General Plan

-- City of Dana Point

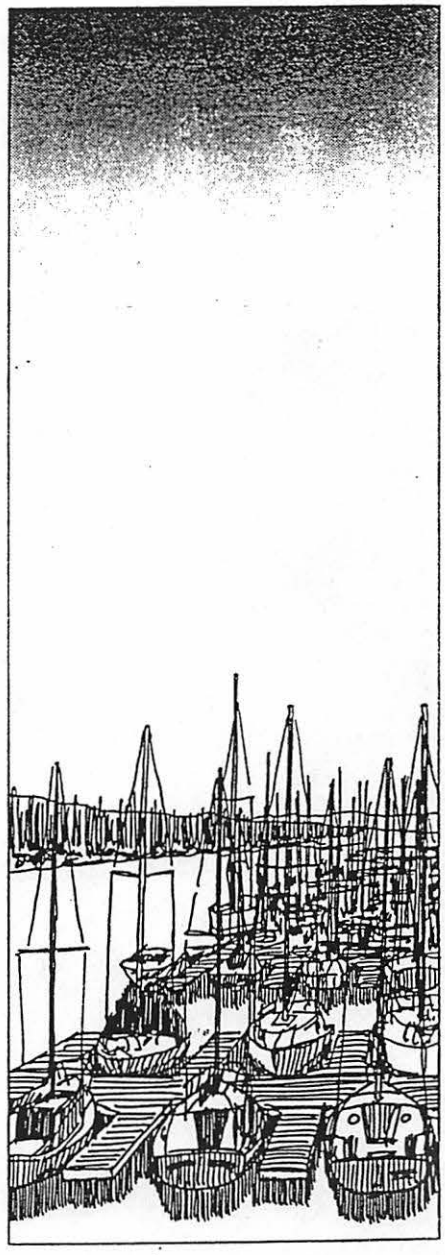
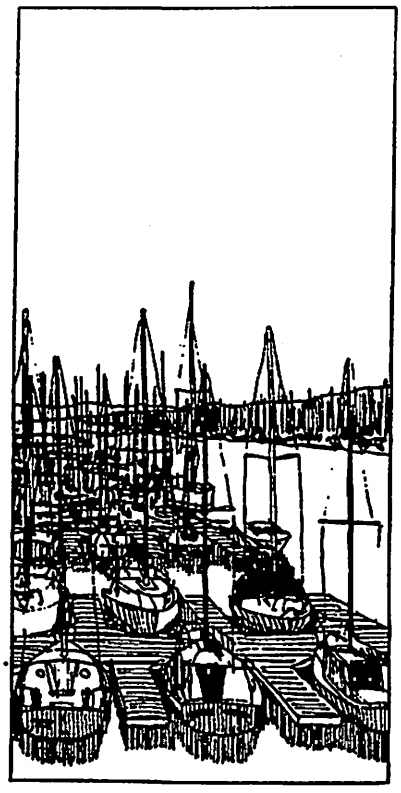


Table Of Contents

Introduction
Land Use Element
Urban Design Element
Housing Element
Circulation Element
Noise Element
Public Safety Element
Conservation/Open Space Element
Public Facilities/Growth Management Element
Economic Development Element
Appendices



General Plan

City of Dana Point

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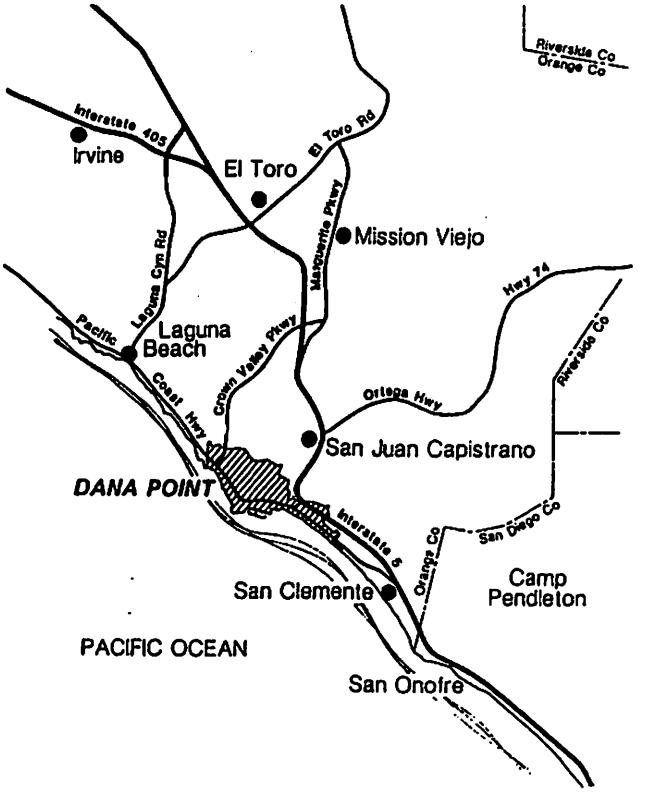
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JULY 9, 1991

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. The City lies in the southwest portion of Orange County and is part of the larger Southern California region, an area in which the population and economy have grown substantially over the past 40 years. Dana Point is a coastal city with a picturesque Pacific coastline extending almost seven miles from Laguna Beach on the north to San Clemente on the south. This interface between water and land is characterized by rugged coastal bluffs separated by two major freshwater drainages, San Juan Creek and Salt Creek, which empty into the Pacific Ocean.

Development in the Dana Point area began in the early 1900's, but substantial development did not occur until the decades following World War II. Over time, that development created the tree pre-incorporate communities of Dana Point, Capistrano Beach, and Monarch Beach. A 2,500-boat harbor with many water related facilities and a major State Park make the City a destination for many visitors.



The future of Dana Point, like that of all cities, will be the cumulative result of past and current decision making by those who have a local role in the development process, such as residents, property and business owners, elected officials and staff. In addition, Dana Point's future will be influenced by large-scale economic, social, and environmental events and trends. Participates who have a local role in the development process may have little control over large-scale forces, but can utilize the authority and resources they possess to create change in the physical development of the City over time, to create positive results are most likely to be achieved through concerted efforts to build upon those significant natural and man-made characteristics of the community which constitute fundamental strengths or opportunities commonly acknowledged by the local participants. These significant natural and man-made characteristics include Dana Point's natural physical form, its coastline as a unique area of interface between land and water, and the diversity of its man-made physical development.

Natural Physical Form

The physical landform of Dana Point is characterized by nearly seven miles of Pacific Ocean coastline consisting of prominent coastal bluffs and rolling hills, separated by two major drainage basins, which flow into the ocean. Between these two basins is a unique apex of land, a promontory known as the "Headlands" which overlooks Dana Point Harbor, one of the most significant man-made alterations of the Orange County coastline. This consummate blend of the natural and man-made environment can be duplicated in very few places. The strong visual image created by this blend is a unifying element of physical form, easily recognized and remembered, having fundamental importance and value.

Coastline

The coastline of Dana Point is an exceptional area where the interface between land and water can be experienced in different ways. With its combination of high coastal bluffs and coastal access where the San Juan and Salt Creek basins meet the ocean, both inhabitants and visitors to Dana Point have the opportunity to enjoy the coastline by viewing it from visual vantage points along the bluffs or further inland, or by utilizing community beaches and the

Harbor. Maintaining these different ways of experiencing the attractions offered by a beautiful coastline setting is fundamental in the establishment of an image of Dana Point's future.

Diversity of Development

The pre-incorporation development of the Dana Point area as three communities – Dana Point, Capistrano Beach, and Monarch Beach – has created diversity in the physical development of the City. This has provided a certain eclectic quality characteristic of communities, which have developed over relatively long periods of time. The City's diversity is not simply a range of land use types, but is a rich collection of structures having different functions and exhibiting a variety of architectural styles and influences. This sense of diversity and variety is an important fundamental trait of present-day Dana Point, and is a source of interest and charm for inhabitants and visitors alike.

Future of Dana Point

These three significant natural and man-made characteristics provide a commonly acknowledged basis for future development, growth, and sense of place. Together, they act as a foundation for the continuation of Dana Point as a successful community in the future – desirable, attractive, and functional, for those who live, work, or visit there.

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 city's general plan serves as the blueprint for future growth and development. As a blueprint for the future, the plan must contain policies and programs designed to provide decision makers with a solid basis for land use related decisions.

The general plan must address many issues which are directly related to and influence land use decisions. In addition to land use, State law requires that the plan address circulation, housing, the conservation of natural resources, the preservation of open space, the noise environment and the protection of public safety (Section 65302 of the California Government Code). These issues are to be

discussed to the extent that each applies to the particular jurisdiction. The general plan may also cover topics of special or unique interest to a city or county, such as urban design and economic development.

Adopted in 1976, the purpose of the California Coastal Act is to generally 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 California Coastal Act (Division 20 of the Public Resources Code commending with Section 30000). To meet these requirements, the City must have a California Coastal Commission certified Local Coastal Program (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." (Public Resources Code § 30108.6). 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 includes 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 coastal resources planning and management policies shall be applied in a manner which is most protective of coastal resources and public access.

ORGANIZATION OF THE GENERAL PLAN

The City of Dana Point General Plan contains goals, policies and programs which are intended to guide land use and development decisions into the twenty-first century. The Plan consists of a Land Use Policy Map and the following nine elements, or chapters, which together fulfill the state requirements for a general plan. The nine

elements are: Land Use, Urban Design, Housing, Circulation, Noise, Public Safety, Conservation/Open Space, Economic Development, and Public Facilities/Growth Management. Table I-1 illustrates the relationship between the General Plan's nine elements and the seven state-mandated elements.

TABLE I-1
RELATIONSHIP OF DANA POINT GENERAL PLAN ELEMENTS TO STATE-MANDATED ELEMENTS

DANA POINT GENERAL PLAN ELEMENT	STATE-MANDATED GENERAL PLAN ELEMENTS						OPTIONAL
	Land Use	Housing	Circulation	Noise	Public Safety	Conservation/ Open Space	
Land Use	*						
Urban Design							*
Housing		*					
Circulation			*				
Noise				*			
Public Safety					*		
Conservation/ Open Space						*	
Public Facilities/ Growth Management							*
Economic Development							*

Approach to General Plan Organization

The Dana Point General Plan consists of text and maps. The Plan provides direction for the City's growth and development. Several supporting documents completed during the preparation of the Plan, include the Master Environmental Assessment, various technical reports, the Traffic Analysis, Design Guidelines, the Implementation Plan and the General Plan Program Final Environmental Impact Report (Program FEIR). These documents provide substantial background information for the General Plan.

The Master Environmental Assessment (MEA), which describes the existing environmental setting in the City, serves as a reference document for future development which occurs within the City. The subject areas of the MEA follow the format prescribed by the California Environmental quality Act (CEQA) Guidelines.

The preparation of each general plan element was preceded by the preparation of a technical report. The technical reports identify issues and constraints (i.e., existing conditions, infrastructure constraints, funding considerations) which were used to guide the formulation of General Plan policy. The Traffic Analysis assesses traffic impacts of implementing the General Plan and the Design Guidelines provide criteria for design of residential and non-residential development.

The Implementation Plan identifies programs designed to achieve goals and policies contained in the General Plan. Because the Implementation Plan is not adopted as part of the General Plan, it may be amended annually or as required. In fact, the Implementation Plan should be reviewed and updated annually to help identify specific time frames, responsible parties, and specific measures to ensure that the General Plan policies are implemented.

The General Plan Program FEIR analyzes the potential environmental impacts of the policies and programs contained in the General Plan. The Program FEIR differs from the MEA in that it focuses upon the specific impacts of the General Plan policies, rather than the pre-General Plan environmental conditions of the City.

Element Organization

Each of the nine General Plan elements is comprised of three sections – the Introduction, the Goals and Policies, and the Plan. The Introduction describes the purpose and focus of the element and also introduces other plans and programs outside of the General Plan which may be used to achieve specific General Plan goals.

The Goals and Policies section presents the City's long-term objectives for the subject area of each element. The goals and policies are arranged by issue of subject, and a brief description of philosophy or basis behind this objective precedes each group of goals and policies.

For general reference, goals and policies may be defined as follows:

GOAL: A goal is a broad statement of purpose and/or direction.

Policy: A policy describes a more definitive course of action supporting the achievement of a goal.

The third and final section of each element consists of the "plan," or the further definition of programs to be used to implement General Plan policy. For example, the Land Use Element contains a "Land Use Plan" which indicates the types and intensities of land use permitted city-wide. The "Circulation Plan" in the Circulation Element includes a Master Circulation Plan showing streets and intersections to be improved and new infrastructure provided to meet the circulation needs of City residents and those employed in or visiting the City. As appropriate, each element contains maps, diagrams and tables to illustrate General Plan policy.

Local Coastal Program Components

The certified Land Use Plan ("LUP") policies, land use designations, and maps, diagrams, figures, tables and other graphics for the areas of the City of Dana Point's coastal zone, excepting the uncertified Dana Strands area and the area covered by the existing certified Dana Point Specific Plan/Local Coastal Program, are contained in the Land Use, Urban Design, and Conservation/Open Space Elements of the General Plan. The policies, land use designations, and maps, diagrams, figures, tables and other graphics which apply specifically to Dana Point Harbor, Dana Point Headlands, Dana Point Town Center, and other geographic areas of the City which are covered by the existing Dana Point Specific Plan/Local Coastal Program are contained within the Dana Point Specific Plan/Local Coastal Program. These LUP policies, land use designations, and maps and other graphics contained in the Dana Point Specific Plan/Local Coastal Program remain in effect for local coastal program purposes for those specific geographic areas. The Certified LUP carries out the requirements of the California Coastal Act by including coastal resources planning and management policies described in Chapter 3 of the California Coastal Act. Identification of the Chapter Three policies is provided by the inclusion of 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. The Land Use, Urban Design, and Conservation/Open Space Elements also each contain a

reference matrix identifying Coastal Act planning and management issue areas and the Chapter 3 Coastal Act policies applicable to that element.

No changes to the Certified LUP policies, land use designations, and maps, diagrams, tables, and other graphics of the Certified Land Use Plan shall be effective unless and until such changes are effectively certified by the Coastal Commission.

TABLE I-2
LOCAL COASTAL PROGRAM REFERENCE MATRIX

Coastal Resources Planning and Management Issue Areas	Dana Point General Plan Elements								
	Land Use	Urban Design	Housing	Circulation	Noise	Public Safety	Conservation Open Space	Economic Development	Public Facilities/Growth Management
Shoreline Access (30210-212.5)	*	*		*			*		
Visitor Serving and Recreational Facilities (30213)	*	*	*	*			*	*	
Water-Oriented Recreation (30220-324)	*			*		*		*	
Water and Marine Resources (30230-232)	*						*		
Diking, Filling and Dredging (30233)	*					*			*
Commercial Fishing and 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 presence of Coastal Act issue area within an element of the General Plan.

PUBLIC PARTICIPATION PROCESS

The citizens and other members of the public play an important role in both the preparation and implementation of the General Plan. Because the Plan reflects community goals and objectives, citizen input is essential in identifying issues and formulating goals. Public participation in the General Plan preparation process occurred through the following methods which assisted City decision makers:

- Issues identification through a mail survey distributed to 3,000 households in the City;
- Public "Open House" sessions held early in the process at different locations in the City to solicit input for issues identification and goal formulation;
- Opportunities to address decision makers (the City Council and the Planning Commission meeting as a committee) regarding issues, concerns, and desires at numerous General Plan Workshops both prior to preparation and during review of the Preliminary Draft General Plan; and
- Public review and comment on the Draft General Plan and its supporting documents during public hearings held before the City's Planning Commission and City Council.

TABLE OF CONTENTS

Section	Page
Introduction to the Land Use Element	1
Purpose of the Land Use Element	1
Scope and Content of Element	2
Local Coastal Program	3
Related Plans and Programs	4
Land Use Element Goals and Policies	8
Balanced Development in Dana Point	9
Compatibility Among Land Uses	11
Directing Growth to Maintain and Improve Quality of Life	13
Preservation of Natural Resources	16
Development of the Headlands	17
Development of the Town Center	19
Development of the Doheny Village	20
Development of Monarch Beach	21
Development of Capistrano by the Sea	23
Protection of Resident-Serving Land Uses	25
Related Goals and Policies	25
The Land Use Plan	28
Land Use Policy Considerations	28
Land Use Designations	29
Land Use Policy Diagram	38
Distribution of Land Uses	39
Specific Plan Areas	45

LIST OF TABLES

		Page
Table LU-1	Local Coastal Program Reference Matrix	26
Table LU-2	Land Use Related Goals and Policies by Element	27
Table LU-3	Development Intensity/Density Standards	30
Table LU-4	Future Land Use and Population in the City	43
Table LU-5	Planned Land use Distribution by Percentage	44
Table LU-6	Headlands – Planned Land Use Composition	48
Table LU-7	Town Center – Planned Land Use Composition	50
Table LU-8	Doheny Village – Planned Land Use Composition	53
Table LU-9	Monarch Beach – Planned Land Use Composition	56
Table LU-10	Harbor – Planned Land Use Composition	58

LIST OF FIGURES

Figure LU-1	Coastal Zone	5
Figure LU-2	Floor Area Ratio Defined	31
Figure LU-3	Land Use Policy Diagram Key Sheet	40
Figure LU-4/5	Land Use Policy Diagrams	41/42
Figure LU-6	Headlands – Land use Policy Diagram	47
Figure LU-7	Town Center – Land Use Policy Diagram	49
Figure LU-8	Doheny Village – Land Use Policy Diagram	52
Figure LU-9	Monarch Beach – Land use Policy Diagram	55
Figure LU-10	Harbor – Land Use Policy Diagram	57

INTRODUCTION TO THE LAND USE ELEMENT

The Land Use Element is a guide to the allocation of land use in the City and has major impacts on key issues and subject areas examined in the other Elements of the Plan. For example, all future land use within the City described in this Element will affect the transportation system discussed in the Circulation Element, residential development affects housing policies and programs contained in the Housing Element, and identified recreational or open space lands represent the application of Conservation/Open Space Element policy planning. Land use policy will also affect numerous issues in the remaining Plan Elements, including those concerned with Economic Development, Urban Design, Public Facilities and Growth Management, Public Safety, and Noise.

The Land Use Policy Diagram which describes future planned land uses within the City is a primary feature of the Element. The Land Use Policy Diagram is included in this Element and a larger version is included in the pocket of the General Plan document binder. The land use designations depicted on the Diagram are described in the narrative portion of the Land Use Element.

PURPOSE OF THE LAND USE ELEMENT

The City of Dana Point represents the unification of three distinct pre-incorporation communities -- Dana Point, Monarch Beach and Capistrano Beach. These coastal communities developed together, before incorporation, through the efforts of local community planning groups with guidance provided by the County of Orange. That history of strong local involvement in the planning process, and the existence of common goals and aspirations led to the incorporation of the City of Dana Point in 1989. To maintain and improve the quality of Dana Point, the City will strive to achieve Land Use desires through the implementation of the policies contained in this Element. The goals include:

- Establishment of a balanced, functional mixture of different types of Land Use that are consistent with the City's long-range goals and values;

- Quality new development or revitalization of existing development within the City and removal of constraints that prevent these desirable changes;

- Preservation of developed and undeveloped portions of the City which have cultural, social and natural resource value to the City and it's citizens;

- Financially sound investment of public and private funds that effectively supports both desirable change and preservation within the City; and

- Reduction of loss of life, injury and property damage that might occur as a result of natural hazards, such as flooding, seismic activity, soils erosion and storm waves, and man-made hazards, such as unsound construction, poor traffic patterns and roadway conditions, and incompatibility among different land uses.

The Land Use Element promotes the achievement of these goals by establishing clear, logical patterns and standards for future land use. The Element does so through the use of narrative text, tables, diagrams and mapping, and its single most important feature is the Land Use Policy Diagram. This diagram, a copy of which is contained in the Element and in the pocket of the General Plan document binder, indicates the location, density and intensity of future development for all land uses city-wide. Finally, the goals and policies contained in this Element establish a constitutional framework for future land use planning and decision making in the City.

SCOPE AND CONTENT OF THE ELEMENT

This Element presents the City's goals and policies regarding land use for the long-term growth, development and revitalization of the City. The Land Use Element contains text describing land use goals and policies, land use descriptions, a Policy Diagram and a statistical summary of the land use distribution illustrated on the Policy Diagram.

The Land Use/Local Coastal Element Technical Report, prepared prior to preparation of the Land Use Element, is a supporting background document which contains quantitative

information about the distribution of land use in Dana Point. This technical report may be updated periodically as a means of maintaining a data base of current land use conditions in the City.

LOCAL COASTAL PROGRAM

As discussed in the Introduction, the General Plan, Zoning Ordinance, Zoning Map, and other implementing actions constitute the Local Coastal Program (LCP) for that portion of the coastal zone within the City's jurisdiction. The LCP includes several required components and issue areas which relate to the subjects of several different General Plan Elements; therefore, specific components of the LCP are distributed among various elements of the General Plan and are individually discussed within their applicable Plan Element. To fully identify all components of the LCP, a matrix is provided which cross-references LCP components/issue areas with the supporting information included in the elements of the General Plan and Zoning Ordinance. The portion of the Local Coastal Program Reference Matrix that applies to the Land Use Element is provided in Table LU-1, located at the end of the section of this Element entitled "Land Use Element - Local Coastal Program Reference Matrix".

The Land Use Element is a major component of the LCP and consists of "relevant portions of a local government's General Plan...which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions" (Section 30108.5, Coastal Act). The City's LCP requires certification by the Coastal Commission. After certification the City assumes 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. Development within the City's coastal zone would then be approved only if found to be in conformity with the certified LCP.

Approximately 2,158 of the City's total 4,148 acres lie within the coastal zone. The City's coastal zone is identified in Figure LU-1.

Identification of those portions of the Land Use Element, and other General Plan elements which constitute components of the City's Local Coastal Program, is provided by the inclusion of parenthetical references to the applicable sections 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 that section of the California Coastal Act.

RELATED PLANS AND PROGRAMS

The scope and content of the Land Use Element is primarily governed by the *General Plan Law and Guidelines* and the *Planning, Zoning and Development Laws* for the state (California Government Code Sections 65000-66009). In addition, there are a number of other plans and programs that are considered in the formulation, adoption and implementation of land use policy. Relevant plans and programs are described in this section.

County Of Orange Zoning Ordinance and City of Dana Point Zoning Ordinance

Following incorporation and prior to adoption of a City Zoning Ordinance, the City elected to use the County of Orange Zoning Ordinance as an interim means of regulating land use. The County Zoning Ordinance was supplemented directly by City-adopted ordinances which tailored its application to the City of Dana Point. The City adopted its own Zoning Code in 1993 as the primary implementation tool for the Land Use Element, and its goals and policies. The City Zoning Ordinance and Zoning Map will be consistent with the City's General Plan and Land Use Policy Diagram. Together, the Zoning Ordinance and Zoning Map will identify specific types of land use, intensity of use, and development and performance standards applicable to specific areas and parcels of land within the City.

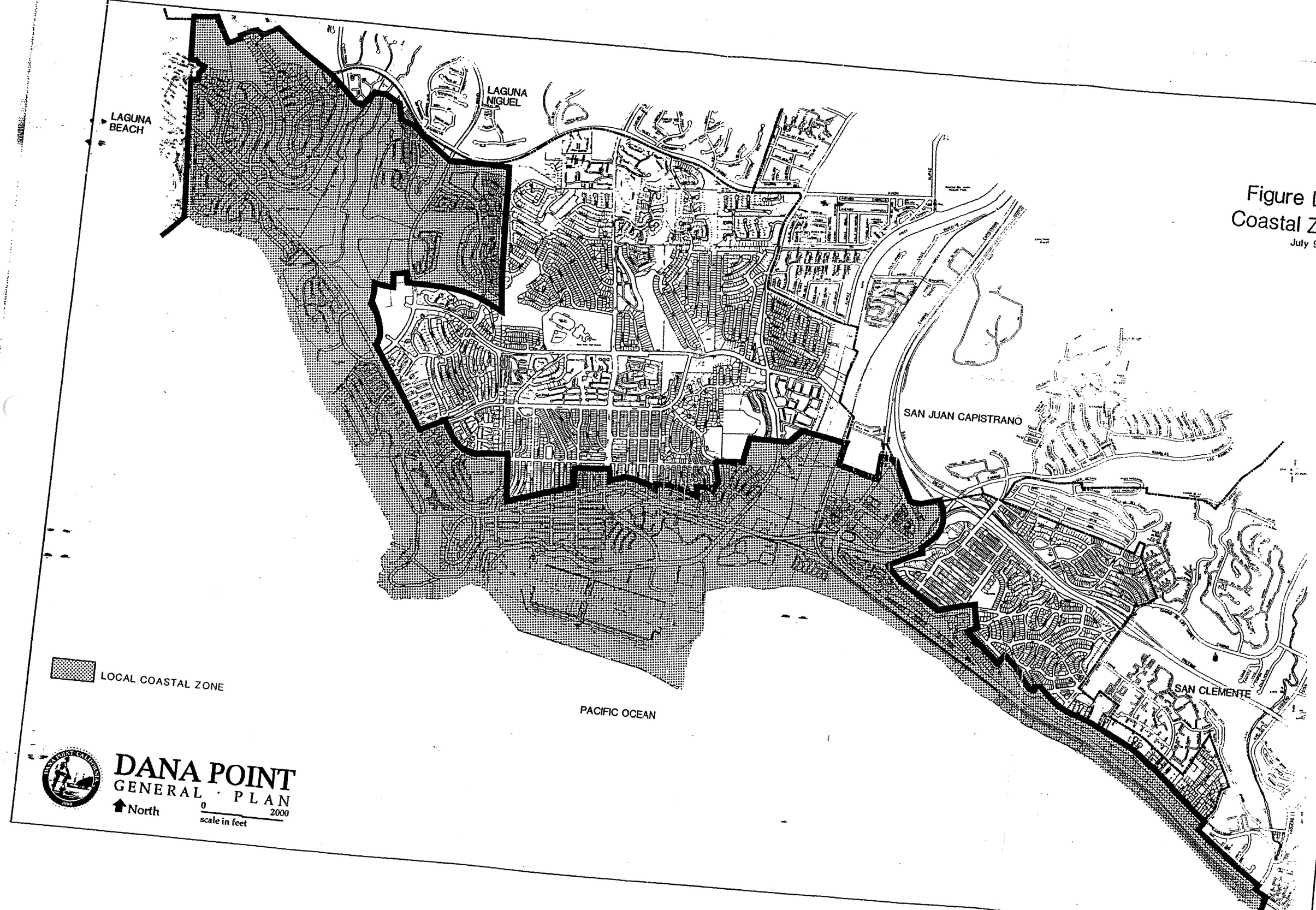


Figure LU-1
Coastal Zone
July 9, 1991

Regional/Local Plans

The Southern California Association of Governments (SCAG) is responsible for the regional planning in Southern California. SCAG has been preparing long range growth and development plans for the Southern California region since the early 1970s as part of the ongoing Development Guide Program. This program provides a framework for coordinating local and regional decisions regarding future growth and development. An important component of this process is the preparation of growth forecast policies at intervals ranging from three to five years.

The adopted growth forecast policies become the basis for SCAG's functional plans (transportation, housing, air and water) for the region. The population totals and growth distribution are used in planning the future capacity of highways and transit systems, quantity and location of housing, water supply systems, and siting and sizing of sewage treatment systems.

Orange County governmental agencies have developed regional and local facilities and service plans which affect land use policy in the City. For example, land use policy and circulation decisions of the City are affected by the planning and anticipated development of the San Joaquin Corridor, a major freeway serving the southwest coastal Orange County area. In addition to County agencies, local water and sewer service districts provide key development supporting services; school districts offer educational services and facilities that are essential to City families; and the local park district provides recreational opportunities for visitors and residents alike.

Descriptions of relevant State, County and Local Agency planning are found in the applicable General Plan Element.

Specific Plans/Planned Communities

Much of the City's development has been shaped by the three pre-incorporation Specific Plans for Dana Point, Capistrano Beach, and South Laguna, and the Planned Communities of Laguna Niguel, Dana Point Harbor and Bear Brand. The Specific Plan and Planned Community documents provided policy guidance and regulatory control of development before incorporation and during the preparation of the City's General Plan and Zoning Ordinance. The three Specific Plan

documents included Local Coastal Programs required by the California Coastal Act.

Specific Plans may also be used as a method for implementing the City's General Plan in the future. Specific Plans are authorized by Section 65451 of the Government Code and are used by many cities and counties to implement general plan policy for identified geographic subareas or properties within their jurisdictions. Specific Plans implement general plan policy by establishing regulations, conditions, and programs concerning the following:

- Development standards and precise location for land use and facilities;
- Standards and locations for streets, roadways, and other transportation facilities;
- Standards indicating population density and building intensity, and provisions for supporting services and infrastructure;
- Specific standards designed to address the use, development and conservation of natural resources; and
- Other provisions for the implementation of the General Plan.

LAND USE ELEMENT GOALS AND POLICIES

The goals and policies contained in this element provide guidance for development of vacant land, revitalization of existing development, and preservation of the many stable and desirable areas within the City. The goals and policies of this element are aimed at:

°Achieving a balanced mixture of residential, commercial, industrial, and other land uses;

°Achieving compatibility and enhancement among the various land use types;

°Directing growth to maintain and improve the quality of life;

°Preserving natural environmental resources;

°Providing for suitable development of the Headlands;

°Achieving enhanced development of the Town Center as a primary business district;

°Achieving revitalization of the Doheny Village as a primary business district;

°Providing for suitable development of Monarch Beach;

°Protecting resident-serving land uses; and

°Implementing state coastal resources planning and management policies.

As described earlier in this element, identification of those coastal resources planning and management policies within the Land Use Element, which are part of the City's Local Coastal Program, is provided by parenthetical references to the applicable sections of the California Coastal Act.

BALANCED DEVELOPMENT IN DANA POINT

Balancing development within the City requires the inclusion of a mixture of different types of land use - residential, commercial, industrial, community facilities, recreation and open space, and others. A well-balanced community offers a broad range of land uses organized in a desirable pattern and intensity which enhances the overall living environment. By providing for a balanced mixture of land uses, the City can achieve a suitable inventory of housing to meet the needs of all income groups, a stable commercial and employment base, recreational opportunities for inhabitants and visitors, and acceptable public facilities and services. An appropriate pattern and balance of land use is the key to the fiscal and social health of the City.

The existing mix of development within the City has been shaped by pre-incorporation planning efforts. These previous planning efforts generally provided an adequate balance of land uses within the City. However, greater and more appropriate balance is achieved by increasing the overall proportion of non-residential development, particularly in the Town Center and Doheny Village areas. Future employment opportunities within the City are expanded by increasing the percentage of lands designated for industrial, office, and business use and the long-term fiscal condition of the City is strengthened. Community facilities consist primarily of land owned by school, water, sewer, and park and recreation districts. Expansion of the land area designated for community facilities is necessary to accommodate additional City facilities.

GOAL 1: Achieve a desirable mixture of land uses to meet the residential, commercial, industrial, recreational, open space, cultural and public service needs of the City residents.

Policy 1.1: Develop standards for building intensity, including standards for ground coverage, setbacks, open space/landscaping, maximum dwellings per acre, floor area ratios, size and height restrictions.

Policy 1.2: Establish maximum intensities of development for each of the various land use categories.

Policy 1.3: Assure that land use intensities are consistent with capacities of existing and planned public service facilities. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development. (Coastal Act/30250, 30254)

Policy 1.4: Assure that adequate recreational areas and open space are provided as a part of new residential development to assure that the recreational needs of new residents will not overload nearby coastal recreation areas. (Coastal Act/30252)

Policy 1.5: Work closely with Orange County to plan for the future development within the Harbor Area and to assure that additional development is compatible with existing uses and enhances the scenic, recreational and visitor opportunities for the area. (Coastal Act/30220-224, 30233, 30234, 30250, 30252, 30255)

Policy 1.6: The development of unified or clustered commercial centers and neighborhood commercial centers rather than continued development of Strip Commercial shall be encouraged to minimize significant adverse individual or cumulative impacts on public access. (Coastal Act/30250, 30252)

Policy 1.7: Require comprehensive analysis and mitigation for any proposed General Plan Amendment to ensure that the amendment will result in a desirable mixture of land uses meeting the social and fiscal needs of the City and its residents.

Policy 1.8: The location and amount of new development should maintain and enhance public access to the coast by facilitating the provision or extension of transit service, providing non-automobile circulation within the development, providing adequate parking facilities or providing substitute means of serving the development with public transportation, and assuring the potential for public transit for high intensity uses. (Coastal Act/30252)

Policy 1.9: New or expanded public works facilities shall be designed and limited to accommodate needs generated by

development or uses permitted consistent with the certified local coastal program. Special districts which include the coastal zone shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with the City of Dana Point certified local coastal program. (Coastal Act/30254)

COMPATIBILITY AND ENHANCEMENT AMONG LAND USES

As the City develops, new land uses replace existing ones and the characteristics of individual land uses which distinguish them from one another can also be described as differences which cause them to be incompatible when they occur close together. For example, the traffic, night lighting, noise, and odors associated with an otherwise successful commercial area may be perceived as nuisances for nearby residents. An understanding of impacts which occur when different types of land use develop close to one another leads to proper planning and positive impacts on surrounding land uses. The use of horizontal separation, vertical separation of buildings and uses, landscaping, walls, and proper orientation of buildings, lighting, and street access can avoid or minimize land conflicts and impacts, and enhance the overall living environment.

GOAL 2: Achieve compatibility and enhance relationships among land uses in the community.

Policy 2.1: Consider the impacts on surrounding land uses and infrastructure when reviewing proposals for new development. (Coastal Act/30250)

Policy 2.2: Visitor serving commercial areas shall not intrude into existing residential communities. (Coastal Act/30250)

Policy 2.3: Develop regulatory mechanisms to mitigate land use conflicts. The portions of the General Plan effectively certified by the Coastal Commission as the Land Use Plan shall take precedence over all other General Plan elements in the area of the City within the Coastal Zone.

