



PHASE 2: GENERAL PLAN UPDATE & EIR

Land Use, Circulation, & Economic Development

GPAC #6
10/16/24



AGENDA

Call to order

Roll call

A. Approval of Minutes (June 25)

B. Old Business

1. Staff LU rec for GPAC consideration
2. Traffic analysis of GPAC LU rec
3. VMT thresholds
4. Public Comments
5. Committee Comments

C. New Business

1. GP LU & Transportation Goals
 - A. Vision & Principles

B. Summary of current GP

C. Local Coastal Program

D. Potential goal/policy changes

E. Next Steps

F. Public Comments

G. Committee Comments

D. Public Comment

E. Committee Comments

F. Adjournment



B. Land Use Recommendations

GPAC/City Staff



STAFF LAND USE RECOMMENDATIONS

- GPAC previously raised concerns about sites going from commercial to residential and implications that come with losing general commercial (including grocery stores) and density bonus law
- Example: concerns led to no change on the Albertsons site and very limited residential envisioned for the PCH Capo Beach area
- After last GPAC mtg, City staff continued evaluating GPAC land use options and considered these concerns relative to Monarch Bay Plaza/PCH Capo Beach (even with a specific plan)
 - Sites would be eligible for density bonus
 - Application of density bonus would enable applicant to require City to ease or waive some development standards (e.g., open space, height) and build up to double what is allowed
- Property owner's plans are not detailed enough for the City to study potential impacts in the EIR on some topics (e.g., height/aesthetics) or the magnitude of potential project size
- Provide policy support for future study/implementation



Traffic Analysis of GPAC LU Alternative *Intersection Level of Service (LOS)*



TRAVEL FORECASTING






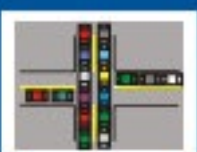
2050 future traffic was estimated using the OCTA regional model

- Checked for land use accuracy
- Checked for pedestrian/bike usage in the City
- Includes growth outside of Dana Point

	Population Growth (2019-2050)	Household Growth (2019-2050)	Employment Growth (2019-2050)	Traffic Growth (2024-2050)
Current General Plan	+7%	+10%	+13%	+18%
GPAC Alternative	+14%	+16%	+21%	+20%

LEVEL OF SERVICE (LOS)

- A measure of congestion at a specific point
- Letter grade (A-F) that is based off average driver delay and wait times at intersections
- Difference between LOS C and LOS D is ~15-20 seconds of added delay

Intersection		
<ul style="list-style-type: none">• Highly stable, free-flow condition with little or no congestion• Delay: <10 seconds/vehicle		LOS A
<ul style="list-style-type: none">• Stable, free-flow condition with little congestion• Delay: 10 to 20 seconds/vehicle		LOS B
<ul style="list-style-type: none">• Free-flow condition with moderate congestion• Delay: 20 to 35 seconds/vehicle		LOS C
<ul style="list-style-type: none">• Approaching unstable condition with increasing congestion• Delay: 35 to 55 seconds/vehicle		LOS D
<ul style="list-style-type: none">• Unstable, congested condition• Delay: 55 to 80 seconds/vehicle		LOS E
<ul style="list-style-type: none">• Stop and go• Delay: >80 seconds/vehicle		LOS F

LEVEL OF SERVICE (CONT'D)

Why is LOS useful?

