during and after the earthwork stage when disturbed soil is left temporarily unprotected.

In summary, the certified EIR concluded that impacts to hydrology and water quality, resulting from implementation of the Approved Project, would be adverse but less than significant. Implementation of mitigation measures would further reduce impacts.

4.4.3 Impacts Associated with the Proposed Project

Would the project:

HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

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HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Changes or New Information Requiring Preparation of an EIR. Like the Approved Project, the Proposed Project would not directly result in physical development; rather, the Proposed Project includes focused updates to goals and policies of the Circulation, Economic Development, and Public Safety Elements. The Proposed Project does not include new goals or policies that specifically address water quality or groundwater. A matrix comparing updated goals and policies with current goals and policies is provided in Appendix A. Projects within the City facilitated by the Approved and Proposed Project would be evaluated on a case-by-case basis for hydrologic impacts. In summary, the Proposed Project would not introduce new development or land use changes that could violate any water quality standards or waste discharge requirements, nor would it substantially degrade surface or groundwater quality. Thus, no new impacts would occur, and no changes or new information would require the preparation of a Subsequent EIR.

HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i) Result in a substantial erosion or siltation on- or off-site.
- ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.
- iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
- iv) Impede or redirect flood flows.

No Changes or New Information Requiring Preparation of an EIR. Like the Approved Project, the Proposed Project would not directly result in physical development; rather, the Proposed Project includes focused updates to goals and policies of the Circulation, Economic Development, and Public Safety Elements. While goal 3 of the Public Safety Element would remain unchanged, policy 3.10 would be updated to address tsunami inundation. Goals and policies specifically aimed at reducing inundation risks include the following:

Goal 3: The City will reduce the risk to the community from flood hazards.

- **Policy 3.10.** Locate, when feasible, new essential public facilities outside of areas subject to flood risk, tsunami inundation, and sea-level rise. If no alternative location exists and the essential public facility must be located within a flood area, construct the facility with appropriate measures to maintain structural integrity and essential function to the greatest extent feasible.

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Projects within the City facilitated by the Approved and Proposed Project would be evaluated on a case-by-case basis for hydrologic impacts. In summary, the Proposed Project would not introduce new development or land use changes that could alter drainage patterns in a way that would cause erosion, flooding, exceed stormwater capacity, generate polluted runoff, or impede flood flows. Thus, no new impacts would occur, and no changes or new information would require the preparation of a Subsequent EIR.

HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Changes or New Information Requiring Preparation of an EIR. Like the Approved Project, the Proposed Project would not directly result in physical development; rather, the Proposed Project includes focused updates to goals and policies of the Circulation, Economic Development, and Public Safety Elements. While goal 3 of the Public Safety Element would remain unchanged, policy 3.2 and 3.10 would be updated to address tsunami inundation, and policy 3.13 would be included to address preparedness actions with respect to tsunami inundation. Goals and policies specifically aimed at reducing inundation risks include the following:

Goal 3: The City will reduce the risk to the community from flood hazards.

- **Policy 3.2.** Regulate the construction of nonrecreational uses on coastal stretches with high predicted storm wave run-up, tsunami inundation, and sea-level rise to minimize risk of property damage.
- **Policy 3.10.** Locate, when feasible, new essential public facilities outside of areas subject to flood risk, tsunami inundation, and sea-level rise. If no alternative location exists and the essential public facility must be located within a flood area, construct the facility with appropriate measures to maintain structural integrity and essential function to the greatest extent feasible.
- **Policy 3.13.** Maintain TsunamiReady and StormReady certification for both mitigation and preparedness actions, based on criteria set by the National Oceanic and Atmospheric Administration and the National Weather Service.

Projects within the City facilitated by the Approved and Proposed Project would be evaluated on a case-by-case basis for hydrologic impacts. In summary, the Proposed Project would not introduce new development or land use changes that could risk the release of pollutants due to inundation in flood hazard, tsunami, or seiche zones. Therefore, no new impacts would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

4.4.4 Mitigation Measures Identified in the Certified EIR

The Water Resources mitigation measures identified in the certified EIR were adopted to further reduce the Approved Project's adverse but less than impacts related to hydrology and water quality. However, since the EIR was certified, the Appendix G impact thresholds have been revised. Therefore, several of the mitigation measures identified in the certified EIR are no longer applicable for the proposed project and/or have already been incorporated as part of the existing Circulation, Economic Development, and/or Public Safety Element's goals and policies. Because there are no mitigation measures applicable to the Proposed Project, a Mitigation

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Monitoring Program for this Addendum is not required. The original mitigation measures are identified below in ~~strikeout~~ text to indicate deletions.

Mitigation measures MM-1 through MM-5 would be required as regulatory compliance pursuant to state law, the City's Municipal Code and building codes, and in coordination with the Department of Building and Safety. MM-1 through MM-5 would also no longer apply to the Proposed Project because it would be updated and replaced by proposed Policies 3.2, 3.10, and 3.13, which would minimize flood risks.

- **Policy 3.2.** Regulate the construction of nonrecreational uses on coastal stretches with high predicted storm wave run-up, tsunami inundation, and sea-level rise to minimize risk of property damage.
- **Policy 3.10.** Locate, when feasible, new essential public facilities outside of areas subject to flood risk, tsunami inundation, and sea-level rise. If no alternative location exists and the essential public facility must be located within a flood area, construct the facility with appropriate measures to maintain structural integrity and essential function to the greatest extent feasible.
- **Policy 3.13.** Maintain TsunamiReady and StormReady certification for both mitigation and preparedness actions, based on criteria set by the National Oceanic and Atmospheric Administration and the National Weather Service.

~~MM-1 The City of Dana Point shall follow and update the City's Drainage Master Plan as necessary to minimize flooding potential.~~

~~MM-2 The City of Dana Point shall construct and maintain the improvements described in its Master Drainage Plan.~~

~~MM-3 Development proposals within natural resource areas, such as riparian corridors and drainage areas shall be assessed during the development review process and conditioned to minimize water~~

~~MM-4 Water treatment and distribution (including use of reclaimed water) is provided by the Moulton Niguel, Capistrano Beach County, Capistrano Valley and South Coast Water Districts. The adopted master plans of these districts will be implemented to ensure continuing service to the inhabitants of the City.~~

~~MM-5 The City shall support the expansion of reclaimed water facilities in each of the water districts.~~

4.4.5 Level of Significance After Mitigation

No new, or more adverse, potential impacts related to hydrology and water quality would occur as a result of implementation of the Proposed Project, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

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4.5 WILDFIRE

4.5.1 Thresholds of Significance

- WF-1 Substantially impair an adopted emergency response plan or emergency evacuation plan.
- WF-2 Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- WF-3 Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- WF-4 Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

4.5.2 Summary of Impacts Identified in the Certified EIR

The following summarizes the wildfire impacts identified in the certified EIR. It is important to note that the specific inclusion of wildfire as a distinct environmental topic in the Appendix G Environmental Checklist occurred in 2018 to comply with Senate Bill 1242 and Public Resources Code Section 21083.01. At the time of preparation of the certified EIR, wildfire was not a analyzed as separate topic. Therefore, the following summary of wildfire impacts identified in the certified EIR is provided for informational purposes only as the thresholds utilized in the certified EIR are no longer applicable to the Proposed Project.

Over 95 percent of Dana Point has been developed and no significant large tracts of undeveloped land exist in the City which can burn as wildland fires. The threat of wildland fire in Dana Point is considered low as a result. According to the Orange County Fire Department, there are no major fire hazards in the City of Dana Point. The City has no major underground petroleum product transmission lines or storage facilities.

In summary, the certified EIR concluded that impacts to wildfire, resulting from implementation of the Approved Project, would be less than significant and did not include any mitigation measures.

4.5.3 Impacts Associated with the Proposed Project

Would the project:

WF-1 Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Changes or New Information Requiring Preparation of an EIR. The Proposed Project includes focused updates to goals and policies of the Circulation, Economic Development, and Public Safety Elements. Pursuant to State law (Section 65302.15 of the Government Code), the City conducted an evacuation assessment to assess evacuation under different scenarios, evaluating roadway capacity and the time needed to evacuate. The assessment includes a list of strategies, based on the results of the analysis, that would improve

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preparation, evacuation traffic management, evacuation procedures, education and training, and unique strategies by evacuation type. This Public Safety Element incorporates many of these recommendations into goals and policies discussed in this section, while others will be incorporated into the various plans associated with implementation and emergency planning.

The assessment also includes new and updated maps that provide additional information on evacuation routes to increase consistency with the City's 2025 LHMP. The Proposed Project also bolsters coordination with the OCFA, CALFIRE, Caltrans, and FEMA, to improve emergency operation plans and evacuation routes. Although goal 5 of the Public Safety Element would remain unchanged, policy 5.7, 5.8, 5.11, and 5.13, have been revised to meet current regulatory standards and updates. Policy 5.15 and 5.22 have been included to ensure adequate safety and emergency response to wildland fires pursuant to state law. Goal 6 of the Public Safety Element would also remain unchanged; however, policy 6.13 has been updated to include City's LHMP and additional statutory reference. Policy 6.14 through Policy 6.17 have been included to support emergency plans. A comprehensive matrix comparing updated goals and policies with current goals and policies is provided in Appendix A. Goals and policies specifically aimed at reducing the spread of fire include the following:

Goal 5: The City will reduce the risk to the community from urban fires, wildfires, or explosions.

- **Policy 5.7.** Require properties within and adjacent to the Very High Fire Hazard Severity Zones to comply with Orange County Fire Authority Community Safety and Education Bureau guidelines for fuel modification plans and maintenance. New developments within these zones shall produce and maintain fire protection plans, subject to review and approval by the City and Orange County Fire Authority.
- **Policy 5.8.** To the greatest extent possible, locate new residential development, and public and critical facilities such as police stations, schools, and community centers, outside of Very High Fire Hazard Severity Zones. If no alternative feasible location exists, require new development within Very High Fire Hazard Severity Zones to develop disaster response and evacuation plans that address the actions that will be taken in the event of an emergency. New development should also be constructed with defensible space, fire-resistant materials, and landscaping.
- **Policy 5.11.** Coordinate with Orange County Fire Authority OCFA to implement the City's Emergency Plan and Local Hazard Management Plan and respond to urban fire and wildfire events.
- **Policy 5.13.** Continue to implement emergency services training and fire drills through the Orange County Fire Authority.
- **Policy 5.15.** Coordinate with CAL FIRE, Orange County Fire Authority, Caltrans, emergency responders, and landowners to maintain and enhance fuel breaks, vegetation clearance, and emergency access and evacuation routes on public and private roads to ensure adequate capacity, safety, and viability for both effective fire suppression and safe evacuations.
- **Policy 5.22.** Prepare and implement plans to repair and maintain City-owned roadways as needed to meet current standards and encourage private property owners to do the same, to the extent feasible and given the absence of other site constraints. These standards include road standards for evacuation and emergency

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vehicle access, vegetation clearance, and other requirements of the California Fire Safe Regulations, Title 14 of the California Code of Regulations, Division 1.5, Chapter 7); specifically, Subchapter 2, Articles 1-5 (commencing with Section 1270, SRA Fire Safe Regulations); and Subchapter 3, Article 3 (commencing with Section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations).

Goal 6: The City will periodically update and maintain the City's Emergency Plan to provide direction for handling emergency situations.

- **Policy 6.13.** After update and certification by the Federal Emergency Management Agency, incorporate the current Dana Point Local Hazard Mitigation Plan into this Public Safety Element by reference, as permitted by California Government Code Section 65302.6.
- **Policy 6.14.** Continue public education and outreach to inform residents, businesses, and visitors about designated potential evacuation routes and evacuation centers, emergency alert methods, personal preparedness strategies, and defensible-space requirements, including vegetation-clearance standards. Develop and distribute materials tailored to vulnerable groups—seniors, young children, individuals with disabilities—and to non-English speakers.
- **Policy 6.15.** Prioritize routine maintenance and capital improvements along designated evacuation routes to ensure ongoing accessibility and serviceability during emergencies. Address pavement conditions, signage, drainage, and vegetation management as part of regular upkeep.
- **Policy 6.16.** Enhance coordination among emergency services, public safety officials, disaster response teams, communications personnel, media, and local school districts to ensure unified messaging and information sharing before, during, and after evacuation events.
- **Policy 6.17.** Continue to support and expand the Community Emergency Response Team (CERT) program to increase disaster preparedness training at the neighborhood level, enhancing local resilience and response capacity.

Additionally, the Proposed Project would be consistent with the City's 2018 Emergency Operations Plan and 2025 Local Hazard Mitigation Plan, with respect to circulation. Although no physical development is included as part of the Proposed Project, future projects that may be facilitated by the Proposed Project would be reviewed on a case-by-case basis for site plan approval consistent with roadway and emergency access standards defined by regulatory codes. No changes to the existing roadway configurations are proposed as part of the Proposed Project that would affect evacuation capacity. Therefore, no impact would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

WF-2 Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Changes or New Information Requiring Preparation of an EIR. Like the Approved Project, the Proposed Project would not directly result in physical development; rather, the Proposed Project includes

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focused updates to goals and policies of the Circulation, Economic Development, and Public Safety Elements. The Proposed Project would update goals and policies of the Public Safety Element to address new state laws. The update would reflect new data from state sources regarding wildfire hazards. To further strengthen the City's approach to address wildfire impacts, policies 5.1 through 5.12 below have been updated and policies 5.15 through 5.23 below have been added to reduce the spread of wildfire:

Goal 5: The City will reduce the risk to the community from urban fires, wildfires, or explosions.

- **Policy 5.1.** Establish and maintain an education program for residents and businesses on fire hazards in Dana Point, particularly for those residents located in areas that have high fire hazard risks.
- **Policy 5.2.** Require fire-safe design features in new development and ongoing maintenance of vegetation and fuel modification areas, especially in fire-prone areas of the city.
- **Policy 5.3.** Provide notice to all residents located in fire hazard severity zones.
- **Policy 5.6.** Require that new development is reviewed by the Orange County Fire Authority to ensure that properties are adequately served by firefighting services, incorporates defensible space, includes visible street signs and address numbers, meets road width and ingress/egress requirements, and has adequate water supplies for fire protection. Work to address any such deficiencies on existing public land and public rights-of-way and coordinate with homeowners' associations and property owners to improve conditions as needed on private land.
- **Policy 5.8.** To the greatest extent possible, locate new residential development, and public and critical facilities such as police stations, schools, and community centers, outside of Very High Fire Hazard Severity Zones. If no alternative feasible location exists, require new development within Very High Fire Hazard Severity Zones to develop disaster response and evacuation plans that address the actions that will be taken in the event of an emergency. New development should also be constructed with defensible space, fire-resistant materials, and landscaping.
- **Policy 5.12.** Coordinate with the County of Orange to prepare a fire prevention and preparation program to provide notification of fire hazard to property owners in Fire Hazard Severity Zones, education aimed at reducing fire occurrences and damage, and mutual aid among jurisdictions to fight fires.
- **Policy 5.15.** Coordinate with CAL FIRE, Orange County Fire Authority, Caltrans, emergency responders, and landowners to maintain and enhance fuel breaks, vegetation clearance, and emergency access and evacuation routes on public and private roads to ensure adequate capacity, safety, and viability for both effective fire suppression and safe evacuations.
- **Policy 5.17.** Require review by the Community Development Department and Orange County Fire Authority of proposed construction projects and conceptual landscaping plans in the Very Fire Hazard Severity Zones identified by CAL FIRE prior to the issuance of development permits (see Figure PS-78: Fire Hazard Severity Zones). Plans for proposed development in such areas shall include, at a minimum:

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- Site plan, planting plan, planting palette, and irrigation plan to reduce the risk of fire hazards and with consideration to site conditions, including slope, structures, and adjacencies.
 - Development and maintenance of defensible space.
 - More than one point of ingress and egress to improve evacuation, emergency response, and fire equipment access and adequate water infrastructure for water supply and fire flow that meets or exceeds the standards in the California State Minimum Fire Safe Regulations (commencing with Section 1270, SRA Fire Safe Regulations); and Subchapter 3, Article 3, commencing with Section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations).
 - Class A roofing assemblies for new and replacement roofs.
 - Location and source of anticipated water supply.
- **Policy 5.18.** All new development in the Very High Fire Hazard Severity Zone must comply with fire-resistant landscaping and defensible space requirements. These standards shall meet or exceed Title 14 of the California Code of Regulations. This specifically includes Division 1.5, Chapter 7, Subchapter 2, Articles 1 to 5 (commencing with section 1270, SRA Fire Safe Regulations), and Division 1.5, Chapter 7, Subchapter 3, Article 3 (commencing with section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations). New development shall also comply with the Public Resource Code Section 4291 (State Defensible Space Requirements), which requires the following:
- Create a defensible space of at least 100 feet around the structure.
 - Remove all dead plants, grass, weeds, and other flammable vegetation from the defensible space.
 - Remove tree limbs that are within 10 feet of the chimney or stovepipe of the structure.
 - Trim tree limbs that are within 6 feet of the ground or within 10 feet of the structure.
 - Remove all dead branches, leaves, and other debris from roofs and rain gutters.
 - Create horizontal and vertical spacing between trees and shrubs to prevent the spread of fire.
 - Space trees at least 10 feet apart from each other.
 - Maintain the defensible space throughout the year, not just during fire season.
 - Obtain any necessary permits from local fire agencies before conducting any vegetation management activities.
 - Provide and maintain access to the property for emergency vehicles.
- **Policy 5.20.** Encourage new development outside of Very High Fire Hazard Severity Zones. Development in the Very High Fire Hazard Severity Zones shall demonstrate compliance with applicable state and local building and fire code regulations as well as appropriate mitigation measures and design considerations.
- **Policy 5.23.** Develop and update programs as needed that ensure recovery and redevelopment after a large fire and that reduce future vulnerabilities to fire hazard risks through site preparation, redevelopment layout design, fire-resistant landscape planning, and home hardening building design and materials.