Policy 2.4: Encourage the use of shared parking facilities, such as through parking districts or other mechanisms, in a manner that maintains and, where feasible, improves public access to the coast. (Coastal Act/30212.5/30252)

Policy 2.5: Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry. (Coastal Act/30234)

Policy 2.6: Increased recreational boating use of coastal waters shall be encouraged, consistent with other provisions of the certified local coastal program. (Coastal Act/30224)

Policy 2.7: Coastal-dependent developments, as defined in Chapter 9.75 of the Zoning Code, shall have priority over other developments on or near the shoreline. Except as provided for in Conservation and Open Space Element Policy 3.6, coastal-dependent developments shall not be sited in a wetland. Coastal-related developments should be accommodated within the closest feasible proximity to the coastal-dependent uses they support. (Coastal Act/30255)

Policy 2.8: Coastal water areas suited for water-oriented recreation activities shall be protected for such uses. (Coastal Act/30220)

Policy 2.9: Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area. (Coastal Act/30221)

Policy 2:10: The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry. (Coastal Act/30222)

Policy 2:11: The location and amount of new development should maintain and enhance public access to the coast by assuring that the recreational needs of new residents will not overload nearby coastal recreation areas through the correlation of the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development. (Coastal Act/30252(6))

Policy 2:12: Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses. (Coastal Act/30222.5)

DIRECTING GROWTH TO MAINTAIN AND IMPROVE QUALITY OF LIFE

As the City matures, additional demands will be placed on public services and infrastructure (e.g., police, fire and recreation, and streets, water lines, sewer lines, power lines, and others). The infrastructure system serving Dana Point includes major components or "back bone systems" which can provide the capacity to accommodate projected growth. The secondary components, connecting development with the major components of the infrastructure system, must be extended to support new development and replacement of aging portions of the system needs to occur in the future to maintain the present quality of services provided. Continued demand for these

public services and facilities requires adequate planning for the financing of future improvements to ensure that the quality of City life is maintained or improved in the future.

GOAL 3: Direct growth of the community so as to maintain and improve the quality of life.

Policy 3.1: Require new development to contribute its share of the cost of providing necessary public services and facilities through equitable development fees and exactions. (Coastal Act/30250)

Policy 3.2: Coordinate Dana Point's land use and growth policies with the County and other communities in the region to strengthen and promote interjurisdictional communication and cooperation.

Policy 3.3: Priority should be given to those projects that provide for coastal recreational opportunities for the public. Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible. (Coastal Act/30213, 30222, 30223)

Policy 3.4: Examine the short term and long term fiscal effects of development and revitalization decisions.

Policy 3.5: Public facilities including parking areas or facilities shall, wherever appropriate and feasible, be distributed throughout the coastal zone area to mitigate against the impacts, social and otherwise, of overcrowding and overuse by the public of any single area. (Coastal Act/30212.5)

Policy 3.6: Encourage patterns of development necessary to minimize air pollution and vehicle miles traveled. (Coastal Act/30250)

Policy 3.7: Encourage safe and convenient bicycle and pedestrian access throughout the community. (Coastal Act/30210-212.5, 30250, 30252)

Policy 3.8: Allow increases in intensity up to the maximum floor area ratio identified in the Land Use Element only where development projects demonstrate exceptional design quality,

important public amenities or public benefits, or other factors that promote important goals and policies of the General Plan.

Policy 3.9: Designate the right-of-way for Alipaz Street for Open Space use if Alipaz Street is removed from the Master Plan of Arterial Highways in the future.

Policy 3.10: Consider designating vacated street rights-of-way for Open Space use. Any public rights-of-way which lead to navigable waters shall not be vacated, and may be used for public open space or public pedestrian purposes if not needed for vehicular traffic. (Coastal Act/30210-212, 30213)

Policy 3.11: Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation. (Coastal Act/30211)

Policy 3.12: Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, or where adequate access exists nearby, including access as identified on Figures UD-2 and COS-4. (Coastal Act/30212)

PRESERVATION OF NATURAL RESOURCES

Portions of the City consist of fragile coastal beaches and bluffs, hillsides, and canyons which are sensitive to changes associated with land development. These fragile areas provide an important sense of place and openness. Preservation of such areas provides a physical buffer protecting persons and improvements from natural and man-made safety hazards. These areas also present opportunities for passive recreation, such as trails for bicycling and hiking, which result in only minimal disruption to sensitive lands.

In the General Plan, bluff demarcation is drawn based on a mean estimation projected across all parcels impacted by coastal bluff areas. The specific location of the bluff line, as it is applied to an individual parcel, will be established consistent with existing policies and criteria in effect when building plans are submitted.

GOAL 4: Encourage the preservation of the natural environmental resources of the City of Dana Point.

Policy 4.1: Exclude areas designated as Open Space and areas containing wetlands, beaches, and bluffs from the calculation of net acreage available for determining development intensity or density potential.

Policy 4.2: Consider the constraints of natural and man-made hazards in determining the location, type and intensities of new development. (Coastal Act/30240, 30253)

Policy 4.3: Public access, which shall be conspicuously posted, and public recreational opportunities, shall be provided to the maximum extent feasible for all the people to the coastal zone area and shoreline consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. (Coastal Act/30210)

Policy 4.4: Preserve, maintain and, where feasible, enhance and restore marine resource areas and coastal waters. Special protection shall be given to areas and species of special biological or economic significance. (Coastal Act/30230)

Policy 4.5: Consider the environmental impacts of development decisions. (Coastal Act/30240, 30241, 30242, 30243, 30244)

Policy 4.6: Ensure land uses within designated and proposed scenic corridors are compatible with scenic enhancement and preservation. (Coastal Act/30251)

Policy 4.7: Coordinate with appropriate Park, Recreation and Harbor Agencies to enhance Open Space trails and bike paths. (Coastal Act/30210-212.5)

Policy 4.8: Encourage the reasonable regulation of signs to preserve the character of the community. (Coastal Act/30251)

Policy 4.9: Encourage the preservation of significant natural areas as cohesive open space.

Policy 4.10: Regulate the construction of non-recreational uses on coastal stretches with high predicted storm wave run-up to minimize risk of life and property damage. (Coastal Act/30253)

DEVELOPMENT OF THE HEADLANDS

The Headlands is one of the most significant land forms and undeveloped properties in the City. The Headlands offers important opportunities for future development and, at the same time, includes sensitive coastal bluffs which represent substantial constraints to development. The property provides spectacular views of the Dana Point Harbor and the coastline to its north and south. Thus the Headlands offers a distinct opportunity to provide a continuous open space corridor along the coast with views and public access to the ocean, coastline and harbor. The property is large enough to accommodate a mixture of land uses that include visitor-serving commercial, residential, recreation, open space, and community facilities.

GOAL 5: Provide for the development of the Headlands area in a manner that enhances the character of the City and encourages the protection of the natural resources of the site.

Policy 5.1: Preserve the opportunity of public views from the Headlands site to the coastal areas and the harbor areas. (Coastal Act/30251)

Policy 5.2: Require geotechnical studies to ensure geological stability in the areas where development is to be permitted and require adequate setbacks from the blufftop areas in accordance with those engineering studies and adopted City regulations. (Coastal Act/30250, 30253)

Policy 5.3: Preserve natural open space in the Headlands area, especially along the coastal bluffs, and provide open areas integrated throughout the development. (Coastal Act/30210-212.5, 30250, 30253)

Policy 5.4: Assure that the height and scale of the development in the Headlands are compatible with the development in the community and that the visual impact of the development from coastal areas below the project be minimized. (Coastal Act/30251)

Policy 5.5: Promote the development of a mixture of land uses which may include residential, visitor-serving commercial, recreational, open space, and community facilities. (Coastal Act/30213, 30250)

Policy 5.6: Require that a scenic walkway be extended throughout the Headlands and connect to other existing or proposed walkways. (Coastal Act/30210-212)

Policy 5.7: Provide vehicular access that does not adversely impact adjoining neighborhoods or create congestion on Pacific Coast Highway.

Policy 5.8: Provide patterns of land use and circulation in the Headlands that enhance public and private pedestrian access and circulation within the area. (Coastal Act/30250)

Policy 5.9: Provide extensive public trails within the Headlands area. The system shall include access to the existing sandy beach areas and to the visitor-serving and public places within the Headlands.

Policy 5.10: Encourage visitor-serving resort facilities and land uses of a world-class stature.

Policy 5.11: Assure the Specific Plan for the Headlands provides buffers to achieve a compatible and enhanced relationship to existing surrounding land uses.

DEVELOPMENT OF THE TOWN CENTER

The Town Center area is one of the primary business districts in the City, and is the focus of activity for visitors traveling along Pacific Coast Highway (PCH). Although the area is segmented by the PCH couplet street system and impacted by its vehicular traffic, the mixture of commercial retail and service, office, and residential uses coupled with a pedestrian character and scale can be enhanced through proper planning and the use of physical design techniques. The Town Center also has a strong, physical connection with the blufftop viewpoints overlooking the Harbor at the south ends of Amber Lantern, Violet Lantern, and Golden Lantern. Although the Town Center is very accessible to visitors and travelers on PCH, it has a strong connection with surrounding residential areas. In fact, the La Plaza area is a center of neighborhood shops and services oriented toward local needs.

GOAL 6: Achieve development in the Town Center area that enhances the area as a primary business district in the City.

Policy 6.1: Provide a diversity of retail office and residential land uses that establish the Town Center as a major center of social and economic activity in the community.

Policy 6.2: Encourage retail businesses and mixtures of land uses that help to generate positive pedestrian activity in the area.

Policy 6.3: Establish patterns of land use and circulation that promote the desired pedestrian character of the area.

Policy 6.4: Through effective design guidelines encourage building designs, intensity and setbacks to be compatible with the desired scale and character of the area. (Coastal Act/30251)

Policy 6.5: Develop land use and parking regulations to assure that adequate and reasonable standards are provided.

Policy 6.6: Provide opportunities for shared parking facilities in the Town Center, such as through the establishment of an off-street parking district.

DEVELOPMENT OF DOHENY VILLAGE

The Doheny Village represents an important gateway to the City from the Interstate 5 Freeway. The Village needs improvements to infrastructure and general upgrading of development within the area. Planned land uses are expected to include a mix of new commercial, office, multi-family residential, community facilities, and industrial/business development. Revitalization efforts could include pedestrian-oriented streetscape and landscaping improvements designed to unify and connect the Village's various areas. These improvements may also provide a means of establishing greater connection between the Village the beach and San Juan Creek.

GOAL 7: Achieve the revitalization of the Doheny Village area as a primary business district in the City.

Policy 7.1: Promote the Doheny Village area as a major shopping and business center in the community.

Policy 7.2: Improve the appearance of the area through revitalization activities such as landscape design and pedestrian amenities.

Policy 7.3: Develop design guidelines that assure that development will be consistent in terms of scale and character. (Coastal Act/30251)

Policy 7.4: Promote the development of land uses in the Doheny Village area that provide employment opportunities for the community including offices, marine-oriented industrial uses, and other commercial or light industrial business activities or community facilities.

Policy 7.5: Encourage the development of a diversity of

housing opportunities including medium density housing in the areas adjacent to the retail areas and also as a part of mixed residential and retail or office uses.

Policy 7.6: Provide for adequate and convenient parking areas. Encourage the provision of shared parking facilities, such as through the establishment of a parking district.

Policy 7.7: Prepare a Specific Plan for revitalization of the Doheny Village Area. The Specific Plan should involve extensive public input.

DEVELOPMENT OF MONARCH BEACH

The Monarch Beach area is indicative of development based on master planning efforts and high quality development standards. The Ritz Carlton Resort Hotel and an additional resort hotel site north of Pacific Coast Highway provide focal uses in a community which includes extensive outdoor activities such as golf (The Links at Monarch Beach) and coastal recreation (Salt Creek Beach Park and Dana Strand Beach). Monarch Beach has dramatic public view corridors within the coastal Salt Creek Basin.

GOAL 8: Provide for the development of the Monarch Beach area in a manner that enhances the character of the City and encourages the protection of the natural resources of that area.

Policy 8.1: Preserve the opportunity of public view corridors from Monarch Beach area to the coast. (Coastal Act/30251)

Policy 8.2: Assure that adequate public recreational areas and public open space are provided and maintained by the developer as part of a new development. (Coastal Act/30210, 30213, 30240, 30251)

Policy 8.3: Assure that the height and scale of new development is compatible with the existing areas.

Policy 8.4: Promote the development of a mixture of residential, visitor-serving, and open space land uses; with an ultimate residential density cap of 238 dwellings, which shall

not be exceeded.

Policy 8.5: Require that the pedestrian and bike trail systems be extended throughout Monarch Beach and connected with the existing and proposed City wide trail system.

Policy 8.6: Maximize the provision of public trail and transit loop systems within the Monarch Beach area. The systems shall include access to and along the shoreline and to the visitor-serving and public places within Monarch Beach. (Coastal Act/30210)

Policy 8.7: Encourage public access, visitor-serving and residential land uses with a strong public component which allows the public to enjoy such visitor-serving commercial facilities.

Policy 8.8: Salt Creek Beach Park shall be a public park primarily oriented to passive recreational use, with limited active recreational and educational uses which are temporary and non-commercial in nature. (Coastal Act/30210, 30214).

Policy 8.9: Avoid expansion of the golf course or any other land use that occurs at the expense of environmentally sensitive habitat, public park or public areas. (Coastal Act/30210, 30213, 30240)

Policy 8.10: Encourage the immediate development of visitor serving resort facilities and land uses of a world class stature to be achieved within five years from the date of adoption of the General Plan. The resort facility shall include a 400 key maximum five star resort hotel. If public open space and Visitor/Recreation Commercial land uses are not physically developed and established within five years, it is the policy of the City of Dana Point to revisit other land uses within this area and to assure the provision of open space and Visitor/Recreation Commercial activities.

Policy 8.11: Provide for the temporary landscaping of existing graded pads with perennial wild flowers and other vegetation to assure aesthetic enhancement of the area, reduce soil erosion, and reinforce the ultimate open space and landscaped resort character of the area.

Policy 8.12: Within the Monarch Beach Resort Specific Plan, establish a development phasing plan to achieve first, the primary objective of the development of the public open space, public parks, public trails, and public roads; secondly, the visitor serving resort complex; and lastly, the residential dwellings. Concurrent development may be permitted only if the primary objective is being satisfied. (Coastal Act/30213, 30222)

Policy 8.13: The existing public trails and public recreational facilities within the Monarch Beach Resort Specific Plan area shall be preserved and maintained. Signs shall be posted at conspicuous locations within the Specific Plan area, and a manned information center established in the Monarch Beach Resort hotel, to inform the general public of the public access and public recreation opportunities available within the Specific Plan area. (Coastal Act/30210-30213, 30220-222, 30223)

Policy 8.14: Visitor-serving facilities within the Monarch Beach Resort Specific Plan area, including but not limited to the recreational time slots of the golf course and the parking lots of the hotel and golf course, shall be open to the public. (Coastal Act/30210, 30212.5, 30213)

Policy 8.15: Preserve, maintain, and where feasible enhance and restore, the riparian habitat, coastal sage scrub habitat, and other environmentally sensitive habitat areas along Salt Creek.

DEVELOPMENT OF CAPISTRANO BY THE SEA

The site known as Capistrano by the Sea encompasses 24.7 acres of partially developed land, located at the top of a prominent hill overlooking San Juan Creek and the Dana Point Harbor. In addition, distant views of the valley, the coastline to the south and Saddleback Mountain are visible from some locations on the site. The site is surrounded by residential uses, predominantly single-family homes, and St. Edwards Catholic Church to the west. There is a grove of mature trees on the site, mostly eucalyptus, which creates a visual background for Doheny Village and the eastern section of the City. Onsite uses include the historic Dolph House (considered to be the City's first residence) and structures that were previously used as a psychiatric hospital and church. Due to the prominent location

and high visibility of the site, the existing mature trees and the surrounding existing residential community, there are constraints to development.

GOAL 9: Provide for the development of Capistrano by the Sea site in a manner that enhances the character of the City and encourages the preservation of views of the site from Doheny Village.

Policy 9.1: Promote the development of land uses that are compatible with the surrounding residential neighborhoods, with an ultimate residential density cap of 43 new dwellings plus the Dolph House.

Policy 9.2: Provide vehicular access that does not adversely impact adjoining neighborhoods or create congestion on surrounding streets.

Policy 9.3: Assure that the height and scale of development on the site are not in conflict with the surrounding residential uses by providing for adequate development standards relating to height limits, setbacks, and lot coverage.

Policy 9.4: Provide open space corridors through the site and along the southern, eastern and northern perimeter of the site that preserves a significant number of mature trees within common landscaped areas that conforms to the mitigation monitoring program prepared for GPA97-03. Create an opportunity for planting new trees to enhance the development and provide a visual backdrop similar to the existing views from Doheny Village.

Policy 9.5: Encourage a pedestrian circulation system that permits public access through some of the open space corridors.

Policy 9.6: A majority of the healthy mature trees existing at the time of this amendment, shall be preserved on the site and incorporated into the development plans within open space areas. Should it be necessary to remove any trees from the site, the trees shall be replaced in conformance with the mitigation monitoring program prepared for GPA97-03.

PROTECTION OF RESIDENT-SERVING LAND USES

Dana Point citizens have a strong sense of community even though Dana Point is an attraction to many visitors. This sense of community or sharing of common goals and interests includes the desire to protect and maintain those land uses which serve the residents of the area. This involves the encouragement of resident-serving commercial activity which meets local demands for goods and services, as well as locations for offices and business uses which employ City residents.

GOAL 10: Protect the resident-serving land uses throughout the City.

Policy 10.1: Develop regulations to protect and encourage local serving retail and office use adjacent to residentially designated areas. Promote the overlap between visitor and resident serving retail uses by encouraging retail goods and services which serve both market segments in transition areas, such as those designated "Community Commercial", located between primary visitor serving areas and areas designated for residential use as shown on the Land Use Diagram. (Coastal Act/30222)

Policy 10.2: Encourage a full range of resident-serving land uses throughout the City to meet the resident demand for goods and services.

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. (Coastal Act/30222, 30252, 30253)

RELATED GOALS AND POLICIES

Goals and policies and the Land Use Policy Diagram identified in this element serve as the framework for other General Plan elements. A number of policies included in the Land Use Element constitute

coastal resources planning and management policies that are part of the City's Local Coastal Program (LCP). Table LU-1 identifies the required components or issue areas of the LCP included in the Land Use Element.

TABLE LU-1
LAND USE ELEMENT
LOCAL COASTAL PROGRAM REFERENCE MATRIX

Required Component/Issue Area (Coastal Act Section)			
*	Shoreline Access (30210-212.5)	*	Agriculture (30241-242)
*	Visitor Serving and Recreational Facilities (30213)	*	Soil Resources (30243)
*	Water-Oriented Recreation (30220-224)	*	Archaeological/Paleontological Resources (30244)
*	Water and Marine Resources (30230-232)	*	Locating and Planning New Development (30250, 252, 255)
*	Diking, Filling and Dredging (30233)	*	Coastal Visual Resources (30251)
*	Commercial Fishing and Recreational Boating (30234)	*	Hazard Areas (30253)
*	Shoreline Structures/Flood Control (30235-236)	*	Public Works (30254)
*	Environmentally Sensitive Habitat (30240)	*	Industrial Development and Energy Facilities (30260-264)
* Indicates that the Coastal Act issue areas described in this table are included in the Land Use Element.			

A number of goals and policies included in these other elements support the goals and policies of the Land Use Element, either directly or indirectly. The supporting goals and policies are identified in the Table LU-2.

TABLE LU-2
LAND USE RELATED
GOALS AND POLICIES BY ELEMENT

Land Use Issue Area	Related Goals and Policies by Element								
	Land Use	Urban Design	Housing	Circulation	Noise	Public Safety	Conservation/ Open Space	Public Facilities And Growth Management	Economic Development
Balance of Land Uses		3.4, 4.1, 4.4, 6.3, 6.6					5.2, 5.3, 6.5, 6.6, 6.7, 7.4		1.4, 2.7, 3.3, 4.1, 5.3, 6.2, 7.2, 7.3
Compatibility/ Enhancement Among Land Uses		1.1, 2.1, 2.2, 6.2				3.3	3.1, 3.4, 5.2, 5.3, 6.1, 6.6, 8.1, 8.3		2.6, 9.1
Maintaining and Improving Quality of Life		All	All	All	All	All	All	All	All
Preservation of Natural Resources		1.4, 4.5, 7.2				1.7, 1.8, 1.13, 1.18	6.8		2.7
Development of Headlands		1.5, 4.5				1.10	2.4, 2.6-2.9, 6.2, 6.4, 6.6-6.8		5.1
Development of Town Center		3.8							3.4, 7.5, 8.3
Development of Doheny Village		6.7				2.6, 2.7	1.1		3.4, 6.1-6.4, 8.3
Development of Monarch Beach		1.5, 2.5, 4.5, 5.6, 7.3				1.15, 1.21-1.24, 2.8	1.1, 2.9, 3.4, 4.2, 5.4, 5.5-5.7, 6.1, 6.3, 8.4		5.2
Development of Capistrano by the Sea									
Protection of Resident-Serving Land Uses							5.3, 7.5		1.4, 4.1, 4.3, 7.3

THE LAND USE PLAN

The Land Use Plan and Policy Map describe the approach to be used in implementing the Land Use Element goals and policies. The locations of future land use are presented on the Land Use Policy Diagram which is a part of this Element and is included in the pocket of the General Plan document binder. In guiding future land use, the Element focuses on three basic land use characteristics of the City:

1)Undeveloped parcels of land which will be the subject of most proposals for new development;

2)Existing consistent land use and development which, over time, will increasingly require maintenance and preservation; and

3)Revitalization of some land use and development where rehabilitation is necessary or conversion to other uses is desired to achieve economic or social goals of the General Plan.

LAND USE POLICY CONSIDERATIONS

A wide range of natural and man-made environmental factors are considered in the formulation of land use policy. Areas of special environmental significance, potential safety hazards, limitations of existing infrastructure, and the nature and character of existing development all have influence on land use policy.

Land Use Constraints and Resources

The Public Safety Element identifies areas of Dana Point subject to such environmental constraints as flooding, landsliding, and seismic conditions. In turn, the Conservation/Open Space Element identifies areas containing important ecological or natural resources. The Circulation and Noise Elements describe roadway/transportation system capacities and areas of the City impacted by noise levels. These constraints, consisting of both natural and man-made

factors, influence long-range land use planning and are discussed in detail in the Master Environmental Assessment for the General Plan.

LAND USE DESIGNATIONS

Land use designations indicate the type and nature of development that is allowed in a given location. While terms like "residential," "commercial" and "industrial" are generally understood, State General Plan law requires a clear and concise description of the land use categories shown on the Land Use Policy Diagram.

The Land Use Element provides for land use categories or designations listed in Table LU-3. Five of these designations are established for residential development, ranging from low-density single family to high-density multiple family development. Three commercial designations, one office, one industrial and a community facility category are included. One category of mixed use is established to offer some flexibility in providing complimentary commercial, office, and residential uses. Parkland and open space areas are combined under the open space designation. Major transportation facilities are included in a single transportation corridor category.

Land Use Intensity/Density

State General Plan law requires that the Land Use Element indicate the maximum intensities/densities permitted within the City. The land use designations contained in this element and shown on the Land Use Policy Diagram are described in this way. Table LU-3 lists each of the land use designations for the City and provides a corresponding indication of maximum intensity/density of development on that parcel. Maximum allowable development on individual parcels of land is to be governed by these measures of intensity or density. The table also includes the standard or expected overall levels of development within each land use category on a City-wide basis. These standard levels of development represent an anticipated intensity/density and are, therefore, less than the maximum allowed. For various reasons, not every parcel in the City has in the past nor will it in the future develop to the maximum allowed.

TABLE LU-3
DEVELOPMENT INTENSITY/DENSITY STANDARDS

LAND USE DESIGNATION	MAXIMUM DEVELOPMENT INTENSITY/DENSITY (a)	STANDARD INTENSITY/DENSITY (b)
RESIDENTIAL	DWELLING UNITS/ACRE	DWELLING UNITS/ACRE
Residential 0-3.5	3.5 du/net ac	3 du/net ac
Residential 3.5-7	7 du/net ac	6 du/net ac
Residential 7-14	14 du/net ac	10 du/net ac
Residential 14-22	22 du/net ac	18 du/net ac
Residential 22-30	30 du/net ac	26 du/net ac
COMMERCIAL	FLOOR AREA RATIO	FLOOR AREA RATIO
Neighborhood Commercial	1.75:1	.35:1
Community Commercial	1.75:1	.4:1
Visitor/Recreation Commercial	1.75:1	.5:1
MIXED-USE		
Commercial/Residential (c)	1.5:1 and 10 du/net ac	.5:1 and 10 du/net ac
OFFICE		
Professional/Administrative	1.0:1	.7:1
INDUSTRIAL		
Industrial/Business Park	.75:1	.5:1
COMMUNITY AND OTHER	FLOOR AREA RATIO	FLOOR AREA RATIO
Community Facility	1.0:1	.4:1
Open Space	.2:1	.1:1
Transportation Corridor	.2:1	.1:1
Harbor Marine Land	.4:1	.2:1
Harbor Marine Water	2,500 Boat Slips	2,500 Boat Slips

(a)Maximum allowable level of development for individual parcels of land.

(b)Assumed overall level of development City-wide. Since the development which has occurred to date has not reached the maximum allowed level of density or intensity, future development is expected to be less than the maximum on a City-wide basis. Therefore, a "standard" level of density/intensity is used in projecting total future development (see text).

(c)See description of allowable mixes of residential and non-residential development under the Mixed Use Designation section of this element.

FIGURE LU-2

Future development is expected to occur at the standard level of intensity/density stated in Table LU-3. Development at an intensity or density between the standard and maximum levels can occur only where projects offer exceptional design quality or important public amenities or benefits above the standards required by the City's discussed in detail in the Master Environmental Assessment for the General Plan. Urban Design Guidelines and other regulatory documents. For the residential land use designations, projects are expected to build to a density at least as high as the lowest density allowed by their respective designations.

A number of terms are used to define the land use designations or categories described in this element. The term "intensity" refers to the degree of development based on building characteristics such as height, bulk, floor area ratio and/or percent of lot coverage.

Intensity is most often used to describe non-residential development levels, but, in a broader sense, is used to express overall levels of all development types. The overall intensity of development within the City of Dana Point is lower than the more urbanized areas of Orange County, such as Anaheim, Santa Ana, Irvine and Newport Beach.

For most non-residential development categories (commercial, industrial, office, community facility, and recreation facilities), the measure of intensity known as "floor area ratio" (FAR) provides the most convenient method of describing development levels. Simply stated, the floor area ratio is the relationship of total gross floor area of all buildings on a lot to the total land area of that lot expressed as a ratio. For example, a 21,780 square foot building on a 43,560 square foot lot (one acre) yields an FAR of .50:1 as illustrated in Figure LU-2. The FAR describes use intensity on a lot but not the actual building height, bulk or coverage. As Figure LU-2 shows, the .50:1 FAR can yield a building of one story in height covering one half of the lot area, or a taller building which covers less of the lot and provides more open space.

For purposes of this explanation, both residential density and non-residential intensity are based on the concept of net acreage. Net acreage is assumed to be 80 percent of gross acreage on a City-wide basis and a net acre of land is assumed to equal 35,000 square feet for purposes of calculating density

or intensity of land use.

The term "density", in a land use context, is a measure of the population or residential development capacity of the land. Density is described in terms of dwelling units per net acre (du/net ac); thus, the density of a residential development of 100 dwelling units occupying 20 net acres of land is 5.0 du/net ac. A dwelling unit is a building or a portion of a building used for human habitation and may vary considerably in size (square footage) from small apartments at 400-500 square feet to large single family homes exceeding 5,000 square feet. Along with this difference in size is a corresponding difference in the number of persons occupying a given unit (i.e., larger units usually house more persons that smaller units). For purposes of calculating population, an average number of persons per dwelling unit for all dwelling unit types and sizes is assumed as described in the notes beneath Table LU-4. Within land use designations density is often described as a range (i.e., 3.5-7 du/net ac).

Descriptions of each of the land use designations shown on the Land Use Policy Diagram are provided to delineate the general types of uses allowed and their corresponding intensities or densities. These use descriptions, types and limitations are further defined as specific uses within the Zoning Ordinance. The specific uses and development standards contained within the Zoning Ordinance and shown on the accompanying Zoning Map are consistent with the land use designations and standards contained in this Element or shown on the Land Use Policy Diagram.

Residential Designations

Residential 0-3.5: The Residential 0-3.5 and use category provides for the development of low density detached and attached single family dwellings. This designation allows for the construction of a maximum of 3.5 single family detached units per net acre of land. Community facilities which are determined to be compatible with, and oriented toward serving the needs of low density detached and attached single family neighborhoods may also be allowed.

Residential 3.5-7: The Residential 3.5-7 land use designation provides for the development of low to medium density

detached and attached single family dwellings which may include duplexes, condominiums, and townhomes. This designation allows the construction of a maximum of 7 dwelling units per net acre of land. Community facilities which are determined to be compatible with and oriented toward serving the needs of low to medium density detached and attached single family neighborhoods may also be allowed.

Residential 7-14: The Residential 7-14 land use designation provides for the development of medium and higher density detached and attached single family dwellings, as well as multi-family dwellings or apartments. This designation allows the construction of a maximum of 14 dwelling units per net acre of land. Community facilities which are determined to be compatible with and oriented toward serving the needs of medium and higher density detached and attached single family and multi-family neighborhoods may also be allowed.

Residential 14-22: The Residential 14-22 land use designation provides for the development of medium and higher density attached single family dwellings as well as multi-family dwellings or apartments. This designation allows the construction of a maximum of 22 dwelling units per net acre of land. Community facilities which are determined to be compatible with and oriented toward serving the needs of medium and higher density attached single family and multi-family neighborhoods may also be allowed.

Residential 22-30: The Residential 22-30 land use designation provides for the development of higher density attached single family dwellings, multi-family dwellings and apartments. This designation allows the construction of a maximum of 30 dwelling units per net acre of land. Community facilities which are determined to be compatible with and oriented toward serving the needs of higher density attached single family and multi-family neighborhoods may also be allowed.

Commercial Designations

Neighborhood Commercial: The Neighborhood Commercial designation includes smaller-scale business activities which generally provide a retailing or service-oriented function to the surrounding neighborhood. Neighborhood commercial uses serve the needs of local residents who live near the activities.

Typical business uses include small food and drug stores, clothing stores, professional and business offices, restaurants and hardware stores, child care, specialty retail, and community facilities. Neighborhood commercial projects typically occur on less than 10 acres of land and include 25,000 to 75,000 square feet or less of building floor area. The standard intensity of development is a floor area ratio of .35:1 and the maximum intensity of development is a floor area ratio of .5:1.

Community Commercial: The Community Commercial designation includes retail, professional office, and service-oriented business activities which serve a community-wide area and population. Community Commercial uses include some neighborhood commercial uses, such as professional and business offices, retail and commercial services, appliance stores, sporting goods, child care, restaurants, and community facilities, along with larger scale indoor uses such as department stores, furniture and appliance outlets, theaters and entertainment uses. Community Commercial development usually occurs on 10 to 30 acres of land and includes 100,000 to 300,000 square feet of building area. The standard intensity of development is a floor area ratio of .4:1 and the maximum intensity of development is a floor area ratio of .75:1.

Visitor/Recreation Commercial: The Visitor/Recreation Commercial designation includes primarily visitor-serving uses, such as restaurants, resort hotels and motels uses, commercial, recreation specialty and convenience retail goods and services, auto service businesses, open space/recreational uses, and community facilities. Other supporting uses include conference facilities and cultural uses, such as museums and theaters. The average intensity of development for hotels is a floor area ratio of .75:1 and the maximum intensity of development for hotels is a floor area ratio of 1.5:1. The standard intensity of development for other uses is a floor area ratio of .5:1 and the maximum intensity of development for other uses is a floor area ratio of 1.0:1.

Mixed Use Designation

Commercial/Residential: The Commercial/Residential designation includes mixtures of commercial, office and residential uses in the same building, on the same parcel, or within the same area. The primary uses within this designation

are commercial; residential is only allowable when developed in conjunction with commercial development. Allowable activities include those identified in the Community and Neighborhood Commercial designations, the Professional/Administrative designation and, when developed in conjunction with commercial uses, the Residential 7-14, Residential 14-22, and Residential 22-30 designation. When mixtures of uses occur in the same building, retail uses or offices are usually located on the ground floor with residential or office uses above. The mixed uses are usually located in areas where multiple activities and pedestrian orientation are considered to be desirable objectives. All existing residential uses are allowable activities within this designation; however, the residential density cannot be increased, and any changes of use shall include commercial use as the primary use. The standard intensity of non-residential development is a floor area ratio of .5:1 and the maximum intensity of development is a floor area ratio of 1.5:1. The standard of 10 dwelling units per net acre of land (equivalent to an FAR of .25:1) is allowed when residential development is combined in the same building or on the same parcel as commercial retail or office uses.

Office and Industrial Designations

Professional/Administrative: The Professional/Administrative designation includes primarily single tenant or multi-tenant offices and other supporting uses. These uses include legal and medical services, financial institutions, corporate and government offices, cultural and community facilities and similar uses which together constitute concentrations of office employment or community activity. Also included are small convenience or service commercial activities intended to meet the needs of the on-site employee population. The standard intensity of development is a floor area ratio of .7:1 and the maximum intensity of development is a floor area ratio of 1.0:1.

Industrial/Business Park: The Industrial/Business Park designation includes parcels of land with mixtures of industrial and commercial uses that may include marine/auto supplies and service, home furnishings and appliances, wholesale businesses, light manufacturing, distribution and sales, storage, research and development laboratories and service commercial business

and community facilities. Single room occupancy (SRO) uses as well as other affordable housing may be permitted with a conditional use permit. The standard intensity of development is a floor area ratio of .5:1 and the maximum intensity of development is a floor area ratio of .75:1.

Community and Other Designations

Community Facilities: The Community Facilities designation includes a wide range of public and private uses, distributed throughout the community such as schools, churches, child care centers, transportation facilities, government offices and facilities, public utilities, libraries, museums, art galleries, community theaters, hospitals and cultural and recreational activities. The standard intensity of development is a floor area ratio of .4:1 and the maximum intensity of development is a floor area ratio of 1.0:1.

Open Space: The Open Space designation includes both public and private lands necessary to provide adequate space for relief from the urban environment. The Open Space designation encompasses three classes of open space including recreation, open space and conservation. Recreation Open Space provides areas for passive and active recreational opportunities including beaches, parks, golf courses/driving ranges and indoor or outdoor sports or athletic facilities. Open Space provides for natural areas that offer scenic beauty, provide buffers between areas of more urban development or offer some opportunity for limited, lower intensity recreational activities such as trails, outdoor theaters, museums, galleries and similar uses. Conservation Open Space provides for natural areas which, due to physical constraints or hazards, have limited land use potential. All three classes of the Open Space designation are covered in more detail in the Conservation/Open Space Element of the General Plan. The standard intensity of development is only an assumed average City-wide and does not apply to each parcel of land.