- Describes traffic operations effects
- Helps identify congestion hot spots
- Focuses on the “supply” side

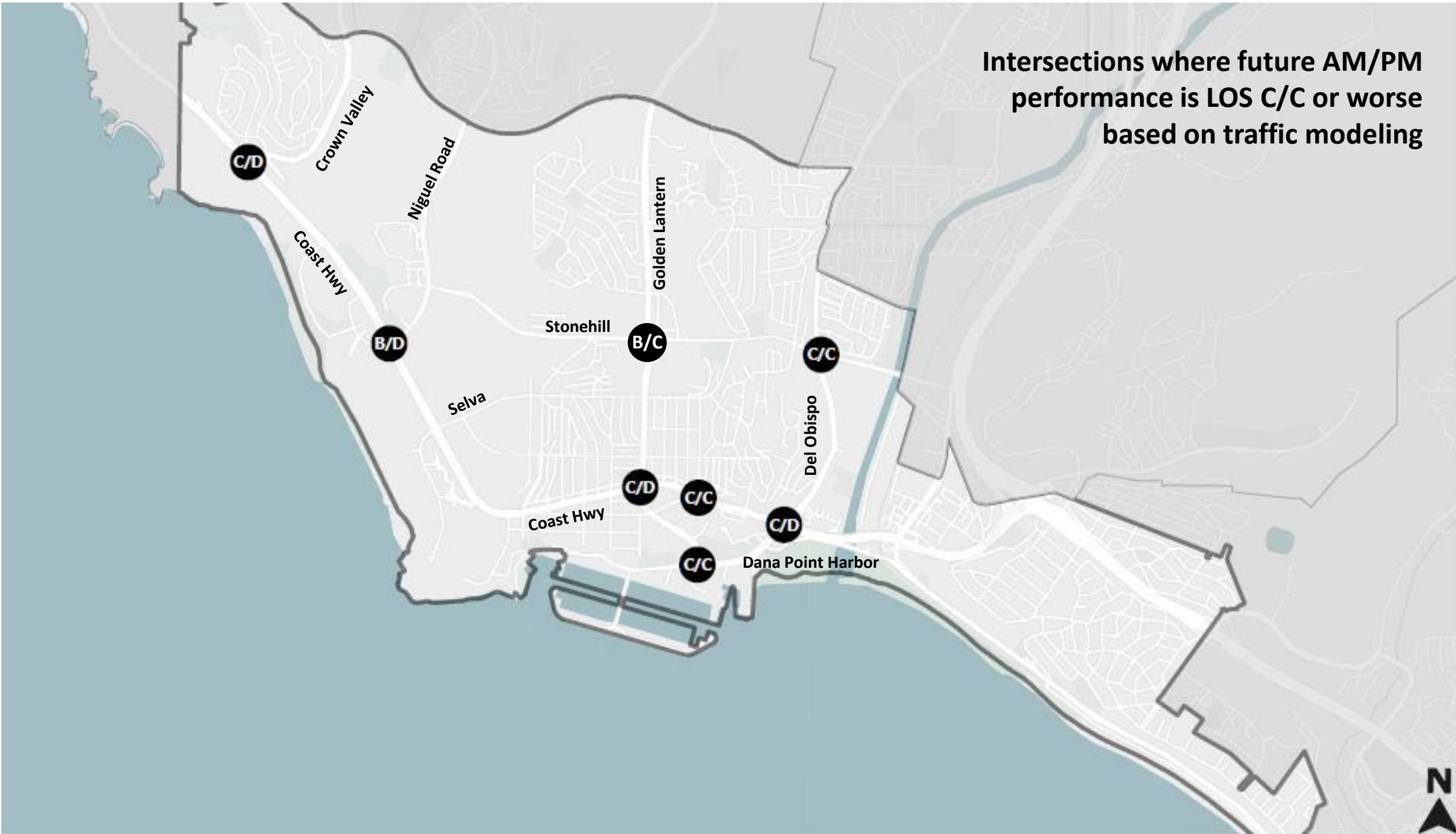
How to manage LOS?

The city currently reviews traffic conditions in the AM and PM peak hours and considers improvements when an intersection is operating at LOS E or worse.