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In summary, the Proposed Project would not exacerbate wildfire risks due to slope, prevailing winds, or other environmental factors, as it would not introduce new development or land use changes that could increase exposure of people or structures to pollutant concentrations or the uncontrolled spread of wildfire. Therefore, no new impacts would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

WF-3 Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Changes or New Information Requiring Preparation of an EIR. Like the Approved Project, the Proposed Project would not directly result in physical development; rather, the Proposed Project includes focused updates to goals and policies of the Circulation, Economic Development, and Public Safety Elements. The Proposed Project would update goals and policies of the Public Safety Element to address new state laws and reflect new data from state sources regarding wildfire hazards. Policies 5.6 through 5.10 below have been updated and policies 5.15 through 5.22 below have been added to further strengthen the City's approach to address wildfire impacts. Goals and policies specifically aimed at minimizing fire risk associated with the installation or maintenance of infrastructure include the following:

- **Policy 5.6.** Require that new development is reviewed by the Orange County Fire Authority to ensure that properties are adequately served by firefighting services, incorporates defensible space, includes visible street signs and address numbers, meets road width and ingress/egress requirements, and has adequate water supplies for fire protection. Work to address any such deficiencies on existing public land and public rights-of-way and coordinate with homeowners' associations and property owners to improve conditions as needed on private land.
- **Policy 5.7.** Require properties within and adjacent to the Very High Fire Hazard Severity Zones to comply with Orange County Fire Authority Community Safety and Education Bureau guidelines for fuel modification plans and maintenance. New developments within these zones shall produce and maintain fire protection plans, subject to review and approval by the City and Orange County Fire Authority.
- **Policy 5.10.** Maintain adequate fire and safety access for first responders and response vehicles, including but not limited to, emergency vehicle preemption devices at all traffic signals in the city and bordering cities, and through regular road maintenance and upgrades in fire-prone areas to maintain adequate ingress and egress.
- **Policy 5.15.** Coordinate with CAL FIRE, Orange County Fire Authority, Caltrans, emergency responders, and landowners to maintain and enhance fuel breaks, vegetation clearance, and emergency access and evacuation routes on public and private roads to ensure adequate capacity, safety, and viability for both effective fire suppression and safe evacuations.
- **Policy 5.17.** Require review by the Community Development Department and Orange County Fire Authority of proposed construction projects and conceptual landscaping plans in the Very Fire Hazard

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Severity Zones identified by CAL FIRE prior to the issuance of development permits (see Figure PS-78: Fire Hazard Severity Zones). Plans for proposed development in such areas shall include, at a minimum:

- Site plan, planting plan, planting palette, and irrigation plan to reduce the risk of fire hazards and with consideration to site conditions, including slope, structures, and adjacencies.
 - Development and maintenance of defensible space.
 - More than one point of ingress and egress to improve evacuation, emergency response, and fire equipment access and adequate water infrastructure for water supply and fire flow that meets or exceeds the standards in the California State Minimum Fire Safe Regulations (commencing with Section 1270, SRA Fire Safe Regulations); and Subchapter 3, Article 3, commencing with Section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations).
 - Class A roofing assemblies for new and replacement roofs.
 - Location and source of anticipated water supply.
- **Policy 5.18.** All new development in the Very High Fire Hazard Severity Zone must comply with fire-resistant landscaping and defensible space requirements. These standards shall meet or exceed Title 14 of the California Code of Regulations. This specifically includes Division 1.5, Chapter 7, Subchapter 2, Articles 1 to 5 (commencing with section 1270, SRA Fire Safe Regulations); and Division 1.5, Chapter 7, Subchapter 3, Article 3 (commencing with section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations). New development shall also comply with the Public Resource Code Section 4291 (State Defensible Space Requirements), which requires the following:
- Create a defensible space of at least 100 feet around the structure.
 - Remove all dead plants, grass, weeds, and other flammable vegetation from the defensible space.
 - Remove tree limbs that are within 10 feet of the chimney or stovepipe of the structure.
 - Trim tree limbs that are within 6 feet of the ground or within 10 feet of the structure.
 - Remove all dead branches, leaves, and other debris from roofs and rain gutters.
 - Create horizontal and vertical spacing between trees and shrubs to prevent the spread of fire.
 - Space trees at least 10 feet apart from each other.
 - Maintain the defensible space throughout the year, not just during fire season.
 - Obtain any necessary permits from local fire agencies before conducting any vegetation management activities.
 - Provide and maintain access to the property for emergency vehicles.
- **Policy 5.22.** Prepare and implement plans to repair and maintain City-owned roadways as needed to meet current standards and encourage private property owners to do the same, to the extent feasible and given the absence of other site constraints. These standards include road standards for evacuation and emergency vehicle access, vegetation clearance, and other requirements of the California Fire Safe Regulations, Title 14 of the California Code of Regulations, Division 1.5, Chapter 7); specifically, Subchapter 2, Articles 1-5

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(commencing with Section 1270, SRA Fire Safe Regulations); and Subchapter 3, Article 3 (commencing with Section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations).

No development or land use changes are proposed as part of the updated goals and policies of the Proposed Project; nonetheless, projects within the City facilitated by the Approved and Proposed Project would be evaluated on a case-by-case basis for wildfire impacts. In summary, the Proposed Project would not introduce new development or land use changes that would require the installation or maintenance of infrastructure that could exacerbate wildfire risk. Therefore, no new impacts would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

WF-4 Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Changes or New Information Requiring Preparation of an EIR. Like the Approved Project, the Proposed Project would not directly result in physical development; rather, the Proposed Project includes focused updates to goals and policies of the Circulation, Economic Development, and Public Safety Elements. The Proposed Project would update goals and policies of the Public Safety Element to address new state laws. The update would reflect new data from state sources regarding wildfire hazards. To further strengthen the City's approach to address wildfire impacts, Policies 5.2 through 5.8 below have been updated and Policies 5.15 through 5.23 below have been added. Goals and policies specifically aimed at minimizing the risk of exposing people or structures to hazards resulting from post-fire slope instability include the following:

Goal 5: The City will reduce the risk to the community from urban fires, wildfires, or explosions.

- **Policy 5.2.** Require fire-safe design features in new development and ongoing maintenance of vegetation and fuel modification areas, especially in fire-prone areas of the city.
- **Policy 5.6.** Require that new development is reviewed by the Orange County Fire Authority to ensure that properties are adequately served by firefighting services, incorporates defensible space, includes visible street signs and address numbers, meets road width and ingress/egress requirements, and has adequate water supplies for fire protection. Work to address any such deficiencies on existing public land and public rights-of-way and coordinate with homeowners' associations and property owners to improve conditions as needed on private land.
- **Policy 5.8.** To the greatest extent possible, locate new residential development, and public and critical facilities such as police stations, schools, and community centers, outside of Very High Fire Hazard Severity Zones. If no alternative feasible location exists, require new development within Very High Fire Hazard Severity Zones to develop disaster response and evacuation plans that address the actions that will be taken in the event of an emergency. New development should also be constructed with defensible space, fire-resistant materials, and landscaping.
- **Policy 5.17.** Require review by the Community Development Department and Orange County Fire Authority of proposed construction projects and conceptual landscaping plans in the Very Fire Hazard

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Severity Zones identified by CAL FIRE prior to the issuance of development permits (see Figure PS-78: Fire Hazard Severity Zones). Plans for proposed development in such areas shall include, at a minimum:

- Site plan, planting plan, planting palette, and irrigation plan to reduce the risk of fire hazards and with consideration to site conditions, including slope, structures, and adjacencies.
 - Development and maintenance of defensible space.
 - More than one point of ingress and egress to improve evacuation, emergency response, and fire equipment access and adequate water infrastructure for water supply and fire flow that meets or exceeds the standards in the California State Minimum Fire Safe Regulations (commencing with Section 1270, SRA Fire Safe Regulations); and Subchapter 3, Article 3, commencing with Section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations).
 - Class A roofing assemblies for new and replacement roofs.
 - Location and source of anticipated water supply.
- **Policy 5.18.** All new development in the Very High Fire Hazard Severity Zone must comply with fire-resistant landscaping and defensible space requirements. These standards shall meet or exceed Title 14 of the California Code of Regulations. This specifically includes Division 1.5, Chapter 7, Subchapter 2, Articles 1 to 5 (commencing with section 1270, SRA Fire Safe Regulations), and Division 1.5, Chapter 7, Subchapter 3, Article 3 (commencing with section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations). New development shall also comply with the Public Resource Code Section 4291 (State Defensible Space Requirements), which requires the following:
- Create a defensible space of at least 100 feet around the structure.
 - Remove all dead plants, grass, weeds, and other flammable vegetation from the defensible space.
 - Remove tree limbs that are within 10 feet of the chimney or stovepipe of the structure.
 - Trim tree limbs that are within 6 feet of the ground or within 10 feet of the structure.
 - Remove all dead branches, leaves, and other debris from roofs and rain gutters.
 - Create horizontal and vertical spacing between trees and shrubs to prevent the spread of fire.
 - Space trees at least 10 feet apart from each other.
 - Maintain the defensible space throughout the year, not just during fire season.
 - Obtain any necessary permits from local fire agencies before conducting any vegetation management activities.
 - Provide and maintain access to the property for emergency vehicles.
- **Policy 5.20.** Encourage new development outside of Very High Fire Hazard Severity Zones. Development in the Very High Fire Hazard Severity Zones shall demonstrate compliance with applicable state and local building and fire code regulations as well as appropriate mitigation measures and design considerations.

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- **Policy 5.23.** Develop and update programs as needed that ensure recovery and redevelopment after a large fire and that reduce future vulnerabilities to fire hazard risks through site preparation, redevelopment layout design, fire-resistant landscape planning, and home hardening building design and materials.

In summary, the Proposed Project would not introduce new development or land use changes that could expose people or structures to significant risks related to downslope or downstream flooding, landslides, or altered drainage patterns, and would not result in post-fire slope instability or changes in runoff conditions. Therefore, no new impacts would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

4.5.4 Mitigation Measures Identified in the Certified EIR

No mitigation measures related to wildfire were identified in the Certified EIR.

4.5.5 Level of Significance After Mitigation

No new, or more adverse, potential impacts related to wildfire would occur as a result of implementation of the Proposed Project, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

4.6 TRANSPORTATION

4.6.1 Thresholds of Significance

- T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- T-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).
- T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- T-4 Result in inadequate emergency access.

4.6.2 Summary of Impacts Identified in the Certified EIR

The following summarizes the traffic and transportation impacts identified in the certified EIR. It is important to note that at the time of preparation of the certified EIR, Appendix G in the CEQA Guidelines stated that a project will have a significant effect if it will "Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system." Subsequently, Appendix G in the CEQA Guidelines was revised to the updated thresholds listed above (see T-1 through T-4). Specifically, Senate Bill 743 (SB 743), signed by the Governor in 2013, directed the Office of Planning and Research (OPR) to look at different metrics for identifying transportation impacts under CEQA. The Final OPR Technical Advisory was released in December 2018 and identified vehicle miles traveled (VMT) as the preferred metric for transportation impact analysis for CEQA assessment. Therefore, the following summary of traffic impacts identified in the certified

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EIR is provided for informational purposes only as the thresholds utilized in the certified EIR are no longer applicable to the Proposed Project.

The certified EIR used level of service (LOS) to assess traffic volume and capacity and thus traffic impacts resulting from implementation of the Approved Project. With respect to intersection capacity, peak hour intersection operation in the future was deemed acceptable at all locations with the future lane improvements anticipated in the certified EIR, with the exception of Crown Valley Parkway/PCV and PCV/Del Obispo, although improvements have since rectified those issues. With respect to thru traffic ("non-Dana Point traffic"), the certified EIR disclosed that PCV and Crown Valley Parkway carried the largest volumes of thru traffic through the City. The certified EIR concluded that in the future, these trips would slightly increase due to the increased capacity of the roadways. With respect to street classification and improvements, the certified EIR concluded that provisions of additional lanes might require additional right-of-way beyond the standard in the typical arterial cross-sections.

In summary, the certified EIR concluded that impacts to intersection capacity and traffic congestion, resulting from implementation of the Approved Project would be mitigated to less than significant with implementation of mitigation measures. However, as discussed below under Section 4.6.4, several of the mitigation measures identified in the certified EIR are no longer applicable for the proposed project because LOS is no longer utilized under CEQA as a threshold to determine impacts.

4.6.3 Impacts Associated with the Proposed Project

Would the Proposed Project:

T-1 Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Changes or New Information Requiring Preparation of an EIR. The certified EIR determined that the proposed would not conflict with a program, plan, ordinance, or policy addressing the circulation system. The Proposed Project would update goals and policies of the Circulation Element to further support its approach to complete street practices for multimodal transportation, reduction of vehicle miles traveled, and strategies for improving safety for all roadway users. Goal 1 and associated policies 1.1 through 1.9, goal 2 and associated policies 2.7, and goal 3 and associated policies 3.1 through 3.5 below have been updated, and policy 2.8 has been added, in order to bolster coordination with OCTA to improve transit service and identifies strategies to enhance pedestrian and bicycle facilities along existing roadways. Specific goals and policies aimed at supporting complete street strategies include the following:

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.

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

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

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

- **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.
- **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.
- **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.
- **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.

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.

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

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

A comprehensive matrix comparing updated goals and policies with current goals and policies is provided in Appendix A. Therefore, like the Approved Project, the Proposed Project would be consistent with applicable programs and plans addressing the circulation system and aims to improve transit, roadway, bicycle and pedestrian facilities consistent with local, regional, and state plans and policy. Thus, with implementation of mitigation measures identified in the certified EIR and listed below, no new impacts would occur, and no changes or new information would require the preparation of a Subsequent EIR.

T-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

No Changes or New Information Requiring Preparation of an EIR. Senate Bill 743 (SB 743), signed by the Governor in 2013, has directed the Office of Planning and Research (OPR) to look at different metrics for identifying transportation impacts under CEQA. The Final OPR Technical Advisory was released in December 2018 and identified vehicle miles traveled (VMT) as the preferred metric for transportation impact analysis for CEQA assessment. Consistent with SB 743, lead agencies can screen projects from project-level VMT assessment under the presumption that the project will result in a less-than-significant transportation impact. Although the City has not adopted specific VMT thresholds, the County has adopted the Guidelines for Evaluating Vehicle Miles Traveled under CEQA for the County of Orange (County Guidelines). The City is currently in the process of developing specific VMT thresholds.

Like the Approved Project, the Proposed Project would not directly result in physical development; rather, the Proposed Project includes focused updates to goals and policies of the Circulation, Economic Development, and Public Safety Elements. The Proposed Project would update goals and policies of the Circulation Element to further support its approach to complete street practices for multimodal transportation and strategies in an effort to reduce vehicle congestion, thereby encouraging a reduction in vehicle trips. Policy 1.6 and 3.4 have been updated, and policy 1.13 and 3.3 below have been added, to support complete street strategies and thus reducing VMT; additional updated goals and policies include the following:

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

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A matrix comparing updated goals and policies with current goals and policies is provided in Appendix A.

Additionally, the City's Land Use Element contains the following policies that are not part of but are consistent with the Proposed Project and would remain as currently adopted.

- **Policy 3.6.** Encourage patterns of development necessary to minimize air pollution and vehicle miles traveled.
- **Policy 10.3.** Encourage resident-serving uses within walking distance of areas designated on the Land Use Diagram for residential use, where possible, to minimize the encroachment of resident serving uses into visitor-serving areas, to minimize the use of primary coastal access roads for non-recreational trips, and to minimize energy consumption and vehicle miles traveled by encouraging the use of public transportation.