Transportation Corridor: The Transportation Corridor designation applies to the land within the corridors for the Interstate 5 Freeway, the Atchison, Topeka and Santa Fe railway, and Circulation Element roadways. Lands within these corridors are reserved for transportation purposes as the primary use. Secondary uses, such as open space linkages and

landscaped areas, public and private parking areas, and other transportation-related activities and facilities are allowed. The standard intensity of development is a floor area ratio of .1:1 and the maximum intensity of development floor area ratio is .2:1.

Harbor Marine Land: The Harbor Marine Land designation includes land-based harbor uses such as marinas, marine-oriented commercial and industrial services, marine-oriented governmental facilities and services, visitor-serving commercial uses, open space uses and community facilities. The standard intensity of development is .2:1 and the maximum intensity of development is .4:1.

Harbor Marine Water: The Harbor Marine water designation includes harbor-based water uses such as the boat slips and causeways. The standard and maximum intensities of development are 2,500 boat slips.

LAND USE POLICY DIAGRAM

The Land Use Policy Diagram for the City of Dana Point is described in Figures LU-3, LU-4 and LU-5. The Land Use designations depicted on the diagrams are those described in the previous section and are represented by patterns which identify future planned land uses for the City.

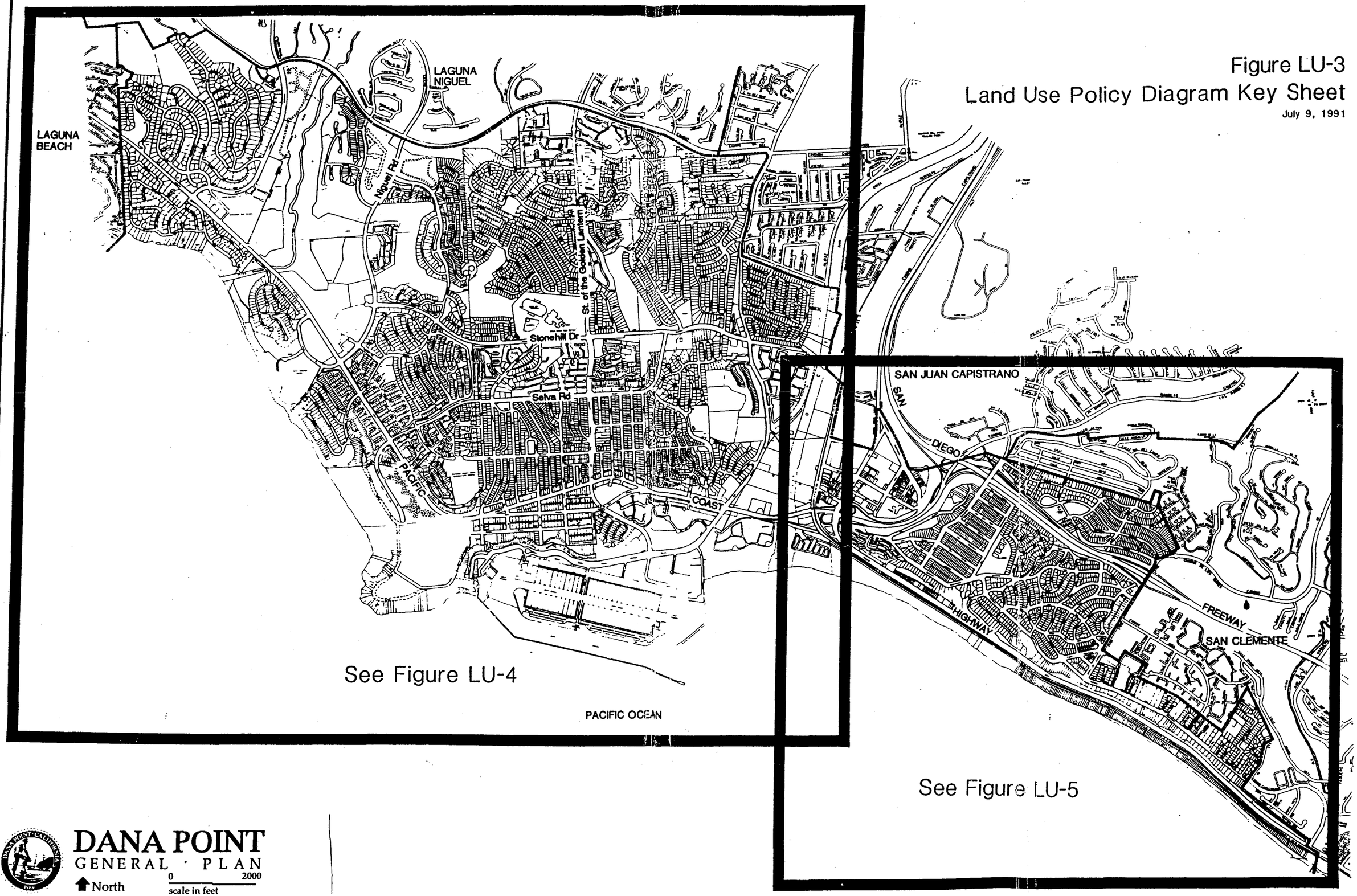
DISTRIBUTION OF LAND USES

The statistical distribution of planned land uses city-wide is described in Table LU-4. Table LU-5 graphically describes the percentage distribution of planned land uses City-wide. This table identifies each land use designation, its associated land acreage, and the total land acreage for all planned land uses in the City. The table also provides estimated ranges of the total number of residential dwelling units planned and the resulting population. For non-residential land uses, such as commercial, office, industrial, and community facility, estimates of building square footage are depicted.

Net acreage represents the average remaining after street rights-of-way and other public lands are excluded. To establish the net acreage associated with densities for residential designations and intensities for non-residential designations, 20 percent of the gross acreage is assumed to be used for streets or other public lands. Therefore, the net acreage equals 80 percent of gross acreage, and represents acreage capable of accommodating residential dwelling units and non-residential building square footage. For each gross acre of land(43,560 square feet), a net acre of 35,000 square feet is assumed to accommodate development.

Figure LU-3
Land Use Policy Diagram Key Sheet

July 9, 1991



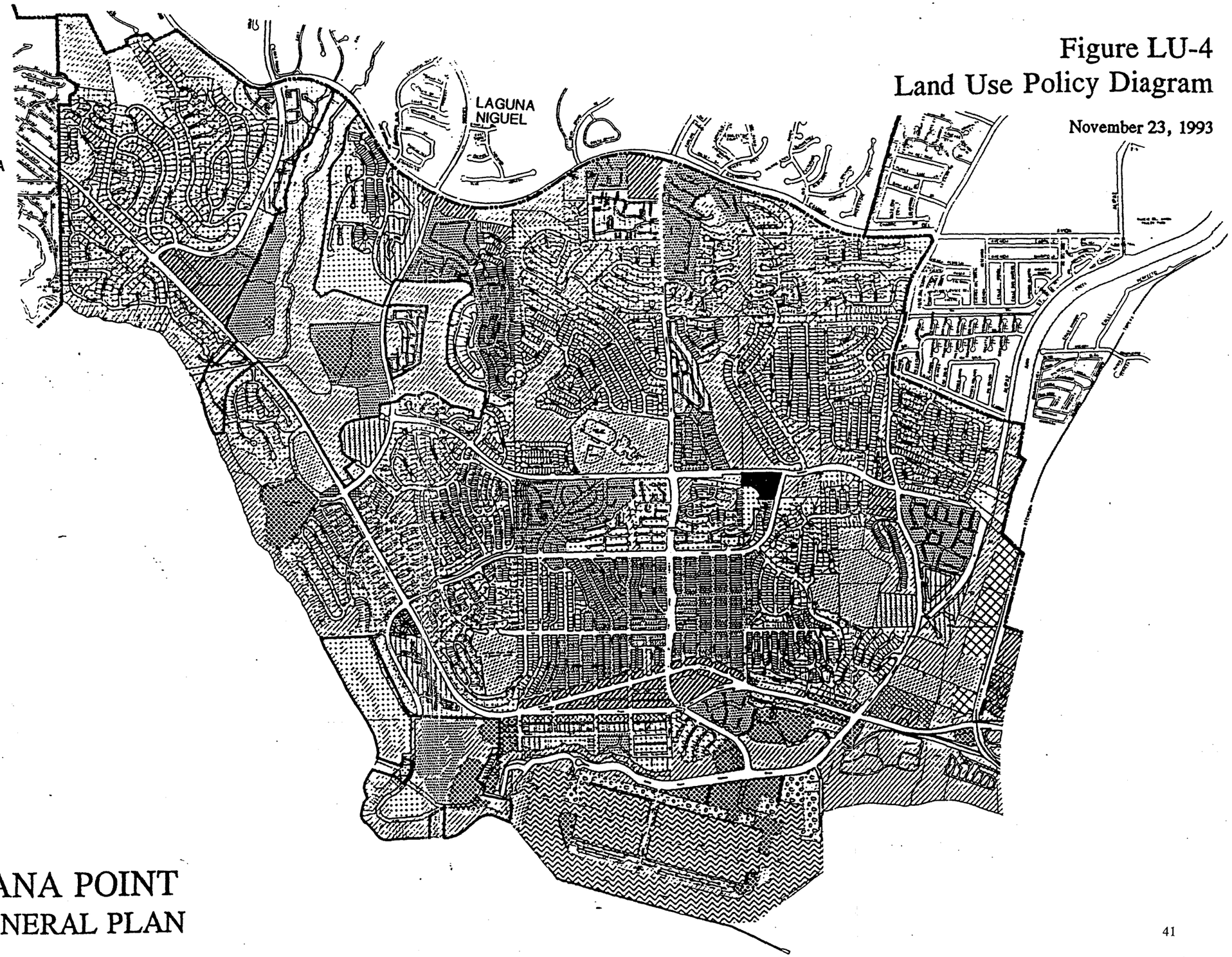
DANA POINT
GENERAL · PLAN

North

0 2000
scale in feet

Figure LU-4
Land Use Policy Diagram

November 23, 1993



LEGEND

- Residential 0-3.5 DU/AC
- Residential 3.5- 7 DU/AC
- Residential 7-14 DU/AC
- Residential 14-22 DU/AC
- Residential 22-30 DU/AC
- Neighborhood Commercial
- Community Commercial
- Visitor/Recreation Commercial
- Commercial/Residential
- Professional/Administrative
- Industrial/Business Park
- Community Facility
- Recreation/Open Space
- Transportation Corridor
- Harbor Marine Water
- Harbor Marine Land
- 45% Residential 3.5-7 and 55% Recreation/ Open Space

- Specific Plan Area Boundary
- City Boundary

Land Use Policy Diagram

November 23, 1993

DANA POINT
GENERAL PLAN

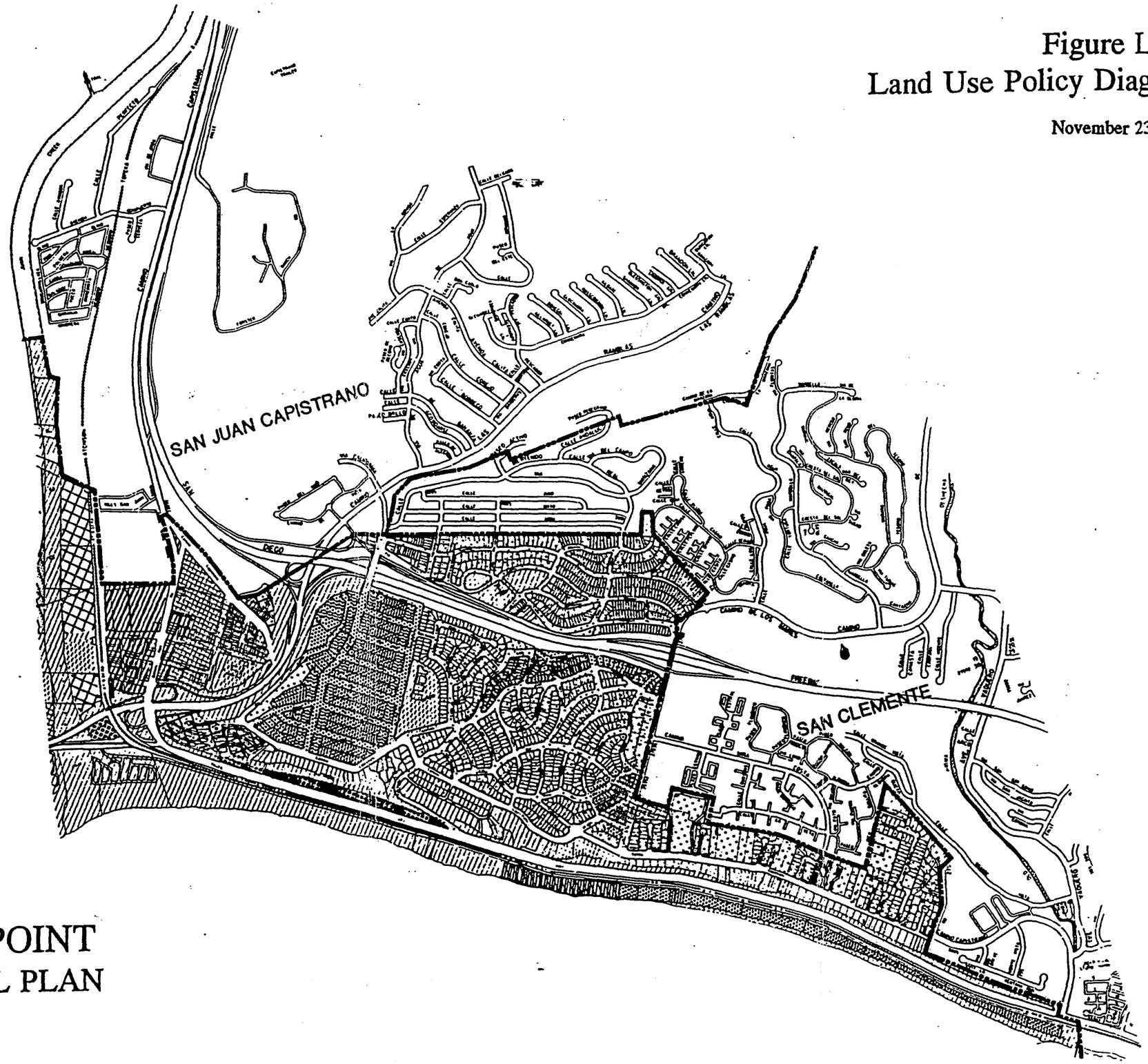
Figure LU-5
Land Use Policy Diagram

November 23, 1993

LEGEND

- Residential 0-3.5 DU/AC
- Residential 3.5- 7 DU/AC
- Residential 7-14 DU/AC
- Residential 14-22 DU/AC
- Residential 22-30 DU/AC
- Neighborhood Commercial
- Community Commercial
- Visitor/Recreation Commercial
- Commercial/Residential
- Professional/Administrative
- Industrial/Business Park
- Community Facility
- Recreation/Open Space
- Transportation Corridor
- Harbor Marine Water
- Harbor Marine Land
- 45% Residential 3.5-7 and 55% Recreation/ Open Space

- Specific Plan Area Boundary
- City Boundary



Land Use Policy Diagram

November 23, 1993

DANA POINT
GENERAL PLAN

Table LU-4
Future Land Use and Population Estimates in the City

Land Use Designation	Gross Acres (a)	Dwelling Units (b)	Population (c)	Square Footage (000)(d)
Residential				
Residential 0 - 3.5	65	156		
Residential 3.5 - 7	1,694	8,129		
Residential 7 - 14	513	3,956		
Residential 14 - 22	203	2,920		
Residential 22 - 30	13	271		
Commercial				
Neighborhood Com'l	7			85
Community Com'l	109			1,519
Visitor/Rec. Com'l	142			2,474
Com'l/Residential	63	487		1,098
Office				
Prof./Administrative	6			146
Industrial				
Ind./Business Park	18			314
Community and Other				
Comm. Facility	163			2,272
Open Space	770			2,683
Harbor Marine Land	38			265
Transport. Corridor	345			
Total	4,149	15,684-16,495	32,623-39,258	10,856

(a) For purposes of establishing density/intensity by land use category, the gross acreage for residential and non-residential land uses is converted to net acreage by 20% to account for the land area devoted to roadways.

(b) Estimated dwelling units are expressed as a range. Dwelling units for residential categories are based on the standard density described in Table LU-3, (dwelling unit per net acre) for each category of residential use and the cumulative total for this column is 15,919. The bottom end of the range is based on estimated development of 252 (or 5 du/ac) dwelling units in the Residential/Commercial category. The top end of the range is based on minor upward adjustments to the standard densities for Residential 3.5-7 and Residential 7-14.

(c) Population is based on Orange County Analysis Center OCP-88 2010 projections of 2.08 persons per dwelling unit for the bottom of the range and 2.38 persons per dwelling unit for the top of the range.

(d) Square footage for non-residential categories is based on the standard intensity (FAR) for uses represented.

Table LU-5
Planned Land Use Distribution by Percentage

The estimated numbers of residential dwelling units and population are expressed as ranges to coincide with the structure of the residential land use designations which are also Residential 7-14, and so forth). The population range expressed in Table LU-4 is based on the recognition that population per dwelling unit varies depending on unit type and size, as well as the social or cultural mixture within the City.

Five areas within the City are identified as Specific Plan areas for future development, or revitalization. These areas include the Headlands, the Town Center, Doheny Village, Monarch Beach and the Dana Point Harbor. The characteristics of planned land use for each focal area are described in the following sections.

Headlands

The Dana Point Headlands represents a significant land resource that has the capacity to accommodate a mixture of compatible land uses, including visitor/recreation commercial, residential, open space, and community facilities. The Headlands area is identified as a Specific Plan area on the Land Use Policy Map. The Specific Plan for the Headlands will be prepared before development occurs and that plan will implement General Plan policy by establishing development standards, precise locations for land uses and facilities, locations for streets, standards for residential density and non-residential intensity, and standards for the use and conservation of natural resources.

Identification of the percentage mixture of planned land use is designed to provide both the City and property owner with the flexibility needed to allow consideration of alternative development designs. Any alternative designs must generally meet the basic land use percentage descriptions contained in this element and noted on the Land Use Policy Map. Any development design for the Headlands must include open space linkages connecting on- and off-site open space areas, and any land area designated specifically as Community Facility will result in a corresponding reduction of land area designated as either Visitor/Recreation Commercial or Residential 3.5-14, or both. This Land Use Element can be

amended when a Specific Plan is prepared for the property.

The Headlands also includes two small areas of existing residential development. The westerly area consists of multi-family units in buildings on adjacent, but separate lots. Although the actual density of development for this westerly area varies from lot to lot, the overall designation is Residential 22-30. The southerly residential area consists of single family detached houses on separate lots with a designation of Residential 7-14. The level of development for each of these areas is based on their respective Land Use Element designations, but where the existing level of development exceeds the designation, the existing level of development can be maintained or reconstructed in the event of loss due to natural hazards or accident.

Figure LU-6
Headlands

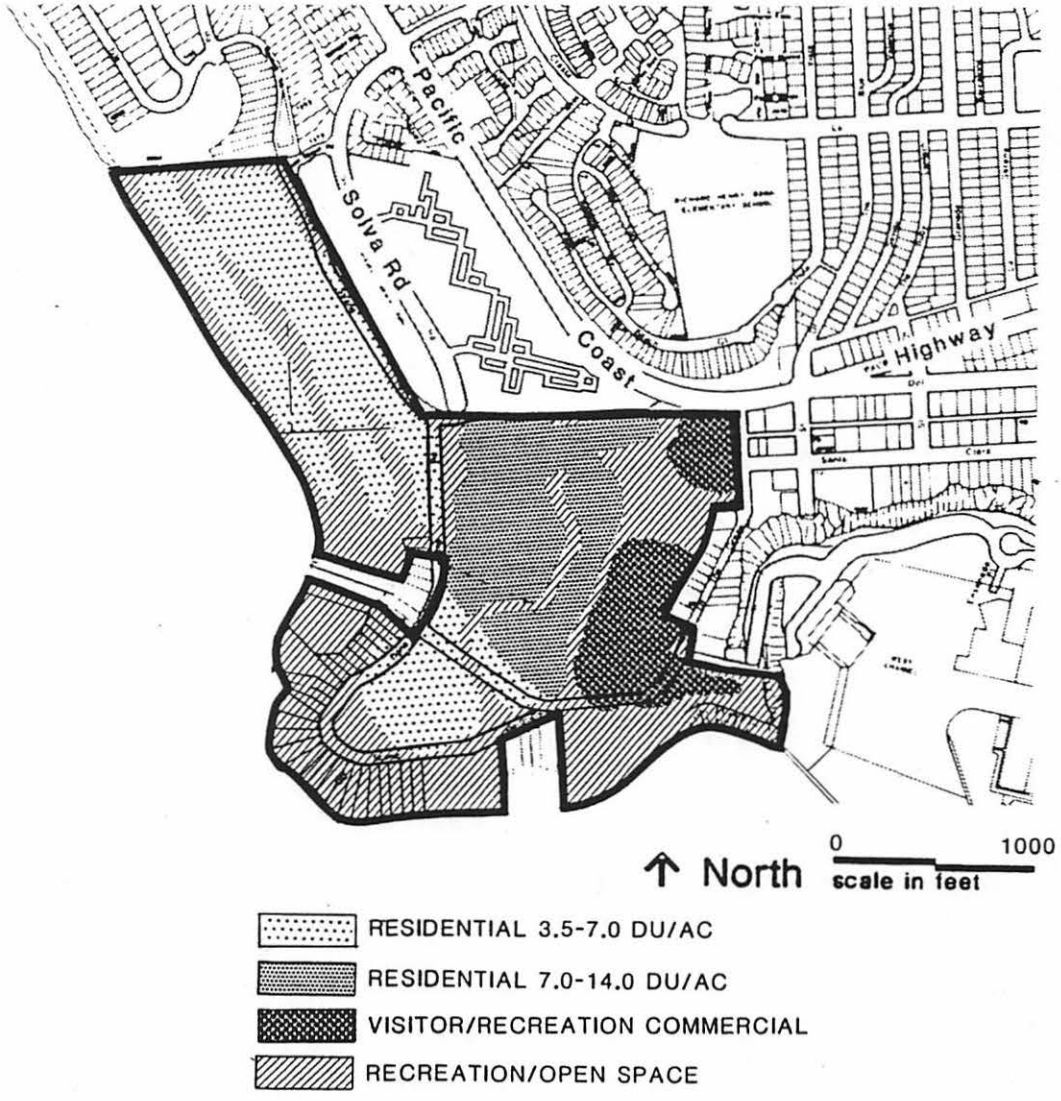


Table LU-6 describes the general percentages of the land use types for the Headlands property as 45.3 for percent Open Space, 26.8 percent for Residential 3.5-7, 17.3 percent for Residential 7-14, and 10.6 percent for Visitor/Recreation Commercial.

Table LU-6
Headlands - Land Use Composition

LAND USE DESIGNATION	GROSS ACRES (a),(b)
Residential	
Residential 3.5-7	32.5
Residential 7-14	21.0
Commercial	
Visitor/Recreation	12.8
Community and Other	
Open Space	55.0
TOTAL	121.3

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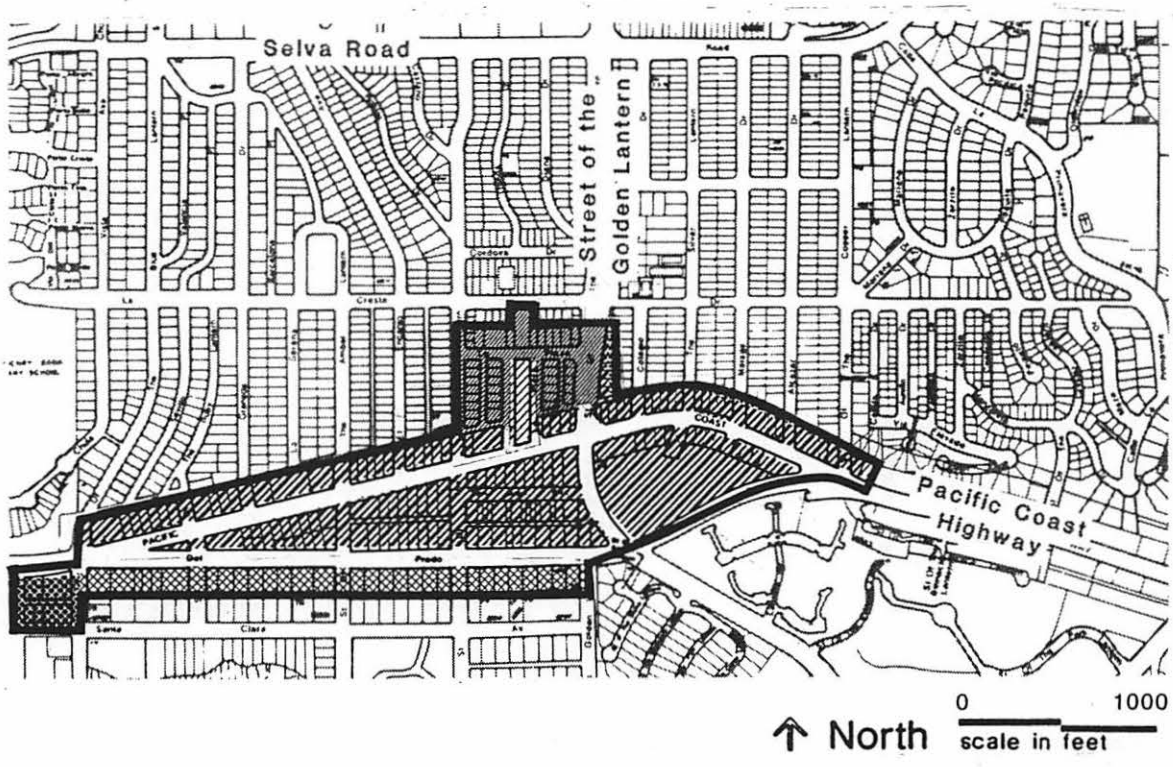
(a) For purposes of establishing intensity by land use category, the gross acreage for non-residential land uses is converted to net acreage through a reduction of the gross acreage by 20% to account for land area devoted to roadways.

(b) The Dana Point Headlands Specific Plan Area is calculated at net acreage, which may change given the true amount of net acreage. The Residential 3.5-7 and Residential 7-14 areas may be adjusted upward, but will still fall within the top end of the range indicated.

Town Center

The Dana Point Town Center is a primary business district within the City which serves both visitors and residents. Revitalization and economic development of the Town Center are intended to create a compact pedestrian-oriented, "small town" atmosphere within Dana Point's central business district. The Urban Design Element of the General Plan describes design concepts useful in creating this desired atmosphere. The Land Use Policy Diagram for the Town Center is depicted in Figure LU-7 below and includes Community Commercial, Visitor/Recreation Commercial, Commercial/Residential, and Neighborhood Commercial designations.

Figure LU-7
Town Center



The Town Center is heavily impacted by vehicular traffic traveling along the Pacific Coast Highway/Del Prado couplet roadway system. The Circulation Element includes discussion of the dual goals of desired pedestrian orientation for the Town Center and acceptable levels of service for vehicular traffic on Pacific Coast Highway.

Table LU-7 below lists the acreages and percentages of land planned for each of the commercial land use designations mentioned above. The percentage distribution of those land uses is described below in Table LU-7.

Table LU-7
Town Center - Land Use Composition

LAND USE DESIGNATION	GROSS ACRES (a)
Commercial	
Neighborhood Commercial	5.3
Community Commercial	33.3
Visitor/Recreation/Comm'l	1.8
Commercial/Residential	8.7
Community and Other	
Open Space	1.4
Transport. Corridor	18.5
TOTAL	69.0

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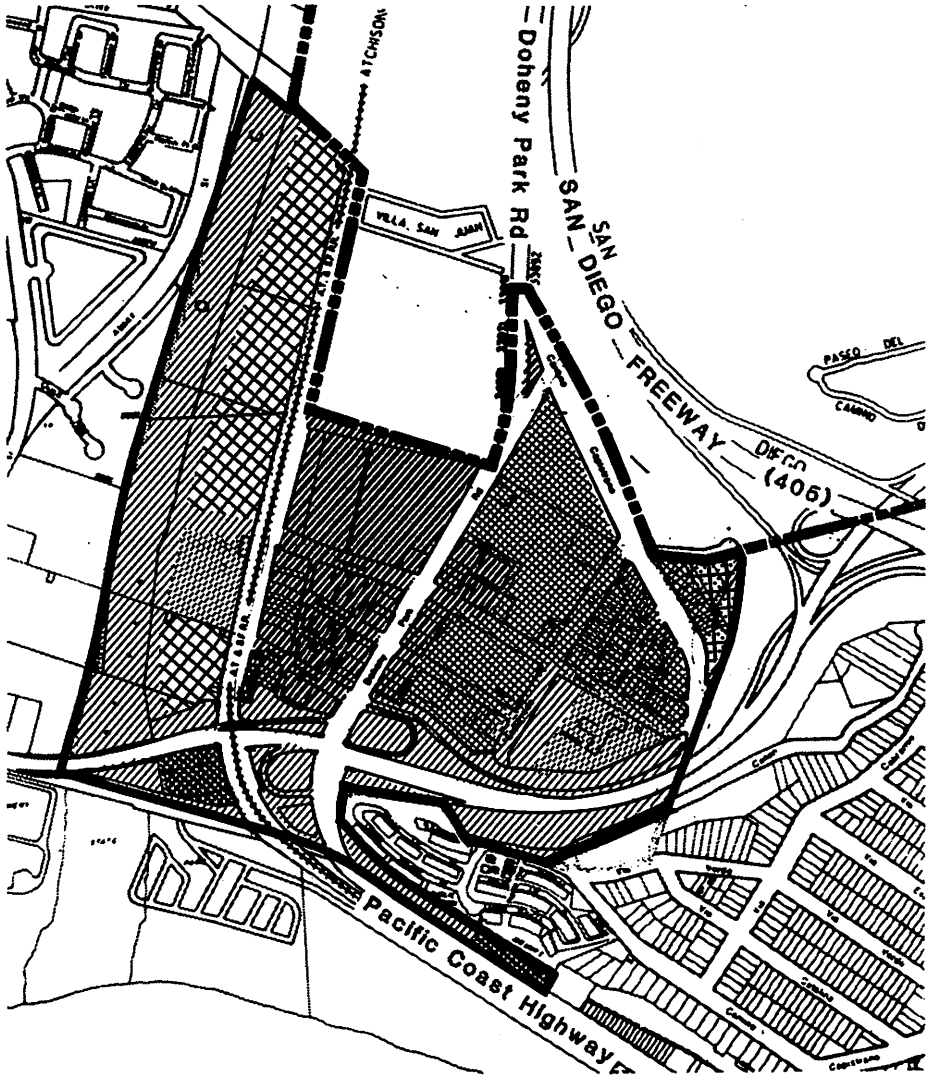
(a) For purposes of establishing density/intensity by land use category, the gross acreage for residential and non-residential land uses is converted to net acreage through a reduction of the gross acreage by 20% to account for land area devoted to roadways.

Doheny Village

The Doheny Village is a significant entrance or "gateway" to the City which requires physical and economic revitalization to realize its potential as one of the City's two primary business districts. The good visibility and access of Doheny Village to the Interstate 5 Freeway are assets which support the investment of public and private funds to install infrastructure improvements and generally upgrade development in the area.

Planned land use for Doheny Village includes Community Commercial, Visitor/Recreation Commercial, Commercial/ Residential, Industrial/Business Park, Residential 22-30, Community Facility, and Open Space. Figure LU-8 identifies the locations of these land uses, while the Urban Design Element provides an urban design plan which will unify the diverse land uses of the Village.

Figure LU-8
Doheny Village



- RESIDENTIAL 22.0-30.0 DU/AC
- COMMUNITY COMMERCIAL
- VISITOR/RECREATION COMMERCIAL
- COMMERCIAL/RESIDENTIAL
- INDUSTRIAL/BUSINESS PARK
- COMMUNITY FACILITY
- RECREATION/OPEN SPACE
- TRANSPORTATION CORRIDOR

Of the five Specific Plan areas, Doheny Village offers the greatest variety of land uses. This variety suggests a self-contained or independent nature for the Village. That self-contained character is strengthened by the balance of residential, non-residential and community land uses. This variety and balance offers potential for creative private and public revitalization efforts, including the creation of open space linkages to and along the east banks of San Juan Creek. The mixture of land uses is listed in Table LU-8 below.

Table LU-8
Doheny Village - Land Use Composition

LAND USE DESIGNATION	GROSS ACRES (a)
Residential	
Residential 22-30	1.9
Commercial	
Community Commercial	29.1
Visitor/Recreation/ Commercial	2.1
Commercial/Residential	29.7
Industrial	19.7
Industrial/Business Park	
Community and Other	8.3
Community Facility	24.1
Open Space	34.6
Transport. Corridor	
TOTAL	149.5

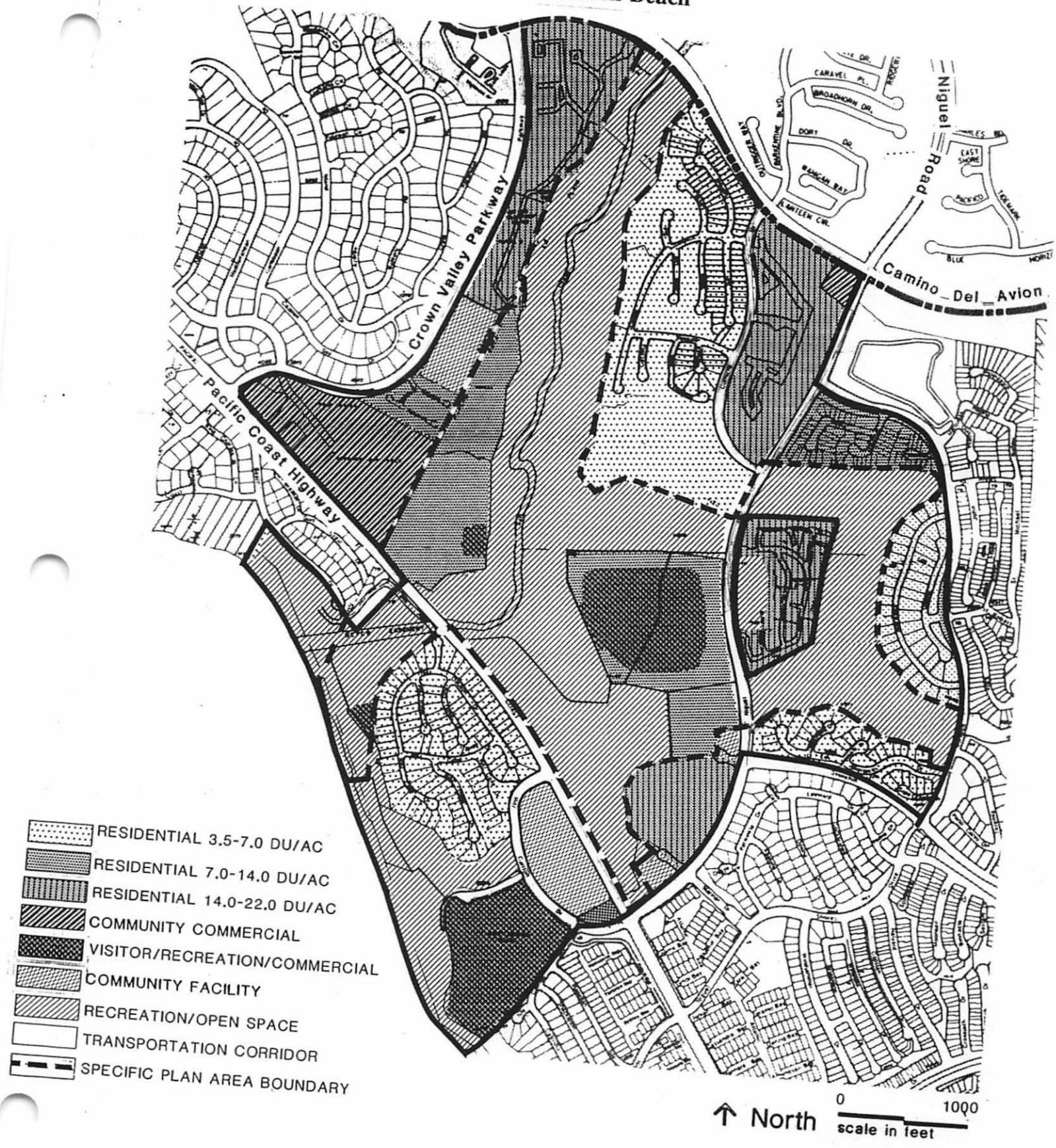
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(a) For purposes of establishing density/intensity by land use category, the gross acreage for residential and non-residential land uses is converted to net acreage through a reduction of the gross acreage by 20% to account for land area devoted to roadways.