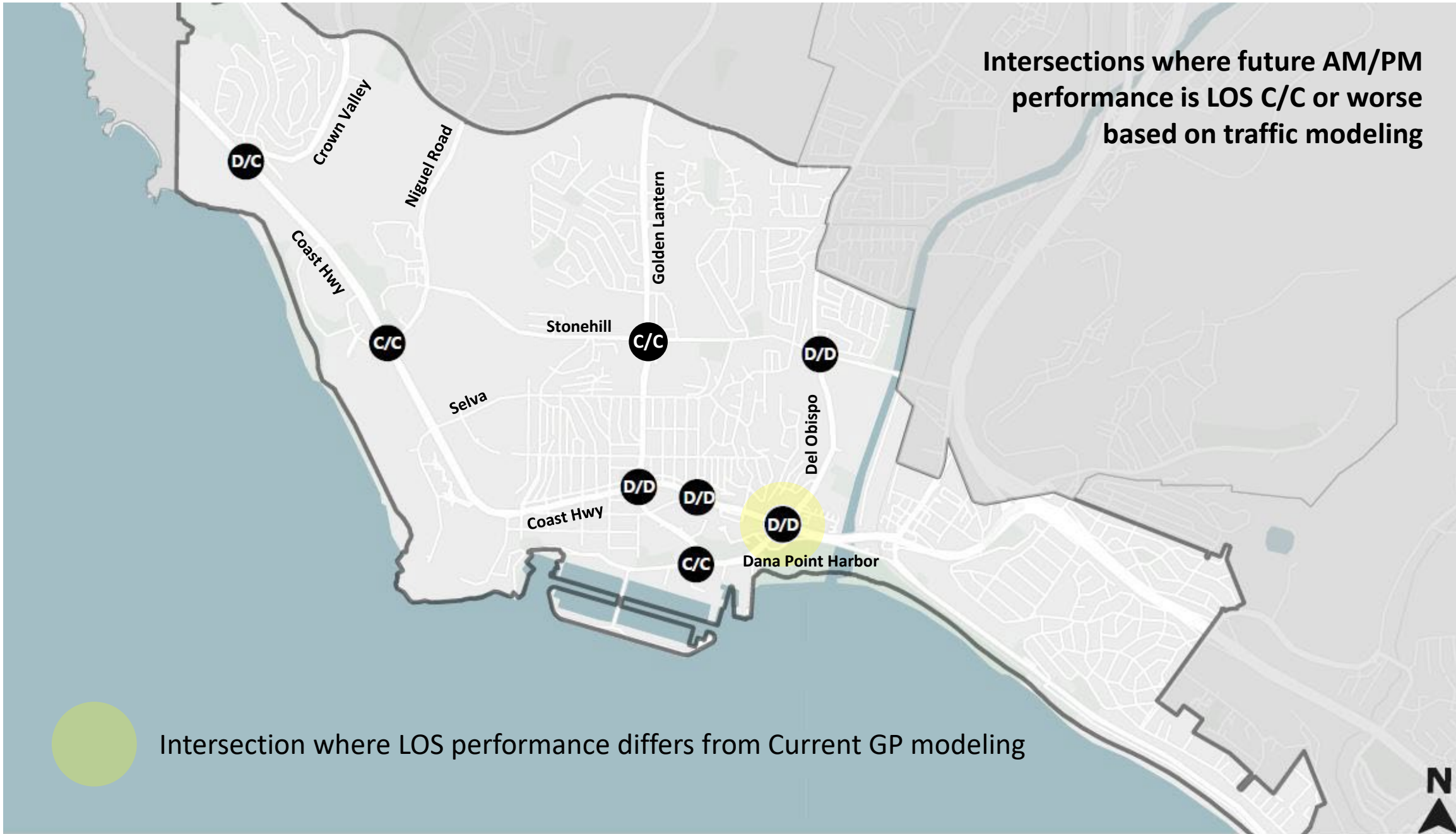
Improvements include:

- Updating traffic signal timing
- Installing new turn lanes
- Widening roadways

EXISTING SUMMER



GPAC ALT SUMMER



INTERSECTION LOS

Intersection	Existing Summer LOS (AM / PM)	Adopted GP Summer LOS (AM / PM)	GPAC Alt Summer LOS (AM / PM)
Coast Highway and Palisades Drive	B / B	B / C	B / C
Doheny Park Road and Victoria Boulevard	A / B	B / B	B / B
Dana Point Harbor Drive/Del Obispo Street and PCH	C / D	C / D	D / D
Golden Lantern and PCH	C / D	D / D	D / D
Blue Lantern and PCH	B / B	B / B	B / B
Selva Road and PCH	B / B	B / C	B / C
Niguel Road/Ritz Carlton Drive and PCH	B / D	C / C	C / C
Monarch Bay Drive/Crown Valley Parkway and PCH*	C / D	D / C	D / C
Golden Lantern and Dana Point Harbor Drive	C / C	C / C	C / C
Golden Lantern and Stonehill Drive	B / C	C / C	C / C
Del Obispo Street and Stonehill Drive	C / C	D / D	D / D
Niguel Road and Stonehill Drive	B / B	B / C	B / C
Del Prado Avenue/Copper Lantern and PCH*	C / C	D / D	D / D

*Signal timing changes are recommended

LEVEL OF SERVICE (CONT'D)

Current LOS Policy

Intersections should operate at **LOS D or better** during the AM and PM peak hours year-round.

Proposed LOS Policy

Intersections should operate at **LOS D or better** during the AM and PM peak hours year-round, *unless widening is not feasible or desired.*



Vehicle Miles Traveled (VMT) *Policies and Thresholds*



VEHICLE MILES TRAVELED (VMT)

What is VMT?

- The total number of miles traveled by vehicles
- Can be analyzed as:
 - Total VMT (in a city, by a project, etc.)
 - VMT per resident and/or employee
 - VMT by trip purpose (e.g., commute VMT, home-based VMT)

Why is VMT useful?

- Measure the overall amount of driving
- Describes impacts on the environment (emissions)
- Focuses on the “demand” side

VEHICLE MILES TRAVELED (CONT'D)

Goals related to VMT

- Reduce single-occupancy driving
- Shorten trip lengths



How to manage VMT

- Bring jobs, housing, and services closer
- Enhance transit options (speed, frequency, coverage)
- Improve bike and ped routes
- Encourage carpooling
- Charge for and manage parking supply

VEHICLE MILES TRAVELED (CONT'D)

Proposed VMT policy:

Projects will be compared against thresholds set by the City. Projects exceeding these thresholds will be required to implement VMT reduction measures. Small projects and projects in low VMT or transit priority areas will be screened from analysis, consistent with state law.

Residential and Office Projects	Retail, Hospitality, and Other Projects	Transportation Projects
15% below existing city-wide VMT per service population	Below existing city-wide VMT per service population	No net increase in city-wide VMT



C. General Plan Goals & Policies

Land Use, Economic Development, and Circulation



CURRENT GENERAL PLAN

- City incorporated in 1989
- Adopted inaugural General Plan in 1991
- Incremental amendment since then for most elements
- Housing and Public Safety updated in 2022 (extensive state mandates)
- Narrative reflects the City guiding a transition from unincorporated community and the County's land use authority to a General Plan for Dana Point
- Detailed direction on existing conditions, how future areas should develop, and responsibilities

PHASE 2 - LU, CIRC, ECON DEVT

- Update/maintain consistency with state law (including Local Coastal Program)
- Address new/changed community issues
- Improve the GP as a tool for making decisions and communicating direction
 - Simplify narrative
 - Enhance maps (appearance and functionality)
 - Avoid information that can quickly become outdated
 - Eliminate redundancy and streamline goals
 - Update goals, policies, and actions to reflect adopted plans/zoning
 - Recognize policy direction that should apply everywhere in the City (not just one area)

PHASE 1 - VISION STATEMENT

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

PHASE 1 - 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.



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 service efficiency, and community goals.