No development or land use changes are proposed as part of the updated goals and policies of the Proposed Project; nonetheless, projects within the City facilitated by the Approved and Proposed Project would be evaluated on a case-by-case basis for compliance with the City's Transportation Demand Management (TDM) standards pursuant to Chapter 9.43 of the City's Municipal Code, which meets the requirements of Section 65089(b)(3) of the California Government Code requiring the development of a trip reduction and travel demand element to the Congestion Management Plan, and Section 65089.3(a)(2) of the California Government Code, which requires adoption and implementation of a trip reduction and travel demand ordinance. The City's TDM states that new commercial, industrial, and mixed-use development, including employment centers of 100 or more, may adversely impact existing transportation and parking facilities, resulting in increased motor vehicle emissions, deteriorating levels of service, and possibly significant additional capital expenditures to augment and improve the existing transportation system. To more efficiently utilize the existing and planned transportation system and to reduce vehicle emissions, the Municipal Code (Section 9.43.020) states that it is the policy of the City to:

- a) Reduce the number of peak-period vehicle trips generated in association with additional development.
- b) Promote and encourage the use of alternative transportation modes, such as ridesharing, carpools, vanpools, public bus and rail transit, and bicycles and walking, as well as facilities that support such modes.
- c) Achieve related reductions in vehicle trips, traffic congestion, and public expenditure and achieve air quality improvements through utilization of existing local mechanisms and procedures for project review and permit processing.
- d) Promote coordinated implementation of strategies on a county-wide basis to reduce transportation demand.
- e) Achieve the most efficient use of local resources through coordinated and consistent regional and/or local TDM programs.

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In summary, the Proposed Project would not result in an increase in VMT because no land use or zoning changes are proposed that would result in an increase in residential density or non-residential intensity that would have the potential to increase VMT in the region. Therefore, no new impacts would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Changes or New Information Requiring Preparation of an EIR. The Proposed Project would update goals and policies of the Circulation Element to further support its approach to complete street practices for multimodal transportation and strategies for improving safety for all roadway users. Policies 1.1 through 1.8, 2.6 and 2.7 have been updated, and policy 2.8 has been added, in order to identify roadways with a higher concentration of collisions and prioritize safety improvements to reduce collisions, with an emphasis on pedestrians, bicyclists, and micromobility users. Goals and policies specifically aimed at supporting safety improvements include the following:

- **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 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.
- **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.
- **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.
- **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.
- **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.

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A matrix comparing updated goals and policies with current goals and policies is provided in Appendix A. Therefore, like the Approved Project, the Proposed Project would be consistent with applicable programs and plans addressing the circulation system and aims to improve transit, roadway, bicycle and pedestrian facilities consistent with local, regional, and state plans and policy. Thus, no new impacts would occur, and no changes or new information would require the preparation of a Subsequent EIR.

T-4 Result in inadequate emergency access?

No Changes or New Information Requiring Preparation of an EIR. The Proposed Project would not result in inadequate emergency vehicle access; rather, the Proposed Project aims to update goals and policies of the current Circulation and Public Safety Element to improve the circulation system throughout the City and ensure adequate access for public safety and emergency services. The Proposed Project includes an Evacuation Assessment with new and updated maps that provide additional information on evacuation routes, to increase consistency with the City's 2025 LHMP. The Proposed Project also bolsters coordination with the OCFA, CALFIRE, Caltrans, and FEMA, to improve emergency access and evacuation routes. Goal 6 of the Public Safety Element would remain unchanged and Policy 6.15 has been included to better support the City's emergency plans.

Goal 6: The City will periodically update and maintain the City's Emergency Plan to provide direction for handling emergency situations.

- **Policy 6.15.** Prioritize routine maintenance and capital improvements along designated evacuation routes to ensure ongoing accessibility and serviceability during emergencies. Address pavement conditions, signage, drainage, and vegetation management as part of regular upkeep.

Additionally, the Proposed Project would be consistent with the City's 2018 Emergency Operations Plan and 2025 Local Hazard Mitigation Plan, with respect to circulation. Although no physical development is included as part of the Proposed Project, future projects that may be facilitated by the Proposed Project would be reviewed on a case-by-case basis for site plan approval consistent with roadway and emergency access standards defined by regulatory codes. No changes to the existing roadway configurations are proposed as part of the Proposed Project that would affect evacuation capacity. Therefore, no impact would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

4.6.4 Mitigation Measures Identified in the Certified EIR

The Transportation mitigation measures identified in the certified EIR were adopted to reduce the Approved Project's significant impacts related to intersection capacity. However, since the EIR was certified, the Legislature adopted SB 743, which states that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment...." Therefore, several of the mitigation measures identified in the certified EIR are no longer applicable for the proposed project and/or have already been incorporated as part of the existing Circulation Element and/or Economic Development Element's goals and policies. Because there are no mitigation measures applicable to the Proposed Project, a Mitigation Monitoring Program for this Addendum is not required. The original mitigation measures are identified below in ~~strikethrough~~ text to indicate deletions.

4. Environmental Analysis

MM-1 and MM-2 of the EIR would not be applicable to the Proposed Project because impacts to intersection capacity are no longer considered under CEQA pursuant to SB 743. Nonetheless, MM-1 would be replaced by Policies 1.1, 1.3, 1.7, and 2.1, which would ensure that the City coordinates with other local, regional, state, and federal transportation plans, proposals, standards, and practices to ensure the safe and efficient movement of people and goods both within Dana Point and between the city and other jurisdictions/agencies. Specifically, Policy 1.3 of the Proposed Project would streamline current Policy 2.1 of the Circulation Element, which supports the completion of the Orange County Master Plan of Arterial Highways.

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

~~MM-1 The City shall construct and maintain arterial streets within the planned street system according to the "Master Plan" of Arterial Highways. These streets shall be based on standards related to their function and traffic capacity.~~

~~MM-2 Where appropriate, the City shall maximize the capacity of the existing and planned traffic and circulation system through use of capital improvements such as restriping, spot widening, and traffic signal coordination.~~

MM-3 would no longer be warranted because the Proposed Project would include updated goals and policies aimed at encouraging multi-modal transportation strategies, thereby reducing VMT and single-occupancy vehicle trips. Updated goals and policies include Goal 1 and Policies 1.1, 1.7, 1.8, and 1.9; Goal 2 and Policies 2.1, 2.2, 2.3, and 2.7; and Goal 3 and Policies 3.1, 3.2, and 3.5. In addition, future projects would be evaluated on a case-by-case basis for compliance with the City's TDM standards, pursuant to Chapter 9.43 of the City's Municipal Code.

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

4. Environmental Analysis

- **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.
- **Policy 1.9.** Support the design and implementation of traffic calming measures for motorized travel on local streets where non-motorized travel is prioritized.
- **Goal 2:** A comprehensive and multimodal network that facilitates safe and convenient travel within the City for pedestrians and bicyclists.
- **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.
- **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.
- **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.
- **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.
- **Policy 3.1.** Coordinate with OCTA and advocate on behalf of the Dana Point community for efficient and convenient regional and local bus service.
- **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 3.5.** Coordinate with federal and regional transportation agencies to maintain and enhance resident access to passenger rail facilities.

MM 3 ~~The City shall implement measures outlined in the updated 1991 Air Quality Management Plan for the South Coast Air Basin which requires employers of over 100 employees to provide programs aimed at reducing the number of vehicles using the roadway system during peak hours. Programs shall include van pooling, ride sharing, staggered work hours and other such methods.~~

MM-4 would no longer apply to the Proposed Project because it would be updated and replaced by proposed Policies 3.1 and 3.3, which require coordination with OCTA to maintain convenient and efficient regional and local transit options, and proposed Policy 1.13 will ensure that future development facilitates ridesharing options.

4. Environmental Analysis

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

~~MM 4 — When appropriate, the City shall coordinate with and assist the Orange County Transit District in providing fixed route service on local and express routes, and door-to-door service through its dial-a-ride system. The City shall also assist with the provision of park-and-ride facilities to promote additional express bus service along the freeway corridors.~~

MM-5 would no longer be applicable to the Proposed Project because it would be replaced by proposed Policy 3.5 to coordinate with federal and regional transportation agencies to maintain and enhance resident access to passenger rail facilities.

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

~~MM 5 — The City shall study the feasibility of establishing a commuter rail station in Dana Point in the future. If feasible, the City shall adopt and implement a plan to construct the station.~~

Mitigation Measure Nos. 6 and 7 are no longer warranted because the Proposed Project would implement Goal 2 and Policies 2.1 through 2.9, which would provide a comprehensive and multimodal network that facilitates safe and convenient travel within the City for pedestrians and bicyclists.

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

4. Environmental Analysis

- **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.
- **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.
- **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.

~~MM 6 — As part of improvements to new arterial roadways, the City shall construct and maintain sidewalks along new roadways to facilitate the safe and convenient movement of pedestrians.~~

~~MM 7 — The City shall construct and maintain Class I (paths) and Class II (lanes) bikeways along most major streets to promote the use of bicycles. These bikeways will be integrated into the overall County bikeway system.~~

MM-8 is no longer applicable because parking impacts are not considered impacts pursuant to the CEQA Guidelines. However, parking goals and policies are addressed under Goal 4 and Policy 4.1 through 4.5 of the Proposed Project, which encourage standards and facilities that provide safe, convenient, and well-designed parking areas.

- **Goal 4:** Standards and facilities that provide safe, convenient, and well-designed parking areas.
- **Policy 4.1.** Consolidate parking, where appropriate, to reduce the number of ingress and egress points onto arterials.
- **Policy 4.5.** As appropriate, support the conversion of regular parking spaces to spaces suitable for neighborhood electric vehicles and/or bicycles.

~~MM 8 — The City's Zoning Ordinance shall include off-street parking requirements for all types of development within the City. The City shall also allow for parking modifications or development incentives where effective parking demand management programs are guaranteed, as well as allowances for joint use of parking facilities where an appropriate mix of linked land uses exist.~~

4. Environmental Analysis

MM-9 would no longer be applicable because Policy 1.4 and Figure CM-2 (Truck Routes) of the Proposed Project would designate, maintain, and enforce truck routes.

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

~~MM-9 The City shall identify, construct or improve, and maintain primary truck routes to accommodate truck travel.~~

MM-10 would no longer be applicable because Policy 1.11 of the Proposed Project would develop and maintain a circulation system that highlights environmental amenities and scenic areas and provides public access and circulation to the harbor and shoreline. Additionally, the Urban Design Element contains Figure UD-1, Landscape Corridors, that serves the same function, and is not part of but is consistent with the Proposed Project and would remain as currently adopted.

- **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.

~~MM-10 The City shall maintain scenic highway corridors identified in Circulation Element.~~

MM-11 is no longer warranted because impacts to intersection capacity and traffic congestion are no longer considered under CEQA pursuant to SB 743. Furthermore, with respect to traffic analyses, projects facilitated by the General Plan would be assessed on a case-by-case basis for conformance with the City's General Plan and the OCTA Congestion Management Program.

~~MM-11 The City shall design a circulation system for Specific Plan areas only after subsequent traffic analysis has been completed.~~

4.6.5 Level of Significance After Mitigation

No new, or more adverse, potential impacts related to transportation would occur as a result of implementation of the Proposed Project, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

GENERAL PLAN EIR ADDENDUM
CITY OF DANA POINT

4. Environmental Analysis

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5. Finding

As indicated in this Addendum, the impacts of the Proposed Project have already been adequately identified and addressed in the certified EIR, and no substantial changes have occurred with respect to the circumstances under which the project is undertaken that would require major revisions to the certified EIR. Analysis of the Proposed Project shows that there are no new significant environmental effects and no substantial increase in the severity of previously identified significant effects.

Impacts beyond those identified in the EIR would not be expected to occur as a result of the Proposed Project, which would still be subject to all applicable, previously required mitigation measures from the certified EIR. The proposed project would not result in any new information of substantial importance that would have new, more severe impacts, new mitigation measures, or new or revised alternatives from what was identified in the certified EIR.

Based on the record as a whole, there is no substantial evidence that the proposed project would result in significant environmental impacts not previously studied in the EIR, and accordingly, the project changes would not result in any conditions identified in CEQA Guidelines, Section 15162. Thus, a subsequent EIR or mitigated negative declaration is not required for the changes to the project, and the City adopts this Addendum to the certified General Plan EIR in accordance with CEQA Guidelines Section 15164.

GENERAL PLAN EIR ADDENDUM
CITY OF DANA POINT

5. Finding

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6. List of Preparers

6.1 CITY OF DANA POINT

Christopher Johnson, Principal Planner

Matthew Sinaconi, Director of Public Works/City Engineer

6.2 PLACEWORKS

Nicole Vermilion, Principal

Jennifer Kelley, Senior Associate

Natalie Pham, Planner

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6. List of Preparers

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7. References

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<https://www.danapoint.org/i-want-to-/general-plan>.

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Appendix

Appendix A Circulation, Economic Development,
and Public Safety Elements:
Crosswalk Between Current and
Proposed Policies

GENERAL PLAN EIR ADDENDUM
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Appendix

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CIRCULATION, ECONOMIC DEVELOPMENT, & PUBLIC SAFETY ELEMENTS CROSSWALK BETWEEN CURRENT AND PROPOSED POLICIES

OVERVIEW

The City is updating the General Plan's Circulation, Economic Development, and Public Safety Elements to address and reflect changes in state law and revisions in local strategies. To help the 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. At the end of the Public Safety Element portion, there is a separate listing of policies that were changed only to address grammatical or style preferences.

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

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	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. 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. Goal 3: The City will maximize the efficiency of its circulation system through the use of Transportation System Management and Demand Management strategies.
Policy 1.1 Maintain and periodically review roadway performance to ensure desired levels of safety and efficiency for vehicles, pedestrians, and bicyclists.	Consolidated	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. 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. 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. Policy 1.9: Limit driveway access on arterial streets to maintain a desired quality of flow.
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.

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
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.	Streamlined to address all agency coordination in one policy	Policy 1.3: Coordinate roadway improvements with applicable regional, State and Federal transportation plans and proposals. Policy 2.1: Support the completion of the Orange County Master Plan of Arterial Highways. 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. Policy 2.3: Maintain a proactive and assertive role with appropriate agencies dealing with regional transportation issues affecting the City. 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. 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. Policy 3.6: Promote ridesharing through publicity and provision of information to the public.
Policy 1.4 Designate, maintain, and enforce truck routes to minimize the impacts of truck traffic on residential areas and other sensitive uses.	Updated to reflect new state law; transport of hazardous materials addressed in Public Safety Element (Goal 4 and policies 4.1/4.5)	Policy 1.7: Provide for the safe and expeditious transport of hazardous materials.
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.	Consolidated	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. Policy 1.12: Encourage new development that facilitates transit services, provides for non-automobile circulation and minimizes vehicle miles traveled.

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
		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. 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.
Policy 1.6 Utilize intelligent transportation systems and research changing trends in mobility to more efficiently and safely move people and vehicles.	Consolidated and updated to capture more modern practices	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. Policy 3.2: Implement intersection capacity improvements where feasible.
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.	Expanded to specify the implementation method to ensure actions towards reducing/eliminating pedestrian/bicyclist and vehicular collisions, injuries, and fatalities	Policy 5.1: Promote the safety of pedestrians and bicyclists by adhering to national standards and uniform practices.
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.	Expanded to include actions toward reducing collisions and a set timeframe	Policy 1.13: Minimize pedestrian and vehicular conflicts.
Policy 1.9 Support the design and implementation of traffic calming measures for motorized travel on local streets where non-motorized travel is prioritized.	Consolidated	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.

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
		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.

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
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	--

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
- 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	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. Policy 4.3: Ensure accessibility of public transportation for elderly and disabled persons. Policy 4.3: Require noise impact studies prior to approval of new public transportation routes through residential communities.
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	Policy 4.2: Require new development to fund transit facilities, such as bus shelters and turn-outs, where deemed necessary. Policy 4.4: Encourage employers to reduce vehicular trips by offering employee incentives.

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
		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. 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.
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.	Refined	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	--

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

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.	--

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

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	--

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

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
Covered by other elements - 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>

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

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.