Monarch Beach

The Monarch Beach Specific Plan area is defined geographically by the Salt Creek Basin, a major drainage course lying between Crown Valley Parkway and Niguel Road. Relatively recent master planning and recent high quality construction established Monarch Beach as a planned recreation-oriented resort and residential area. Monarch Beach includes land planned for a mixture of Visitor/Recreation Commercial, Community Commercial, Open Space and Residential development. The locations of these uses within the focus area are depicted in Figure LU-9.

Figure LU-9
Monarch Beach



The Monarch Beach Specific Plan area includes opportunities that are similar to the Headlands property in terms of the potential to support a major world-class resort development. The existence of the golf course (The Links at Monarch Beach) and suitable sites for resort development on its east and west sides, with views and access to the coastline represent important additions to resort activity presently provided by the Ritz Carlton Resort. Within the Monarch Beach focus area, these sites for resort development are designated as a Specific Plan area on the Land Use Policy Diagram. The mix of land uses within this subarea is listed below in Table LU-9.

Table LU-9
Monarch Beach - Land Use Composition

LAND USE DESIGNATION	GROSS ACRES (a)
Residential	
Residential 0-3.5	17.9
Residential 3.5-7	112.9
Residential 7-14	53.8
Residential 14-22	76.5
Commercial	
Community Commercial	21.9
Visitor/Recreation/Comm'l	38.9
Office	
Professional/Administration	1.3
Community and Other	
Community Facility	18.2
Open Space	203.5
Transport. Corridor	21.0
TOTAL	565.9

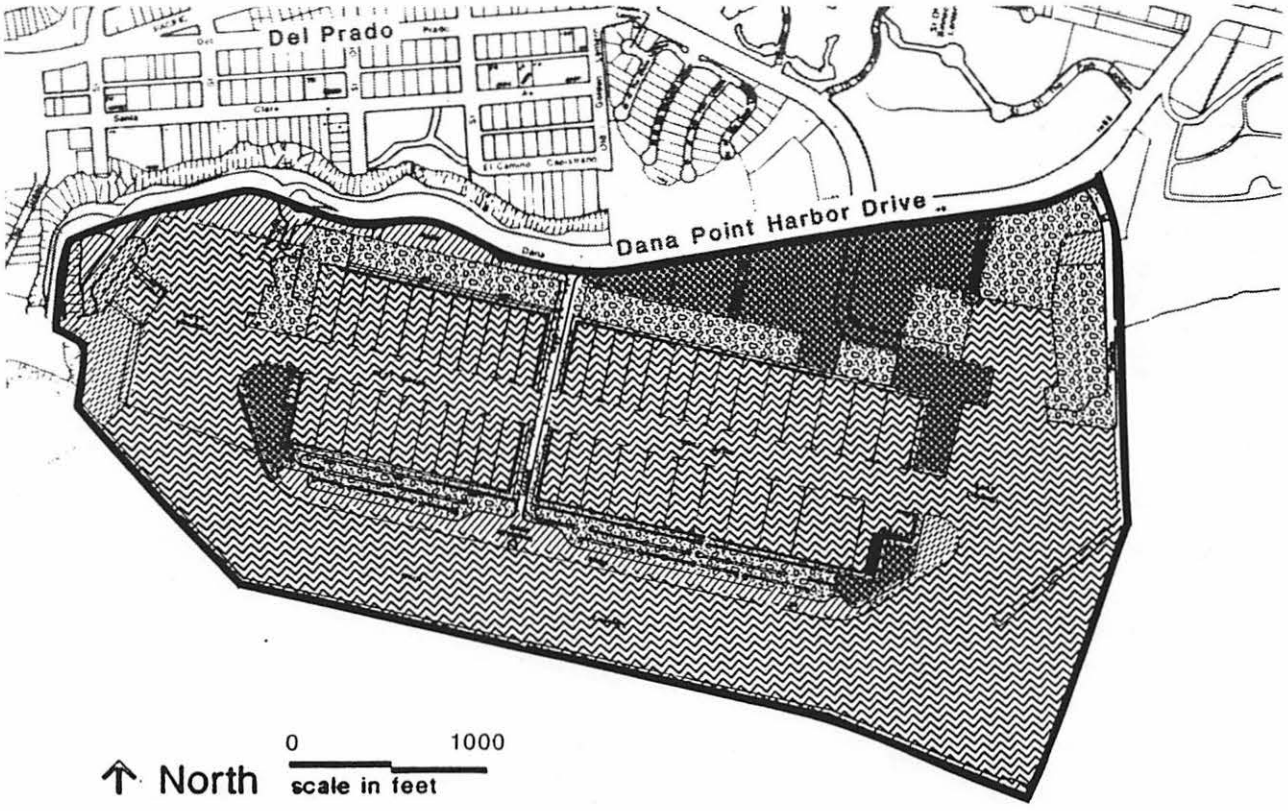
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(a) For purposes of establishing density/intensity by land use category, the gross acreage for residential and non-residential land uses is converted to net acreage through a reduction of the gross acreage by 20% to account for land area devoted to roadways.

The Harbor

The City wishes to actively participate in the planning for the future of the Dana Point Harbor. Even though the County of Orange leases the Harbor from the State of California, the County controls Harbor design and development. The Harbor provides a unique blend of the natural and man-made waterfront setting which includes Visitor/Recreation Commercial, Community Facility, Recreation/Open Space, and Harbor Marine Land and Water uses. These are depicted in Figure LU-10 below.

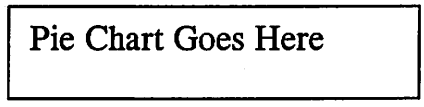
Figure LU-10
The Harbor



The positive integration of Dana Point Harbor with adjacent areas is described in the Urban Design Element. These integration efforts should be conducted in concert with County of Orange harbor development efforts. The general acreages and percentages of planned land uses for the Harbor area are listed in Table LU-10 below.

Table LU-10
Harbor - Land Use Composition

LAND USE DESIGNATION	GROSS ACRES (a)
Commercial	
Visitor/Recreation	26.3
Community and Other	
Community Facility	7.1
Open Space	16.6
Transportation Corridor	17.6
Harbor Marine Land	38.1
Harbor Marine Water	174.9
TOTAL	280.6



(a) For purposes of establishing intensity by land use category, the gross acreage for non-residential land uses is converted to net acreage through a reduction of the gross acreage by 20% to account for land area devoted to roadways.

The Harbor shares a symbiotic economic and social relationship with the Town Center and the Headlands, which suggests that the physical linkages between these areas should be strengthened. These physical linkages include pedestrian and vehicular access between the areas, visual connections from overlooks of the Harbor, and strong entry points which distinguish the edges of the three related areas.

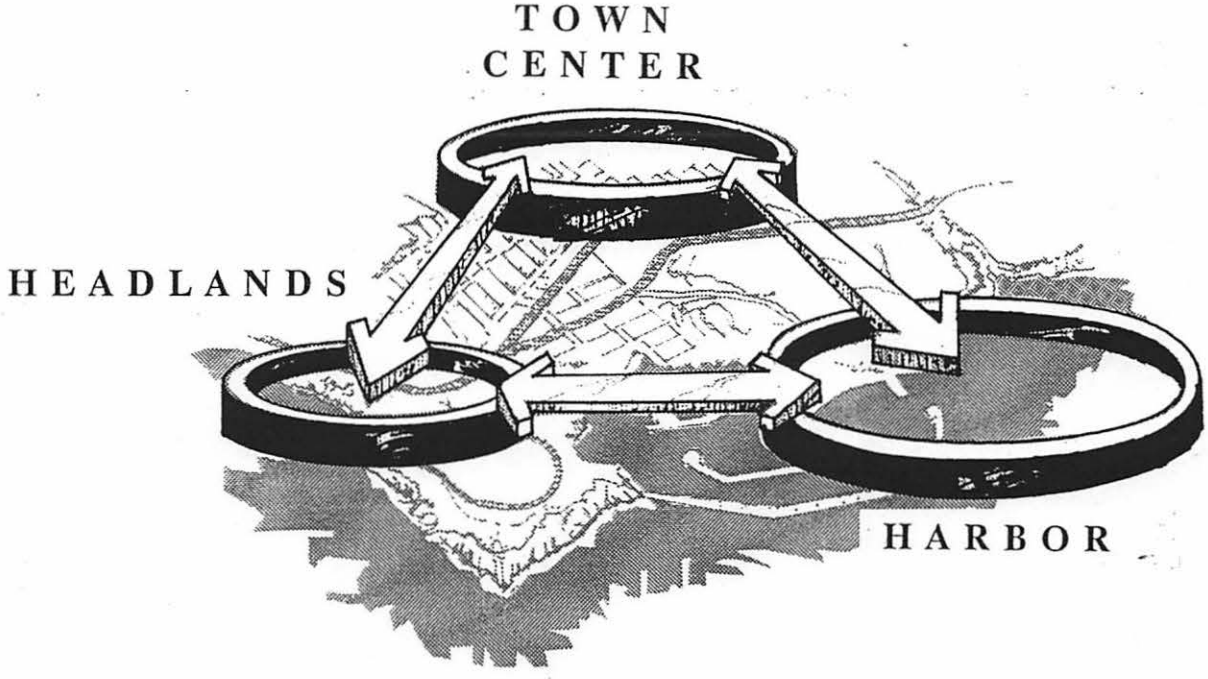


TABLE OF CONTENTS

Section	Page
Introduction to the Urban Design Element	1
Purpose of the Urban Design Element	1
Scope and Content of Element	1
Element Organization	1
Design Guidelines	2
Urban Design Element Goals and Policies	3
Citywide Visual Linkages	3
The Communities of the City	4
The Dana Point Town Center	5
Public Spaces	6
Design Quality	7
Doheny Village	8
Marine Resources	10
Related Goals and Policies	10
The Urban Design Plan	13
Citywide Urban Design Concepts	13
The Natural Setting	13
Visual Linkages and Identity	19
Landscape Corridors	21
Landscape Focus Areas	24
Neighborhood Street Tree Planting	25
Walking and Biking Linkages	26
City Identity Graphics	29
Entry Monuments	29
Pedestrian Lighting	30
Public View Preservation	31
Design Guidelines for Private Development	32
Architectural and Landscape Character	33
Historic Preservation	35
Community Urban Design Concepts	36
Capistrano Beach	38
Dana Point	46
Monarch Beach	60
Appendix A. Dana Point Landscape Corridors	A-1

LIST OF TABLES

		Page
Table UD-1	Local Coastal Program Reference Matrix	11
Table UD-2	Urban Design Related Goals and Policies By Element	12

LIST OF FIGURES

Figure UD-1	Landscape Corridor	23
Figure UD-2	Existing and Proposed Open Space Walkway/ Bike/Trail Opportunities	28
Figure UD-3	Doheny Village Urban Design Framework	41
Figure UD-4	Dana Point Town Center	50
Figure UD-5	View of Dana Point Town Center with Build-out Of Potential Development Opportunities	51

INTRODUCTION TO THE URBAN DESIGN ELEMENT

Urban Design is a process that builds on the foundation of the land use element. Urban Design focuses more precisely on the form and character of the natural and built environment; what we experience and how we feel about it. At its best, the process of Urban Design should persuade the City, private enterprise and the public to work together to create a community whose quality and living potential take full advantage of Dana Point's spectacular coastal setting, landscape, climate and cultural assets.

PURPOSE OF THE URBAN DESIGN ELEMENT

The Urban Design Element provides proposals and policies to improve the image, character and quality of life of the City. Although this element is not mandatory, urban design is important to the City because it relates directly to the physical form and character of development resulting from implementations of the Land Use, Circulation and Conservation/Open Space Elements.

SCOPE AND CONTENT OF THE ELEMENT

The Urban Design Element provides policies and design concepts for the preservation of the natural setting, public improvements, form and character of new private development, and focused plans for areas of the City in need of special design attention.

ELEMENT ORGANIZATION

The Element first presents Dana Point's important Urban Design issues, followed by broad Goals and definitive City Policies related to each issue. These are cross-referenced with relevant goals and policies of other General Plan Elements in Table UD-2.

The Urban Design Plan provides concepts to illustrate how the goals and policies may be implemented. The Plan is divided into two sections, the first containing citywide Urban Design concepts. This is followed by design concepts for three specific areas of the City. Appendix A of the Urban Design Element provides standards for landscape corridors in Dana Point. Appendix B provides the selected tree species for the landscape corridors. Both Urban Design Element appendices are included in the General Plan Appendix.

DESIGN GUIDELINES

In addition to the Urban Design Element, Design Guidelines for the City contain specific design standards for public and private projects subject to discretionary design review. The Design Guidelines are adopted as a separate document from the General Plan. The Design Guidelines are to be used by property owners, developers, architects, landscape architects and designers in the planning of new projects and major renovations in the City. The Guidelines communicate the qualities and characteristics expected of development in the City. They are intended to promote higher quality design that is sensitive to Dana Point's natural setting, surrounding environment and community design goals. The Guidelines are used by City Council, Commissions, and City Staff as adopted criteria for the review of development proposals subject to discretionary design review.

URBAN DESIGN GOALS AND POLICIES

The goals and supporting policies relating to Urban Design establish the overall framework for the concepts discussed in the Urban Design Plan. These goals and policies address specific issues and opportunities that will enable the community to develop in accordance with highest design quality possible.

CITYWIDE VISUAL LINKAGES

Dana Point's public beaches, parks, coastal lookouts and scenic attractions form one of the most spectacular collections of public open space in Southern California. Most of the City's residential neighborhoods are of similar quality and character.

Dana Point's overall image needs to be brought up to the quality of its best parts. Clearer positive visual and circulation linkages between the City's resources are needed, especially along primary streets. This can be accomplished by focused landscape, graphic, lighting and public art improvements in high-visibility places.

GOAL 1: Create Citywide visual linkages and symbols to strengthen Dana Point's identity as a city.

Policy 1.1: Develop citywide linkages through landscaping and lighting along major street corridors. (Coastal Act/30251)

Policy 1.2: Improve the visual character of major street corridors.

Policy 1.3: Make focused improvements at major City entrance points such as landscaped open space and signage.

Policy 1.4: Preserve public views from streets and public places. (Coastal Act/30251)

Policy 1.5: Develop the Blufftop Trail from Monarch Beach to Doheny State Park. Final designation of the trail alignment

through the Headlands shall be determined through the Specific Plan for the Headlands. (Coastal Act/30210, 30212)

Policy 1.6: Develop a citywide public signage system with identity and directional graphics to mark public places, recreational opportunities and principal attractions.

Policy 1.7: Initiate a program for public art.

THE COMMUNITIES OF THE CITY

The City's residential neighborhoods are, with few exceptions, stable and well-maintained. They offer a variety of dwelling types from modest, older single family dwellings and apartments to newer luxury custom homes and condominiums. Since the City developed as an incremental series of land subdivisions built over the years without an overall comprehensive plan, most residential neighborhoods are self-contained, with access to a major arterial street but without linkages to adjacent neighborhoods. This pattern reduces through traffic and provides quiet residential streets, but also lessens the sense of community felt Citywide.

In older neighborhoods of Capistrano Beach and ``The Lanterns'' residential area, the proper size, bulk and height of new infill development is an issue. Escalating land values have encouraged oversized houses and additions. The demolition of older, modest houses, and their replacement with large scale homes has, in some areas, created a discontinuous urban design. This is an issue in most older southern California residential areas, especially along the coastline.

GOAL 2: Preserve the individual positive character and identity of the City's communities.

Policy 2.1: Consider the distinct architectural and landscape character of each community. To the maximum extent feasible, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses. (Coastal Act/30251)

Policy 2.2: Adopt development standards and design guidelines

for commercial areas that reflect the individual character of each community.

Policy 2.3: Improve public places and recreational facilities as focus points for each community. (Coastal Act/30213)

Policy 2.4: Establish a program to preserve buildings and sites of historical and architectural significance.

Policy 2.5: Encourage neighborhood street landscaping programs to improve the quality of public spaces in residential areas.

THE DANA POINT TOWN CENTER

At the present time, the Town Center does not have an environment or image that draws residents or visitors, nor does the Town Center work well as a ``shopping district'' where businesses benefit each other from an overall collective strength. Instead, the Town Center functions and feels like a roadside or "strip commercial" environment with many small separate commercial buildings and shopping centers that are poorly linked. The Pacific Coast Highway - Del Prado couplet, accompanied by high traffic speeds, has contributed to this problem. The small parcel sizes, lack of consistent site design patterns, diversity of building types and setbacks, and barren quality of the streetscapes are intensify the problems. There are some examples, however, that provide potential ideas for the future. The Plaza works well as a focus and pleasant pedestrian space -more environments like this can be created in the Town Center. San Juan Avenue presents a significant opportunity to create this additional pedestrian focus.

The future of the traffic system will be fundamental to developing site planning and building design guidelines that integrate the area. A major investment in public amenities (street trees, wider sidewalks, parking and side street improvements) will be necessary to transform the area's image and create stronger linkages between the blocks.

GOAL 3: Improve the Town Center as one of the City's primary shopping districts with a small town ``village'' at-

mosphere.

Policy 3.1: Increase the Town Center's economic vitality and its contribution to the City's economic development goals.

Policy 3.2: Reduce the disruptive and negative impact of traffic movements and high traffic speeds in the Town Center.

Policy 3.3: Improve pedestrian opportunities and create an attractive pedestrian environment within the Town Center. (Coastal Act/30250)

Policy 3.4: Encourage mixed-use development in selected areas of the Town Center.

Policy 3.5: Develop a parking concept that emphasizes shared parking facilities.

Policy 3.6: Create safety buffers of street trees, planters and street furniture between pedestrian walks and the street along both Pacific Coast Highway and Del Prado. Provide widened sidewalks with a special Town Center streetscape design.

Policy 3.7: Develop pedestrian courtyards and other outdoor spaces with planting and street furniture.

Policy 3.8: Encourage pedestrian-oriented building frontages with shops opening to the public sidewalk, and encourage a minimum amount of retail uses on the first floor.

PUBLIC SPACES

A wide variety of recreational and scenic opportunities are available to the public along the City's 6-1/2-mile coastline. Except for a few key locations, public access to the water's edge is excellent. Public places on the coast include Doheny State Beach, Capistrano Beach Park, Dana Point Harbor, Dana Strand Beach and Salt Creek Beach Park.

A unique sequence of parks and lookouts on the coastal terrace above the water offer spectacular views of the ocean and Dana Point Headlands. Pines Park, Gazebo Park, Leyton Park, Lantern Bay Park, Heritage Park, Blue Lantern Overlook and

Salt Creek Beach Park are an extraordinary collection of public viewing and recreational settings. The "Blufftop Trail" from the Headlands to Doheny State Beach is an excellent concept which appears to be successfully taking shape. Future development of remaining coastal sites, especially the Headlands, raises many issues of public access and presents opportunities for additional public open space.

GOAL 4: Maintain and enhance the City's public spaces and resources.

Policy 4.1: Create a new Civic Center as a focus point of the City.

Policy 4.2: Realize the opportunity for public open space throughout the City.

Policy 4.3: Develop stronger pedestrian, bicycle and visual linkages between public spaces and to and along the shoreline and bluffs. (Coastal Act/30210, 30212)

Policy 4.4: Encourage development of community cultural and recreational facilities. (Coastal Act/30213)

Policy 4.5: Protect and enhance existing public views to the ocean through open space designations and innovative design techniques. (Coastal Act/30251)

Policy 4.6: Preserve and maintain existing public accessways, and existing areas open to the public, located within visitor-serving developments in the coastal zone. (Coastal Act/30210, 30212)

Policy 4.7: Prohibit the conversion to exclusively private use of existing visitor-serving developments open to the public within the coastal zone. (Coastal Act/30210, 30213)

DESIGN QUALITY

Dana Point's commercial districts need stronger design coordination, improved circulation linkages, enhanced outdoor pedestrian spaces and higher-quality architecture that creates more attractive settings for shopping, entertainment and public gathering.

GOAL 5: Achieve design excellence in site planning, architecture, landscape architecture and signage in new development and modifications to existing development.

Policy 5.1: Adopt comprehensive Design Guidelines for the review of all new non-residential and multi-family development in the City.

Policy 5.2: Encourage site and building design that takes advantage of the City's excellent climate to maximize indoor-outdoor spatial relationships. (Coastal Act/30250)

Policy 5.3: Encourage buildings and exterior spaces that are carefully-scaled to human size and pedestrian activity.

Policy 5.4: Encourage outdoor pedestrian spaces, sidewalks and usable open space in all new development.

Policy 5.5: Promote extensive landscaping in all new projects while emphasizing the use of drought-tolerant plant materials.

Policy 5.6: Encourage aesthetic roof treatment as an important architectural design feature.

Policy 5.7: Consolidate adjacent parking lots, without reducing the number of parking stalls, in order to decrease the number of ingress and egress points onto arterials. (Coastal Act/30210, 30252)

DOHENY VILLAGE

Doheny Village has an excellent strategic location at the Interstate 5 entrance to Dana Point. Opportunities for commercial, office and light industrial businesses can help the City work toward its economic development goals. The self-contained mixed-use nature of the village, combining multi-family housing with small businesses, is also a unique quality that can attract future investment and improvements.

GOAL 6: Develop Doheny Village as a unified and improved neighborhood of retail shopping, light industrial, offices and multi-family components.

Policy 6.1: Improve Pacific Coast Highway and Doheny Park Road as aesthetic entrance boulevards to the City.

Policy 6.2: Unify new commercial development through design concepts for consistent building setbacks, landscaping architecture and signage.

Policy 6.3: Increase Doheny Village's economic vitality and its contribution to the City's economic development goals.

Policy 6.4: Reduce the disruptive and negative impact of traffic movements and high traffic speeds in the Doheny Village area.

Policy 6.5: Improve pedestrian opportunities and create an attractive pedestrian environment within Doheny Village. Reserve as an open space corridor for public recreational improvements the top of the east bank of the San Juan Creek Channel. (Coastal Act/30210, 30213)

Policy 6.6: Encourage mixed-use development in selected areas of Doheny Village.

Policy 6.7: Develop a parking concept that emphasizes shared parking facilities.

MARINE RESOURCES

GOAL 7: Enhance the City's relationship to marine resources.

Policy 7.1: Develop design concepts to address marine and light industrial activities. (Coastal Act/30260)

Policy 7.2: Develop urban design guidelines for open space areas to ensure the protection and display of natural resources.

Policy 7.3: Encourage design concepts to incorporate the City's coastal influence into site and building design.

RELATED GOALS AND POLICIES

A number of policies included in the Urban Design Element represent coastal resources planning and management policies that are part of the City's Local Coastal Program (LCP). Table UD-1 identifies required components or issue areas of the LCP included in the Urban Design Element.

TABLE UD-1
URBAN DESIGN ELEMENT
LOCAL COASTAL PROGRAM REFERENCE MATRIX

Required Component/Issue Area (Coastal Act Section)			
*	Shoreline Access (30210-212.5)		Agriculture (30241-242)
*	Visitor Serving and Recreational Facilities (30213)		Soil Resources (30243)
	Water-Oriented Recreation (30220-224)		Archaeological/Paleontological Resources (30244)
	Water and Marine Resources (30230-232)	*	Locating and Planning New Development (30250, 252, 255)
	Diking, Filling and Dredging (30233)	*	Coastal Visual Resources (30251)
	Commercial Fishing and Recreational Boating (30234)		Hazard Areas (30253)
	Shoreline Structures/Flood Control (30235-236)		Public Works (30254)
	Environmentally Sensitive Habitat (30240)	*	Industrial Development and Energy Facilities (30260-264)

* Indicates that the Coastal Act issue areas described in this table are included in the Urban Design Element.

A number of goals and policies included in the elements support the goals and policies of the Urban Design Element. The supporting goals and policies are identified in Table UD-2.

TABLE UD-2
URBAN DESIGN RELATED
GOALS AND POLICIES BY ELEMENT

Urban Design Issue Area	Related Goals and Policies by Element								
	Land Use	Urban Design	Housing	Circulation	Noise	Public Safety	Conservation/ Open Space	Public Facilities and Growth Management	Economic Development
Citywide Visual Linkage	4.6, 5.4, 6.4, 7.2, 7.3					1.6, 1.7, 1.9, 1.10	8.3	5.10	7.3, 7.4
Communities Of the City			2.1, 4.1					5.4-5.7, 5.9-5.12	7.1-7.4
Town Center				1.12-1.16, 4.7, 5.1-5.3, 6.4	2.1, 2.2, 2.4, 2.5			5.9, 5.11	7.1, 7.4
Public Spaces								5.4-5.7, 5.9-5.12, 7.1, 7.4, 8.3	
Design Quality									
Doheny Village				1.5, 1.6, 1.11-1.16, 4.7, 5.1-5.3, 6.4	2.1, 2.2, 2.4, 2.5				6.1, 6.2
Marine Resources						1.16, 1.19			

THE URBAN DESIGN PLAN

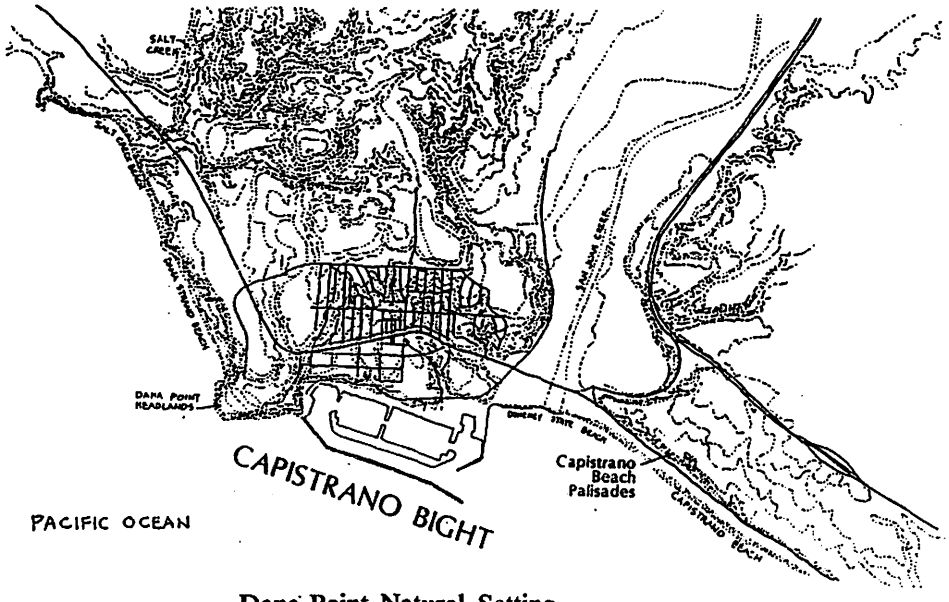
The Urban Design Plan consists of two major sections. The first section addresses City-wide Urban Design concepts. This includes the primary elements that contribute to the design character of the City as a whole. The second section focuses on community design concepts for the Capistrano Beach, Dana Point, and Monarch Beach portions of the City. The Urban Design Plan concepts illustrate how the goals and policies can be applied to specific areas of the City. The figures and illustrations are indicative of concepts only, and are not intended (or interpreted) to establish a specific standard or requirement.

CITYWIDE URBAN DESIGN CONCEPTS

The Natural Setting

Dana Point's spectacular natural setting forms one of the most memorable arrangements of sea and landform in Southern California. Its geographical location is marked by the ``Headlands'' and coastal bluffs. The Headlands is one of the most prominent features of the Southern California coastline between Point Loma and the Palos Verdes Peninsula. The City's favorable southwestern aspect orients toward Capistrano Bight, a subtle bend in the coastline which defines a shallow bay between Dana Point and San Mateo Point to the south. Santa Catalina Island is prominent as a scenic landmark visible on the open ocean to the west.

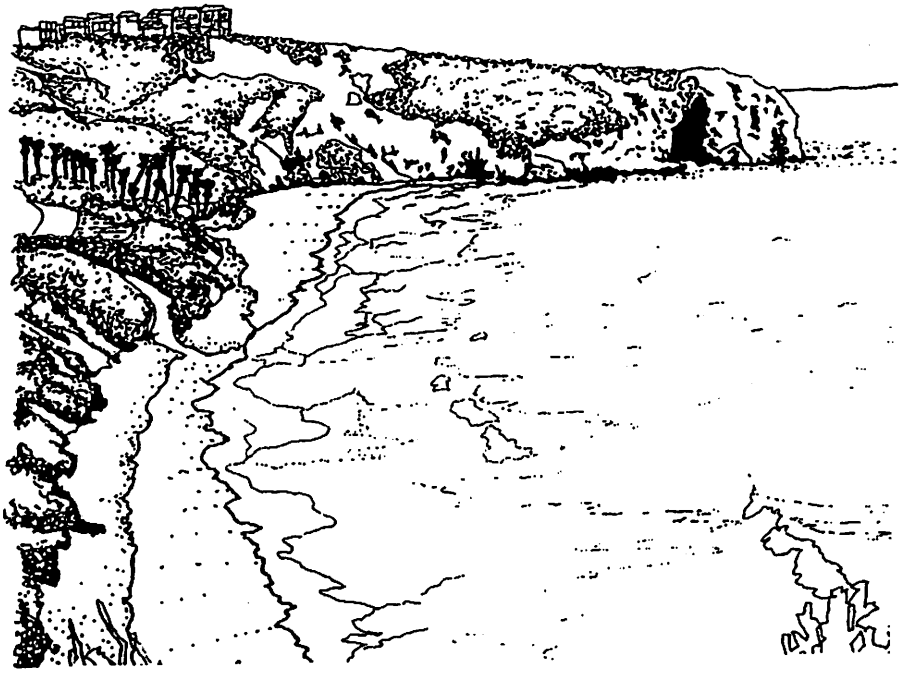
Dana Point and its southern neighbor of San Clemente both derive their community identities from their coastal locations, although each City's development history has interpreted the coastal setting in different ways. Dana Point, from its early history as the harbor for Mission San Juan Capistrano and visit by Richard Henry Dana, has emphasized its maritime identity as a place to engage the sea.



Dana Point Natural Setting

Elements of the Natural Setting:

The Dana Point Headlands and Bluffs



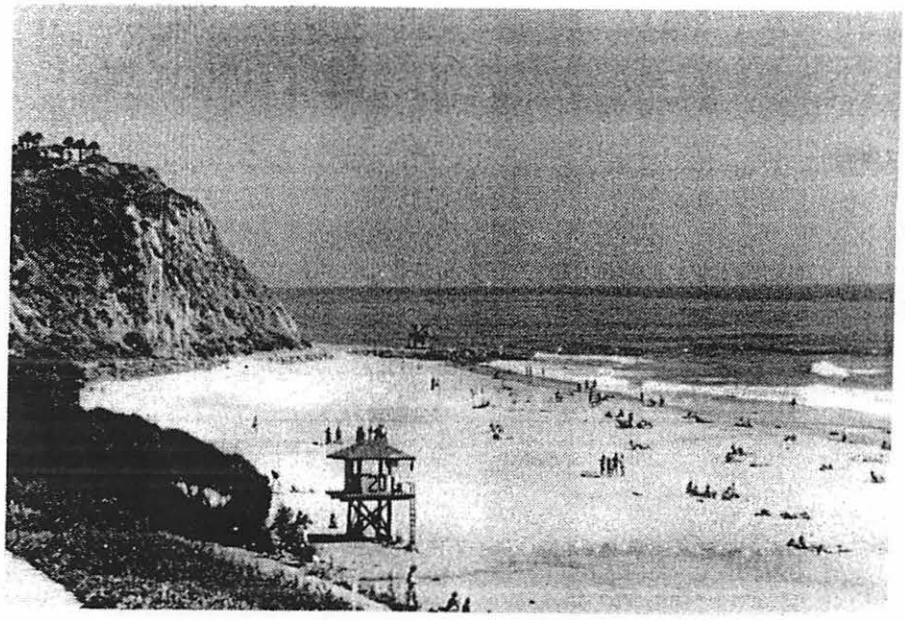
The landforms of the Headlands and coastal bluffs are the most prominent natural features of the City. They are visible from

The landforms of the Headlands and coastal bluffs are the most prominent natural features of the City. They are visible from the region's coastline and coastal hillsides from a distance of up to 30 miles. Public views and pedestrian access to the bluffs are significant urban design and public resources of the City.