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

PHASE 1 - KEY TOPICS IDENTIFIED

Land Use and Economic Development

- Ensure new development is sustainable and feasible
- Explore revitalization of vacant and underutilized properties
- Balance tourism with needs of residents and businesses

Circulation and Mobility

- Improve connectivity between key destinations
- Close gaps in pedestrian and bicycle network
- Evaluate trolley service expansion
- Improve safety for all road users

CURRENT CIRCULATION ELEMENT

GOAL TOPICS

1. Roadway system that meets local needs
2. Roadway system that addresses travel to, from, and through the city
3. Improved roadway efficiency
4. Enhanced mobility through public transit
5. Pedestrian and bicycle systems that connect major activity areas
6. Well-designed and convenient parking
7. Truck routes that are efficient but minimize negative impacts
8. Waterway circulation through the Harbor
9. Support for commuter rail that serves residents
10. Public transit access to regional airport facilities

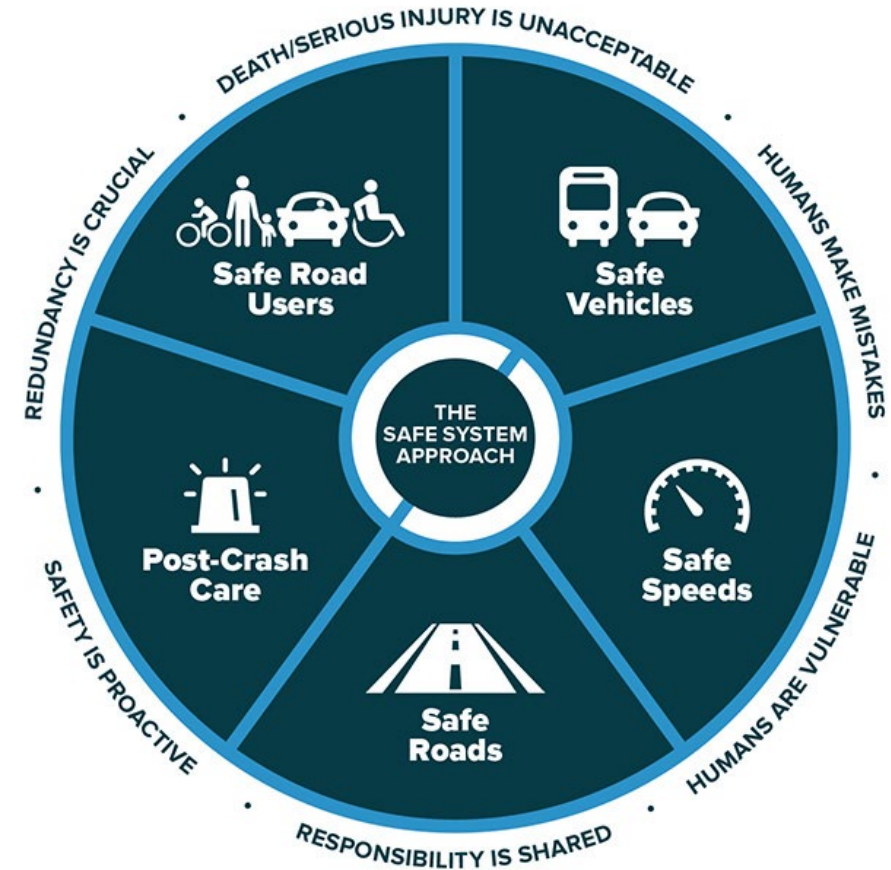
FUTURE CIRCULATION ELEMENT

New issues/topics

1. Emissions reduction and VMT (SB 743)
2. Emergency evacuation (AB 747)
3. Bike/pedestrian infrastructure (AB 1358), including micromobility
4. Goods movement (AB 98)
5. Adapt policies to fit the “built-out” nature of Dana Point
6. Clarify public transportation goals and policies (e.g. City vs. OCTA responsibilities)
7. Road safety (SB 932)

SAFETY - NEW / UPDATED POLICIES

- Commit to a “Vision Zero” goal of reducing roadway fatalities or serious injuries by 2045
- Develop a safe systems approach to roadway safety by focusing on:
 - Safe Roads
 - Safe Speeds
 - Safe Road Users/Behavior
- Address collision patterns to proactively improve roadways



Source: FHWA.