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

PUBLIC SAFETY ELEMENT

Draft General Plan (proposed)	Change	Current General Plan
GOAL 2 The City will reduce the risk to the community from seismic hazards, including ground shaking and liquefaction.	No Change	--
Policy 2.2 Adopt and maintain accepted State of California Building Standards Code standards for seismic performance of new buildings.	Removal of reference to Uniform Building Code as recommended by CALFIRE	Policy 2.2: Adopt and maintain accepted State of California and Uniform Building Code standards for seismic performance of new buildings.
GOAL 3 The City will reduce the risk to the community from flood hazards.	No Change to goal; all policies updated for consistency with the City's 2025 LHMP	--
Policy 3.2 Regulate the construction of nonrecreational uses on coastal stretches with high predicted storm wave run-up, tsunami inundation, and sea-level rise to minimize risk of property damage.	Updated to include tsunami inundation	Policy 3.2: Regulate the construction of nonrecreational uses on coastal stretches with high predicted storm wave run-up and sea-level rise to minimize risk of property damage.
Policy 3.10 Locate, when feasible, new essential public facilities outside of areas subject to flood risk, tsunami inundation, and sea-level rise. If no alternative location exists and the essential public facility must be located within a flood area, construct the facility with appropriate measures to maintain structural integrity and essential function to the greatest extent feasible.	Updated to include tsunami inundation	Policy 3.10: Locate, when feasible, new essential public facilities outside of areas subject to flood risk and sea-level rise. If no alternative location exists and the essential public facility must be located within a flood area, construct the facility with appropriate measures to maintain structural integrity and essential function to the greatest extent feasible.
Policy 3.13 Maintain TsunamiReady and StormReady certification for both mitigation and preparedness actions, based on criteria set by the National Oceanic and Atmospheric Administration and the National Weather Service.	New	--
Goal 5. The City will reduce the risk to the community from urban fires, wildfires, or explosions.	No Change to goal; unless otherwise stated, policy changes are based on consultation and new maps from CALFIRE	--

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
Policy 5.1 Establish and maintain an education program for residents and businesses on fire hazards in Dana Point, particularly for those residents located in areas that have high fire hazard risks.	Refined	Policy 5.1: Establish an education program for resident and businesses on fire hazards in Dana Point, particularly for those residents located in areas that have high fire hazard risks.
Policy 5.3 Provide notice to all residents located in fire hazard severity zones.	Refined; ember zones replaced with new fire hazard maps	Policy 5.3: Provide notice to all residents located in areas that may have higher risks of fire hazards, including very high fire hazard severity zones and ember zones.
Policy 5.7 Require properties within and adjacent to Very High Fire Hazard Severity Zones to comply with Orange County Fire Authority Community Safety and Education Bureau guidelines for fuel modification plans and maintenance. New developments within these zones shall produce and maintain fire protection plans, subject to review and approval by the City and Orange County Fire Authority.	Ember zones replaced with new fire hazard maps	Policy 5.7: Require properties within and adjacent to the Very High Fire Hazard Severity Zones and Ember Zones to comply with Orange County Fire Authority Community Safety and Education Bureau guidelines for fuel modification plans and maintenance. New developments within these zones shall produce and maintain fire protection plans, subject to review and approval by the City and OCFA.
Policy 5.8 To the greatest extent possible, locate new residential development, and public and critical facilities such as police stations, schools, and community centers, outside of Very High Fire Hazard Severity Zones. If no alternative feasible location exists, require new development within Very High Fire Hazard Severity Zones to develop disaster response and evacuation plans that address the actions that will be taken in the event of an emergency. New development should also be constructed with defensible space, fire-resistant materials, and landscaping.	Revised to include critical facilities and a requirement for new development within Very High zones to develop disaster response and evacuation plans	Policy 5.8: Locate, when feasible, new development (especially residential and essential public facilities) outside of high fire risk areas. If no alternative feasible location exists require new development within a high fire risk area to be constructed with defensible space, fire-resistant materials, and landscaping.
Policy 5.11 Coordinate with Orange County Fire Authority to implement the City's Emergency Plan and Local Hazard Management Plan (LHMP) and respond to urban fire and wildfire events.	Update to reflect City's adoption of its own LHMP (Adopted 2/4/25)	Policy 5.11: Coordinate with OCFA to implement the City's Emergency Plan and County's Local Hazard Management Plan and respond to urban fire and wildfire events.
Policy 5.12 Coordinate with the County of Orange to prepare a fire prevention and preparation program to provide notification of fire hazard to property owners in Fire Hazard Severity Zones, education aimed at reducing fire occurrences and damage, and mutual aid among jurisdictions to fight fires.	Refined to replace "high threat area owners" with "fire hazard severity zones"	Policy 5.12: Coordinate with the County of Orange to prepare a fire prevention and preparation program to provide notification of fire hazard to high threat area owners, education aimed at reducing fire occurrences and damage, and mutual aid among jurisdictions to fight fires.

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
Policy 5.13 Continue to implement emergency services training and fire drills through the Orange County Fire Authority.	Reflect existing and ongoing implementation	Policy 5.13: Encourage emergency services training and fire drills.
Policy 5.15 Coordinate with CAL FIRE, Orange County Fire Authority, Caltrans, emergency responders, and landowners to maintain and enhance fuel breaks, vegetation clearance, and emergency access and evacuation routes on public and private roads to ensure adequate capacity, safety, and viability for both effective fire suppression and safe evacuations.	New	--
Policy 5.16 Support measures that help firefighting crews and emergency response teams respond to fire hazards or work under low-visibility conditions, such as high-visibility signage for streets and building addresses that meet or exceed the standards in the California Fire Safe Regulations (Title 14 of the California Code of Regulations, Division 1.5, Chapter 7, Articles 2 and 3, Sections 1273 and 1274).	New	--
Policy 5.17 Require review by the Community Development Department and Orange County Fire Authority of proposed construction projects and conceptual landscaping plans in the Very High Fire Hazard Severity Zones identified by CAL FIRE prior to the issuance of development permits (see Figure PS-8: Fire Hazard Severity Zones). Plans for proposed development in such areas shall include, at a minimum: • Site plan, planting plan, planting palette, and irrigation plan to reduce the risk of fire hazards and with consideration to site conditions, including slope, structures, and adjacencies. • Development and maintenance of defensible space. • More than one point of ingress and egress to improve evacuation, emergency response, and fire equipment access and adequate water infrastructure for water supply and fire flow that meets or exceeds the standards in the California State Minimum Fire Safe Regulations (commencing with Section 1270, SRA Fire Safe Regulations); and Subchapter 3, Article 3, commencing with Section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations).	New	--

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Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
• Class A roofing assemblies for new and replacement roofs. • Location and source of anticipated water supply.		
Policy 5.18 All new development in the Very High Fire Hazard Severity Zone must comply with fire-resistant landscaping and defensible space requirements. These standards shall meet or exceed Title 14 of the California Code of Regulations. This specifically includes Division 1.5, Chapter 7, Subchapter 2, Articles 1 to 5 (commencing with section 1270, SRA Fire Safe Regulations), and Division 1.5, Chapter 7, Subchapter 3, Article 3 (commencing with section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations). New development shall also comply with the Public Resource Code Section 4291 (State Defensible Space Requirements), which requires the following: • Create a defensible space of at least 100 feet around the structure. • Remove all dead plants, grass, weeds, and other flammable vegetation from the defensible space. • Remove tree limbs that are within 10 feet of the chimney or stovepipe of the structure. • Trim tree limbs that are within 6 feet of the ground or within 10 feet of the structure. • Remove all dead branches, leaves, and other debris from roofs and rain gutters. • Create horizontal and vertical spacing between trees and shrubs to prevent the spread of fire. • Space trees at least 10 feet apart from each other. • Maintain the defensible space throughout the year, not just during fire season. • Obtain any necessary permits from local fire agencies before conducting any vegetation management activities. • Provide and maintain access to the property for emergency vehicles.	New	

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
Policy 5.19 Require new development in the Fire Hazard Severity Zones to provide adequate access for fire and emergency vehicles and equipment that meets or exceeds State standards in two parts of the California Fire Safe Regulations (California Code of Regulations, Title 14, Division 1.5, Chapter 7): Subchapter 2, Articles 1–5 (commencing with section 1270, SRA Fire Safe Regulations), and Subchapter 3, Article 3 (commencing with section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations).	New	--
Policy 5.20 Encourage new development outside of Very High Fire Hazard Severity Zones. Development in the Very High Fire Hazard Severity Zones shall demonstrate compliance with applicable state and local building and fire code regulations as well as appropriate mitigation measures and design considerations.	New	--
Policy 5.21 Require fire protection plans for all new development projects in the Very High Fire Hazard Severity Zone, including plans for long-term, comprehensive, fuel reduction and management. The main components of a fire protection plan shall be consistent with California Fire Code, Chapter 49, and include: 1. Risk Analysis 2. Fire Response Capabilities 3. Fire Safety Requirements – Defensible Space, Infrastructure, and Building Ignition Resistance 4. Mitigation Measures and Design Considerations for Non-Conforming Fuel Modification 5. Wildfire Education Maintenance and Limitations	New	--
Policy 5.22 Prepare and implement plans to repair and maintain City-owned roadways as needed to meet current standards and encourage private property owners to do the same, to the extent feasible and given the absence of other site constraints. These standards include road standards for evacuation and emergency vehicle access, vegetation clearance, and other requirements of	New	--

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
the California Fire Safe Regulations, Title 14 of the California Code of Regulations, Division 1.5, Chapter 7); specifically, Subchapter 2, Articles 1-5 (commencing with Section 1270, SRA Fire Safe Regulations); and Subchapter 3, Article 3 (commencing with Section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations).		
Policy 5.23 Develop and update programs as needed that ensure recovery and redevelopment after a large fire and that reduce future vulnerabilities to fire hazard risks through site preparation, redevelopment layout design, fire-resistant landscape planning, and home hardening building design and materials.	New	--
Policy 5.24 Coordinate with the Orange County Fire Authority to ensure that fire and emergency services—including personnel, equipment, infrastructure, and response times—have sufficient capacity citywide by: • Locating new development only where adequate fire protection exists. • Advocating for adequate fire protection services through the City's participation in the Joint Powers Authority.	New	--
Policy 5.25 Coordinate with the South Coast Water District and Moulton Niguel Water District to maintain an adequate, long-term water supply for fire suppression needs for the community.	New	--
GOAL 6: The City will periodically update and maintain the City's Emergency Plan to provide direction for handling emergency situations.	No Change to goal; policy changes based on state law (AB 747)	--
Policy 6.13 After update and certification by the Federal Emergency Management Agency, incorporate the current Dana Point Local Hazard Mitigation Plan into this Public Safety Element by reference, as permitted by California Government Code Section 65302.6.	Refined to include City's LHMP and additional statutory reference	Policy 6.13: Incorporate by reference the County of Orange and Orange County Fire Authority Local Hazard Mitigation Plan, approved by FEMA in 2021, into this Public Safety Element by reference, and work to implement the Plan.
Policy 6.14 Continue public education and outreach to inform residents, businesses, and visitors about designated potential evacuation routes and evacuation centers, emergency alert methods, personal preparedness strategies, and defensible-space requirements, including vegetation clearance	New	--

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
standards. Develop and distribute materials tailored to vulnerable groups—seniors, young children, individuals with disabilities—and to non-English speakers.		
Policy 6.15 Prioritize routine maintenance and capital improvements along designated evacuation routes to ensure ongoing accessibility and serviceability during emergencies. Address pavement conditions, signage, drainage, and vegetation management as part of regular upkeep.	New	—
Policy 6.16 Enhance coordination among emergency services, public safety officials, disaster response teams, communications personnel, media, and local school districts to ensure unified messaging and information sharing before, during, and after evacuation events.	New	—
Policy 6.17 Continue to support and expand the Community Emergency Response Team (CERT) program to increase disaster preparedness training at the neighborhood level, enhancing local resilience and response capacity.	New	—
Notes		
The following Public Safety Policies have been updated, but changes are limited to grammar/spelling out acronyms, as reflected below: - Policy 5.2 Require fire-safe design features in new development and ongoing maintenance of vegetation and fuel modification areas, especially in fire-prone areas of the city. - Policy 5.6 Require that new development is reviewed by the Orange County Fire Authority to ensure that properties are adequately served by firefighting services, incorporates defensible space, includes visible street signs and address numbers, meets road width and ingress/egress requirements, and has adequate water supplies for fire protection. Work to address any such deficiencies on existing public land and public rights-of-way and coordinate with homeowners' associations and property owners to improve conditions as needed on private land. - Policy 5.9 Encourage ongoing fire hazard reduction activities programs, such as community fire breaks and road clearance. Work with homeowners' associations and the Orange County Fire Authority to ensure that this maintenance is being conducted on private land, including the continuation of the Weed Abatement and Vegetation Hazard Reduction Program and requirements for reduction of landscape bulk and trimming of trees. - Policy 5.10 Maintain adequate fire and safety access for first responders and response vehicles, including but not limited to, emergency vehicle preemption devices at all traffic signals in the city and bordering cities, and through regular road maintenance and upgrades in fire-prone areas to maintain adequate ingress and egress.		

SUPPORTING DOCUMENT G: General Plan “Crosswalk” Current and Proposed Policies**CIRCULATION, ECONOMIC DEVELOPMENT, & PUBLIC SAFETY ELEMENTS
CROSSWALK BETWEEN CURRENT AND PROPOSED POLICIES****OVERVIEW**

The City is updating the General Plan's Circulation, Economic Development, and Public Safety Elements to address and reflect changes in state law and revisions in local strategies. To help the 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. At the end of the Public Safety Element portion, there is a separate listing of policies that were changed only to address grammatical or style preferences.

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

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	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. 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. Goal 3: The City will maximize the efficiency of its circulation system through the use of Transportation System Management and Demand Management strategies.
Policy 1.1 Maintain and periodically review roadway performance to ensure desired levels of safety and efficiency for vehicles, pedestrians, and bicyclists.	Consolidated	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. 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. 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. Policy 1.9: Limit driveway access on arterial streets to maintain a desired quality of flow.
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.

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
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.	Streamlined to address all agency coordination in one policy	Policy 1.3: Coordinate roadway improvements with applicable regional, State and Federal transportation plans and proposals. Policy 2.1: Support the completion of the Orange County Master Plan of Arterial Highways. 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. Policy 2.3: Maintain a proactive and assertive role with appropriate agencies dealing with regional transportation issues affecting the City. 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. 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. Policy 3.6: Promote ridesharing through publicity and provision of information to the public.
Policy 1.4 Designate, maintain, and enforce truck routes to minimize the impacts of truck traffic on residential areas and other sensitive uses.	Updated to reflect new state law; transport of hazardous materials addressed in Public Safety Element (Goal 4 and policies 4.1/4.5)	Policy 1.7: Provide for the safe and expeditious transport of hazardous materials.
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.	Consolidated	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. Policy 1.12: Encourage new development that facilitates transit services, provides for non-automobile circulation and minimizes vehicle miles traveled.

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
		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. 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.
Policy 1.6 Utilize intelligent transportation systems and research changing trends in mobility to more efficiently and safely move people and vehicles.	Consolidated and updated to capture more modern practices	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. Policy 3.2: Implement intersection capacity improvements where feasible.
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.	Expanded to specify the implementation method to ensure actions towards reducing/eliminating pedestrian/bicyclist and vehicular collisions, injuries, and fatalities	Policy 5.1: Promote the safety of pedestrians and bicyclists by adhering to national standards and uniform practices.
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.	Expanded to include actions toward reducing collisions and a set timeframe	Policy 1.13: Minimize pedestrian and vehicular conflicts.
Policy 1.9 Support the design and implementation of traffic calming measures for motorized travel on local streets where non-motorized travel is prioritized.	Consolidated	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.

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Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
		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.

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
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	--

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
- 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	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. Policy 4.3: Ensure accessibility of public transportation for elderly and disabled persons. Policy 4.3: Require noise impact studies prior to approval of new public transportation routes through residential communities.
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	Policy 4.2: Require new development to fund transit facilities, such as bus shelters and turn-outs, where deemed necessary. Policy 4.4: Encourage employers to reduce vehicular trips by offering employee incentives.

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
		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. 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.
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.	Refined	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	--

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

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.	--

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

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	--

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

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

Covered by other elements

- GOAL 1: Encourage a balance between housing and employment opportunities. *(Goal 1, Land Use Element)*
- Policy 1.1: Implement the goals and policies of the Housing Element of the General Plan. *(Housing Element)*
- Policy 1.4: Encourage the development of housing opportunities in targeted areas of the City. *(Goal 1 and associated policies, Housing Element)*
- Policy 2.1: Develop the physical design guidelines necessary to attract the desired types of business in specific locations. *(Policy 5.1, Urban Design Element)*
- GOAL 3: Provide for the long term fiscal viability of the City. *(Policies 3.1/3.4, Land Use Element)*
- 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. *(Policy 3.4, Land Use Element)*
- Policy 3.2: Analyze net fiscal impacts of non-residential land use types proposed for development. *(Policy 1.7, Land Use Element)*
- 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. *(Goal 1, Land Use Element)*
- Policy 3.4: Continue with existing plans for revitalization within areas of the community where revitalization is warranted. *(Goals 6/7, Land Use Element)*
- Policy 4.2: Promote visitor serving retail uses to serve the growing demand for harbor, beach and coastal facilities, especially day use visitors. *(Goal 1, Land Use Element)*
- Policy 4.3: Promote the overlap between visitor and resident serving retail uses by encouraging retail goods and services which serve both market segments. *(Policies 2.2/10.1, Land Use Element)*

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

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.