Urban Design policies and concepts guiding development of the Headlands are:

- Minimize alteration of existing topography of the Headlands to measures necessary for public safety and to accommodate a development program consistent with the General Plan and Headlands Specific Plan.
- Require setbacks of buildings and site improvements from the bluff faces which will assure public and structural safety, consistent with detailed geotechnicial report recommendations.
- Encourage building forms that maintain a low profile and are visually integrated with the landforms.
- The significance of and treatment of existing ridges, knolls, canyons and vegetation on the Headlands and bluffs should be determined in the Headlands Specific Plan, EIR, and Resource Management Plan documents.
- Require all private development and public improvement proposals which have potential to impact public views of the Headlands and bluffs to submit detailed studies of view impacts. All development along the City's coastline, as well as several locations in the Dana Point Town Center and Monarch Beach areas, have potential to affect public views of the Headlands and bluffs.

The Beaches



Salt Creek Beach

Dana Point's coastline is unique in the diversity of its beaches. Capistrano Beach, Doheny State Beach, Dana Strand Beach and Salt Creek Beach each have a distinct character formed by surf conditions, orientation, views, landform background and access pattern. Capistrano Beach, Doheny State Beach and Salt Creek Beach are all publicly owned facilities operated by State or County agencies. Dana Strand Beach is a privately owned property. Most of the beaches enjoy wide strands that provide excellent public access along the water's edge. Urban design policies and concepts guiding development along the beachfront are:

- Require future built improvements adjacent to the beaches to consider the natural topography of the coastal terraces, embankments and bluffs as an integral part of the beachfront natural and visual setting. Development should protect existing natural features and be carefully integrated with landforms, emphasizing low profile building forms, retaining walls and other improvements that do not detract

from the natural setting of the beach.

° Some older insensitive beachfront development has marred the natural setting and blocked public views to the ocean. Future improvements or modification of previously-developed sites should strive to restore the appearance of the natural setting and open additional public views to the water. Opportunities to restore the appearance include:

Sensitive development of the old Mobile Home Park above Dana Strand Beach according to a Specific Plan for the Dana Point Headlands.

Encourage opening selective views to the ocean from the Pacific Coast Highway.

San Juan Creek and Salt Creek Basins

San Juan Creek and Salt Creek divide Dana Point's land mass into three components which nearly concur with the communities of Capistrano Beach, Dana Point and Monarch Beach. The creek basins and intervening ridgelines give physical definition to the communities. The creek basins form visual corridors to and from the inland landscape of hillsides and ridges.

San Juan Creek's history is closely linked to Mission San Juan Capistrano. Historically, the creek provided irrigation for the farmland around the Mission and a trail to the small harbor. Although the flood control channel destroyed the natural appearance of the creekbed, the hiking/biking path to San Juan Capistrano is an important recreational resource. Urban design policies and concepts guiding development near the creek basins are:

° Future development of the land between the San Juan Creek channel and Santa Fe tracks shall provide an open space corridor for hiking and biking along the east channel edge. The corridor should be landscaped primarily with native riparian vegetation.

° Salt Creek and its surrounding basin has retained its open space character by location of The Links at Monarch Beach and adjacent Salt Creek regional open space, hiking and biking trail. Site planning, architecture and landscaping for the proposed Monarch Beach Resort development should

contribute to the open, spacious feel of the valley.

The Capistrano Beach Palisades

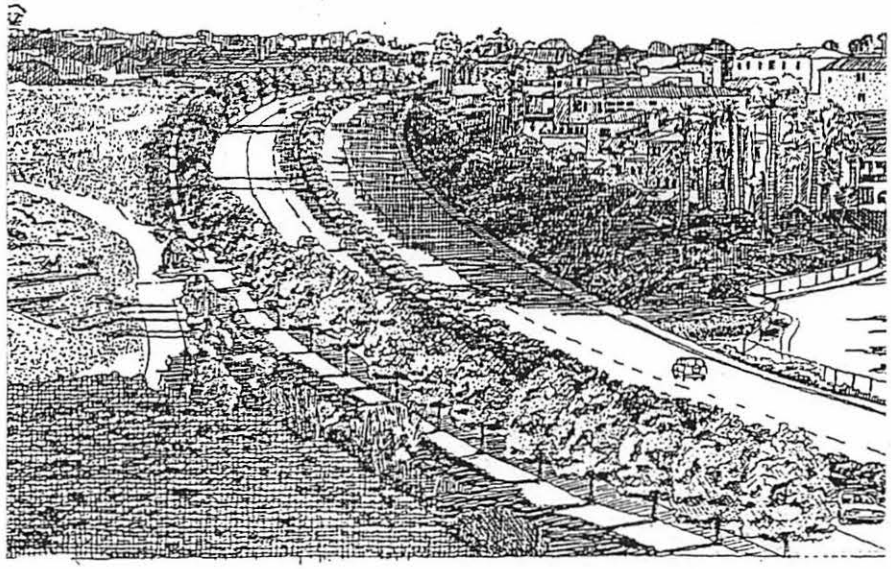
Most of Capistrano Beach lies on a coastal terrace rising to approximately 200 feet above sea level at the Interstate 5 Freeway. The bold line of cliffs (Palisades) along Pacific Coast Highway define the character of the beachfront and create exceptional views of the water from the residential neighborhoods on the terrace. Major issues in the area are erosion and stability of the bluffs, preservation of views of the bluffs from Pacific Coast Highway through the new developments on the inland side of the highway, and public views from the bluff top to the coast. Urban design policies and concepts guiding development along the Capistrano Beach Palisades are:

- New developments on the inland side of Pacific Coast Highway should preserve occasional open spaces to view the bluffs, avoiding a solid building line against the bluffs.

- There is potential for selective revegetation with native species on some of the bluffs and in the finger canyons along the Palisades. However, no further development or alteration of landforms should occur in the canyons.

Visual Linkages and Identity

Strengthen Dana Point's identity as a City by creating strong visual linkages with unifying design elements on major street corridors.



Potential visual linkage. Planting on The Pacific Coast Highway, Monarch Beach

Dana Point's image, character and identity are highly dependent upon the design quality of its streets. The City's streets are the most visible part of the public environment, experienced daily by all residents and visitors who move about the City. The street system provides public spaces for walking and biking, scenic opportunities, and visual-symbolic linkages between open spaces, public facilities, neighborhoods and shopping districts.

Many of Dana Point's streets offer spectacular panoramic views toward the ocean. These view opportunities form an important part of the City's coastal identity, and are important scenic resources to be preserved.

Improvement of the City's street character requires the implementation of several design related elements including:

° Street trees and landscape ``focus areas'' along important thoroughfares.

° Improved pedestrian and bicycle opportunities connecting public parks, recreational facilities, scenic attractions, schools, residential neighborhoods and commercial districts.

° City identity graphics with directional signage marking public places.

° City entrance markers.

° Pedestrian-oriented lighting in special locations and districts.

° Preservation of public view corridors.

° Design guidelines for private property development to promote a coherent design character while allowing flexibility to encourage creative efforts.

Landscape Corridors

Initiate a program of street tree planting.



Crown Valley Parkway

The importance of a comprehensive street landscape program to Dana Point's image increases with the City's build-out and resulting loss of natural open spaces to development. Street trees can play an important role in defining three-dimensional space in the City. The value of boulevard plantings, and groves of trees in parks and open spaces, is both psychological and physical. A high-quality landscape is usually associated with higher value communities and is seen as an indication of the quality of life and the value of real estate.

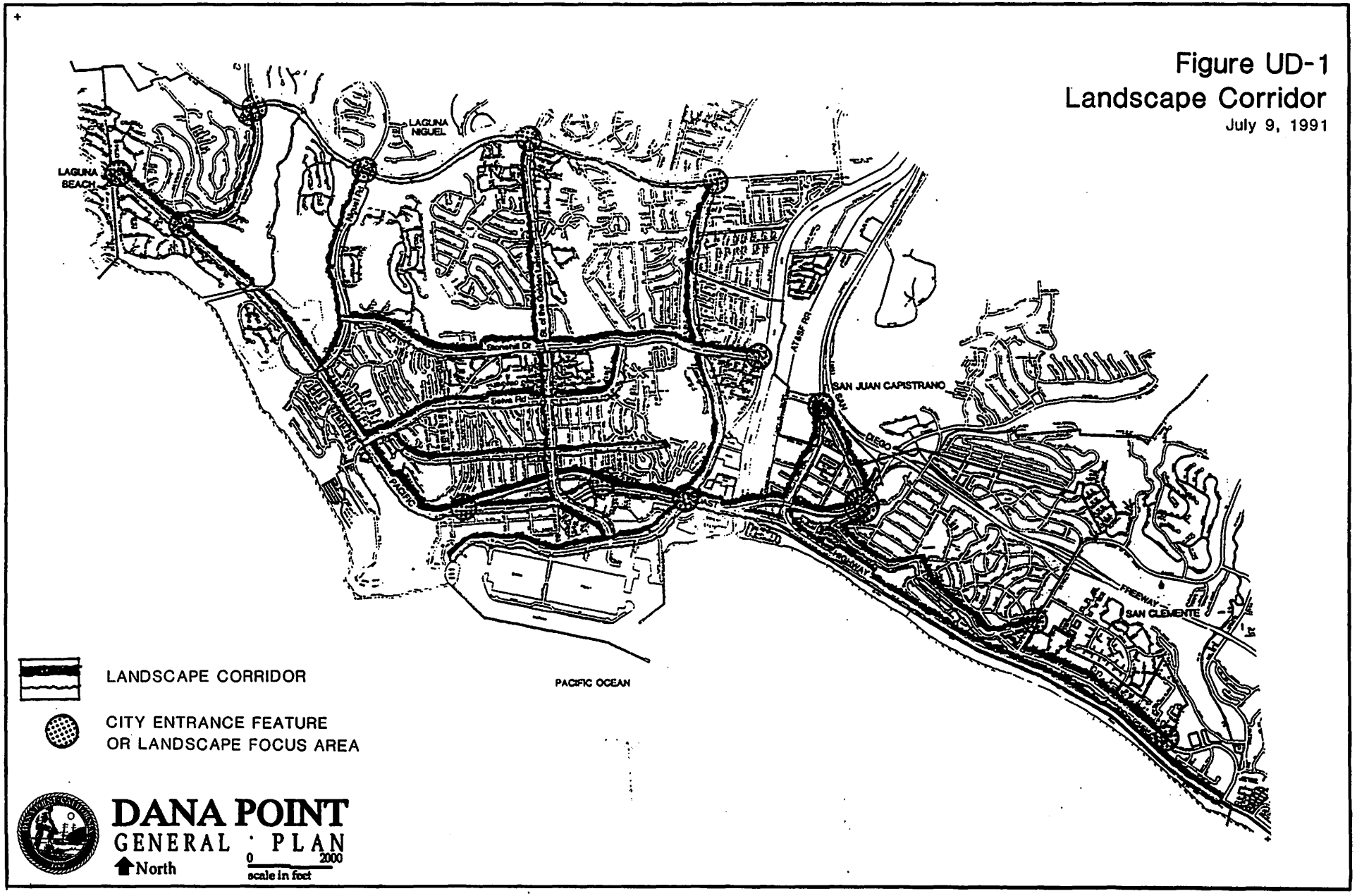
An ambitious street tree program, phased over a ten-year period, can provide visual structure and design continuity along the City's most visible public thoroughfares. Fortunately, Dana Point has examples of recently-planted streets that provide a model for the future. Recent improvements to the Street of the Golden Lantern, Crown Valley Parkway and Pacific Coast Highway northwest of the Street of the Blue Lantern, illustrate what can be accomplished citywide.

Appendix "A," "Dana Point Landscape Corridors," gives an Inventory of the City's major street corridors with Recom-

mended Improvements. The Recommended Improvements are categorized according to the different arrangements of street, sidewalk and landscape edges in the City.

Appendix "B", developed in conjunction with the Design Guidelines, provides selected tree species for the City's designated Landscape Corridors, and general recommendations for other streets in the City. Both appendices to this Element are contained in the General Plan Appendix.

Implementation of the street tree program will require site specific surveys of existing right-of-way conditions, utility locations and preparation of detailed planting plans for each street segment to be completed. Recommended improvements on Pacific Coast Highway will require cooperation and approval of CALTRANS.


Figure UD-1
Landscape Corridor
July 9, 1991
LAGUNA BEACH
LAGUNA NIGUEL
Stonehill Dr
Selva Rd
PACIFIC
ATSF RR
SAN JUAN CAPISTRANO
SAN DIEGO FREEWAY
PACIFIC OCEAN
SAN CLEMENTE
LANDSCAPE CORRIDOR
CITY ENTRANCE FEATURE
OR LANDSCAPE FOCUS AREA
DANA POINT
GENERAL PLAN
North
0
2000
scale in feet

Landscape Focus Areas



East Couplet Entrance Landscape Focus

Additional planting in small, highly-visible focus areas throughout the City can strengthen the landscape character of the City and street system. Clustered planting in these areas present an opportunity for flowering shrubs and trees. Opportunities for such plantings include:

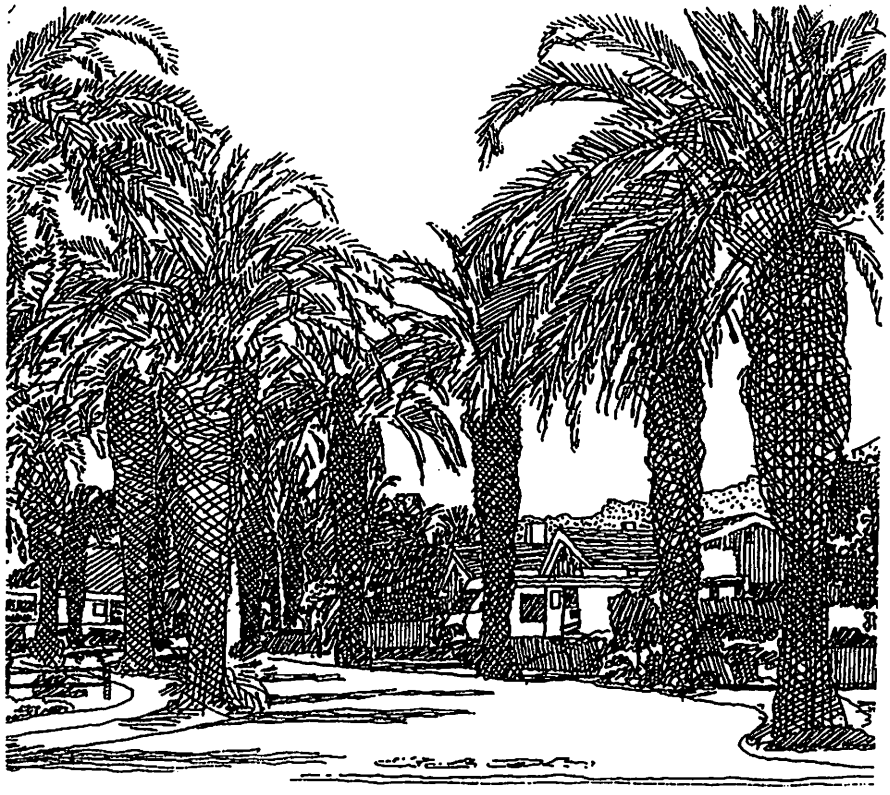
- Business district gateway landscaping at the east and west entrances to the couplet at the Dana Point Town Center and the north and south entrances to Doheny Village along Doheny Park Road (at Camino Capistrano and the Route 1 Freeway interchange).
- The northwest corner of Doheny Park Road and Pacific Coast Highway.
- Viewpoints and gateways or other locations on the Headlands site along Pacific Coast Highway.
- Harbor Gateway landscaping at all four corners of the intersection of Pacific Coast Highway/Del Obispo-Harbor

Drive, as properties are renovated.

° Selected locations on the scarred hillside edges along the north side of Pacific Coast Highway, between the Street of the Crystal Lantern and the Street of the Copper Lantern.

Neighborhood Street Tree Planting

Local neighborhood street tree planting organized by property owners and homeowners' associations is encouraged throughout the City as a means of improving the quality of residential neighborhoods. The City will work with organized groups to assist with technical advice and the issuance of permits for right-of-way planting. The funding of improvements and maintenance is the responsibility of homeowners or the homeowners' groups.



Las Palmas Neighborhood

Walking and Biking Linkages

Improve walking and biking opportunities between public parks, community facilities and scenic attractions throughout the City.



Heritage Park. Pedestrian and Biking Linkage to Doheny State Beach

Dana Point's parks, open spaces, beaches and scenic lookouts are among the finest in Southern California. They need to be more clearly linked, physically and perceptually, to encourage pedestrian and biking circulation, and less use of the automobile.

The Blufftop Trail, which will eventually connect the Dana Point Headlands to Doheny State Beach, is an excellent example of the desired concept.

In addition to completion of the City's bikeway system, more pedestrian walks and trails need to be developed, and the

pedestrian environment improved in key locations. Opportunities for pedestrian improvements include:

- Complete the trail from the Dana Point Headlands to Doheny State Beach, and extend the trail northward along Dana Strand Beach to Salt Creek Beach Park and the regional trail system along the Salt Creek Basin.

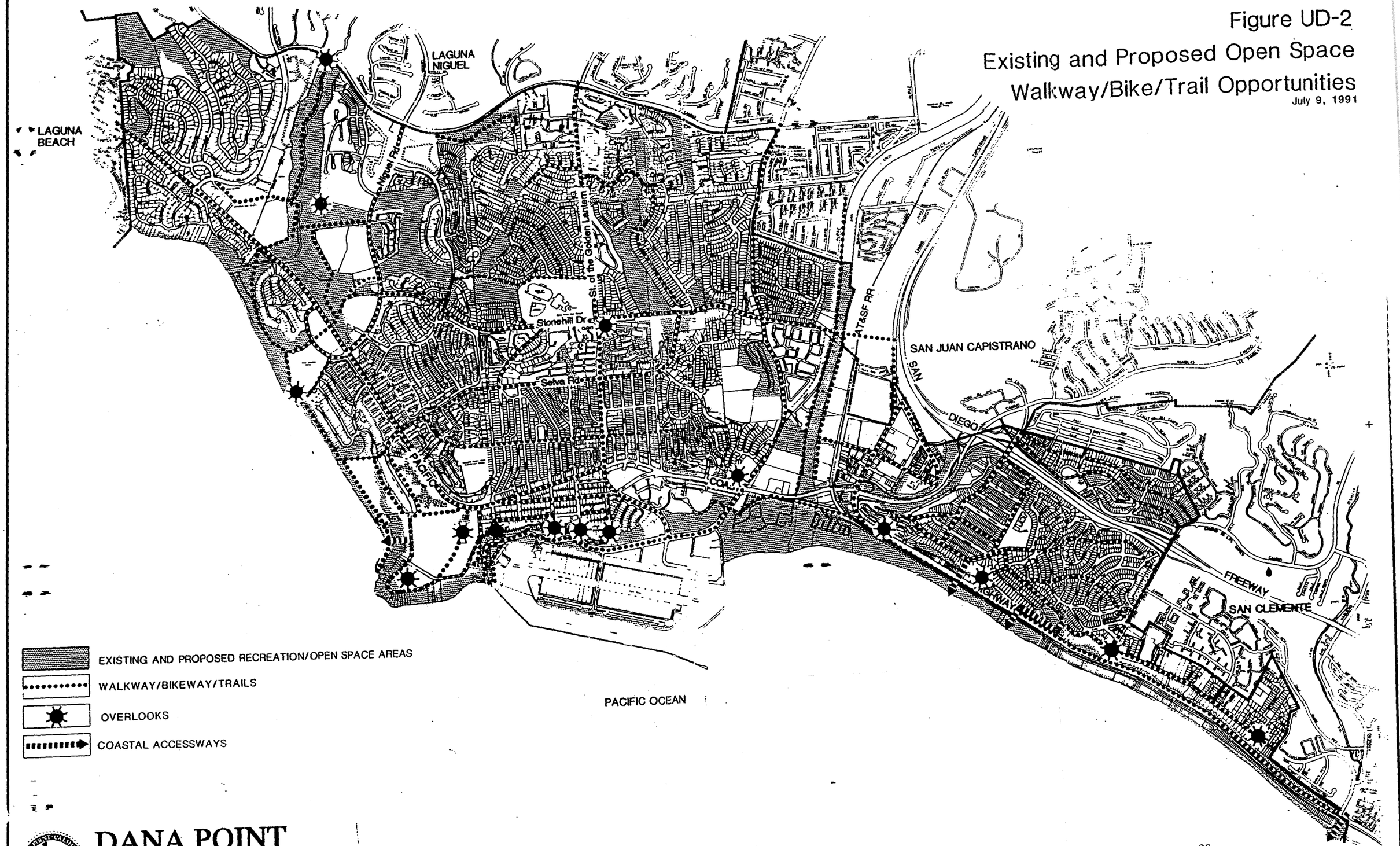
- Develop an open space corridor with landscape and recreational improvements along the east edge of the San Juan Creek Channel.

- Develop a special graphic signage system to locate and increase awareness of pedestrian and biking paths, including ``scenic walks'' and "scenic bike rides" throughout the City.

- Improve pedestrian opportunities throughout the City, by completing the "Landscape Corridors" program and adding special streetscape improvements to the Dana Point Town Center and Doheny Village districts.

Street trees, wide sidewalks, street furniture, pedestrian lighting, buildings and signage oriented to the sidewalk, and opportunities to stop at a park or other public place, are all essential to improve the City's pedestrian environment. Landscaping should be provided between the sidewalk and the roadway to protect pedestrians and buildings from traffic.

Figure UD-2
Existing and Proposed Open Space Walkway/Bike/Trail Opportunities
July 9, 1991



DANA POINT GENERAL PLAN

North

0 2000

scale in feet

City Identity Graphics

Develop a citywide identity graphics system to announce and mark the location of public buildings, parks, recreational opportunities, schools, scenic attractions, coastal access points, walking and biking paths, commercial districts, cultural facilities, artistic and historic enhancements, and public parking areas.

Identity Graphics

Entry Monuments

Entry Monuments

Place entry monuments at principal entrances to the City. Emphasize the City's coastal identity, bluffs and visual prominence of the bluffs in the design.

Pedestrian Lighting

Develop pedestrian-oriented lighting in special areas where pedestrian activity is to be focused.

° Use the historic Lanterns unit as the designated lighting fixture throughout the Town Center.

Historic Lantern Fixture
Dana Point Town Center

° Develop pedestrian-oriented lighting on Doheny Park Road, between the Route 1 overpass and Camino Capistrano.

° Emphasize pedestrian-oriented site lighting in private development as a means to highlight pedestrian spaces and circulation patterns. Reduce high-masted site and parking lot lighting that contribute to excessive ambient light in the City's night-time sky.

° Develop pedestrian-oriented lighting adjacent to schools, community facilities and other public places with regular or occasional evening use.

Public View Preservation

Preserve public views from streets and public spaces throughout the City, and open new views where opportunities exist.



Street of the Golden Lantern
View Corridor

The policy of the City is to protect public views when reviewing new development proposals and public improvement plans. However, the City does not accept responsibility for preserving private views that may be affected by private development or landscaping.



Salt Creek Beach Park

Design Guidelines for Private Development

Adopt Design Guidelines for private development that emphasize creating a high-quality street character, pedestrian orientation and continuity of design among adjacent developments.

Future development in Dana Point should place primary emphasis on the contribution it makes to the public environment of the City's streets and pedestrian environment. While internally-oriented site and building groups may be developed, this should not be at the expense of public street character.

Key design principles to improve the contribution of developments to public street character are:

- Orientation of principal building elevations toward public streets. Avoidance of blank walls, large parking lots and other elements void of pedestrian and visual interest along the street edge.

- Careful design of building forms as viewed from the street, with particular emphasis on creating building components scaled to human size.

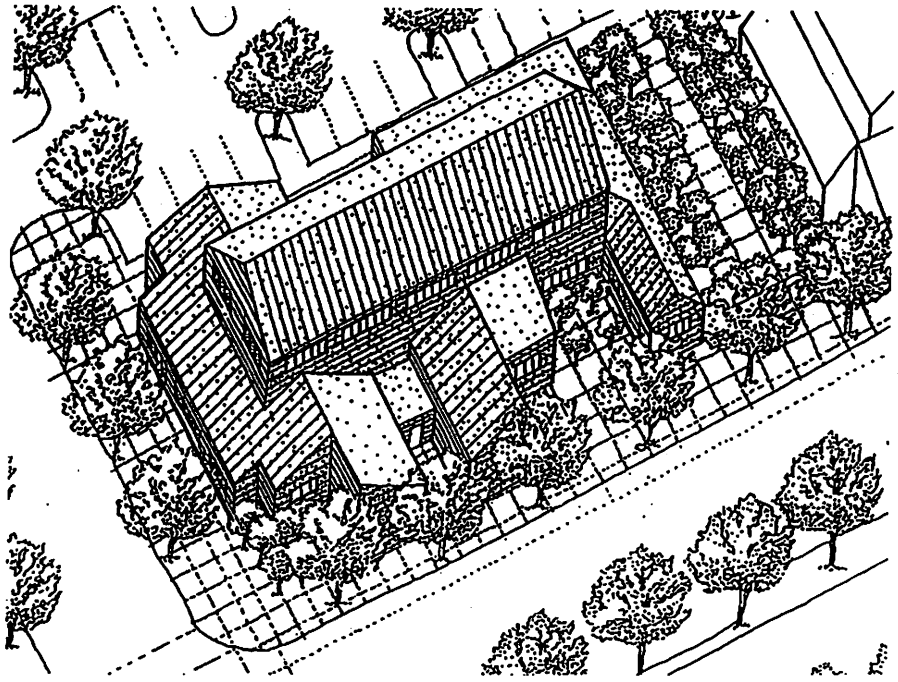
- Design of coordinated visual and circulation linkages between adjacent developments to create design continuity along public streets. Relationships can be drawn from similar building forms, heights, materials, landscape patterns and signage; connected walkways and driveways; and similar site plan arrangements.

- Emphasis on pedestrian orientation and pedestrian opportunities, through widened sidewalks and street-facing plazas, courtyards visible from the street, and richly-planted landscape focus points oriented to the street.

- Provide appropriate landscape buffer between street and pedestrians and building site.

- Provision of landscape buffers between streets and new developments.

Architectural and Landscape Character



Dana Point enjoys an architectural diversity which reflects the stylistic preferences and predominant building types which have evolved over its 75-year built history. The City's earliest buildings were simple vernacular fishing shacks and shelters built along the coastline. The earliest permanent buildings were residences designed in a variety of styles, including the Spanish Colonial Revival, which became popular in California during the 1920's.

The City's communities each share common design elements that provide a subtle continuity to their architecture and landscape:

Capistrano Beach has no single architectural style, but the dense plantings and residential scale of the neighborhood present an informal character that emphasizes buildings carefully set in the landscape. The area's most successfully designed commercial buildings, such as the Edgewater Inn on the Pacific Coast Highway, continue this residential, informal feel.

The Dana Point Town Center's recent effort to establish an architectural theme has brought some continuity to the area, but

architectural style in itself is not enough to accomplish the desired pedestrian orientation and ``village" character. Design principles for the orientation of buildings to public sidewalks, provision of landscaped courtyards and other outdoor pedestrian spaces, removal of private parking lots from public view, and the scaling of building elements to human size are needed to build a more unified Town Center that attracts residents and visitors.

Monarch Beach has a more Mediterranean character of architecture and landscape. The area's spacious character and lack of mature vegetation make single building forms more prominent in the landscape. As the area's planting matures, the image will be increasingly dominated by vegetation.

Architecture in Dana Point should emphasize the following basic principles, regardless of location or building function:

- The integration of buildings and outdoor spaces for pedestrian activity is encouraged. The use of courtyards, patios, terraces, balconies, verandas, covered walkways and other defined outdoor spaces for human activity can help provide a rich architectural character that takes advantage of the region's climate, is energy efficient, and is designed for maximum human use.

- Architecture, landscape design and site planning should contribute to the quality and character of the City's streets and public spaces. Each development should be carefully designed to benefit the character of the surrounding neighborhood and form a complementary relationship to neighboring buildings.

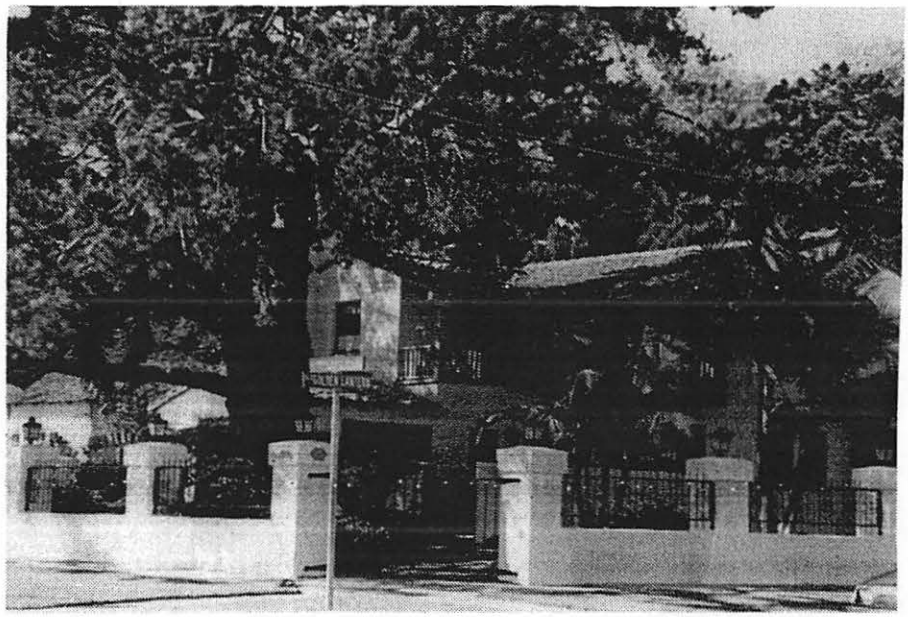
- Buildings, planting and site design should promote pedestrian activity and pedestrian emphasis whenever an opportunity exists. Building frontages at the public sidewalk should be designed to maximize pedestrian emphasis and de-emphasize automobile orientation.

- Larger buildings should be designed to reduce their perceived height and bulk by dividing their mass into smaller parts carefully scaled to human size.

- Building forms and elevations should create interesting roof silhouettes, strong patterns of shade and shadow, and integral architectural detail.

- Building signage should be carefully integrated with the site design, architecture, and plantings.

Historic Preservation



Historic Residence in Santa Clara Neighborhood

Development of specific policies and programs to preserve historically and architecturally-significant sites is needed. The City's Historic Preservation program should contain the following procedural steps and elements:

- Adopt a City Historic Preservation Ordinance which establishes City programs for designation, preservation, review of proposed alterations or demolition on designated historic sites, and potential preservation incentives. The City may consider offering zoning and parking variances to make preservation feasible when other alternatives for the revitalization or improvement of a property do not exist.

- Prepare a citywide Survey of Historic Resources to identify potentially-significant historic sites and districts. The Survey should prepare a listing of locally-significant historic resources for official designation by the City. Sites and districts with potential for State or National Register of

Historic Places designation should also be identified, and nominations prepared where applicable.

COMMUNITY URBAN DESIGN CONCEPTS

Capistrano Beach

The Residential Neighborhoods of Capistrano Beach



Capistrano Beach Residence

The neighborhoods of Capistrano Beach are among Dana Point's oldest and most distinguished residential areas. Several houses with potential for historic designation, such as the Dolph Mansion in Dana Point and Doheny House, are located here. The mature vegetation and distinct street landscape throughout the area create a strong identity. Pines Park, as well as the smaller lookouts at Camino Estrella, Gazebo Park and Louise Leyton Park, provide exceptional ocean views and limited recreational opportunities. Palisades Drive, the neighborhood's only street connecting directly to Pacific Coast Highway, is one

of the City's most dramatic visual sequences as it winds down the bluff edge to the beach below.

Urban Design Concepts:

- Preserve the scale and character of the existing residential neighborhoods.
- Maintain existing residential development standards for yard setbacks, minimum lot size and building height. Institute Discretionary Design Review for all multi-family residential development.
- Provide public street tree improvements along Camino Capistrano and Camino Estrella, and encourage neighborhood-organized landscape improvements on other streets.
- Encourage a new scenic lookout along Camino Capistrano, between Camino Estrella and the southern City limit at Del Gado Road.
- Provide additional landscape improvements on Palisade Drive between Gazebo Park and Pacific Coast Highway.
- Promote applicable portions of Calle Hermosa as a pedestrian-oriented mixed use district of small shops, professional services and upper level dwellings.
- Encourage property owners to consider funding pedestrian street light and street landscape improvements.
- Buildings in the district should emphasize pedestrian scale and sidewalk orientation in their street frontages.

Pacific Coast Highway in Capistrano Beach

The design character of Pacific Coast Highway is dominated by the continuous wide beachfront and line of coastal bluffs. Existing residences line the beachfront between Camino Capistrano and Palisade Drive. Most commercial development, primarily visitor-serving lodging, restaurants and small shops, is clustered between Palisade Drive and Doheny Park Road. Important Urban Design issues are the scale and character of new commercial development in the area, and completion of pedestrian and bike paths along and across Pacific Coast Highway. Urban design policies for improvements along Pacific Coast Highway are:

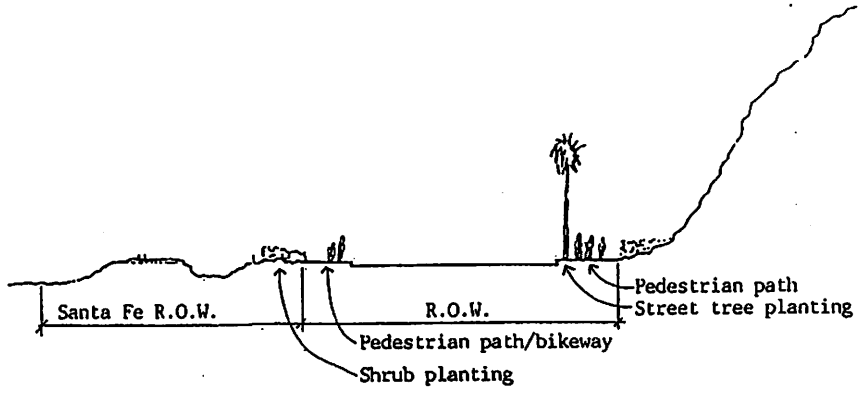
° Complete pedestrian and bikeway improvements between Camino Capistrano and Doheny Park Road.

  Provide walking paths on both sides of the highway and a bikeway on the west side.

° Provide landscape improvements on both sides of the highway.

  East side: Street trees

  West side: Color shrubs in groupings, between the walking path and Santa Fe tracks.