CURRENT LAND USE ELEMENT

CITYWIDE GOAL TOPICS

1. Desirable mix of land uses to meet needs of City residents
2. Compatibility among land uses in the community (primarily about prioritizing coastal uses)
3. Growth that maintains and improves the quality of life (fiscal sustainability, coastal access, open space)
4. Preservation of natural environmental resources (coastal resources)
10. Protection of resident-serving land uses (especially local-serving commercial)

AREA-SPECIFIC GOAL TOPICS

5 – 9: Headlands, Town Center, Doheny Village, Monarch Beach, Capistrano by the Sea

All of these are now covered by adopted plans and/or fully developed

CURRENT ECON DEVT ELEMENT

CITYWIDE GOALS

1. Balanced employment and housing
2. Business promotion
3. Fiscal strength and stability
4. Meet local retail needs
5. Meet visitor needs

AREA-SPECIFIC GOAL

6. Doheny Village

Now covered by adopted plan/zoning

FUTURE LAND USE ELEMENT

CITYWIDE GOALS

1. Land use mix, compatibility, and fiscal sustainability
2. Coastal dependent uses
3. Coastal access
4. Coastal resource protection
5. Economic development
6. Future mixed-use areas

FUTURE MIXED-USE AREAS

POTENTIAL GOAL

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.

FUTURE MIXED-USE AREAS

Potential Policies

- **Special zoning.** Require a specific plan or other special zoning to introduce residential into a site or area that is five acres or larger and currently designated for commercial development.
- **Commercial component.** Mixed-use plans and projects must provide 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 adopted Economic Development Strategic Plan.

FUTURE MIXED-USE AREAS

Potential Policies

- **Pedestrian- and bicycle-friendly site design.** Mixed-use plans and projects must employ site designs and amenities that facilitate walkability and bicycle usage within and around the project area, especially between commercial, residential, and public realm areas.
- **Coastal access.** Require, as appropriate, mixed-use development to maintain and enhance public access to the coast.

FUTURE MIXED-USE AREAS

Potential Policies

- **Monarch Bay Plaza.** Evaluate opportunities to redevelop Monarch Bay Plaza to create a vibrant, horizontally integrated, mixed-use area that provides a resilient commercial center and a range of residential intensities, as well as professional office, medical office, and hospitality uses.
- **Coast Highway.** In the area currently designated for commercial uses along Coast Highway east of Doheny Village, consider the appropriate blend of hospitality, retail, and residential uses needed to stimulate development and support public realm improvements, including an enhanced coastal boardwalk.

FUTURE MIXED-USE AREAS

Potential Implementation Actions

- **Specific plans.** Coordinate with property owners to facilitate the development of a specific plan or other special zoning mechanism for the Monarch Bay Plaza and Coast Highway areas.
- **Monarch Bay Plaza specific plan.** 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.
- **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.



NEXT STEPS



CEQA COMPLIANCE PATHS

No land use changes – Addendum to current GP EIR

- Shorter time frame, lower cost, retains legal value of EIR
- Can still update elements and goals/policies/actions

Land use changes – Program EIR; replaces current GP EIR

- Streamlines CEQA for future development consistent with GP (tiering)
- Does not address unique, site-specific impacts

PC/CC AND GPAC MEETINGS

PC/CC meetings

- Present GPAC and City staff recommendations on land use changes

Potential GPAC meetings (if desired)

- Discuss draft revisions to goals, policies, and implementation actions
- Discuss environmental findings (subject to CEQA path)