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

PUBLIC SAFETY ELEMENT

Draft General Plan (proposed)	Change	Current General Plan
GOAL 2 The City will reduce the risk to the community from seismic hazards, including ground shaking and liquefaction.	No Change	--
Policy 2.2 Adopt and maintain accepted State of California Building Standards Code standards for seismic performance of new buildings.	Removal of reference to Uniform Building Code as recommended by CALFIRE	Policy 2.2: Adopt and maintain accepted State of California and Uniform Building Code standards for seismic performance of new buildings.
GOAL 3 The City will reduce the risk to the community from flood hazards.	No Change to goal; all policies updated for consistency with the City's 2025 LHMP	--
Policy 3.2 Regulate the construction of nonrecreational uses on coastal stretches with high predicted storm wave run-up, tsunami inundation, and sea-level rise to minimize risk of property damage.	Updated to include tsunami inundation	Policy 3.2: Regulate the construction of nonrecreational uses on coastal stretches with high predicted storm wave run-up and sea-level rise to minimize risk of property damage.
Policy 3.10 Locate, when feasible, new essential public facilities outside of areas subject to flood risk, tsunami inundation, and sea-level rise. If no alternative location exists and the essential public facility must be located within a flood area, construct the facility with appropriate measures to maintain structural integrity and essential function to the greatest extent feasible.	Updated to include tsunami inundation	Policy 3.10: Locate, when feasible, new essential public facilities outside of areas subject to flood risk and sea-level rise. If no alternative location exists and the essential public facility must be located within a flood area, construct the facility with appropriate measures to maintain structural integrity and essential function to the greatest extent feasible.
Policy 3.13 Maintain TsunamiReady and StormReady certification for both mitigation and preparedness actions, based on criteria set by the National Oceanic and Atmospheric Administration and the National Weather Service.	New	--
Goal 5. The City will reduce the risk to the community from urban fires, wildfires, or explosions.	No Change to goal; unless otherwise stated, policy changes are based on consultation and new maps from CALFIRE	--

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
Policy 5.1 Establish and maintain an education program for residents and businesses on fire hazards in Dana Point, particularly for those residents located in areas that have high fire hazard risks.	Refined	Policy 5.1: Establish an education program for resident and businesses on fire hazards in Dana Point, particularly for those residents located in areas that have high fire hazard risks.
Policy 5.3 Provide notice to all residents located in fire hazard severity zones.	Refined; ember zones replaced with new fire hazard maps	Policy 5.3: Provide notice to all residents located in areas that may have higher risks of fire hazards, including very high fire hazard severity zones and ember zones.
Policy 5.7 Require properties within and adjacent to Very High Fire Hazard Severity Zones to comply with Orange County Fire Authority Community Safety and Education Bureau guidelines for fuel modification plans and maintenance. New developments within these zones shall produce and maintain fire protection plans, subject to review and approval by the City and Orange County Fire Authority.	Ember zones replaced with new fire hazard maps	Policy 5.7: Require properties within and adjacent to the Very High Fire Hazard Severity Zones and Ember Zones to comply with Orange County Fire Authority Community Safety and Education Bureau guidelines for fuel modification plans and maintenance. New developments within these zones shall produce and maintain fire protection plans, subject to review and approval by the City and OCFA.
Policy 5.8 To the greatest extent possible, locate new residential development, and public and critical facilities such as police stations, schools, and community centers, outside of Very High Fire Hazard Severity Zones. If no alternative feasible location exists, require new development within Very High Fire Hazard Severity Zones to develop disaster response and evacuation plans that address the actions that will be taken in the event of an emergency. New development should also be constructed with defensible space, fire-resistant materials, and landscaping.	Revised to include critical facilities and a requirement for new development within Very High zones to develop disaster response and evacuation plans	Policy 5.8: Locate, when feasible, new development (especially residential and essential public facilities) outside of high fire risk areas. If no alternative feasible location exists require new development within a high fire risk area to be constructed with defensible space, fire-resistant materials, and landscaping.
Policy 5.11 Coordinate with Orange County Fire Authority to implement the City's Emergency Plan and Local Hazard Management Plan (LHMP) and respond to urban fire and wildfire events.	Update to reflect City's adoption of its own LHMP (Adopted 2/4/25)	Policy 5.11: Coordinate with OCFA to implement the City's Emergency Plan and County's Local Hazard Management Plan and respond to urban fire and wildfire events.
Policy 5.12 Coordinate with the County of Orange to prepare a fire prevention and preparation program to provide notification of fire hazard to property owners in Fire Hazard Severity Zones, education aimed at reducing fire occurrences and damage, and mutual aid among jurisdictions to fight fires.	Refined to replace "high threat area owners" with "fire hazard severity zones"	Policy 5.12: Coordinate with the County of Orange to prepare a fire prevention and preparation program to provide notification of fire hazard to high threat area owners, education aimed at reducing fire occurrences and damage, and mutual aid among jurisdictions to fight fires.

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
Policy 5.13 Continue to implement emergency services training and fire drills through the Orange County Fire Authority.	Reflect existing and ongoing implementation	Policy 5.13: Encourage emergency services training and fire drills.
Policy 5.15 Coordinate with CAL FIRE, Orange County Fire Authority, Caltrans, emergency responders, and landowners to maintain and enhance fuel breaks, vegetation clearance, and emergency access and evacuation routes on public and private roads to ensure adequate capacity, safety, and viability for both effective fire suppression and safe evacuations.	New	--
Policy 5.16 Support measures that help firefighting crews and emergency response teams respond to fire hazards or work under low-visibility conditions, such as high-visibility signage for streets and building addresses that meet or exceed the standards in the California Fire Safe Regulations (Title 14 of the California Code of Regulations, Division 1.5, Chapter 7, Articles 2 and 3, Sections 1273 and 1274).	New	--
Policy 5.17 Require review by the Community Development Department and Orange County Fire Authority of proposed construction projects and conceptual landscaping plans in the Very High Fire Hazard Severity Zones identified by CAL FIRE prior to the issuance of development permits (see Figure PS-8: Fire Hazard Severity Zones). Plans for proposed development in such areas shall include, at a minimum: • Site plan, planting plan, planting palette, and irrigation plan to reduce the risk of fire hazards and with consideration to site conditions, including slope, structures, and adjacencies. • Development and maintenance of defensible space. • More than one point of ingress and egress to improve evacuation, emergency response, and fire equipment access and adequate water infrastructure for water supply and fire flow that meets or exceeds the standards in the California State Minimum Fire Safe Regulations (commencing with Section 1270, SRA Fire Safe Regulations); and Subchapter 3, Article 3, commencing with Section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations).	New	--

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
• Class A roofing assemblies for new and replacement roofs. • Location and source of anticipated water supply.		
Policy 5.18 All new development in the Very High Fire Hazard Severity Zone must comply with fire-resistant landscaping and defensible space requirements. These standards shall meet or exceed Title 14 of the California Code of Regulations. This specifically includes Division 1.5, Chapter 7, Subchapter 2, Articles 1 to 5 (commencing with section 1270, SRA Fire Safe Regulations), and Division 1.5, Chapter 7, Subchapter 3, Article 3 (commencing with section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations). New development shall also comply with the Public Resource Code Section 4291 (State Defensible Space Requirements), which requires the following: • Create a defensible space of at least 100 feet around the structure. • Remove all dead plants, grass, weeds, and other flammable vegetation from the defensible space. • Remove tree limbs that are within 10 feet of the chimney or stovepipe of the structure. • Trim tree limbs that are within 6 feet of the ground or within 10 feet of the structure. • Remove all dead branches, leaves, and other debris from roofs and rain gutters. • Create horizontal and vertical spacing between trees and shrubs to prevent the spread of fire. • Space trees at least 10 feet apart from each other. • Maintain the defensible space throughout the year, not just during fire season. • Obtain any necessary permits from local fire agencies before conducting any vegetation management activities. • Provide and maintain access to the property for emergency vehicles.	New	

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
Policy 5.19 Require new development in the Fire Hazard Severity Zones to provide adequate access for fire and emergency vehicles and equipment that meets or exceeds State standards in two parts of the California Fire Safe Regulations (California Code of Regulations, Title 14, Division 1.5, Chapter 7): Subchapter 2, Articles 1–5 (commencing with section 1270, SRA Fire Safe Regulations), and Subchapter 3, Article 3 (commencing with section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations).	New	--
Policy 5.20 Encourage new development outside of Very High Fire Hazard Severity Zones. Development in the Very High Fire Hazard Severity Zones shall demonstrate compliance with applicable state and local building and fire code regulations as well as appropriate mitigation measures and design considerations.	New	--
Policy 5.21 Require fire protection plans for all new development projects in the Very High Fire Hazard Severity Zone, including plans for long-term, comprehensive, fuel reduction and management. The main components of a fire protection plan shall be consistent with California Fire Code, Chapter 49, and include: 1. Risk Analysis 2. Fire Response Capabilities 3. Fire Safety Requirements – Defensible Space, Infrastructure, and Building Ignition Resistance 4. Mitigation Measures and Design Considerations for Non-Conforming Fuel Modification 5. Wildfire Education Maintenance and Limitations	New	--
Policy 5.22 Prepare and implement plans to repair and maintain City-owned roadways as needed to meet current standards and encourage private property owners to do the same, to the extent feasible and given the absence of other site constraints. These standards include road standards for evacuation and emergency vehicle access, vegetation clearance, and other requirements of	New	--

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
the California Fire Safe Regulations, Title 14 of the California Code of Regulations, Division 1.5, Chapter 7); specifically, Subchapter 2, Articles 1-5 (commencing with Section 1270, SRA Fire Safe Regulations); and Subchapter 3, Article 3 (commencing with Section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations).		
Policy 5.23 Develop and update programs as needed that ensure recovery and redevelopment after a large fire and that reduce future vulnerabilities to fire hazard risks through site preparation, redevelopment layout design, fire-resistant landscape planning, and home hardening building design and materials.	New	--
Policy 5.24 Coordinate with the Orange County Fire Authority to ensure that fire and emergency services—including personnel, equipment, infrastructure, and response times—have sufficient capacity citywide by: • Locating new development only where adequate fire protection exists. • Advocating for adequate fire protection services through the City's participation in the Joint Powers Authority.	New	--
Policy 5.25 Coordinate with the South Coast Water District and Moulton Niguel Water District to maintain an adequate, long-term water supply for fire suppression needs for the community.	New	--
GOAL 6: The City will periodically update and maintain the City's Emergency Plan to provide direction for handling emergency situations.	No Change to goal; policy changes based on state law (AB 747)	--
Policy 6.13 After update and certification by the Federal Emergency Management Agency, incorporate the current Dana Point Local Hazard Mitigation Plan into this Public Safety Element by reference, as permitted by California Government Code Section 65302.6.	Refined to include City's LHMP and additional statutory reference	Policy 6.13: Incorporate by reference the County of Orange and Orange County Fire Authority Local Hazard Mitigation Plan, approved by FEMA in 2021, into this Public Safety Element by reference, and work to implement the Plan.
Policy 6.14 Continue public education and outreach to inform residents, businesses, and visitors about designated potential evacuation routes and evacuation centers, emergency alert methods, personal preparedness strategies, and defensible-space requirements, including vegetation clearance	New	--

Dana Point General Plan Update

Draft Goals & Policies Crosswalk

Draft General Plan (proposed)	Change	Current General Plan
standards. Develop and distribute materials tailored to vulnerable groups—seniors, young children, individuals with disabilities—and to non-English speakers.		
Policy 6.15 Prioritize routine maintenance and capital improvements along designated evacuation routes to ensure ongoing accessibility and serviceability during emergencies. Address pavement conditions, signage, drainage, and vegetation management as part of regular upkeep.	New	—
Policy 6.16 Enhance coordination among emergency services, public safety officials, disaster response teams, communications personnel, media, and local school districts to ensure unified messaging and information sharing before, during, and after evacuation events.	New	—
Policy 6.17 Continue to support and expand the Community Emergency Response Team (CERT) program to increase disaster preparedness training at the neighborhood level, enhancing local resilience and response capacity.	New	—
Notes		
The following Public Safety Policies have been updated, but changes are limited to grammar/spelling out acronyms, as reflected below: - Policy 5.2 Require fire-safe design features in new development and ongoing maintenance of vegetation and fuel modification areas, especially in fire-prone areas of the city. - Policy 5.6 Require that new development is reviewed by the Orange County Fire Authority to ensure that properties are adequately served by firefighting services, incorporates defensible space, includes visible street signs and address numbers, meets road width and ingress/egress requirements, and has adequate water supplies for fire protection. Work to address any such deficiencies on existing public land and public rights-of-way and coordinate with homeowners' associations and property owners to improve conditions as needed on private land. - Policy 5.9 Encourage ongoing fire hazard reduction activities programs, such as community fire breaks and road clearance. Work with homeowners' associations and the Orange County Fire Authority to ensure that this maintenance is being conducted on private land, including the continuation of the Weed Abatement and Vegetation Hazard Reduction Program and requirements for reduction of landscape bulk and trimming of trees. - Policy 5.10 Maintain adequate fire and safety access for first responders and response vehicles, including but not limited to, emergency vehicle preemption devices at all traffic signals in the city and bordering cities, and through regular road maintenance and upgrades in fire-prone areas to maintain adequate ingress and egress.		

SUPPORTING DOCUMENT H: General Plan Goal and Policy Implementation Matrix

General Plan Implementation Matrix

SEPTEMBER 2025

Purpose

Implementation consists of actions taken to carry out the General Plan policies and continue progress toward achieving the General Plan goals, with a particular focus on those parts of the General Plan that have been recently updated. The following Implementation Matrix serves as a resource primarily for City staff to develop, monitor, and update a list of actions that should be carried out in the near term (generally within the next five years). These actions provide the basis for establishing priorities, scheduling, and assigning staff and other resources. This Matrix is a companion to the General Plan but is not a regulatory document and may be updated on an as-needed basis by City staff.

Structure

The Matrix identifies, for each action, the associated goal and policies, the entity(ies) primarily responsible for execution, the broad level of resources needed, a timeline for completion, and an indication of successful completion. Each implementation action is labeled based on the following format: element code (e.g., CM for Circulation and Mobility), and action indicator (A), action number based on the goal followed by a sequential number (e.g., 1.1 for the first action associated with Goal 1). As the Matrix is updated actions may be added, either as entirely new actions or as next steps and as replacements for actions that have been completed.

The actions include initiatives by the City and may also include decisions that involve public and private development projects, investments, and programs. This Matrix excludes actions or activities that are already part of the City's current workflow unless there is to be a substantive change, such as an expansion, elimination, or development of new rules.

Timing and Updates

Implementation is often contingent upon adequate funding and staff capacity. While many actions can be pursued through initiatives already underway, others will require additional resources. As such, the exact mix and timing of programs the City may pursue will in part be opportunity driven, dependent on the availability of funding, staffing, and other necessary resources. Additionally, the time frames listed below are target completion dates, unless otherwise specified by state law, and may be adjusted based upon other City priorities, funding levels, and/or staff availability. This Implementation Matrix should be reviewed and updated on an annual basis by City staff to determine whether any current activities fall short or additional actions are needed to support the General Plan goals and policies.