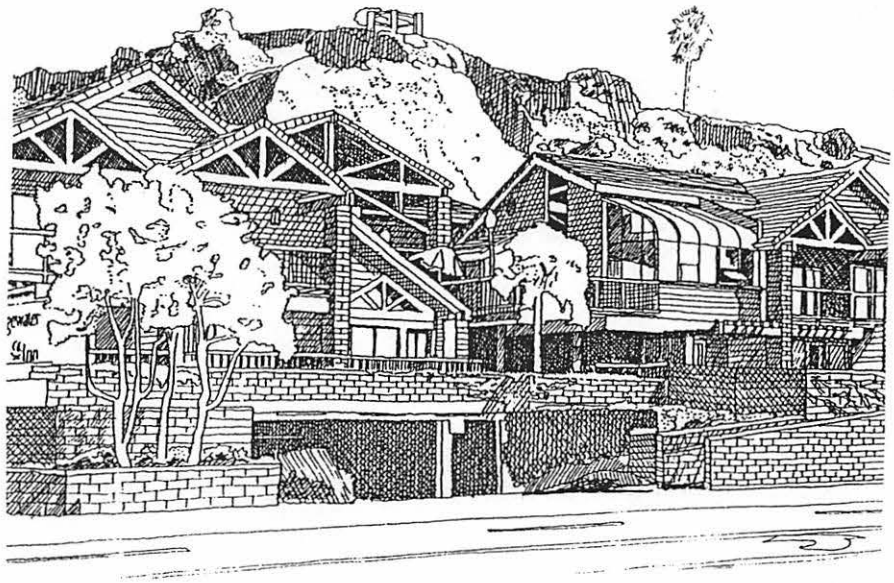
Pacific Coast Highway at Capistrano Beach

° For all commercial and multi-family development on Pacific Coast Highway, adopt strong design guidelines that reflect Capistrano Beach's architectural traditions and community character.

Fully-landscaped building setbacks of 20 feet from the front property line.

Larger building masses divided into smaller-scale components. Gabled and pitched roof forms with varying heights and ridge lines.

Signage integrated with architecture, with wall signs preferred over free standing signs.



Edgewater Inn-Capistrano Beach

° Maintain and improve open views of the ocean from Pacific Coast Highway through Doheny State Beach and Capistrano Beach Park.

Parking lots, landscaping and other improvements should be designed and maintained to maximize coastal view opportunities.

Future improvements on the public beach sites should not

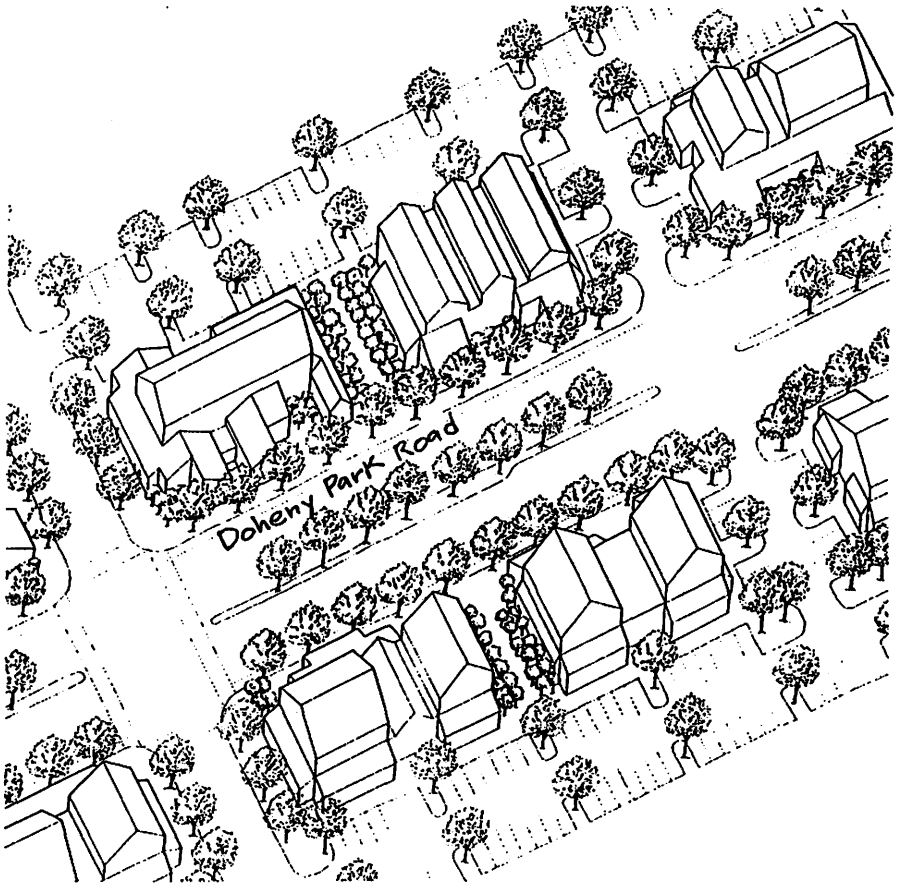
block ocean views from Pacific Coast Highway.

Doheny Village

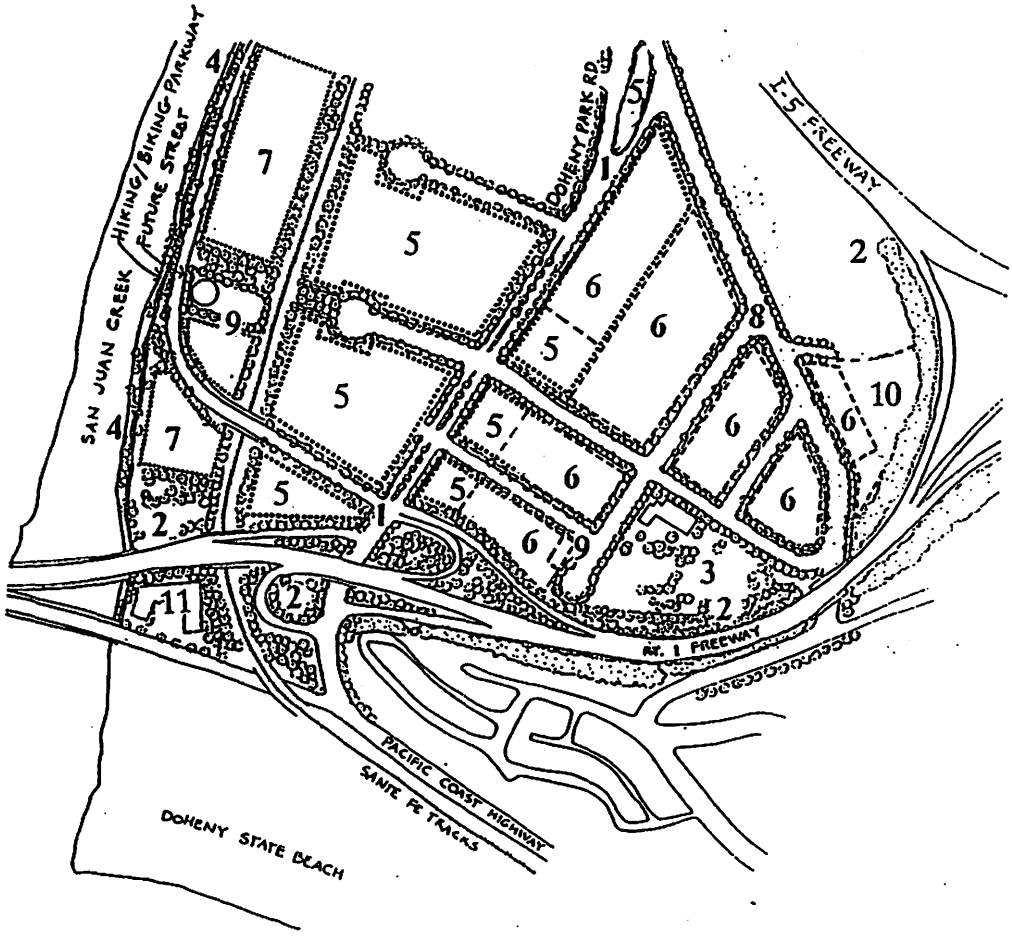
Doheny Village lies at the edge of the gateway to the City from the Interstate 5 Freeway. The district's assets are its close physical proximity to the beach, good freeway access and high visibility.

The mixed-use nature of Doheny Village is unique in the City. However, Doheny Village needs to develop a more unified character through streetscape improvements and more consistent architectural and landscape design. Opportunities exist to develop stronger pedestrian connections to the beach and the planned hiking/biking path along the edges of the San Juan Creek Channel. Urban design policies for development in Doheny Village are:

° Complete sidewalks and street trees on both sides of all streets throughout the Village.



Development Character Doheny Park Road



DOHENY VILLAGE URBAN DESIGN FRAMEWORK

1. Doheny Park Road Landscaped Entrance Parkway.
2. Rt. 1 Freeway Improved Edge and Interchange Planting.
3. Community Park and Building on School District Site.
4. San Juan Creek Hicking/Biking Trail and Parkway.
5. Doheny Village Community Commercial Area. Pedestrian orientation of buildings, streetscape improvements, architectural and landscape continuity.
6. Mixed-use Commercial and Residential.
7. Business Park development sites.
8. Camino Capistrano improved pedestrian and landscape linkages to Palisade neighborhood.
9. Community Facility development site.
10. Residential 14-22 DU/AC
11. Visitor/Recreation Commercial

DANA POINT
GENERAL · PLAN
North

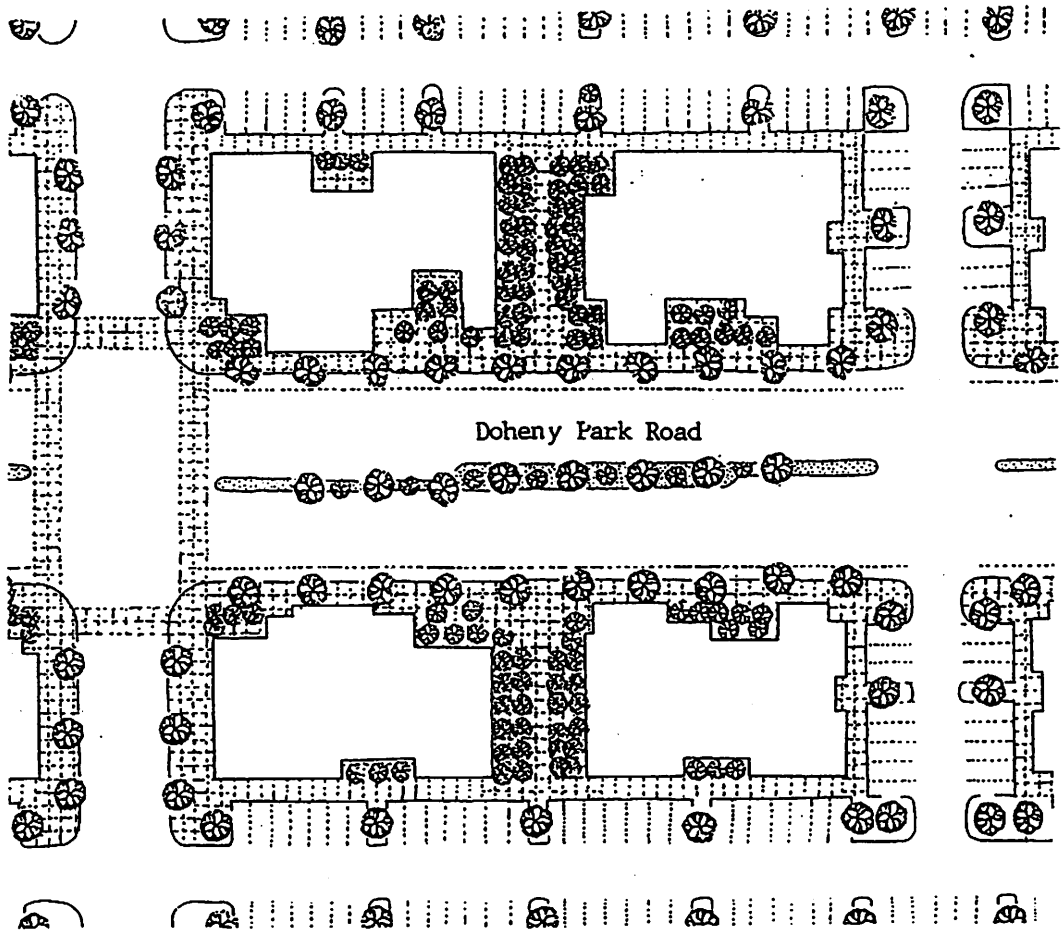
Figure UD-3
Doheny Village Urban Design Framework

July 9, 1991

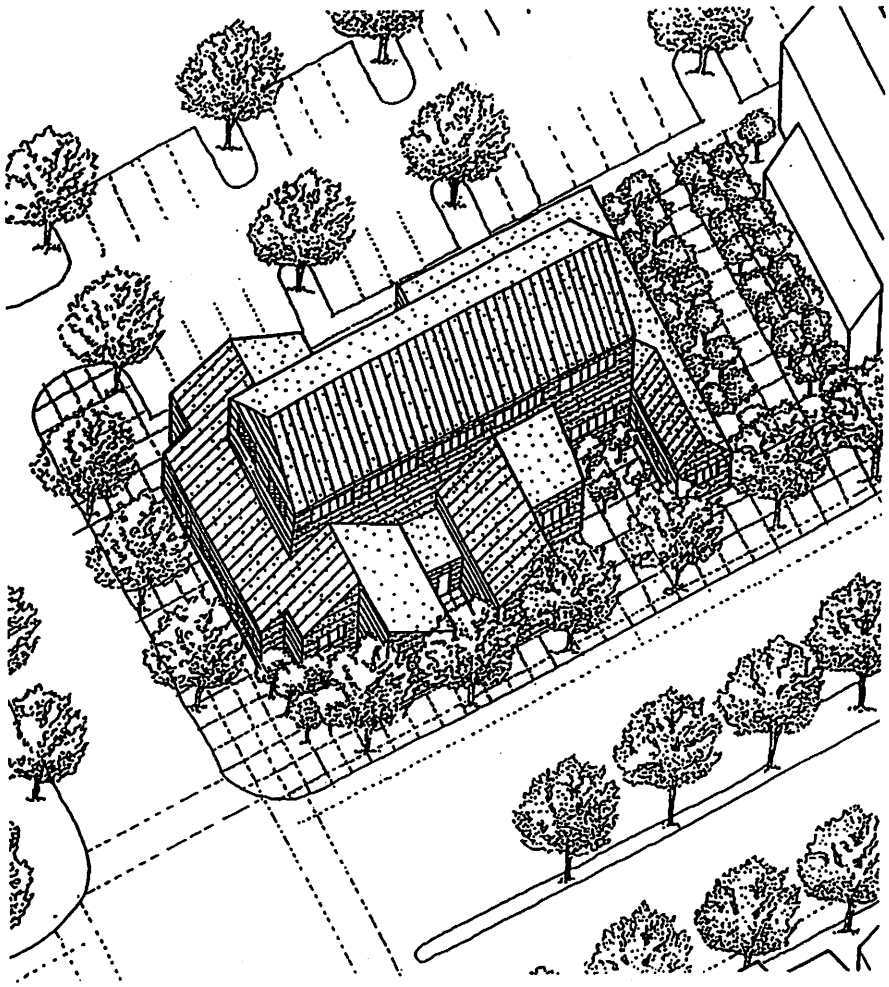
Doheny Park Road Commercial Area

° Improve Doheny Park Road as a major entrance "parkway" to the City and the visual focus of the Doheny Village commercial district.

Planned public improvements include street reconstruction, a planted median, sidewalks and street trees, street furniture, and pedestrian-oriented lighting.



Regular tree planting is recommended with a single dominant tree species to help unify the district's character along public streets and in parking areas. This can be complemented with a variety of ornamental and canopy trees in yards and courtyards. Consider trees common in riparian areas to reflect the creekside setting of Doheny Village.

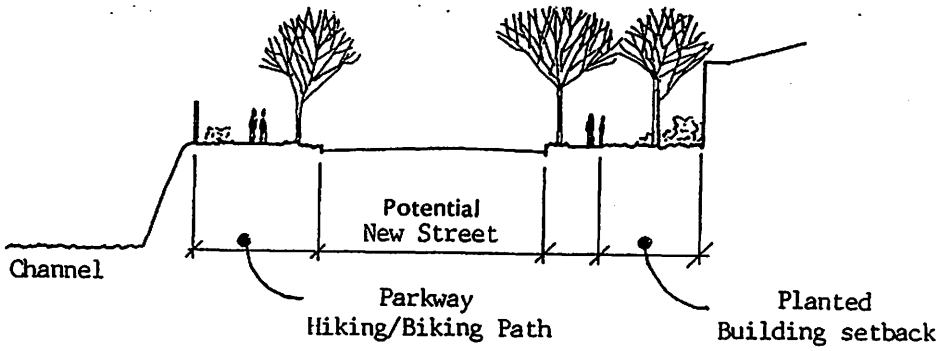


The San Juan Creek Industrial-Business Area

° Develop the properties between San Juan Creek and the Atchison, Topeka and Santa Fe tracks as a landscaped business park for marine oriented commercial services, light industry, and research and development uses.

New development should provide landscaped open space with dense canopy trees for visual screening of building roofs, parking and service areas.

The parkway adjacent to San Juan Creek shall incorporate the hiking/biking path, native riparian vegetation and trees.



San Juan Creek Channel Hiking/Biking Path at Doheny Village

Emphasize Victoria Boulevard as the primary pedestrian linkage between Doheny Village and San Juan Creek. Study alternatives for pedestrian crossing at the Atchison, Topeka and Santa Fe tracks (surface, subgrade and elevated).

East of Sepulveda

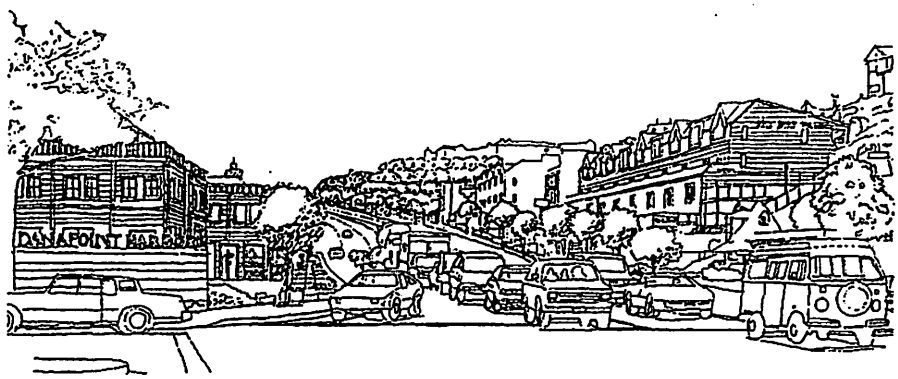
° Improve Doheny Village, east of Sepulveda, as a mixed use neighborhood of multi-family housing, small professional offices, small commercial businesses and studios.

Consider the School District-owned site for public use as a neighborhood park and community building.

Develop additional dense tree plantings along the Route 1 Freeway to improve the buffer between the Freeway and Doheny Village and create a more dramatic entrance sequence to the City. Add more plantings to all Freeway edges and interchange areas.

Dana Point

Pacific Coast Highway Corridor



Pacific Coast Highway

Pacific Coast Highway Corridor forms the eastern gateway to the Dana Point Town Center. The long uphill grade of Pacific Coast Highway is a dramatic entry to the Town Center, but the absence of a consistent street landscape and lack of design continuity among private developments communicate the image of a highway-oriented commercial strip. The objective for the area is to unify the public streetscape and private developments.

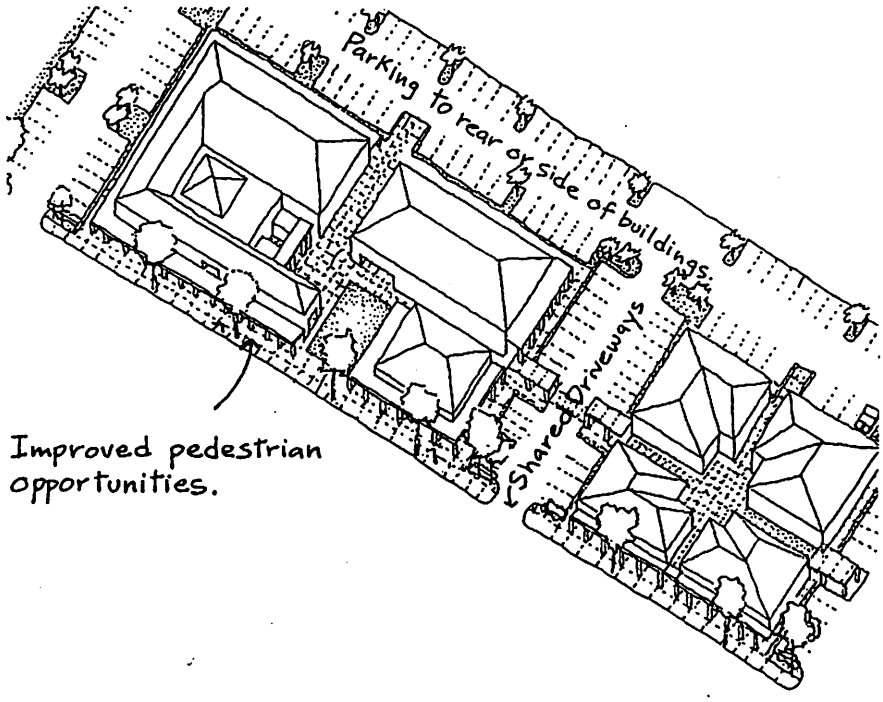
Urban Design Concepts for Pacific Coast Highway:

° Provide widened sidewalks and consistent street tree planting along the highway edges to unify the area's image and develop an improved environment for pedestrians.

- The Del Obispo Road-Pacific Coast Highway intersection is a visual focus of the area and entry to Dana Point Harbor. Future revitalization of the four corner properties should dedicate public easements at each corner for public landscape features that distinguish the intersection.

- Site planning of private properties should minimize driveway entrances on the highway. Adjacent developments are encouraged to use shared driveway entrances and develop internal circulation linkages when feasible. Surface parking areas should be located to the rear or sides of buildings.

- General architectural, landscape and signage design principles defined for the City will help create stronger design continuity among new private developments.



The Dana Point Town Center

Pacific Coast Highway looking Northwest

Revitalization of the Dana Point Town Center is a high priority design and economic development goal of the City. The Town Center's future is closely linked to the need to manage traffic on Pacific Coast Highway and Del Prado, a program that will require the cooperation of CALTRANS. The primary goal of the area is to create a compact pedestrian-oriented village with a "small town" atmosphere and a mix of uses serving both residents and visitors. The Town Center should become one of Dana Point's central business districts and a public gathering place for entertainment, restaurants and shopping.

Urban Design Concepts for the Dana Point Town Center:

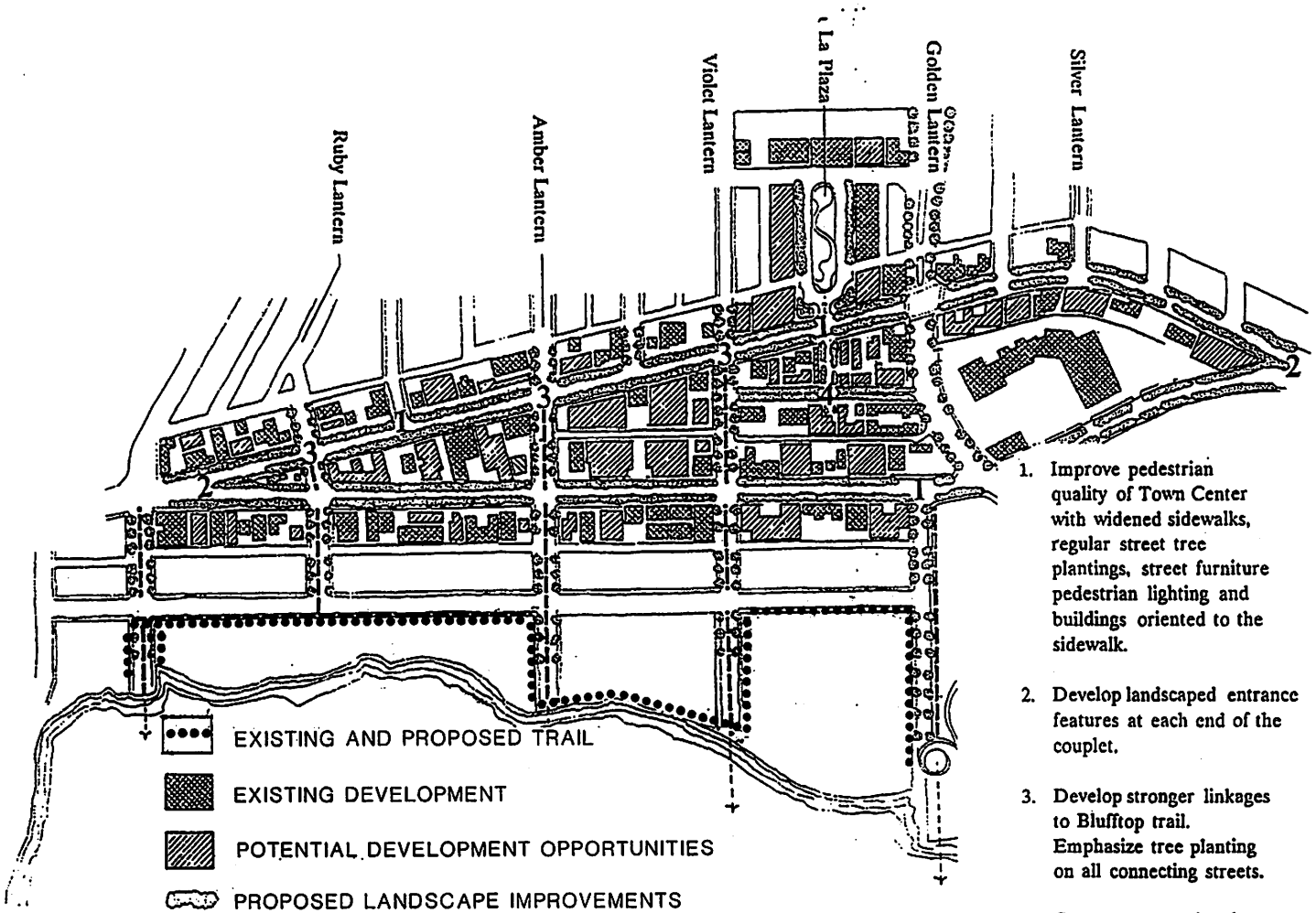
Public Spaces and Streetscape:

- Improve pedestrian opportunities throughout the Town Center with widened sidewalks, regular street tree planting, street furniture, pedestrian-oriented lighting, and building frontages oriented to the sidewalk.

- Develop landscape entrance features at each end of the Town Center.

West Town Center Entrance

° Develop stronger pedestrian and visual linkages from the Town Center to the Blufftop Trail public lookouts and Heritage Park. Emphasize regular tree planting on all connecting streets and directional graphics to guide pedestrians to the trail and public open spaces.



1. Improve pedestrian quality of Town Center with widened sidewalks, regular street tree plantings, street furniture pedestrian lighting and buildings oriented to the sidewalk.

2. Develop landscaped entrance features at each end of the couplet.

3. Develop stronger linkages to Blufftop trail. Emphasize tree planting on all connecting streets.

4. Create a new pedestrian shopping focus on San Juan Street. New infill buildings, widened sidewalks, lighting, street furniture and public art.

DANA POINT
GENERAL · PLAN
North

Figure UD-4
Dana Point Town Center

July 9, 1991

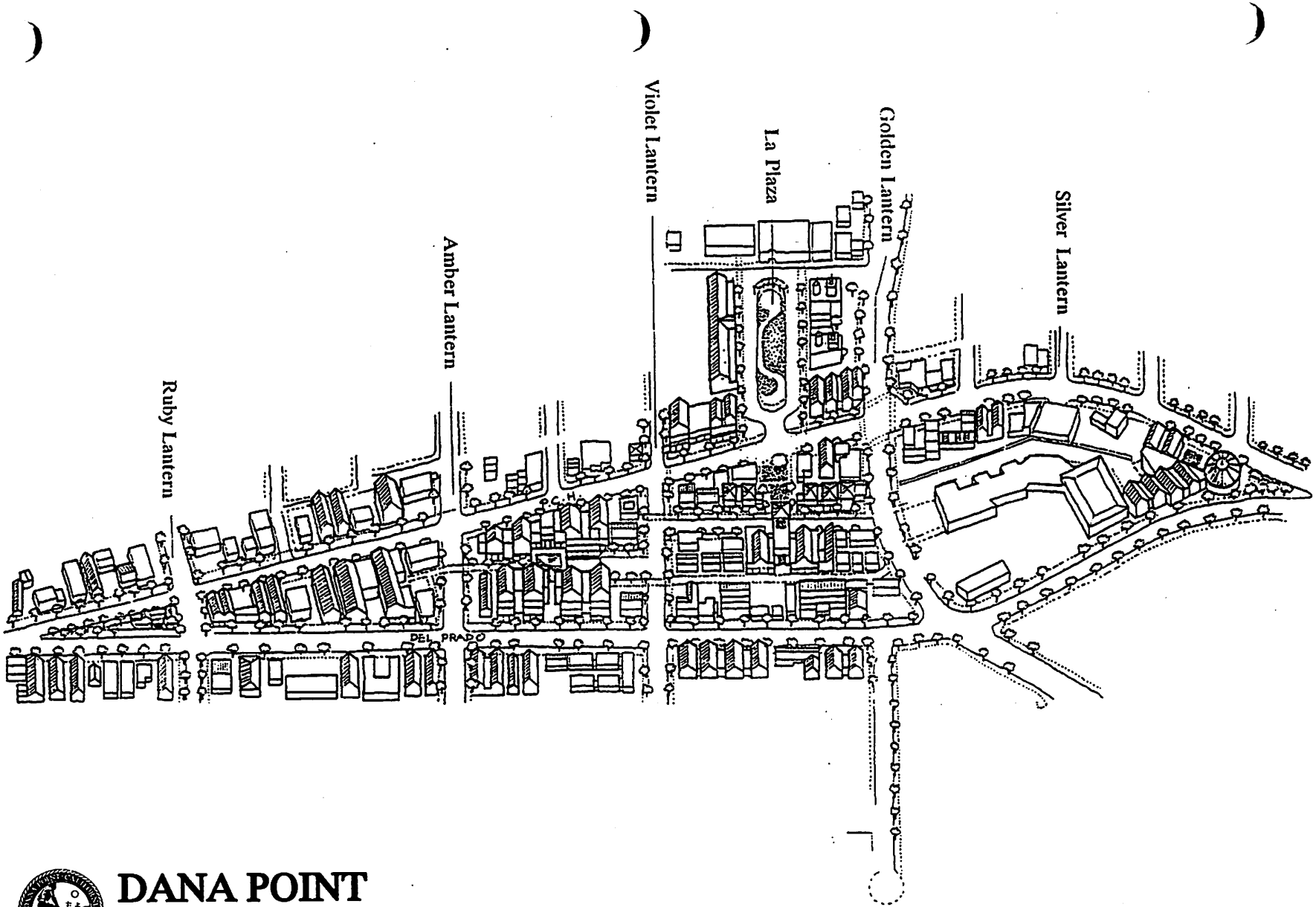
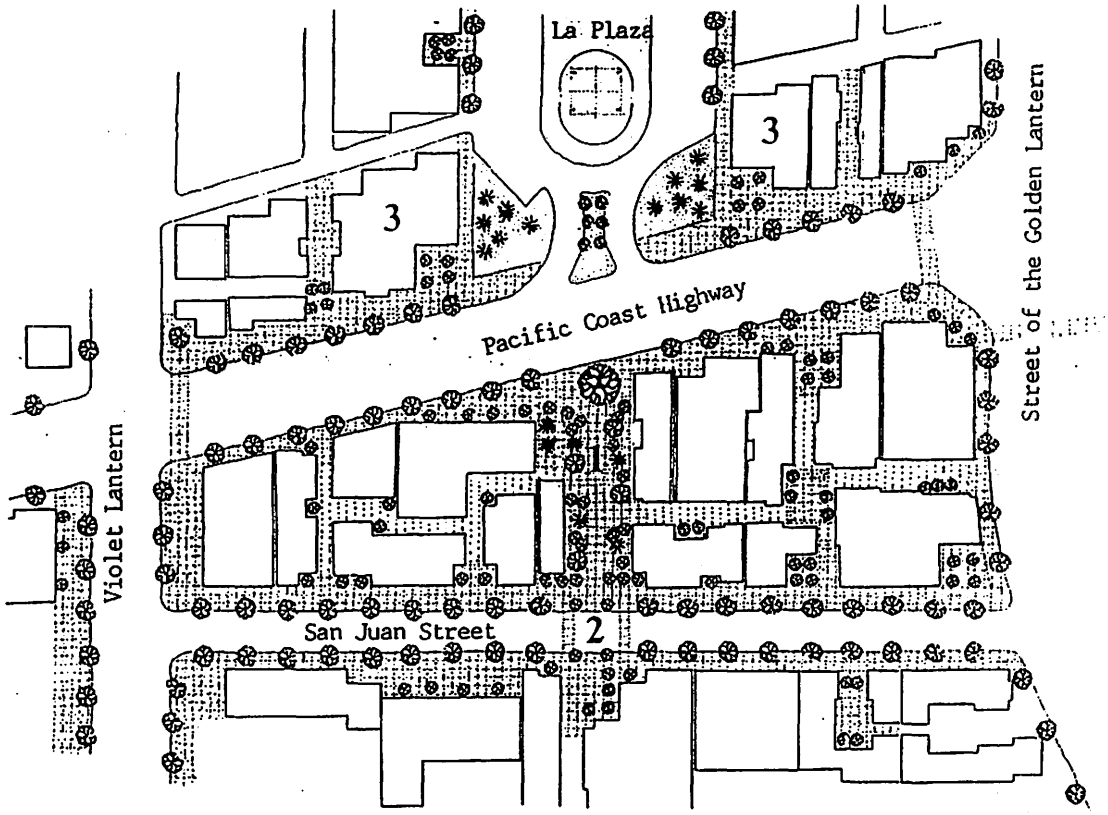


Figure UD-5
View of Dana Point Town Center and
Build-out of Potential Development Opportunities

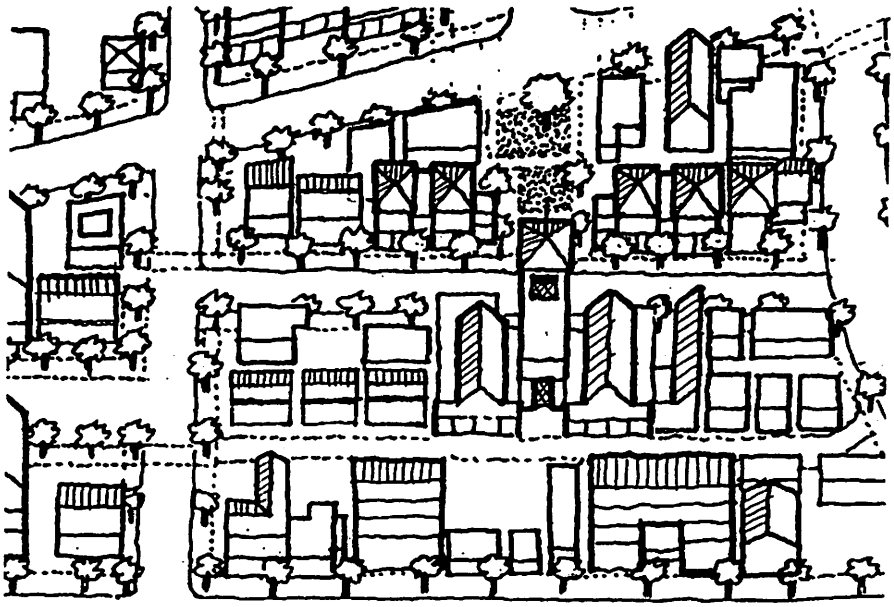
° Create a new pedestrian-oriented shopping focus on San Juan Avenue. Promote new infill buildings on existing parking lots. Develop widened sidewalks, pedestrian-oriented lighting, street furniture and public art, with small shops, restaurants and commercial services oriented to the sidewalk.