Dana Point General Plan Implementation Matrix

September 2025

DANA POINT GENERAL PLAN IMPLEMENTATION MATRIX						
Implementation Action	Relevant Goal	Policies	Implementation Responsibility	Resource Level	Time Frame	Measure of Successful Completion
CIRCULATION & MOBILITY ELEMENT						
CM-A1.1. 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.	CM-1	1.1 1.2 1.3 1.5	Public Works & Engineering	Low	2025	Adoption of new transportation study guidelines
CM-A1.2. 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.	CM-1	1.3 1.4	Public Works & Engineering	Moderate	By January 1, 2028	Completion of signage installation and posting of GIS truck routes on City website
CM-A1.3 Update Municipal Code regarding new logistics uses. Update the Municipal Code to reflect new siting, design, building, and operation standards for new logistics uses, consistent with AB 98 requirements.	CM-1	1.3 1.4	Community Development	Low	By January 1, 2028	Completion of updates to Municipal Code
CM-A1.4. 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.	CM-1	1.7 1.9	Public Works & Engineering	High	Within 24 months	One improvement initiated and other improvements identified in CIP
CM-A1.5. Neighborhood traffic calming. Continue to identify priority roadways/areas for neighborhood traffic calming treatments per established policies and guidelines.	CM-1	1.9 1.10	Public Works & Engineering	Moderate	Medium-Long Term	Evaluation of neighborhood traffic data and selection of priority area(s) for treatment
CM-A1.6. Review roadway speed limits. Review speed limits as required by State Law at the designated frequency using licensed engineers; Use allowable factors and evaluation criteria as provided in the California Vehicle Code, the Manual on Uniform Traffic Control Devices, and other applicable legislation to set reasonable speed limits particularly where bicycle/pedestrian activity is high.	CM-1	1.7 1.9 1.10	Public Works & Engineering	Low-Moderate	2025/2026	Approved citywide Speed Survey document with implementation of recommendations where appropriate

Draft

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Dana Point General Plan Implementation Matrix

September 2025

DANA POINT GENERAL PLAN IMPLEMENTATION MATRIX						
Implementation Action	Relevant Goal	Relevant Policies	Implementation Responsibility	Resource Level	Time Frame	Measure of Successful Completion
CM-A2.1. Evaluate feasibility of bicycle network gap recommendations. Study feasibility and variations of bike network improvements along Stonehill Drive, Dana Point Harbor Drive, and a portion of Del Prado.	CM-2	2.1	Public Works & Engineering	High	Within 5 years	Evaluate and implement as is feasible
CM-A2.2. 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.	CM-2	2.2 2.4 2.5	Community Development	Low-Moderate	Within 24 months	Approval of new development code regulations
CM-A2.3. 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 Unified School District (CUSD), Orange County Fire Authority (OCFA), and Orange County Sheriff's Department (OCSD) to develop pedestrian and micromobility safety campaigns that teach traffic safety awareness, road sharing etiquette, bicycle/e-bike safety, and pedestrian safety.	CM-2	2.6 2.7 2.8 2.9	Public Works & Engineering (lead from City) County of Orange OCSD OCTA OCFA	Low-Moderate	Within 24 months	Implementation of safety campaign with public service announcements, social media, advertisements at key community locations, and safety education events
CM-A3.1. 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.	CM-3	3.1 3.2 3.3 3.4	Public Works & Engineering	Moderate	Fall 2025	Completion of a study evaluating transit operations

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Dana Point General Plan Implementation Matrix

September 2025

DANA POINT GENERAL PLAN IMPLEMENTATION MATRIX						
Implementation Action	Relevant Goal	Policies	Implementation Responsibility	Resource Level	Time Frame	Measure of Successful Completion
CM-A3.2. 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.	CM-3	3.1 3.5	Public Works & Engineering	Low	Ongoing	Regularly scheduled coordination meetings, particularly during the summer months
CM-A4.1. 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.	CM-4	4.1 4.3 4.4 4.5 2.9	Community Development	Low-Moderate	Within 24 months	Approval of new development code regulations
CM-A4.2. Monitor and evaluate parking standards in the Town Center. Monitor the levels of parking supply and demand and evaluate opportunities for shared parking strategies that could facilitate new businesses in the Town Center.	CM-4	4.3 4.4 4.5 2.9 ED-1.4	Community Development	Moderate	Within 36 months	Completion of monitoring and a parking study

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Dana Point General Plan Implementation Matrix

September 2025

DANA POINT GENERAL PLAN IMPLEMENTATION MATRIX						
Implementation Action	Relevant		Implementation Responsibility	Resource Level	Time Frame	Measure of Successful Completion
	Goal	Policies				
ECONOMIC DEVELOPMENT ELEMENT						
ED-A1.1 Updated Analysis and Planning. Conduct an economic and market analysis of the City's local economy.	ED-1	1.1	City Manager	Low	Following completion of Harbor Renovation	Completion of an economic and market analysis
ED-A3.1 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.	ED-3	3.1 3.2 3.3 3.4	Community Development	Moderate	Within 24 months	Application submitted for redevelopment of Monarch Bay Plaza
ED-A3.2 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.	ED-3	3.1 3.2 3.3 3.5	Community Development	High	Within 36 months	Completion of a visioning and feasibility study

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Dana Point General Plan Implementation Matrix

September 2025

DANA POINT GENERAL PLAN IMPLEMENTATION MATRIX						
Implementation Action	Relevant Goal	Relevant Policies	Implementation Responsibility	Resource Level	Time Frame	Measure of Successful Completion
PUBLIC SAFETY ELEMENT						
PS-A11.1 Implement evacuation preparation strategies. Refine the City's Emergency Operations Plan to enhance emergency preparation and response. This includes: - Identifying critical facilities with unique evacuation needs (e.g. care homes, assisted living facilities, childcare centers) and reviewing evacuation procedures with these facility operators - Enhancing communication with hotels and other tourism locations to inform visitors of evacuation routes and procedures - Designating safe zones or shelter-in-place locations as potential areas of refuge in each evacuation zone - Evaluating the availability and anticipated demand for community facilities to serve as evacuation centers. - Maintaining and enhancing static wayfinding, signs, and barriers to direct traffic. - Coordinating with Caltrans and nearby jurisdictions on developing strategies to address freeway and state highway congestion during evacuations on I-5 and SR-1 (PCH).	PS-11	6.1 6.2 6.6 6.7 6.12 6.14 6.15 6.16	Emergency Management Public Works & Engineering	Low	Ongoing	Completion of an updated Emergency Operations Plan
PS-A11.2 Evacuation traffic management procedures. Update traffic management strategies based on the results of the 747 Evacuation Analysis, such as refinements to on-call contracting support for emergency response and typical operating procedures at major intersections and locations that can be deployed on-the-fly. <i>Note that this action is not intended to substitute on-the-ground decision making during emergencies.</i>	PS-11	6.1 6.2 6.6 6.11 6.15 6.16	Emergency Management Public Works & Engineering	Moderate	Ongoing	Completion of an updated Emergency Operations Plan
PS-A11.3 Evacuation coordination with state and county partners. Refine communication protocols with state and	PS-11	6.3 6.5	Emergency Management	Low	Ongoing	Updated protocols and recurring meetings

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Dana Point General Plan Implementation Matrix

September 2025

DANA POINT GENERAL PLAN IMPLEMENTATION MATRIX						
Implementation Action	Relevant Goal	Policies	Implementation Responsibility	Resource Level	Time Frame	Measure of Successful Completion
county agencies (e.g. California Highway Patrol, OCFA, OC Sheriff) based on the results of the 747 Evacuation Analysis. Address protocols applicable to before, during, and after emergencies, including a recurring evacuation coordination meeting and options to leverage technology during evacuation procedures.		6.12 6.16				scheduled between adjacent cities, County agencies, and CHP
PS-A11.4 Evacuation education campaign. Expand evacuation education programs and trainings, such as partnering with Capistrano Unified School District, community organizations, and business groups. Prepare additional education materials, particularly for vulnerable populations.	PS-11	6.7 6.9 6.10 6.11 6.14 6.17	Emergency Management	Moderate	Ongoing	Implementation of an evacuation education campaign
PS-A11.5 Develop evacuation procedures and recommendations for unique evacuee groups. Refine existing evacuation procedures with updated internal and external evacuation strategies for unique evacuee groups. Communicate the revised strategies to other agencies and these groups through education campaigns, direct outreach, and community organization partnerships. Specific evacuation groups include: - Evacuation constrained residential developments - Populations without vehicle access - Children and unaccompanied minors - Individuals with access and functional needs	PS-11	6.1 6.7 6.11 6.17	Emergency Management	Moderate	Ongoing	Updates to existing evacuation procedures; identification of communication approaches related to these unique evacuation groups

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SUPPORTING DOCUMENT I: Master Plan of Arterial Highways (MPAH) Technical Report

Fehr & Peers

City of Dana Point Master Plan of Arterial Highways (MPAH) Amendment Request

Prepared for:
Orange County Transportation Authority (OCTA)
City of Dana Point

Submitted on:
August 2025

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Introduction

Fehr & Peers evaluated the feasibility of modifying the current Master Plan of Arterial Highways (MPAH) roadway classifications within the City of Dana Point as an extension of the City's General Plan Update. The purpose of these changes is to update the designations to reflect the current roadway configurations and the City's intent on retaining the existing roadway configurations.

The Orange County Transportation Authority (OCTA) manages the MPAH and defines a process for amending classifications, which includes an analysis of expected demand versus capacity. OCTA staff confirmed the methodology used in this assessment at a scoping meeting on May 20, 2025.

Proposed Amendments

The proposed amendments are described in **Table 1**. The changes are consistent with the proposed roadway classifications in the City's Draft General Plan Circulation Element (June 2025).

As shown in the table, most re-designations do not result in a reduction of vehicle travel lanes. Rather, the re-designations are intended to bring the MPAH in line with current conditions. Lane reductions are noted for two segments, as the City anticipates future changes on these roadways. The segment of Dana Point Harbor Drive west of Street of the Golden Lantern is proposed to be removed from the MPAH, as the roadway does not provide regional connectivity.

Table 1: Proposed MPAH Amendments

Roadway	Extent	Existing # of Lanes	Existing Designation (# of lanes)	Proposed Designation (# of lanes)	Change Results in Reduction of Lanes
Del Prado Avenue	PCH (West) to Golden Lantern	2	Secondary Arterial (4)	Divided Collector (2)	No
	Golden Lantern to PCH (East)/Copper Lantern	EB: 2 WB: 1 Total: 3	Secondary Arterial (4)	Divided Collector (2)	Yes
Crown Valley Parkway	PCH to Camino Del Avion	4	Major Arterial (6)	Primary Arterial (4)	No
Niguel Road	PCH to Camino Del Avion	4	Major Arterial (6)	Primary Arterial (4)	No
Selva Road	PCH to Chula Vista Avenue	2 ¹	Undivided Collector (2)	Divided Collector (2)	No
Street of the Golden Lantern	PCH to Selva Road	4	Major Arterial (6)	Primary Arterial (4)	No
	Selva Road to Stonehill Drive	NB: 3 SB: 2 Total: 5	Major Arterial (6)	Primary Arterial (5)	No
	Stonehill Drive to Camino Del Avion	4	Major Arterial (6)	Primary Arterial (4)	No

Roadway	Extent	Existing # of Lanes	Existing Designation (# of lanes)	Proposed Designation (# of lanes)	Change Results in Reduction of Lanes
Coast Highway	Doheny Park Road to Palisades Drive	2 ¹	Primary Arterial (4)	Divided Collector (2)	No
Pacific Coast Highway	Crown Valley Parkway to Del Prado Avenue (West)	4	Major Arterial (6)	Primary Arterial (4)	No
	Del Prado Avenue (West) to Del Prado Avenue (East)/Copper Lantern	4	Secondary Arterial (4)	Primary Arterial (4)	No
Coast Highway Connector	San Juan Creek Trail to Coast Highway/Doheny Park Road	1 (EB Only)	Primary Arterial (4)	Undivided Collector (1)	No
Dana Point Harbor Drive	West of Golden Lantern	2	Primary Arterial (4)	Remove from MPAH	No
Camino De Estrella	Camino Capistrano to Calle Hermosa	4	Primary Arterial (4)	Divided Collector (2)	Yes

Notes:

1. City recently completed road diet along this segment.

Source: City of Dana Point, 2025.

The existing and proposed designations are shown in **Figure 1** and **Figure 2**, respectively.



FIGURE 1 Existing MPAH Designations

- Major Arterial
- Primary Arterial
- Secondary Arterial
- Collector

Fehr & Peers



FIGURE 2
Proposed MPAH Designations

- Major Arterial
- Primary Arterial
- Secondary Arterial
- Collector

Fehr & Peers

Analysis Methodology

Study Area

The study area includes 28 roadway segments and 13 intersections that were evaluated during the City's General Plan Update. The study locations were selected to assess changes to citywide roadway operations and focus on the locations with proposed changes.

The study roadway segments and intersections are listed in **Table 2** and **Table 3**, respectively. These study locations are also shown in **Figure 3**.

Table 2: Study Roadway Segments

ID	Roadway	Extent
1	Pacific Coast Highway	Coast Highway Connector to Palisades Drive
2	Pacific Coast Highway	NW City Limits to Crown Valley Parkway
3	Pacific Coast Highway	Crown Valley Parkway to Niguel Road
4	Pacific Coast Highway	Niguel Road to Blue Lantern
5	Pacific Coast Highway	Crystal Lantern to Del Obispo Street
6	Selva Road	Pacific Coast Highway to La Cresta Drive
7	Selva Road	Pacific Coast Highway and Strand Beach Parking
8	Stonehill Drive	Niguel Road to Monarch Beach Drive
9	Stonehill Drive	Blue Lantern to Golden Lantern
10	Stonehill Drive	Golden Lantern to Selva Road
11	Stonehill Drive	Del Obispo Street to Camino Capistrano
12	Niguel Road	Camino Del Avion to Monarch Beach Drive
13	Niguel Road	Monarch Beach Drive to Ritz Pointe Drive
14	Niguel Road	Ritz Pointe Drive to Monarch Beach Resort
15	Niguel Road	Monarch Beach Resort to Stonehill Drive
16	Niguel Road	Stonehill Drive to Mariner Drive
17	Niguel Road	Mariner Drive to Pacific Coast Highway
18	Ritz Carlton Drive	Pacific Coast Highway to Cabrillo Isle
19	Crown Valley Parkway	Pacific Coast Highway to Sea Island Drive
20	Camino Del Avion	Ritz Pointe Drive to Niguel Road
21	Camino Del Avion	Niguel Road to Bear Brand Road
22	Street of the Golden Lantern	Camino Del Avion to Terra Vista
23	Street of the Golden Lantern	Acapulo Drive to Stonehill Drive
24	Street of the Golden Lantern	Stonehill Drive to Selva Road
25	Street of the Golden Lantern	Del Prado Avenue to Dana Point Harbor Drive

ID	Roadway	Extent
26	Del Prado Avenue	Violet Lantern to Golden Lantern
27	Dana Point Harbor Drive	Golden Lantern to Park Lantern
28	Camino De Estrella	Camino Capistrano to SE City Limits

Source: City of Dana Point, 2025.

Table 3: Study Intersections

ID	Intersection
1	Coast Highway and Palisades Drive
2	Doheny Park Road and Victoria Boulevard
3	Dana Point Harbor Drive/Del Obispo Street and Pacific Coast Highway
4	Golden Lantern and Pacific Coast Highway
5	Blue Lantern and Pacific Coast Highway
6	Selva Road and Pacific Coast Highway
7	Niguel Road/Ritz Carlton Drive and Pacific Coast Highway
8	Monarch Bay Drive/Crown Valley Parkway and Pacific Coast Highway
9	Golden Lantern and Dana Point Harbor Drive
10	Golden Lantern and Stonehill Drive
11	Del Obispo Street and Stonehill Drive
12	Stonehill Drive and Niguel Road
13	Del Prado Avenue/Copper Lantern and Pacific Coast Highway

Source: City of Dana Point, 2025.

Analysis Scenarios

To determine the existing and future needs of the transportation network, Fehr & Peers considered the following scenarios in the analysis:

- Existing (2025) Conditions – Establishes the current level or baseline of traffic operations based on observed traffic counts. Traffic counts were collected between 2023–2025. Traffic counts in 2023/2024 were adjusted with a 0.5 percent annual growth rate to reflect 2025 conditions.
- Future Year (2050) Conditions – Includes build-out of the General Plan land uses and the proposed MPAH designations.



FIGURE 3
Study Locations

Travel Demand Forecasting

Fehr & Peers utilized the latest version of the Orange County Transportation Analysis Model (OCTAM) (Version 5.0.1, released Summer 2024) to prepare traffic forecasts for the assessment. OCTAM Version 5.0.1 has a 2019 base year and 2050 cumulative year, with land uses and roadway networks consistent with the *2024 Southern California Association of Governments Regional Transportation Plan and Sustainable Communities Strategy* (2024 SCAG RTP/SCS).

Land use inputs were reviewed as part of the General Plan Update which represents projected growth over the next 25 years and includes all known pending and approved development projects within the City. Roadway network inputs were refined in the model to reflect the proposed MPAH amendments.

Traffic volume forecasts were developed for the study locations using the Difference Method, which adds traffic growth from the OCTAM base to future models to existing counts, consistent with *National Cooperative Highway Research Program (NCHRP) Report 765*. At locations where negative growth was forecasted, Fehr & Peers instead applied a 0.5 percent annual growth rate to the existing volume. This growth rate is based on the average annual growth rate of overall traffic volumes in the City derived from OCTAM.

The travel forecasts from the OCTAM model were converted to summer conditions to reflect the higher levels of tourism traffic in the City. As noted in the City's Draft General Plan Circulation Element (June 2025), traffic volumes are approximately 15% higher during the summer months than in the non-summer months.

Roadway Segment Analysis

Roadway segment operations were evaluated based on OCTA's MPAH Guidelines shown in **Table 4**. The OCTA MPAH Guidelines are based on the Highway Capacity Manual (HCM) 2010 Edition methodology, which is considered the state-of-the-practice methodology for evaluating roadway segment operations. The HCM 2010 methodology utilizes the volume to capacity (V/C) ratio to quantify roadway segment operations, comparing demand volume to a roadway's available capacity. A V/C ratio of 1.0 indicates that a road is at capacity, which is the boundary of LOS E/F.

Table 4: Roadway Segment Capacity Thresholds

Type of Arterial	# of Lanes	Level of Service					
		A	B	C	D	E	F
Major Arterial	6	33,900	39,400	45,000	50,600	56,300	-
	5	28,250	32,830	37,500	42,170	46,920	-
Primary Arterial	5	27,000	31,560	36,000	40,560	45,000	-
	4	22,500	26,300	30,000	33,800	37,500	-
Secondary Arterial	5	18,750	21,000	24,000	27,000	30,000	-
	4	15,000	17,500	20,000	22,500	25,000	-
Divided Collector	2	9,000	12,000	15,000	20,000	22,000	-

Type of Arterial	# of Lanes	Level of Service					
		A	B	C	D	E	F
Undivided Collector	2	7,500	8,800	10,000	11,300	12,500	-
	1 (one-way)	3,750	4,400	5,000	5,650	6,250	-
V/C Ratio (all Facility Types)		<0.6	0.6-0.7	0.7-0.8	0.8-0.9	0.9-1.0	>1.0

Source: OCTA MPAH Guidelines, 2017.

As noted in the MPAH guidelines, the roadway capacities are approximate figures only. Factors such as the number, spacing and configuration of intersections, degree of access control, roadway grades, design geometries, and level of pedestrian and bicycle traffic influence roadway capacity. We applied a customized capacity threshold for the segment of Pacific Coast Highway north of the Street of the Blue Lantern. This segment functions as a limited access highway with signalized intersections spaced at least one-half mile apart, exclusive left- and right-turn lanes at intersections, and no unsignalized left turns from side streets.

The Federal Highway Administration's Generalized Service Volume Tables (GSVT)¹ recommend higher thresholds based on a roadway's speed limit and percentage of total green time allocated to the primary through movement. Relevant capacities in the GSVT for four lane segments are listed in **Table 5**. Note that this segment of Pacific Coast Highway has a posted speed limit of 45 miles per hour and current traffic signal timing plans allocate approximately 55% of total green time to through traffic on Pacific Coast Highway.

Table 5: FHWA Generalized Service Volume for Signalized Highways

# of Lanes	% Green Time	Speed Limit (mph)	Level of Service					
			A	B	C	D	E	F
4	55	45	-	37,400	41,000	44,100	49,000	

Source: Federal Highway Administration, 2018.

Intersection Analysis

Summer and non-summer weekday AM and PM peak hour intersection operating conditions were evaluated using the Transportation Research Board (TRB) *Highway Capacity Manual* (HCM) 7th Edition methodology.

The HCM 7th Edition methodology for signalized intersections estimates the average control delay for vehicles at intersections. After the quantitative delay estimates are complete, the methodology assigns a qualitative letter grade that represents the operations of the intersection. These grades range from LOS A (minimal delay) to LOS F (excessive congestion). The upper limit of LOS E represents at-capacity operations. Descriptions of the LOS letter grades for signalized intersections are provided in **Table 6**.

¹ *Generalized Service Volume Tables*; Federal Highway Administration Office of Highway Policy Information, March 2018. <https://www.fhwa.dot.gov/policyinformation/pubs/pl18003/chap04.cfm>

Fehr & Peers used the Synchro 12 software to facilitate the HCM calculations at signalized intersections.

Table 6: Intersection Level of Service (LOS) Grade Thresholds

Level of Service	Description	Signalized Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths	> 10.0 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear	> 20.0 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable	> 35.0 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences	> 55.0 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	> 80.0

Source: Highway Capacity Manual 7th Edition (Transportation Research Board, 2022).

LOS Standards

Per OCTA's MPAH Guidelines, roadway segment operations are determined acceptable if they operate at LOS C or better. This corresponds with a maximum volume to capacity (V/C) ratio of 0.8.

Per the City of Dana Point's Transportation Study Guidelines, intersection operations are determined acceptable if they operate at LOS D or better during any peak hour year-round (summer and non-summer).

Arterial Operations Analysis

Existing (2025) Conditions

The existing daily traffic volumes and existing lane configurations were used to conduct the arterial operational analysis. The roadway segment LOS results are summarized in **Table 7**.

All roadway segments operate at LOS C or better under Existing (2025) Conditions except:

- Pacific Coast Highway (NW City Limits to Blue Lantern)
- Pacific Coast Highway (Crystal Lantern to Del Obispo Street)
- Stonehill Drive (Del Obispo Street to Camino Capistrano)

Note that the segment of Pacific Coast Highway between the NW City Limits and Blue Lantern is shown as operating at LOS D. However, field observations confirm the only constraint along this segment is at the Pacific Coast Highway and Crown Valley Parkway intersection. As noted in the following section, that intersection currently operates acceptably.

Table 7: Existing (2025) Roadway Segment Level of Service

Roadway	Extent	Existing Volume	Current Designation			V/C Ratio	LOS
			Type	Lanes	Capacity		
Pacific Coast Highway	Coast Highway Connector to Palisades Drive	13,800	Primary Arterial	2	25,000	0.55	A
Pacific Coast Highway	NW City Limits to Crown Valley Parkway	40,890	Primary Arterial	4	49,000 ^f	0.83	D
Pacific Coast Highway	Crown Valley Parkway to Niguel Road	43,400	Major Arterial	4	49,000 ^f	0.89	D
Pacific Coast Highway	Niguel Road to Blue Lantern	41,310	Major Arterial	4	49,000 ^f	0.84	D
Pacific Coast Highway	Crystal Lantern to Del Obispo Street	39,290	Major Arterial	5	46,900	0.84	D
Selva Road	Pacific Coast Highway to La Cresta Drive	4,950	Secondary Arterial	2	25,000	0.20	A
Selva Road	Pacific Coast Highway and Strand Beach Parking	7,180	Divided Collector	2	22,000	0.33	A
Stonehill Drive	Niguel Road to Monarch Beach Drive	14,520	Primary Arterial	4	37,500	0.39	A
Stonehill Drive	Blue Lantern to Golden Lantern	17,710	Primary Arterial	4	37,500	0.47	A
Stonehill Drive	Golden Lantern to Selva Road	24,290	Primary Arterial	4	37,500	0.65	B
Stonehill Drive	Del Obispo Street to Camino Capistrano	30,750	Primary Arterial	4	37,500	0.82	D

Roadway	Extent	Existing Volume	Current Designation			V/C Ratio	LOS
			Type	Lanes	Capacity		
Niguel Road	Camino Del Avion to Monarch Beach Drive	16,760	Major Arterial	5	46,920	0.36	A
Niguel Road	Monarch Beach Drive to Ritz Pointe Drive	22,870	Major Arterial	4	37,500	0.61	B
Niguel Road	Ritz Pointe Drive to Monarch Beach Resort	23,690	Major Arterial	4	37,500	0.63	B
Niguel Road	Monarch Beach Resort to Stonehill Drive	25,310	Major Arterial	4	37,500	0.67	B
Niguel Road	Stonehill Drive to Mariner Drive	24,500	Major Arterial	4	37,500	0.65	B
Niguel Road	Mariner Drive to Pacific Coast Highway	24,300	Major Arterial	4	37,500	0.65	B
Ritz Carlton Drive	Pacific Coast Highway to Cabrillo Isle	15,190	Divided Collector	4	37,500	0.61	B
Crown Valley Parkway	Pacific Coast Highway to Sea Island Drive	24,950	Major Arterial	4	37,500	0.67	B
Camino Del Avion	Ritz Pointe Drive to Niguel Road	12,820	Primary Arterial	4	37,500	0.34	A
Camino Del Avion	Niguel Road to Bear Brand Road	19,230	Primary Arterial	4	37,500	0.51	A
Street of the Golden Lantern	Camino Del Avion to Terra Vista	17,470	Major Arterial	4	37,500	0.47	A
Street of the Golden Lantern	Acapulo Drive to Stonehill Drive	24,780	Major Arterial	4	37,500	0.66	B
Street of the Golden Lantern	Stonehill Drive to Selva Road	21,410	Major Arterial	5	45,000	0.48	A
Street of the Golden Lantern	Del Prado Avenue to Dana Point Harbor Drive	7,830	Major Arterial	4	37,500	0.21	A
Del Prado Avenue	Violet Lantern to Golden Lantern	6,460	Secondary Arterial	2	22,000	0.29	A
Dana Point Harbor Drive	Golden Lantern to Park Lantern	14,220	Divided Collector	2	22,000	0.65	B
Camino De Estrella	Camino Capistrano to SE City Limits	3,810	Divided Collector	4	25,000	0.15	A

Note:

1. Customized capacity used for Pacific Coast Highway north of Street of the Blue Lantern due to longer intersection spacing and access management, consistent with FHWA recommendations.

2. **Bold and underline** indicates segment operates at LOS D or worse.

Source: Fehr & Peers, 2025.

Future Year (2050) Conditions with General Plan Development

Future conditions were analyzed using the forecasted traffic volumes and proposed roadway re-designations. The forecasted traffic volumes account for the City's General Plan development. Roadway segment LOS results are summarized in **Table 8**.

All roadway segments will operate at LOS C or better in the future except:

- Pacific Coast Highway (NW City Limits to Blue Lantern)
- Pacific Coast Highway (Crystal Lantern to Del Obispo Street)

These segments were also identified operating below LOS C at present. At these locations, the proposed number of lanes is consistent with current conditions, and V/C ratios increase by less than three percent. Similar to existing conditions, the segment of Pacific Coast Highway between the NW City Limits and Niguel Road is shown as operating at LOS D. All intersections along this segment are forecasted to operate acceptably in the future year.

Table 8: Future Year (2050) Roadway Segment Level of Service

Roadway	Extent	Forecasted Volume	Proposed Designation			V/C Ratio	LOS
			Type	Lanes	Capacity		
Pacific Coast Highway	Coast Highway Connector to Palisades Drive	15,860	<i>Divided Collector</i>	2	22,000	0.72	C
Pacific Coast Highway	NW City Limits to Crown Valley Parkway	40,050	<i>Primary Arterial</i>	4	49,000 ¹	0.82	D
Pacific Coast Highway	Crown Valley Parkway to Niguel Road	44,130	<i>Primary Arterial</i>	4	49,000 ¹	0.90	D
Pacific Coast Highway	Niguel Road to Blue Lantern	42,410	<i>Primary Arterial</i>	4	49,000 ¹	0.87	D
Pacific Coast Highway	Crystal Lantern to Del Obispo Street	40,090	<i>Major Arterial</i>	5	46,900	0.85	D
Selva Road	Pacific Coast Highway to La Cresta Drive	5,590	<i>Divided Collector</i>	2	22,000	0.25	A
Selva Road	Pacific Coast Highway and Strand Beach Parking	7,650	<i>Divided Collector</i>	2	22,000	0.35	A
Stonehill Drive	Niguel Road to Monarch Beach Drive	16,410	<i>Primary Arterial</i>	4	37,500	0.44	A
Stonehill Drive	Blue Lantern to Golden Lantern	20,010	<i>Primary Arterial</i>	4	37,500	0.53	A
Stonehill Drive	Golden Lantern to Selva Road	27,450	<i>Primary Arterial</i>	4	37,500	0.73	C
Stonehill Drive	Del Obispo Street to Camino Capistrano	31,530	<i>Primary Arterial</i>	5 ²	45,000	0.70	B
Niguel Road	Camino Del Avion to Monarch Beach Drive	18,940	<i>Primary Arterial</i>	5	45,000	0.42	A

Roadway	Extent	Forecasted Volume	Proposed Designation			V/C Ratio	LOS
			Type	Lanes	Capacity		
Niguel Road	Monarch Beach Drive to Ritz Pointe Drive	25,840	<i>Primary Arterial</i>	4	37,500	0.69	B
Niguel Road	Ritz Pointe Drive to Monarch Beach Resort	26,770	<i>Primary Arterial</i>	4	37,500	0.71	C
Niguel Road	Monarch Beach Resort to Stonehill Drive	28,600	<i>Primary Arterial</i>	4	37,500	0.76	C
Niguel Road	Stonehill Drive to Mariner Drive	27,690	<i>Primary Arterial</i>	4	37,500	0.74	C
Niguel Road	Mariner Drive to Pacific Coast Highway	27,460	<i>Primary Arterial</i>	4	37,500	0.73	C
Ritz Carlton Drive	Pacific Coast Highway to Cabrillo Isle	15,660	<i>Divided Collector</i>	4	25,000	0.63	B
Crown Valley Parkway	Pacific Coast Highway to Sea Island Drive	28,190	<i>Primary Arterial</i>	4	37,500	0.75	C
Camino Del Avion	Ritz Pointe Drive to Niguel Road	14,490	<i>Primary Arterial</i>	4	37,500	0.39	A
Camino Del Avion	Niguel Road to Bear Brand Road	19,410	<i>Primary Arterial</i>	4	37,500	0.52	A
Street of the Golden Lantern	Camino Del Avion to Terra Vista	19,320	<i>Primary Arterial</i>	4	37,500	0.52	A
Street of the Golden Lantern	Acapulo Drive to Stonehill Drive	27,240	<i>Primary Arterial</i>	4	37,500	0.73	C
Street of the Golden Lantern	Stonehill Drive to Selva Road	21,810	<i>Primary Arterial</i>	5	45,000	0.48	A
Street of the Golden Lantern	Del Prado Avenue to Dana Point Harbor Drive	8,130	<i>Primary Arterial</i>	4	37,500	0.22	A
Del Prado Avenue	Violet Lantern to Golden Lantern	7,300	<i>Divided Collector</i>	2	22,000	0.33	A
Dana Point Harbor Drive	Golden Lantern to Park Lantern	14,870	<i>Divided Collector</i>	2	22,000	0.68	B
Camino De Estrella	Camino Capistrano to SE City Limits	3,820	<i>Divided Collector</i>	2	22,000	0.17	A

Notes:

1. Customized capacity used for Pacific Coast Highway north of Street of the Blue Lantern due to longer intersection spacing and access management, consistent with FHWA recommendations.
2. Planned improvements along Stonehill Drive include a third eastbound lane.
3. *Italicized* indicates change from existing conditions.
4. **Bold and underline** indicates segment operates at LOS D or worse.

Source: Fehr & Peers, 2025.

Intersection Operations Analysis

Existing (2025) and Future Year (2050) operations were evaluated using the HCM methodology to provide additional context for City staff. Fehr & Peers analyzed intersection operations for the following conditions:

- Summer: Weekday AM and PM Peak Hours
- Non-Summer: Weekday AM and PM Peak Hours

Figures 4 through 7 present the peak hour intersection turning movement volumes used for the analysis.

For future conditions, traffic signal timings were optimized. Peak hour factors were also updated to 0.95, unless the existing peak hour factor was higher. This is consistent with the City's LOS transportation study guidelines and reflects expected changes to travel behavior as congestion increases and traffic signal timing optimization increases throughput.

Table 9 summarizes the intersection average vehicle delay and LOS results under Existing (2025) and Future Year (2050). Intersection LOS calculation worksheets are provided in **Appendix B**.