SAN JUAN AVENUE PEDESTRIAN FOCUS

1. Pedestrian passage from Pacific Coast Highway to San Juan Avenue.
2. Pedestrian improvements to San Juan Avenue:
   Widened sidewalks
   Regular street tree planting
   Street furniture
   Pedestrian scaled lighting
   New buildings oriented to sidewalk and pedestrian spaces.
3. New development opportunities on properties flanking entrance to La Plaza.

Architecture in the Town Center



The most important principles for future architecture in the Town Center is to emphasize creating a strong pedestrian orientation and carefully scaling building elements into small parts that relate to human size.

- Provide pedestrian-oriented building frontages with ground-level shops and other active uses at the sidewalk. Outdoor pedestrian spaces such as courtyards, patios, covered walk-ways, porches and balconies are encouraged in all new private developments.

- Divide large building masses into smaller elements that reflect a village feel and scale. Informal proportions and composition are encouraged.

- Permit building heights up to 3 stories, provided the third story is stepped back along the primary street frontage.

- Pitched and gabled roof forms are encouraged.

- Wood siding painted in earth tone colors is encouraged as a primary wall material, but other materials and colors may be acceptable if the building is carefully-scaled to the pedestrian, is compatible with neighboring buildings, and is sensitive to the informal village character desired for architecture in the Town Center.

Design policy in the Town Center has encouraged an architectural character derived from seacoast villages. While this vocabulary is encouraged in new development, other design approaches may be acceptable if they achieve sensitively-scaled buildings that contribute to an improved pedestrian environment and village atmosphere.

La Plaza

- Strengthen the Plaza area as a center of neighborhood shops and services. Potential revitalization of the west side of La Plaza presents an opportunity to define the public space with a two story building of ground level shops and upper level offices or dwellings.
- Promote revitalization of the northwest (Chevron) and northeast (old Post Office) corners of La Plaza and Pacific Coast Highway.

Parking in the Town Center

Create a parking district for public parking and study potential locations for additional public parking including structures and lots. Consider reduced on-site parking requirements and institute an in-lieu fee program to finance public parking facilities when minimum standard on-site parking requirements are not met.

The Santa Clara Avenue Neighborhood and Blufftop Trail

The Santa Clara Avenue neighborhood is a small unique residential enclave between the Harbor and Town Center. The neighborhood is noted for its well maintained and historic houses, public lookouts and spectacular views to the ocean. Several newer multi-family projects have been developed in the neighborhood to diversify and compliment the area's older single family character. The recent development of a portion of the Blufftop Trail has successfully pioneered one of southern California's most unique and significant open space resources.

- Where possible, complete the missing links of the Blufftop Trail between the Headlands and Doheny State Beach. Since existing single family homes prohibit a continuous bluff edge easement between The Streets of the Blue and Amber Lanterns and between Streets of the Violet and Old Golden Lantern, develop pedestrian improvements (street trees, benches, bike lanes, and graphic markers) along Santa Clara Avenue to continue the trail.

Amber Lantern Lookout

The Dana Point Harbor

The City of Dana Point is the local agency responsible for general planning and zoning of the Dana Point Harbor. The County of Orange has management responsibility for the Harbor. However, as a part of the City of Dana Point, the City and the General Plan have an active role in shaping the Harbor's future improvement and development.

Dana Point Harbor Drive, with its plantings, recreational spaces and views of the bluffs, provides a dramatic open space corridor along the Harbor edge. The following pedestrian connections in the Harbor area need to be strengthened:

° Improve the pedestrian linkage between the Harbor and Dana Point Headlands along Cove Road.

° Create a stronger pedestrian linkage and design orientation between the Harbor and Doheny State Beach. Improve the pedestrian and bike paths.

The design of buildings and parking areas in the Harbor district needs to give greater attention to the unique waterfront setting.

° Future buildings and building additions should form compact clusters located along the water's edge, in the same manner as historic dockside and marine development. Freestanding buildings surrounded by parking lots should be avoided.

- The visual impact of parking lots and trailer storage areas needs to be reduced. Visitors to the Harbor should view landscape and buildings, with parking and boat storage areas screened by vegetation, low walls and buildings.

The Dana Point Headlands



The Dana Point Headlands form the City's most precious land resource. Urban Design objectives for development on the Headlands are:

- Preserve a continuous open space corridor along the coastline, providing full public access to the bluff edge and coastal views.

- Connect the Blufftop Trail to the Headlands, and extend the trail to Dana Strand Beach and Salt Creek Beach Park.

- Preserve the relative height and visual prominence of the ridge top near Pacific Coast Highway as permanent open space, and consider the ridge top for location of a public park.

- Develop a landscaped open space corridor along Pacific Coast Highway, preserving the perception of the Headlands as being predominantly open land.

- Future buildings on the Headlands should be carefully integrated with existing landforms, maintaining a visual profile that causes minimum disruption of public ridgeline views.

The Lantern Residential District

The Lantern District is a relatively high density neighborhood of single family, duplex and multi-family dwellings north and inland of the Dana Point Town Center. The area's close walking distance to the Town Center, view corridors to the ocean along streets, and strong neighborhood identity are assets. Needed urban design improvements are:

- Upgrading of infrastructure. Many streets and alleys need reconstruction, and several missing sidewalk segments need to be completed.

- The entire area would benefit from a neighborhood-organized street landscape effort, provided that view corridors to the ocean are not obstructed. Public street tree improvements on La Cresta Drive and Selva Road are especially needed.

- Stronger code enforcement to correct dilapidated and poorly-maintained properties which degrade positive neighborhood identity.

Monarch Beach

The Ritz Carlton at Monarch Beach

Monarch Beach has a dramatic setting focused on the Pacific Ocean and Salt Creek Basin. The area has benefitted by master planning and more current development standards. Salt Creek Beach Park, Dana Strand Beach and The Links at Monarch Beach give the community an outdoor recreation emphasis. The most prominent landmark is the Ritz Carlton Resort Hotel, soon to be accompanied by the Monarch Beach Resort.

Monarch Beach has few Urban Design issues due to its newness and quality of recent planning efforts. Planned Urban Design improvements are:

- Completion of the Salt Creek regional trail from Laguna Niguel to Salt Creek Beach. Construction of a public beach building at Salt Creek Beach.

- Stronger development standards that provide carefully-sited and designed projects that fit the existing topography, minimizing mass-grading and large engineered flat pads.

- Completion of roadside landscaping, walkways and bike paths along Pacific Coast Highway.

- Provide public improvements to Sea Terrace Park.

APPENDIX A. DANA POINT LANDSCAPE CORRIDORS

Appendix A lists the City's major street corridors where public landscape improvements are to be focused.

Existing sidewalk and street tree planting and conditions are noted. Designed sidewalk and street tree standards are categorized according to the various configurations that exist or are proposed. Drawings of the standards (A through I) are given on the following pages.

APPENDIX A
DANA POINT LANDSCAPE CORRIDORS

Street Name	Median	Existing Sidewalk and Planting	Sidewalk and Planting Standard	Recommended Improvements
Pacific Coast Highway. San Clemente City Limit to Palisade Drive. (CALTRANS)	None existing or planned.	No sidewalks or street trees.	Coast side: Condition H. Inland side: Condition B.	- **New sidewalks/walking paths both sides.** - **Street trees, both sides.**
Pacific Coast Highway. Palisade Drive to Doheny Park Road. (CALTRANS)	None existing or planned.	Coast side: Condition E. Inland side: No sidewalks or street trees.	Coast side: Condition B. Inland side: Condition B.	- **Complete sidewalks and street trees, both sides.**
Pacific Coast Highway. Doheny Park Road to Del Obispo Street. (CALTRANS)	None existing. - **Potential for planted median.**	Condition E. Missing sidewalk links. No street trees.	Conditions A, B.	- **Complete sidewalks.** - **Selective opportunities for street tree planting in sidewalk space.**
Pacific Coast Highway. Del Obispo Street to Street of the Copper Lantern.	None existing. - **Potential for planted median.**	Condition E.	Conditions A, B.	- **Selective opportunities for street tree planting in sidewalk space.**
Pacific Coast Highway. Street of the Copper Lantern to Street of the Blue Lantern. (CALTRANS)	None existing or planned.	Condition E.	Condition C.	- **Opportunity for street tree planting in sidewalk space as interim measure.** - **Couplet area improvements, Condition C.**
Pacific Coast Highway. Street of the Blue Lantern to Selva Road. (CALTRANS)	Existing striped median. - **Potential for planted median**	Condition G.	Condition G.	- No improvements needed, except to assure conformity of landscape.

APPENDIX A
DANA POINT LANDSCAPE CORRIDORS
(Continued)

Street Name	Median	Existing Sidewalk and Planting	Sidewalk and Planting Standard	Recommended Improvements
Pacific Coast Highway. Selva Road to Nigel Road. (CALTRANS)	Existing striped median. - **Potential for planted median.**	No existing sidewalks or street trees. Planted embankments both sides.	Condition B.	- **Develop sidewalks both sides. (Condition B).**
Pacific Coast Highway. Nigel Road to Crown Valley Parkway. (CALTRANS)	Existing striped median. - **Potential for planted median.**	West side: Condition E. East side: Conditions F, G. Improvements incomplete.	West side: Condition B. East side: Condition G.	**East side: Develop new sidewalks and street trees. (Condition G).** **West side: Condition B.**
Pacific Coast Highway. Crown Valley Parkway to Laguna Beach City Limit. (CALTRANS)	Existing striped median. - **Potential for planted median.**	No existing sidewalks or street trees.	Condition B.	- **Develop new sidewalks both sides of highway. (Condition B).**
Street of the Golden Lantern. Dana Point Harbor Drive to Del Prado.	Existing planted median.	East side: Existing Condition F. West side: Existing Condition H.	East side: Condition F. West side: Condition B.	
Street of the Golden Lantern. Del Prado to Pacific Coast Highway.	Existing median.	East side: Conditions F, E. West side: Condition E.	Condition C (both sides).	No improvements needed.
Street of the Golden Lantern. Pacific Coast Highway to La Paz.	Existing planted median (Intermittent).	Conditions E, F.	Conditions A, B.	- **Selective opportunities for street tree planting in existing sidewalk space.**
Street of the Golden Lantern. La Paz to Stonehill.	Existing planted median (Intermittent).	Conditions E, F, H. (Varies with location).	Conditions F, H. (Varies with location).	- **Selective opportunities for street tree planting, both sides.**

APPENDIX A
DANA POINT LANDSCAPE CORRIDORS
(Continued)

Street Name	Median	Existing Sidewalk and Planting	Sidewalk and Planting Standard	Recommended Improvements
Camino Capistrano. Palisade Drive to Camino Estrella.	Noné.	Condition F.	Condition F.	- **Opportunities for additional street planting.**
Del Obispo Street. Pacific Coast Highway to Stonehill Drive.	- **Potential for planted median in selective locations.**	Partial sidewalks, primarily on east side. Condition E.	Conditions A, B.	- **Complete sidewalks and street trees.**
Del Obispo Street. Stonehill Drive to Camino del Avion.	- **Potential for planted median in selective locations.**	Partial sidewalks, primarily on east side. Condition E.	Conditions A, B, H. Varies with location.	- **Complete sidewalks and street trees.**
Selva Road. Pacific Coast Highway to La Cresta Drive.	None existing or planned.	Condition H.	Condition H.	No improvements needed.
Selva Road. La Cresta Drive to Street of the Blue Lantern.	None existing or planned.	Condition H.	Condition H.	- **Planting opportunities. South side: Street trees. North side: Street trees except at view locations.**
Selva Road. Street of the Blue Lantern to Street of the Golden Lantern.	None existing or planned.	North side: Condition E (partial sidewalks). South side: Condition E.	Conditions A, B.	- **Complete sidewalks on north side.** - **Opportunities for additional street tree planting.**
Selva Road. Street of the Golden Lantern to Stonehill Drive.	None existing or planned.	Conditions E, H.	Conditions A, B, H. Varies with location.	- **Complete missing sidewalk segments.** - **Opportunities for additional street tree planting.**

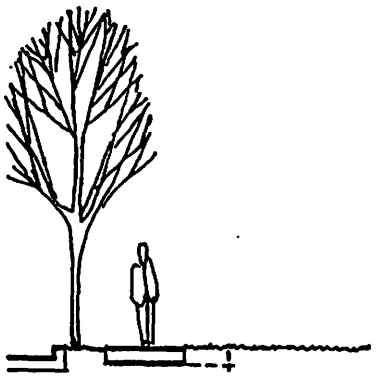
APPENDIX A
DANA POINT LANDSCAPE CORRIDORS
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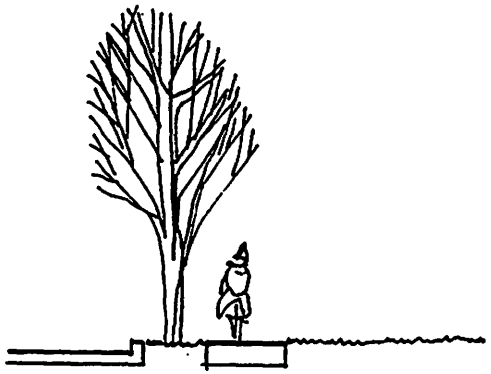
Street Name	Median	Existing Sidewalk Planting	Sidewalk and Planting Standard	Recommended Improvements
Street of the Golden Lantern. Stonehill to Acapulco.	No existing median. - **Potential for planted median.**	East side: Condition I. West side: Condition E.	East side: Condition I. West side: Condition B.	- **Opportunity for street tree planting, east side.**
Street of the Golden Lantern. Acapulco to Camino del Avion.	Improve existing planted median.	East side: Conditions F, G. West side: Condition H.	East side: Conditions F, G (Varies with location). West side: Condition H.	- **Improve planted median.**
Del Prado. Street of the Copper Lantern to Old Golden Lantern. (CALTRANS)	None.	Condition B.	Condition C.	- **Couplet area streetscape improvements. (Condition C)**
Del Prado. Old Golden Lantern to Street of the Blue Lantern. (CALTRANS)	None.	Condition E.	Condition C.	- **Couplet area streetscape improvements.**
Doheny Park Road. Pacific Coast Highway to Camino Capistrano.	Partial planted median exists. - **Potential for planted median exists.**	Partial sidewalks. No street trees.	Condition D.	- **Doheny Park Road streetscape improvements.**
Camino Capistrano. Doheny Park Road to Via Canon.	None.	Partial sidewalks. No street trees.	Condition F.	- **Develop new sidewalks and street trees.**
Camino Capistrano. Via Canon to Palisade Drive.	None.	Partial sidewalks. No street trees.	Condition F.	- **Complete sidewalks where conditions permit.** - **Opportunities for street tree planting.**

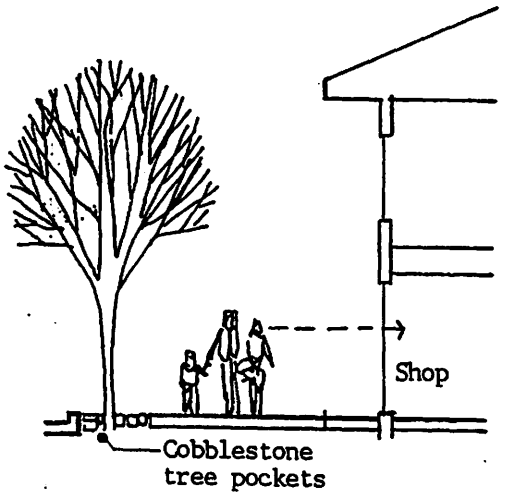
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DANA POINT LANDSCAPE CORRIDORS
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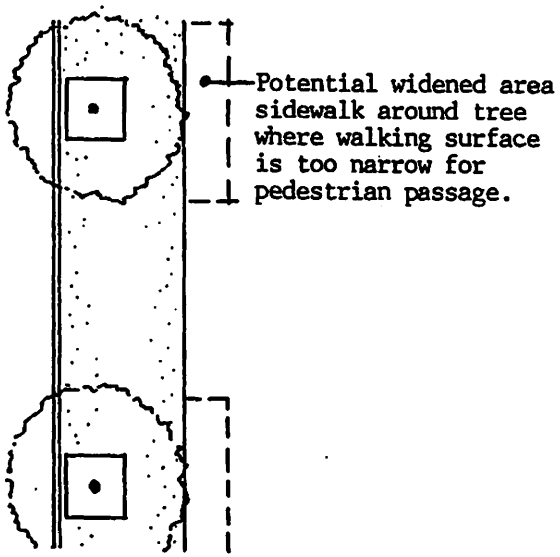
Street Name	Median	Existing Sidewalk and Planting	Sidewalk and Planting Standard	Recommended Improvements
La Cresta Drive. Chula Vista to Street of the Amber Lantern.	None existing or planned.	Condition E. Missing sidewalk links.	Conditions A, B.	- **Complete missing sidewalk links.** - **Opportunities for additional street tree planting.**
La Cresta Drive. Street of the Amber Lantern to Street of the Copper Lantern.	None existing or planned.	Condition F. Missing sidewalks at east end.	Condition F.	- **Complete missing sidewalk links.** - **Opportunities for additional street tree planting.**
Niguel Road. Pacific Coast Highway to Camino del Avion.	Existing planted median.	Conditions G, H.	Conditions G, H.	- **Unify planting design.**
Crown Valley Parkway. Pacific Coast Highway to Camino del Avion.	Existing planted median.	Condition H.	Condition H.	- **Unify planting design.**
Camino del Avion. Crown Valley Parkway to Nigel Road.	Partial planted median.	Condition H.	Condition H.	- **Unify planting design.**
Camino del Avion. Nigel Road to Shipside.	Partial planted median. - **Complete missing segments.**	Condition H.	Condition H.	- **Unify planting design.**
Camino del Avion. Shipside to Del Obispo Street.	- **Potential for planted median.**	No sidewalks or street trees.	Condition H.	- **Complete sidewalks and parkway trees.**

Street Name	Median	Existing Sidewalk and Planting	Sidewalk and Planting Standard	Recommended Improvements
Stonehill Drive. Del Obispo Street to Street of the Golden Lantern.	None.	Conditions E, H. Missing sidewalk links.	Conditions A, B, H. Varies with location.	- **Complete missing sidewalk links.** - **Opportunities for street tree planting.**
Stonehill Drive. Street of the Golden Lantern to Monarch Beach Drive.	- **Opportunity to plant median.**	Conditions E, H.	Conditions A, B, H. Varies with location.	- **Opportunities for planting in existing median and sidewalk space.**
Stonehill Drive. Monarch Beach Drive to Nigel Road.	Existing planted median.	Condition H.	Condition H.	No improvements needed.

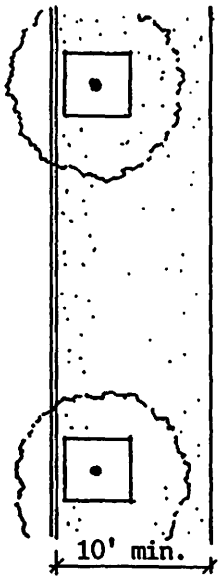




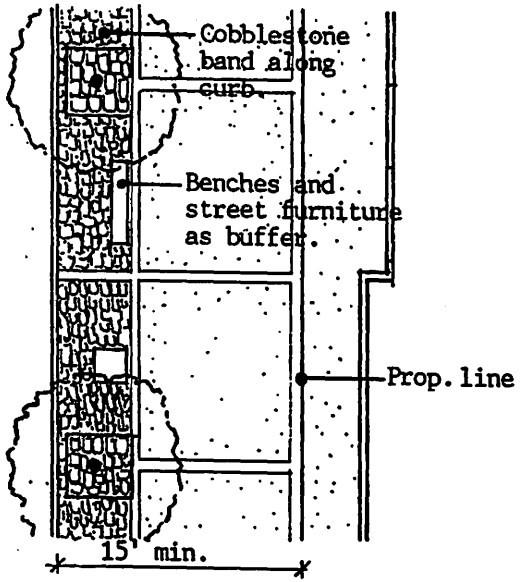




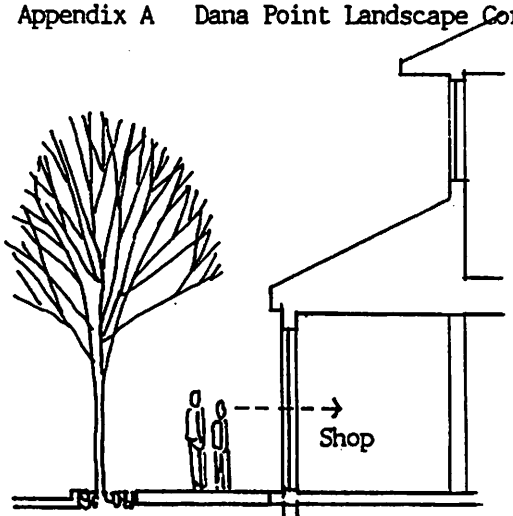
CONDITION A
Street tree openings cut into existing sidewalk.

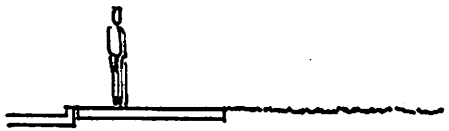


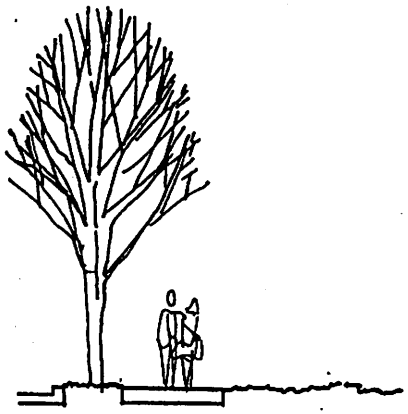
CONDITION B
New sidewalk at curb with street tree openings.

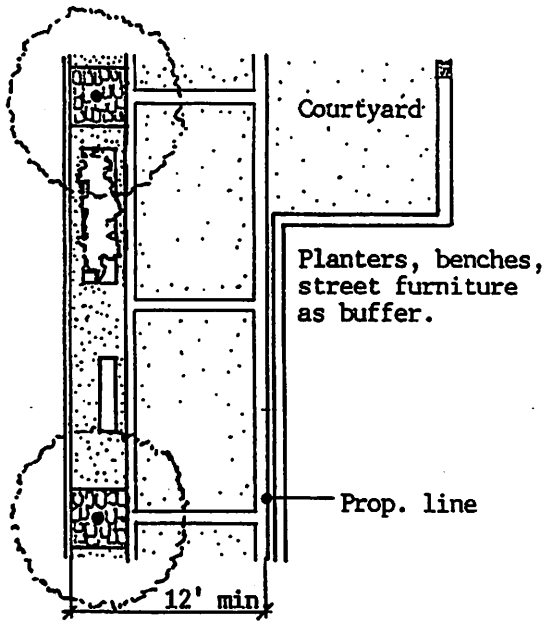


CONDITION C "TOWN CENTER" AREA
Street tree openings along curb.

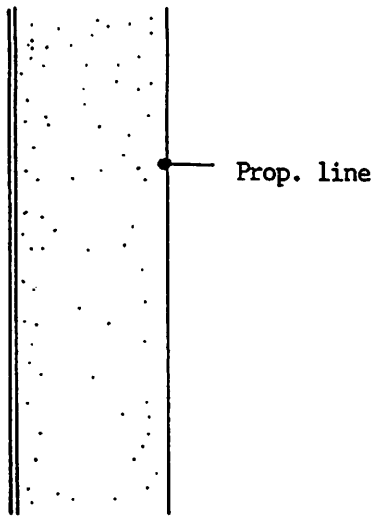




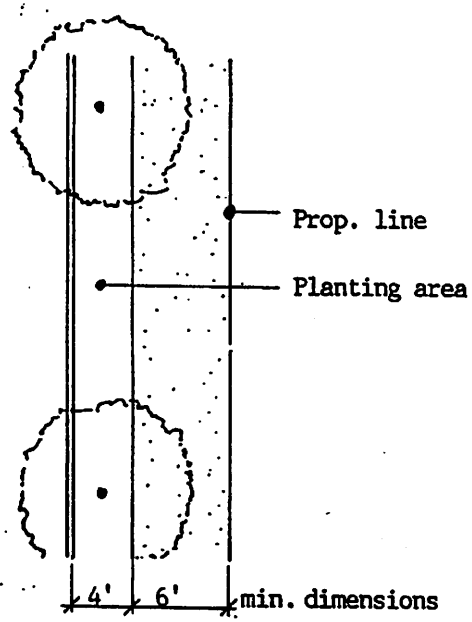




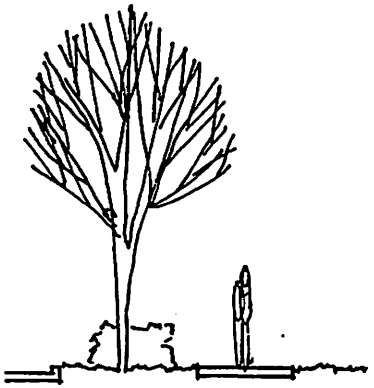
CONDITION D DOHENY PARK ROAD
Street tree openings along curb.

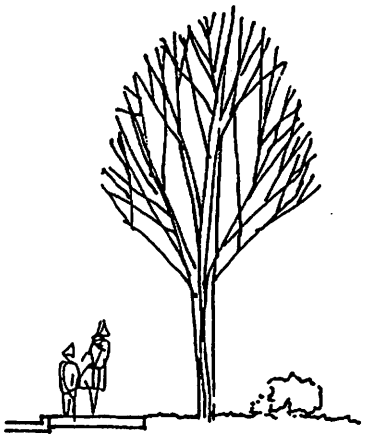


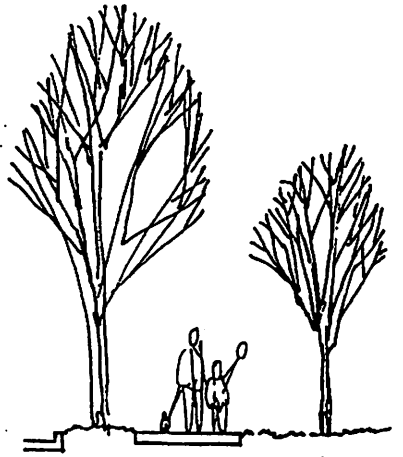
CONDITION E
Sidewalk at curb without street trees.

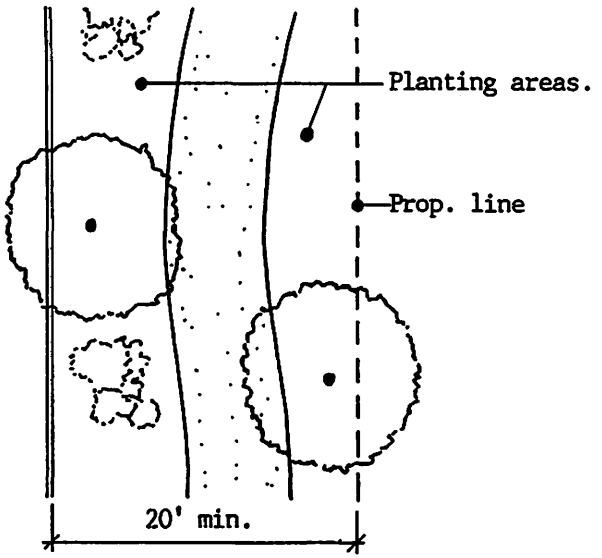


CONDITION F
Sidewalk separated from curb by planting area.

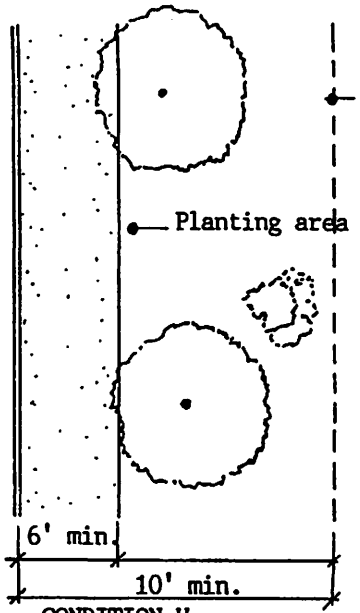




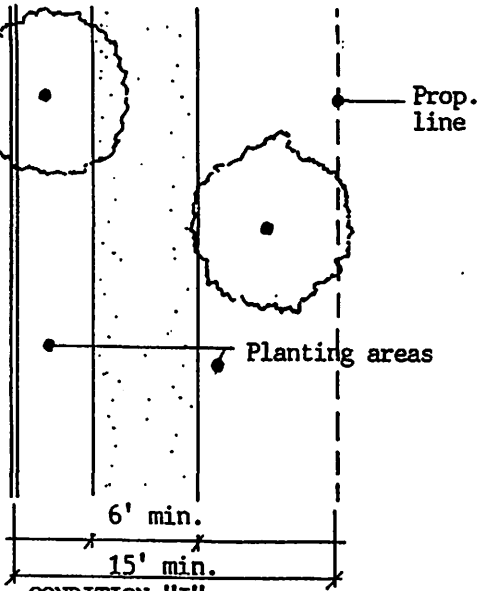




CONDITION G
Planted parkway with curving sidewalk.



CONDITION H
Planted parkway with sidewalk at curb.



CONDITION "I"
Planted parkway with sidewalk separated from curb.

TABLE OF CONTENTS

Part 1 – Introduction

A. Scope and Content 1-1
B. Background and Authorization 1-1
C. Organization of the Housing Element 1-2
D. Citizen Participation 1-3

Part 2 – Housing Strategy

A. Introduction 2-1
B. Quantified Objectives by Income Group 2-3
C. Program Administration 2-5
Program Category #1 2-8
Identify Adequate Sites for a Variety of Housing Types
Program Category #2 2-14
Assist in the Development of Adequate Housing to Meet the Needs of Low and Moderate Income Households
Program Category #3 2-19
Address and Remove Governmental Constraints to the Maintenance, Improvement and Development of Housing
Program Category #4 2-21
Conserve and Improve the Condition of the Existing Stock of Affordable Housing
Program Category #5 2-25
Promote Housing Opportunities for all Persons
Program Category #6 2-26
Preserve Lower Income Assisted Housing Developments

APPENDICES

Appendix A – Housing Needs, Resources and Constraints A-1

A. Introduction A-1
B. Population and Employment Trends and Projections A-2
C. Housing Growth Trends/Share of Regional Housing Needs A-4
D. Household and Housing Characteristics A-6
E. Inventory of Housing Sites A-22
F. Governmental Factors A-28
G. Non-Governmental Constraints A-46
H. Special Housing Needs A-57
I. Energy Conservation Opportunities A-74
J. Assisted Housing at Risk of Conversion to Non-Low Income Use A-76
K. Progress Report A-77

CHARTS

Chart 2-1 – Housing Program Summary 2-7
Chart A-2 – Summary of Residential Zone Districts A-31
Chart A-3 – Variety of Housing Types by Residential Zone A-32
Chart A-4 – Summary of Residential Zone Districts A-34
Chart A-5 – Minimum Number of Required Parking Stalls by Use A-39
Chart A-6 – BIA/OC Development Fee Survey A-42
Chart A-7 – South County Cities – Comparison of Development Fees A-43
Chart A-8 – Shelters A-70
Chart A-9 – Matrix of Prior Housing Element Programs A-79

TABLES

Table 2-1 – Orange County Year 2000 Income Limits 2-4
Table 2-2 – Share of Regional Housing Need – 1998-2005 2-8
Table A-1 – Population Trends – 1990 to Buildout A-3
Table A-2 – Wage and Salary Employment by Industry – Mid 1995 ..... A-3
Table A-3 – Housing Growth Trends – 1990 to Buildout A-4
Table A-4 – Share of Regional Housing Needs – 1998-2005 ..... A-5
Table A-5 – Orange County Income Limits: March 2000 ..... A-7
Table A-6 – Household Income Distribution – 1998 ..... A-8
Table A-7 – Household Income Distribution by Household Type – 1990 ..... A-9
Table A-8 – Cost Burdened Households by Income Group and Tenure – 1998 .... A-10
Table A-9 – Lower Income Households Overpaying (30%+) by Income Group and Tenure – 1990 ..... A-11
Table A-10 – Lower Income Households Overpaying (50%) A-12
Table A-11 – Composition of the Housing Stock – 2000 ..... A-12
Table A-12 – Housing Stock by Type, Occupancy Status and Tenure – 1990 ..... A-13
Table A-13 – Overcrowded Households – 1998 ..... A-14
Table A-14 – Orange County Overcrowding Rates – 1994 ..... A-15
Table A-15 – Overcrowded and Severely Overcrowded Household by Tenure – 1990 ..... A-16
Table A-16 – Percent Overcrowded Households by Income Level, Tenure and Household Type – 1990 ..... A-16
Table A-17 – Age of Housing Stock by Year Built – January 1999 ..... A-20
Table A-18 – Age of Housing Stock by Tenure – 1990 ..... A-21
Table A-19 – Housing Sites Inventory A-24
Table A-20 – Recycling Potential on Underdeveloped Land A-25
Table A-21 - HMDA Data By Census Tract – 1994 ..... A-48
Table A-22 – HMDA Data By Census Tract – 1998 ..... A-49
Table A-23 – Average Monthly Apartment Rents – September 1994 ..... A-52
Table A-24 – Apartment Rent Survey First Quarter 1999 ..... A-52
Table A-27 – Cost of Rental Housing Buildings – April 1996 ..... A-54
Table A-28 – Condominiums Sold between 10/1/98 to 3/31/99 By Number of Bedrooms and Price A-55

TABLES (Continued)

Table A-29 – Single Family Dwellings Sold between 10/1/98 to 3/31/99
By Number Bedrooms and Price A-56
Table A-30 – Total Population by Age and Gender – 1990 ..... A-60
Table A-31 – Age of Householder by Tenure – 1990 ..... A-61
Table A-32 – Household Status for Persons over the Age of 65 – 1990 ..... A-62
Table A-33 – Mobility and Self-Care Limitations of the Senior (65+)
Population By Age and Sex – 1990 ..... A-63
Table A-34 – Number of Households by Household Size and Tenure – 1990 ..... A-65

EXHIBITS

Exhibit A-1 – Lantern Neighborhood and City Census Tracts A-18

A. SCOPE AND CONTENT

According to Article 10.6 of the Government Code:

> *The Housing Element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing. The Housing Element shall identify adequate sites for housing, including rental housing, factory-built housing, and mobilehomes, and shall make adequate provision for the existing and projected needs of all economic segments of the community.*

State housing law requires every city and county to prepare and adopt a Housing Element of the community's General Plan. Pursuant to the State housing law, Dana Point's Housing Element must include four major components:

- √ An assessment of the community's housing needs.
- √ An inventory of resources to meet needs and constraints that impede public and private sector efforts to meet the needs.
- √ A statement of the community's goals, quantified objectives and policies relative to the maintenance, preservation, improvement and development of housing.
- √ An implementation program which sets forth a five-year schedule of actions which the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element.