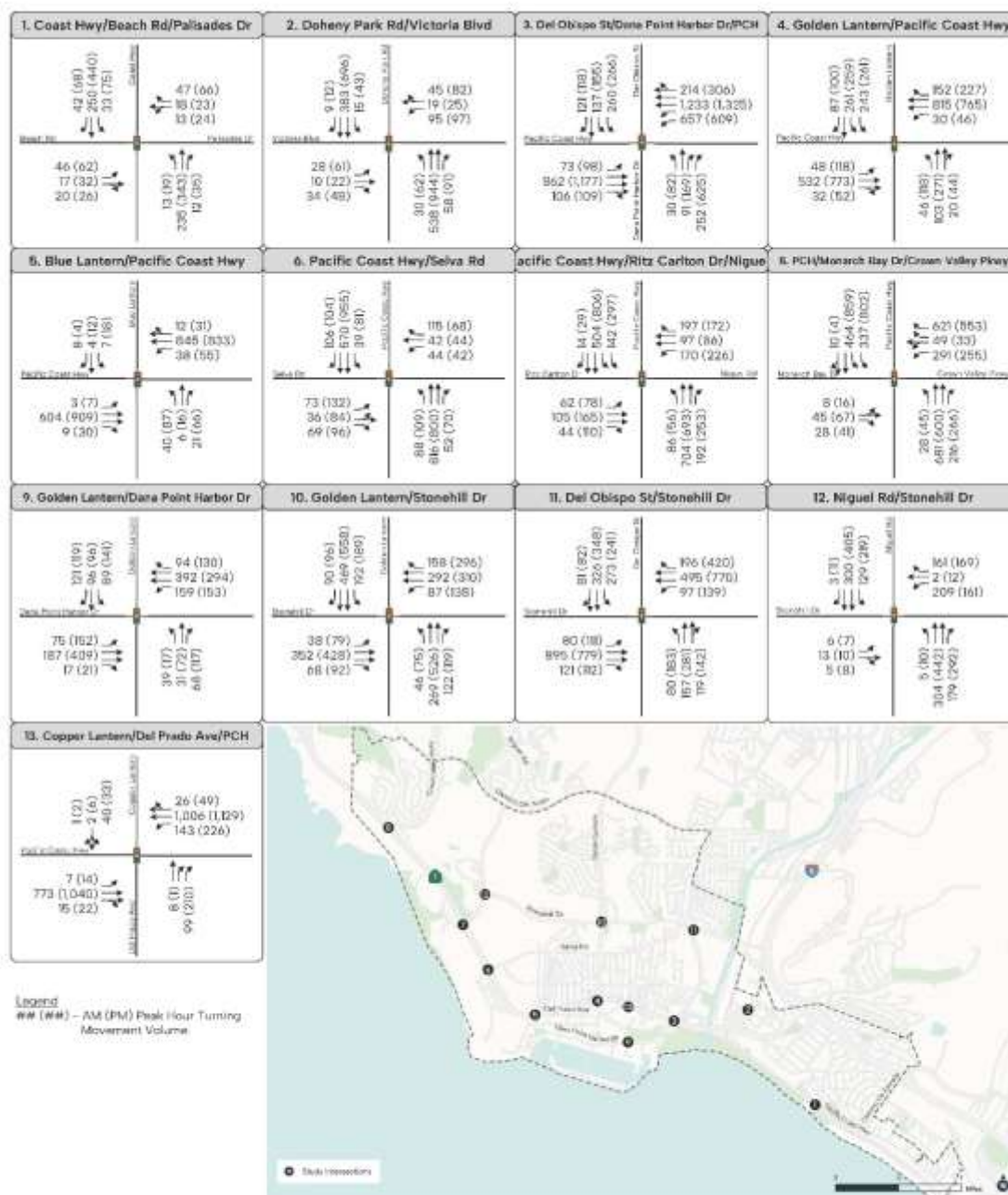


FIGURE 4

Existing Conditions Summer AM/PM Peak Hour

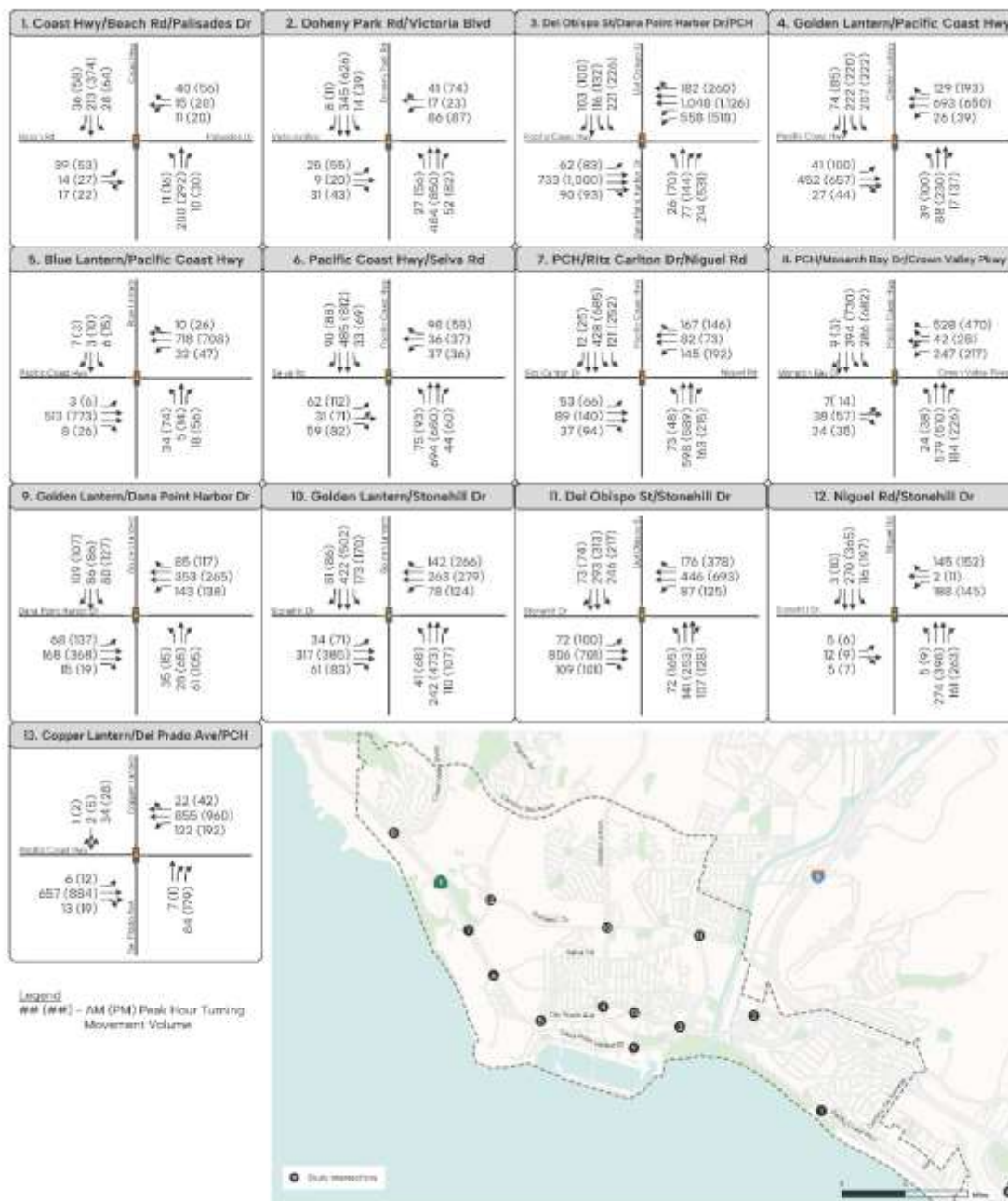


FIGURE 5

Existing Conditions Non-Summer AM/PM Peak Hour

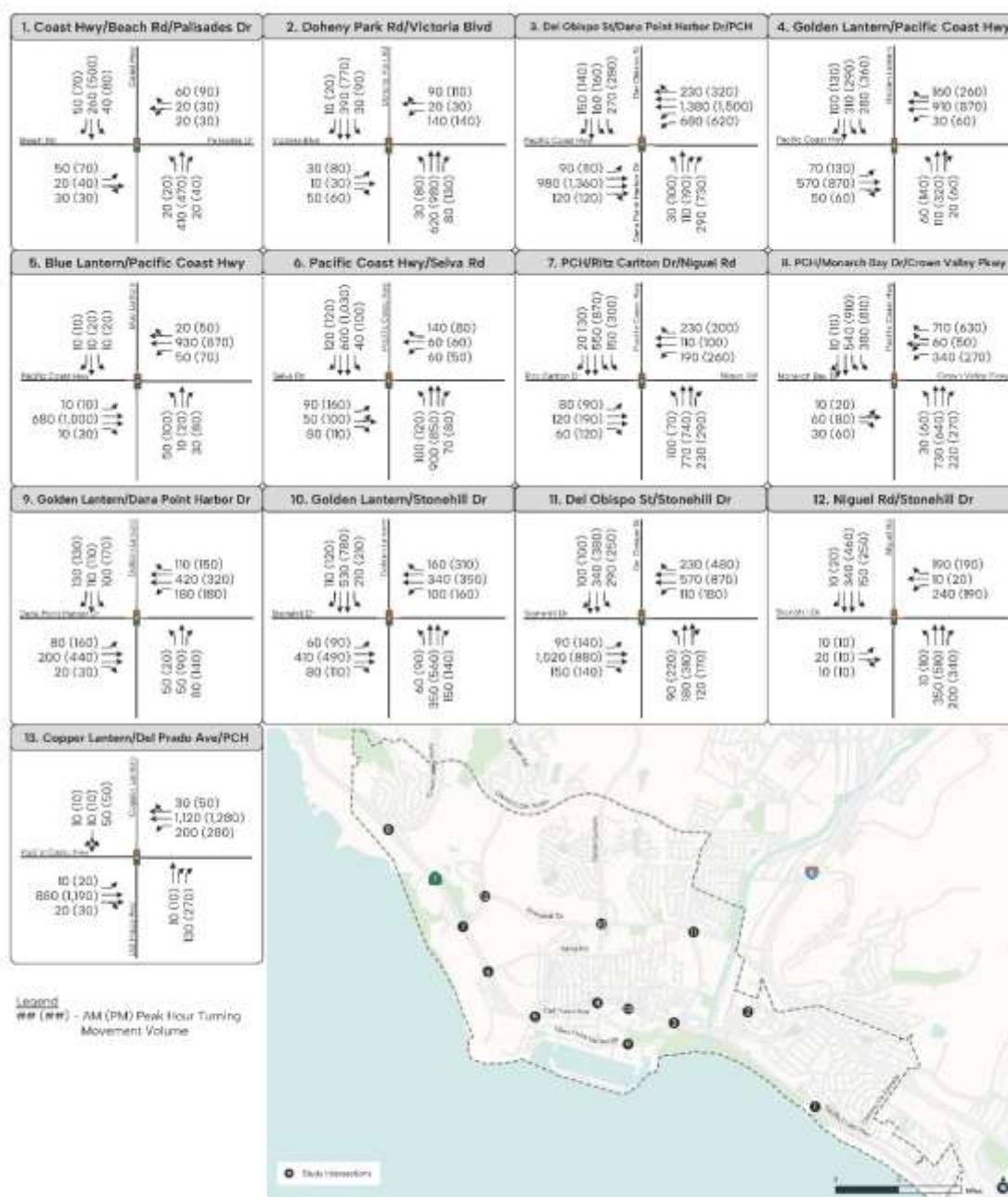


FIGURE 6

Future Year with General Plan Development Summer AM/PM Peak Hour

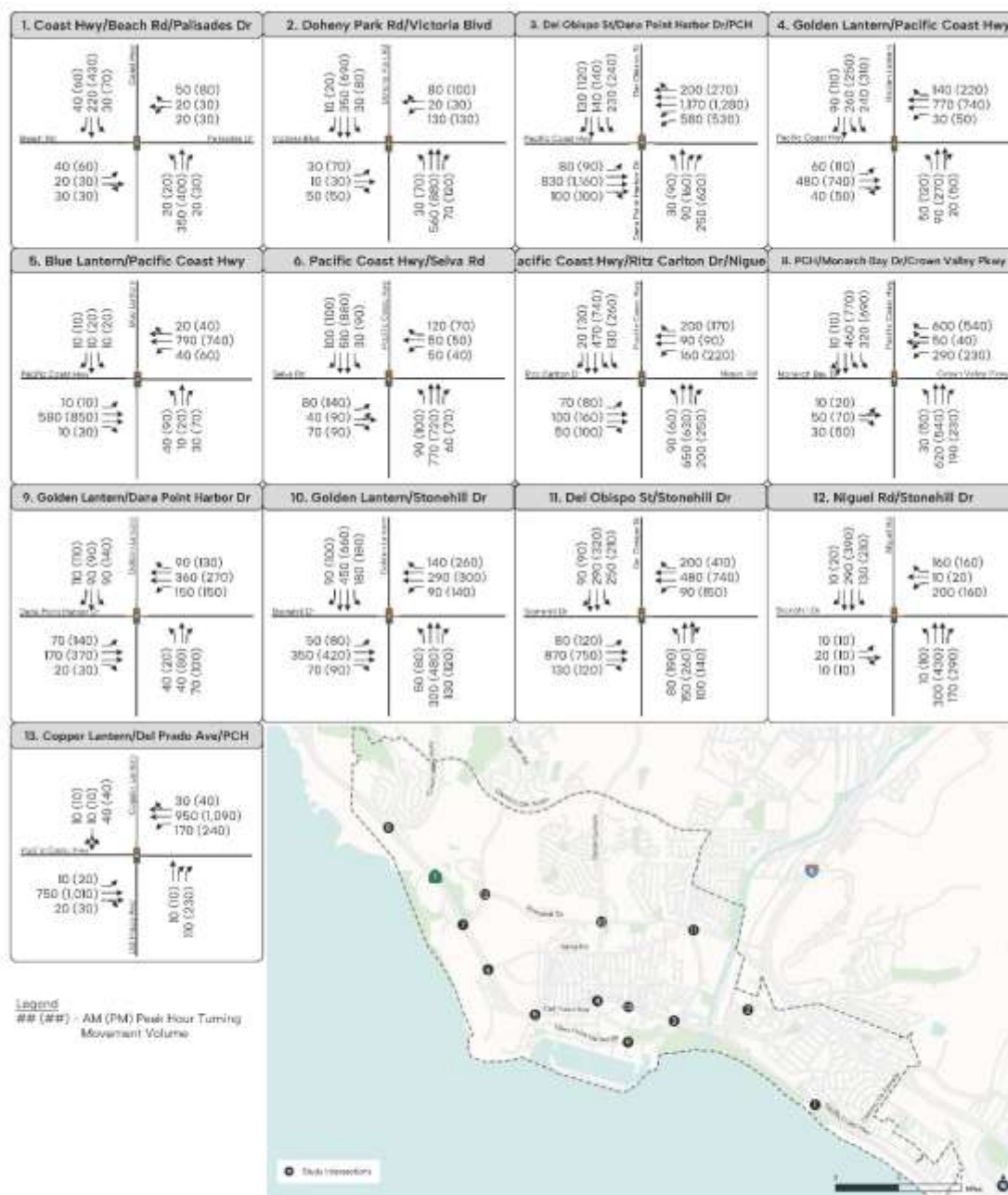


FIGURE 7

Future Year with General Plan Development Non-Summer AM/PM Peak Hour

Table 9: Existing (2025) and Future Year (2050) with General Plan Development Intersection Operations

Intersection	Peak Hour	Existing (2025) Conditions		Future Year (2050) Conditions with General Plan Development	
		Summer Delay (s) / LOS	Non-Summer Delay (s) / LOS	Summer Delay (s) / LOS	Non-Summer Delay (s) / LOS
1 Coast Highway and Palisades Drive	AM	14 / B	13 / B	16 / B	15 / B
	PM	19 / B	17 / B	20 / B	18 / B
2 Doheny Park Road and Victoria Boulevard	AM	10 / A	9 / A	11 / B	10 / A
	PM	12 / B	12 / B	14 / B	13 / B
3 Dana Point Harbor Drive/Del Obispo Street and Pacific Coast Highway	AM	31 / C	28 / C	48 / D	31 / C
	PM	43 / D	33 / C	45 / D	40 / D
4 Golden Lantern and Pacific Coast Highway	AM	33 / C	31 / C	39 / D	36 / D
	PM	36 / D	34 / C	44 / D	38 / D
5 Blue Lantern and Pacific Coast Highway	AM	10 / A	9 / A	12 / B	11 / B
	PM	14 / B	13 / B	16 / B	15 / B
6 Selva Road and Pacific Coast Highway	AM	14 / B	13 / B	14 / B	13 / B
	PM	17 / B	15 / B	19 / B	16 / B
7 Niguel Road/Ritz Carlton Drive and Pacific Coast Highway	AM	16 / B	15 / B	17 / B	15 / B
	PM	35 / C	20 / B	22 / C	20 / B
8 Monarch Bay Drive/Crown Valley Parkway and Pacific Coast Highway	AM	18 / B	16 / B	19 / B	16 / B
	PM	25 / C	18 / B	23 / C	19 / B
9 Golden Lantern and Dana Point Harbor Drive	AM	26 / C	25 / C	26 / C	25 / C
	PM	29 / C	29 / C	32 / C	29 / C
10 Golden Lantern and Stonehill Drive	AM	17 / B	16 / B	18 / B	16 / B
	PM	21 / C	18 / B	25 / C	20 / B
11 Del Obispo Street and Stonehill Drive	AM	30 / C	28 / C	34 / C	29 / C
	PM	31 / C	29 / C	39 / D	31 / C
12 Stonehill Drive and Niguel Road	AM	15 / B	14 / B	15 / B	14 / B
	PM	16 / B	15 / B	17 / B	15 / B
13 Del Prado Avenue/Copper Lantern and Pacific Coast Highway	AM	22 / C	20 / C	26 / C	24 / C
	PM	27 / C	23 / C	33 / C	29 / C

Source: Fehr & Peers, 2025.

Under Existing (2025) Conditions and Future Year (2050) Conditions, all intersections operate at LOS D or better during the weekday AM and PM peak hours year-round.

Although not needed to achieve the desired level-of-service, we recommend some minor improvements at two locations in the future to achieve better performance:

Intersection 8: Monarch Bay Drive/Crown Valley Parkway and Pacific Coast Highway

- Extend the SB left turn (PCH to Crown Valley Parkway) signal phase by 20 seconds
- Extend the SB through signal phase by 20 seconds

Intersection 13: Del Prado Avenue/Copper Lantern and Pacific Coast Highway

- Install right turn overlap for the NB right turn (Del Prado Avenue EB to PCH SB). This requires the installation of new signal heads on the existing signal mast arm
- Shorten the EB phase (Del Prado Avenue EB) by 15 seconds and reallocate time to the NB/SB through phases (PCH)

Conclusion

The proposed changes to the MPAH designations are intended to align with current roadway configurations and will support future traffic volumes. Most roadway segments are forecasted to operate at LOS C or better and be within the thresholds adopted by OCTA. The five roadway segments at worse than LOS C today are not expected to significantly degrade in the future. All major intersections in the City are also forecasted to operate at LOS D or better during the weekday AM and PM peak hours, year-round.

One of the main concerns regarding changes to the MPAH is whether other roads/agencies would be burdened by such a change. Given that the roads will have adequate capacity, traffic volumes are not expected to shift to other facilities in the surrounding communities. Moreover, because of the geography of the area (ocean to the west and I-5 to the east), there aren't corridors in other cities that would be a candidate to receive any spill-over traffic should the Dana Point roadways perform worse than predicted.