B. BACKGROUND AND AUTHORIZATION

Housing elements of the general plan were first mandated by State legislation enacted 33 years ago in 1967. In 1977, "Housing Element Guidelines" were published by the State Department of Housing and Community Development (HCD). The "guidelines" spelled out not only the detailed content requirements of housing elements, but also gave HCD a "review and approval" function over this element of the general plan. In 1981, Article 10.6 of the Government Code was enacted, thereby establishing revised requirements. Article 10.6 placed the guidelines into statutory language and changed HCD's role from "review and approval" to one of "review and comment" on local housing elements.

The purpose of this update is to comply with the State housing law for the planning period from July 1, 2000 through June 30, 2005.

C. ORGANIZATION OF THE HOUSING ELEMENT

Section 2 presents the City's Housing Strategy to address the housing needs identified in the State housing law. The *housing strategy* is organized according to the six specific housing *need* categories that must be included in a city's housing program:

- √ Providing adequate sites to achieve a variety and diversity of housing.
- √ Assisting in the development of affordable housing.
- √ Removing governmental constraints if necessary.
- √ Conserving the existing stock of affordable housing.
- √ Promoting equal housing opportunity.
- √ Preserving "at-risk" housing.

For each need category, the following is presented:

- √ A summary of housing needs.
- √ A statement of goals, policies and objectives.
- √ A description of action programs.

A summary chart describes each program in the following terms: action, agency responsible for implementation; program quantified objectives; time schedule for implementation; and source of funding for the program.

Technical Appendix A contains all of the detailed data, statistics and analyses pertaining to the City's housing needs, resources, and constraints. The Appendix is organized to be consistent with the provisions of the State housing law.

D. CITIZEN PARTICIPATION

During the course of preparing the Draft Housing Element, the City conducted a series of Community Workshops. At these Community Workshops, background data was presented on the State housing law, the City's current Housing Element, housing needs, and alternative programs and resources.

Several persons expressed the opinion that the land costs and home values would make it difficult to meet affordable housing needs. The persons attending the Community Workshops expressed particular interest in programs to rehabilitate existing housing and first time homebuyer assistance.

Additional opportunities for Citizen Participation included the review period for the Draft Housing Element, Planning Commission Workshop and Public Hearings. Copies of the Draft Housing Element also were made available at the City Hall, library and other public locations.

The City is committed to achieving compliance with the State housing law and standards, and will continue to implement existing programs or create new programs to meet these standards.

A. INTRODUCTION

This part describes the *housing strategy* to be implemented by the City during the 2000-2005 program period. The *housing strategy* consolidates the State housing law requirements pertaining to *goals, policies, objectives* and *programs*. Section 65583 (b) of the Government Code requires that a local housing element include:

> *"A statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing."*

The following definitions, developed by HCD, provide guidance on the meanings of these terms:

> *"Goals are general statements of purpose. Housing element goals will indicate the general direction that the jurisdiction intends to take with respect to its housing problems. While reflecting local community values, the goals should be consistent with the legislative findings (Section 65580) and legislative intent (Section 65581) of Article 10.6 and other expressions of state housing goals contained in the housing element law. Goals may extend beyond the time frame of a given housing element.*
>
> *Policies provide a link between housing goals and programs; they guide and shape actions taken to meet housing objectives.*
>
> *Quantified objectives are the maximum actual numbers of housing units that the jurisdiction projects can be constructed, rehabilitated, conserved and preserved over a five-year time frame. In order to more realistically plan for the implementation of housing programs, it is useful for localities to establish objectives for each housing program which will be implemented during the time frame of the element. Objectives may therefore be short-term in outlook compared to community's goals." (emphasis added)*

According to Section 65583(c), the housing element also must include:

> *"A program which sets forth a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing and subsidy programs when available and the utilization of moneys in a Low and Moderate Income*

Housing Fund of an agency if the locality has established a redevelopment project area pursuant to the Community Redevelopment Law. In order to make adequate provision for the housing needs of all economic segments of the community, the program shall" ... address specific needs. (emphasis added)

In order to comply with HCD requirements, Dana Point's *housing strategy* is organized according to the six specific housing *need* categories that the State housing law specifies must be included in a city's housing program:

- √ Providing adequate sites to achieve a variety and diversity of housing.
- √ Assisting in the development of affordable housing.
- √ Removing governmental constraints if necessary.
- √ Conserving the existing stock of affordable housing.
- √ Promoting equal housing opportunity.
- √ Preserving "at-risk" housing.

The State housing law defines these program categories as follows:

1. Section 65583(c)(1) states that a local housing element must:

   "Identify adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage development of a variety of types of housing for all income levels, including rental housing, factory-built housing, mobilehomes, emergency shelters and transitional housing in order to meet the community's housing goals as identified in subdivision (b)."

2. Section 65583(c)(2) of the Government Code mandates that a housing program shall:

   "Assist in the development of adequate housing to meet the needs of low and moderate income households."

3. Section 65583(c)(3) states that a local housing element must:

"Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing."

4. Section 65583(c)(4) states that a housing program shall describe actions to:

"Conserve and improve the condition of the existing affordable housing stock."

5. Section 65583(c)(5) requires that the housing program:

"Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color."

6. Section 65583(c)(6) mandates that the housing program shall do the following:

"Preserve for lower income households the assisted housing developments . . . The program for preservation of the assisted housing development shall utilize, to the extent necessary, all the available federal, state, and local financing and subsidy programs except where a community has other urgent needs for which alternative funding sources are not available. The program may include strategies that involve regulations and technical assistance."

B. QUANTIFIED OBJECTIVES BY INCOME GROUP

As required by State housing law, quantified objectives *by income group* for the 2000-2005 program period are stated in this Section. State law defines the income groups in terms of the percentage of the Orange County median income ($69,600 in March 2000):

Very low income – 0-50% of median income
Low income – 51-80% of median income
Moderate income – 81-120% of median income
Above-moderate income – 120%+ of median income

Each year the U.S. Department of Housing and Urban Development (HUD) and the State Department of Housing and Community Development (HCD) update the household income limits for each group. Table 2-1 presents the income limits for three income groups plus the median income.

TABLE 2-1
ORANGE COUNTY YEAR 2000 INCOME LIMITS

Household Size	Very Low	Low	Median	Moderate
1	$24,350	$35,150	$48,700	$58,450
2	$27,850	$40,150	$55,700	$66,800
3	$31,300	$45,200	$62,650	$75,150
4	$34,800	$50,200	$69,600	$83,500
5	$37,600	$54,200	$75,150	$90,200
6	$40,350	$58,250	$80,750	$96,850
7	$43,150	$62,250	$86,300	$103,550
8	$45,950	$66,250	$91,850	$110,200

Source: State Department of Housing and Community Development, 2000 Income Limits, March 2000

As explained on page 2-1, quantified objectives are the maximum actual numbers of housing units that the jurisdiction projects can be constructed, rehabilitated, conserved and preserved over a five-year time frame. The State housing law requires that the Housing Element establish quantified objectives for the *maximum* number of new housing units that can be *constructed, by income group,* for the program period. The construction objective includes all units built between July 1, 1998 and June 30, 2000 plus residential development *projected* for the five-year program period.

The rehabilitation objective of 20 units assumes that County CDBG and/or HOME funds will be allocated to projects located in the City in sufficient amounts to rehabilitate an average of four units per year. Since the City does not directly control the expenditure of housing improvement funds, there is to way to ensure that funds sufficient to support the rehabilitation of 20 units will be allocated.

The conservation objective refers to maintaining existing affordable housing through measures such as providing or continuing rent subsidies (e.g., Section certificates/vouchers) and implementing land use controls during the program period. The quantified objective includes 56 Section 8 units/assisted households and 264 mobilehomes located in the City. The mobile home units were allocated to the very low-, low- and the moderate-income groups.

The preservation objective refers to maintaining the affordability of existing affordable housing at-risk of conversion to market rate housing. During the required HCD analysis period from 2000-2010, there are no projects with rent affordability restrictions at risk of conversion to market rate units. The City has two bond financed projects that have 130 units with rent affordability restrictions. A third project, consisting of 24 3-bedroom units for very low income families, with rent affordability restrictions is a large family project owned by the Orange County Community Housing Corporation. A fourth project has set-aside five affordable senior housing units. These four projects have affordability restrictions that extend beyond 2010.

The quantified objectives by income group are summarized below:

	Very Low	Low	Moderate	Above Moderate	Total
Construction	35	34	86	229	384
Rehabilitation	10	10	0	0	20
Conservation	150	75	95	0	320
Preservation	24	5	130	0	159
	111	58	480	229	883

C. PROGRAM ADMINISTRATION

The program description must identify, as needed, the actions to be implemented, the agency responsible for program implementation, the quantified objective for each program, time schedule and funding source. The General Fund is the funding source for the City staff working on the various programs. Financial assistance is derived from other funding sources such as CDBG, Section 8, and in lieu fees. Chart 2-1 briefly describes the overall program administration. The narrative program descriptions are contained in the balance of the Housing Strategy.

It should be noted that several programs were in place and administered by the County prior to incorporation. In addition, the City obtains CDBG funding through the County, not directly from the U.S. Department of Housing and Urban Development. Therefore, the City, as well as public service agencies serving Dana Point, are subject to the funding priorities established by the County of Orange.

CHART 2-1
CITY OF DANA POINT
HOUSING PROGRAM SUMMARY

Program	Responsible Agency	Quantified Objective	Time Schedule	Funding Source
1.1 Land Use Element/Specific Plans	Comm. Dev. Dept.	384 housing units	Ongoing	General Fund
1.2 Emergency Shelters/Transitional Housing	Comm. Dev. Dept.	NA	Ongoing	General Fund
1.3 Density Bonus Units	Comm. Dev. Dept.	20 housing units	Ongoing	General Fund
1.4 Second Units	Comm. Dev. Dept.	10 housing units	Ongoing	General Fund
1.5 Committed Assistance Credits	Comm. Dev. Dept.	32 housing units	Accomplished	In Lieu Fees
			2nd-3rd year	HOME, CDBG
2.1 Mortgage Revenue Bonds	County of Orange	NA	Ongoing	Bond Proceeds
2.2 Coastal Zone Requirements	Comm. Dev. Dept.	NA	Ongoing	General Fund
2.3 In Lieu Fee Program	Comm. Dev. Dept.	NA	Ongoing, Study	In Lieu Fees
			completed w/i 1 year	
2.4 Housing Initiatives Program	Comm. Dev. Dept.	NA	Ongoing	Project Owner
2.5 Visitor Serving Housing	Comm. Dev. Dept.	NA	Ongoing	Project Owner
3.1 Zoning Code	Comm. Dev. Dept.	NA	Ongoing	General Fund
3.2 Streamlined Approvals	Comm. Dev. Dept.	NA	Ongoing	General Fund

CHART 2-1 Continued
CITY OF DANA POINT
HOUSING PROGRAM SUMMARY

4.1 Code Enforcement	Comm. Dev. Dept.	NA	Ongoing	General Fund
4.2 Owner Rehabilitation	County of Orange	20 housing units	Ongoing	CDBG Funds
4.3 Rental Rehabilitation	County of Orange	32 housing units	Accomplished	In Lieu Fees
	Comm. Dev. Dept.		2nd-3rd year	HOME, CDBG
4.4 Neighborhood Conservation	County of Orange	NA	Ongoing	General Fund
	Comm. Dev. Dept.			CDBG Funds
4.5 Condominium Conversions	Comm. Dev. Dept.	NA	Ongoing	General Fund
5.1 Fair Housing Services	Fair Housing Council	NA	Ongoing, subject to	CDBG Funds
	of Orange County		CDBG Funds	
6.1 Housing Conservation	County of Orange	159 units	Ongoing	NA
	Comm. Dev. Dept.			
6.2 Housing Affordability Guidelines	Comm. Dev. Dept.	NA	Guidelines completed	In Lieu Fees
			w/i 1-year	
6.3 Section 8 Rental Assistance	Orange County	56 rental units	Ongoing	Section 8 Rental
	Housing Authority			Assistance Funds
6.4 Shared Housing	County of Orange	20 seniors	Accomplished 2nd-	CDBG Funds
	OC Senior Services		4th years, subject to CDBG Funds	

The following information is presented for each of the six need categories: housing need summary; goals; policies; quantified objectives; and housing programs. The figures on housing needs are summarized from the detailed data and statistics found in Technical Appendix A. That Appendix describes the data sources, methodology and other characteristics of the need estimates and projections.

PROGRAM CATEGORY #1:
IDENTIFY ADEQUATE SITES FOR A VARIETY OF HOUSING TYPES

Housing Need Summary

SCAG's Draft Regional Housing Needs Assessment has allocated to the City a construction need of 450 housing units during the period from January 1, 1998 through June 30, 2000. The City's regional share of 450 housing units also is allocated by income group. As indicated by Table 2-2, 135 units have been allocated to the very low and low-income groups.

TABLE 2-2
CITY OF DANA POINT
SHARE OF REGIONAL HOUSING NEEDS – 1998-2005

Income Category	Number	Percentage
Very Low	85	19%
Low	50	11%
Moderate	86	19%
Above Moderate	229	51%
Total	450	100%

Source: SCAG RHNA99, Preliminary Draft Construction Need and Income Distributions, 1998-2005, October 21, 1999.

Between January 1998 and December 1999, 191 housing units were constructed or approved for development. The housing type and income distribution of the 191 housing units are explained in Technical Appendix A, pages A-22 and A-23. Thus, 259 housing units is the balance of the construction need between July 2000 and June 2005.

Goals

Provide a variety of residential developments and adequate supply of housing to meet the existing and future needs of City residents.

Policies

Provide a variety of housing opportunities for all income levels of the City.

Coordinate new residential development with the provision of infrastructure and public services. (Coastal Act/30250)

Balance the need for public services and community resources and employment opportunities for future increases in population. (Coastal Act/30250)

Locate higher density residential development close to public transportation.

Quantified Objectives

The quantified objective of 384 housing units represents the maximum number of housing units that can be constructed during the program period based on housing units already built and approved, past construction trends, and programs included in the Draft Housing Element. The objectives by income groups are listed below:

35 very low income units

34 low income units

86 moderate income units

229 above-moderate income units

Programs

The City's housing program must include actions to:

"Identify adequate sites which will be made available through appropriate zoning and development standards ... to encourage the development of a variety of types of housing for all income levels...."

The purpose of this Program Category is to describe the actions that the City will take to ensure that a variety of housing types can be accommodated including multifamily rental housing, factory-built housing, mobilehomes, emergency shelters and transitional housing. The City's Land Use Element, Specific Plans and Zoning Code regulate the housing types permitted in the community.

1.1 Land Use Element/Specific Plans

During the program period, the City will continue to implement the adopted residential land use policies as contained in the Land Use Element and adopted Specific Plans. These policies provide for the development of a range of housing types and densities. Vacant land exists in the following Land Use Designations:

- √ 0-3.5 dwelling units per acre
- √ 3.5 - 7 dwelling units per acre
- √ 7 - 14 dwelling units per acre
- √ 14 -22 dwelling units per acre
- √ Commercial/Residential

In addition, the General Plan allows for the integration of residential uses in the Central Business District and permits density bonuses for affordable housing. A detailed description of the City's land use controls is found in Technical Appendix A, pages A-28 through A-40.

1.2 Sites for Emergency Shelters and Transitional Housing

The City will continue to implement the provisions of the Land Use Element and Zoning Code as they relate to sites for emergency shelters. The Land Use Element allows for Single Room Occupancy hotels, emergency shelters, and transitional housing under specified land use designations subject to discretionary approval. The Zoning Code permits transitional housing subject to discretionary approval in residential zones and emergency shelters subject to discretionary approval in commercial and industrial zones.

1.3 Density Bonus Units

The City will continue to inform developers and other interested parties of adopted density bonus provisions. During the program period, it is projected that 20 density

bonus units will be approved -- 10 very low and 10 low income housing units. This projection is based on past trends regarding the approval of density bonus units augmented by additional City efforts to work with private developers during the program period.

1.4 Second Units

According to Government Code Section 65852.150:

> *The Legislature finds and declares that second units are a valuable form of housing in California. Second units provide housing* for family members, students, the elderly, in-home health care providers, the disabled, *and others,* at below market prices *within existing neighborhoods. Homeowners who create second units benefit from added income, and an increased sense of security. (emphasis added)*

The State law acknowledges that second units not only provide housing at below market prices, but also serve to meet the special population needs of the elderly, frail elderly, and the disabled and low-income persons such as students.

The City included requirements for second dwelling units within the Zoning Code. Per the Zoning Code, a second unit is an attached or detached residential unit on the same parcel or parcels as the primary unit, which provides complete, independent living facilities for one or more persons. The unit includes permanent provisions for living, sleeping, eating, cooking, and sanitation.

To encourage the development of second units, the City has conducted a "How-To" seminar on second dwelling units, and crafted a flyer on how to apply for a second dwelling unit.

The City will continue to implement this program between 2000-2005. During the program period, it is projected that 10 second units will be developed – 5 for very low and 5 low income housing units. This objective is based on past development trends and efforts of the City during the next five years to promote and encourage the development of second units.

1.5 Committed Assistance Credits

The housing element reform bill, AB438, amended the State housing law to permit cities to meet 25% of the "fair share" need by "committed assistance." Cities can gain credit for their housing element *sites requirement* by the rehabilitation of vacant units, preservation of "at-risk" units, and placing long-term affordability restrictions on market rate units.

Specifically, the City may satisfy up to 25% of the site requirement by substituting existing units which will be made available or preserved through the provision of committed assistance to low-and very low-income households at affordable housing costs or affordable rents. To use this new provision of the law, the City's Housing Element must include a *program* that:

1. Identifies the specific, existing source of funds to be used to provide committed assistance and dedicate a portion of the funds for this purpose.

2. Describes the number of units to be provided for low- and very low-income households and demonstrates that the amount of funds dedicated is sufficient to provide the units at affordable costs or rents.

Only housing units to be substantially rehabilitated, converted from nonaffordable to affordable by acquisition of the units or affordability covenants, or preserved at affordable housing costs by the acquisition of the units or purchase of affordability covenants are eligible, and must be identified in the program description. To qualify, the housing units must meet very specific requirements.

Sources of Funds

In order to implement this program, the City will utilized four sources of funds:

County of Orange HOME Funds

City In-Lieu Fees (currently in place)

County of Orange CDBG Funds

Coastal Commission conditions and approvals that regulate private development of affordable housing

In this context, "committed assistance" is defined as when a local government has entered into a legally enforceable agreement during the first two years of the housing element planning period that obligates sufficient available funds to provide the assistance necessary to make the identified units affordable and that the units be made available for occupancy within two years of the execution of the agreement.

Number of Units

The program objective is 32 units: 20 very low-income units and 12 low-income units.

Program Implementation

The City will develop a public/private partnership with a qualified nonprofit organization to acquire and rehabilitate existing rental housing. More specifically, the City will financially assist a nonprofit housing organization to acquire and rehabilitate substandard apartment housing and to ensure long-term affordability to lower income households. A brief description of this partnership program is given below:

- √ The existing building will be located in one of the City's target area neighborhoods.
- √ The City and nonprofit organization will jointly estimate the acquisition and rehabilitation costs associated with different building sites in the City.
- √ The City and nonprofit will jointly estimate the amount of funds that the City will need to allocate to the program.
- √ The City will leverage its financial resources with those that the County of Orange is obligated to allocate to community based nonprofit housing corporations.
- √ The City and County will establish long-term affordability requirements.

PROGRAM CATEGORY #2:
ASSIST IN THE DEVELOPMENT OF ADEQUATE HOUSING TO MEET THE NEEDS OF LOW AND MODERATE INCOME HOUSEHOLDS

Housing Need Summary

The City's *existing needs* include 1,484 renter households that are cost burdened – 933 very low income and 551 low-income households, respectively. The City's *new construction* need includes 85 very low income and 50 low-income housing units. The existing and new construction needs are explained in greater detail in Technical Appendix A.

Goals

Assist in the provision of housing affordable to low and moderate income households.

Policies

Support innovative public, private and non-profit efforts in the development and financing of affordable housing, particularly for lower income households, the elderly, large families, the physically impaired and single parent households.

Support the participation of Federal, State or local programs aimed at providing housing opportunities for low and moderate-income households.

Require that housing constructed for low and moderate-income households are not concentrated in any single portion of the City.

Encourage inclusion of affordable units where feasible in new residential construction.

Provide rental subsidies and rehabilitation assistance for room additions to alleviate overcrowding.

Implement requirements for providing affordable housing for employees of hotel and resort developments. (Coastal Act/30213)

Provide for mixed commercial/residential land uses to create additional housing opportunities.

Develop a program and guidelines for the expenditure of housing in-lieu funds.

Quantified Objectives

The objectives include the continuation of Section 8 rental assistance to 56 very low-income households. This is the number of very low-income households currently assisted by the Orange County Housing Authority. In addition, a second objective is 62 affordable units through three programs that have been previously described: density bonuses (20), second units (10), and a "committed assistance" program (32).

Programs

The City's housing program must include actions to:

> *"Assist in the development of adequate housing to meet the needs of low- and moderate-income households."*

The scope of actions usually includes methods of providing financial assistance. However, the resources available to the City are limited and include CDBG and HOME funds and in-lieu fees. To some degree, the City can "leverage" these resources with other financial resources such as tax exempt bond financing and tax credits.

2.1 Mortgage Revenue Bonds

The City will continue to implement a cooperative agreement with the County of Orange to allow first-time homebuyers in the City to purchase units under the "Single Family Residential Revenue Bond Program". Information on this program is available to the public at City Hall.

The County of Orange has established two revenue bond housing programs to increase the supply of affordable housing in the County -- the Multi-Family Revenue Bond Program and the Single Family Residential Mortgage Revenue Bond Program. Under these programs, tax exempt bonds are issued to provide funds for construction and mortgage loans to encourage developers to provide both rental and for-sale housing which is affordable to lower income families and individuals. These bond programs have facilitated the development of apartment developments in Dana Point with a percentage of the units set-aside at affordable rent levels.

2.2 Coastal Zone Requirements

The City will continue an existing program to implement the requirements of Government Code Section 65590, regarding affordable units in the Coastal Zone. Section 65590 requires one-for-one replacement of affordable units as conditioned by coastal development permits that are demolished or converted to market-rate units. The law also requires the inclusion of affordable units in new development in the Coastal Zone. Where it is not feasible to include affordable units within new development, developers can satisfy the requirement by constructing them at another specific site within the coastal zone or within the City, based upon City approval.

To implement the Coastal Zone requirements, the City will continue to implement the adopted in-lieu fee program. As of June 2000, the City has/or will be collecting in-lieu fees in the amount of more than $200,000.

2.3 In-Lieu Fee Program

In 1999, the City completed a study that compared its adopted in-lieu fee program to that of other coastal cities. The City currently allows a proportional in lieu fee to be paid by project developers. The key variables contained in most in lieu fee programs that were described in the study are:

1. The percentage of affordable housing required – usually, 10%, 15%, 20% or 25%.

2. The income groups to be targeted: very low, low, median, *and/or* moderate income.

3. The methods for calculation of the fee: e.g., percentage of the market rate construction costs or differences between market rate costs and what targeted income groups can afford.

The City's "per market rate in lieu fee" of $2,000 was the lowest of all the cities included in the survey:

Dana Point	$2,000
Huntington Beach	$2,500 (developer contribution divided by market rate units)
Newport Beach	$5,000 (developer contribution divided by market rate units)
Laguna Beach	$10,657
San Clemente	$2,500+/- (1% of construction value)

Solana Beach	$14,000 per fractional unit
Encinitas	No formal in lieu fee adopted

Based on the survey findings, the following are recommendations that will be considered by the City during the first year of the program period:

1. Adopting a specific percentage of affordable units as part of an inclusionary housing policy. The percentage could very from, say, 10% to as high as 25%.

2. Base the fee amount on the locally required affordable housing subsidy: the difference between market rate housing and the amount within the financial means of the low and/or moderate-income groups.

3. Target specific income groups: for instance, very low and low income households.

4. Continue to allow developers all the options that are available to meet the City's affordable housing requirements.

5. In lieu fees could be donated by private developers directly to nonprofit housing corporations. The nonprofits, though, would be required to execute affordability covenants.

6. In lieu fees could be paid directly to a City fund. The fees then could be matched with other local housing funds or County HOME funds to enable the provision of affordable housing by a nonprofit developer.

The per market rate unit fee could be increased from $2,000 to $3,500 if the following criteria were enacted:

1. 10% affordability percentage for a 100-unit project equals 10 units.

2. Per unit affordable subsidy of $35,000 (i.e., midpoint of San Clemente and Laguna Beach.)

3. Total in lieu fee would be $350,000.

4. The per market rate unit in lieu fee would be $3,500 ($350,000 divided by 100 market rate units).

By comparison, a 15% affordability percentage increases the fee from $3,500 to $5,250. A 20% affordability percentage increases the fee to $7,000 for each market rate unit.

2.4 Housing Initiatives Program

The Monarch Beach Resort Specific Plan incorporates a "Housing Initiatives Program" for very low and low-income households. The Program has been designed to accomplish three goals:

1. Maximize employment of the local labor force.

2. Provide housing services management, training seminars, and information regarding rental and ownership responsibilities.

4. Housing cost reductions.

The City will continue to monitor the results of this program. The housing cost reductions will be described in annual reports submitted to the Planning Commission and in the 5-Year Housing Element Progress Report due in 2005.

2.5 Housing for Visitor Serving Use Employees

The City will continue to implement, during the program period, the Land Use Element policies that require the provision of housing within the City for low-wage employees. This program requires an assessment of the impact of each type of visitor serving use upon the City's affordable housing needs and payment of an in-lieu fee or rent subsidy where it is not feasible to provide the affordable units on site.

This program was implemented through the Monarch Beach Specific Plan. The program requires a payment of $210,000 a year to promote affordable housing. As indicated in the preceding program description, the Monarch Beach Specific Plan also contains other housing initiatives.

PROGRAM CATEGORY #3:
ADDRESS AND REMOVE GOVERNMENTAL CONSTRAINTS TO THE MAINTENANCE, IMPROVEMENT AND DEVELOPMENT OF HOUSING

Housing Need Summary

The City does not unduly constrain the maintenance, improvement or development of housing. As a policy matter, the City will facilitate the evaluation and processing of proposals and applications which will help to attain the affordable housing objectives set forth in the Housing Strategy.

Goals

Provide for a regulatory system free of governmental constraints to the maintenance, preservation, improvement and development of housing.

Policies

Encourage incentives to assist in the development of affordable housing such as: 1) reducing permit processing time and waiving or reducing applicable permit fees; 2) on-site density bonuses when appropriate; 3) tax-exempt financing; 4) City participation in on- or off-site public improvements; and/or 5) flexibility in zoning or development standards.

Evaluate housing cost increases resulting from any new City requirements.

Consider flexibility in development standards to allow for single room occupant facilities for low-income individuals. (Coastal Act/30213)

Implement the provisions of the City's Zoning Ordinance that permit the development of transitional and emergency housing in specified zones.

Quantified Objectives

Quantified objectives for housing units by income group can not be established for this Program Category.

Programs

Program actions must be included to:

Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing."

The City addresses these issues through implementation of the Zoning Code, by establishing a preference for affordable housing projects, by streamlined processing of affordable housing proposals and by working with private developers on other programs such as density bonus units.

3.1 Zoning Code

The following provisions are included in the Zoning Code.

- √ Affordable housing is promoted in the mixed-use districts.
- √ Single Room Occupancy (SRO) hotels are allowed in areas of the City designated for commercial development.
- √ Emergency shelters are allowed in multi-family residential zones and commercial zones by use permit.
- √ Appropriate parking requirements are established for senior housing.

The City is currently processing a Zoning Code Amendment to allow manufactured housing in multi-family zones. Manufactured housing is currently allowed in single family zones.

3.2 Streamlined Approvals

This program will continue to give expedited processing to project applicants that will build or rehabilitate affordable housing. In addition, this program will continue to coordinate with developers on other available programs.

The City participated in a survey by the Countywide Housing Task Force, which evaluated city processing times of development proposals. Overall, Dana Point compared very well with other cities in regard to procedures and commitments to achieve expeditious development processing.

PROGRAM CATEGORY #4:
CONSERVE AND IMPROVE THE CONDITION OF THE EXISTING STOCK OF AFFORDABLE HOUSING

Housing Need Summary

There are about 505 overcrowded housing units in the City's housing stock. An estimated 4,300 housing units are 30+ years old. These statistics, which are fully explained in Technical Appendix A, are indicators of the need to continue code enforcement and housing rehabilitation programs.

Goal

Conserve and improve the existing stock of affordable housing.

Policies

Support a code enforcement program to help maintain the physical condition and appearance of neighborhood areas.

Support a code enforcement program to bring substandard buildings up to code.

Encourage the retention of existing single-family neighborhoods and mobile home parks which are economically and physically sound.

Provide neighborhood conservation and residential rehabilitation programs that offer financial and technical assistance to owners of lower income housing property to enable correction of housing deficiencies.

Provide adequate standards for remodeling and expanding existing dwellings to ensure compliance with minimum State and Uniform Building Codes.

Consider a program to regularly evaluate the condition of the interior of residential structures. .

Quantified Objectives

The quantified objectives include:

Code enforcement at the level of 250-300 cases per month.

Rehabilitation of 20 units during the program period.

Programs

According to the State Housing Law, the City's housing program must include actions to:

> *"Conserve and improve the condition of the existing affordable housing stock, which may include addressing ways to mitigate the loss of dwelling units demolished by public and private action."*

The emphasis of this program category is the maintenance and improvement of Dana Point's existing affordable housing supply. Another purpose of this Program Category is to describe actions that will mitigate the loss of housing to both the housing market and the residents of the existing dwelling units. Many of the City's current activities satisfy the requirements of this Program Category: for example, Code Enforcement, Owner and Rental Rehabilitation; Neighborhood Conservation; and the Zoning Code regulations pertaining to Condominium Conversions. In addition, an existing program has been modified to implement a partnership program with a nonprofit housing corporation to acquire and rehabilitate an existing apartment building.

4.1 Code Enforcement

The City's current Code Enforcement Program will continue to be implemented during the 2000-2005 program period. The City has a strong commitment to ensure prompt code compliance for tenants and property owners and the area's residents.

Three full-time Code Enforcement Officers are assigned to process code violations. The City also will continue to implement a proactive code enforcement program. Instead of reacting to complaints, the City's Code Enforcement Officers will canvas streets to monitor compliance.

As in the past, it is anticipated that many citations during the program period will result in improvements to residential property. The program results in buildings meeting the City's code regulations and providing a safe living environment.

In some cases, those cited may use rehabilitation loans provided by the County of Orange. The City's Code Enforcement Officers will continue to provide the appropriate contacts with the County of Orange rehabilitation program staff.

4.2 Owner Rehabilitation

The City will continue to apply to the County of Orange for CDBG and HOME Funds. The program can provide rehabilitation assistance to owner occupied properties for low income households by:

- √ Providing reduced interest rates.
- √ Expanding loan eligibility.
- √ Matching funds from banks.
- √ Expedited loan processing.

The City will continue to promote this program and to advertise the availability of funding through the City newsletter and contacts with local realtors.

4.3 Rental Rehabilitation

The City will continue to support the implementation of the County of Orange Rental Rehabilitation Program. This program encourages the rehabilitation of substandard apartment buildings in targeted neighborhoods. Through the rental rehabilitation program, the County offers up to a 50% deferred loan to pay towards the total cost of a rehabilitation project, with the balance financed through a 6% interest rate loan.

To qualify for a rental rehabilitation subsidy, more than 70% of the building's tenants must be of low or moderate income (i.e., less than 80% of the County median income).

The City will continue to provide brochures and refer interested persons and property owners to the County's Rental Rehabilitation Program.

4.4 Neighborhood Conservation

This program will involve the continued implementation of a system of monitoring neighborhood conditions (i.e., structures, public amenities such as sidewalks) and utilize General Funds, CDBG funds and the Code Enforcement Program to maintain the integrity of these neighborhoods. For example, a Community Improvement Program for the Lantern Village Area was initiated following completion of the "Lantern Village Action Plan" in May 1994.

The City will continue to apply to the County of Orange for CDBG funds for improvements to existing streets. The improvements would include repair or replacement of concrete curb, sidewalk, curb/gutter and cross gutters. Roadway renovation techniques include total reconstruction, slurry seal, and asphalt overlays. These projects will ensure safe, structurally sound, and functionally adequate facilities to improve target area neighborhoods.

The City's Manzanita-Calle La Primavera Storm Drain Project is included in the County's 2000-2001 Consolidated Plan one-year Action Plan. The CDBG funds will be used for improvements of storm drains that will reduce further degradation of both public and private property due to flood impacts.

The City also has a Capital Improvements Program (CIP) that helps to revitalize public improvements.

4.5 Condominium Conversions

The City has adopted requirements for Condominium Conversions within the Zoning Code. During the 2000-2005 program period, the City will continue to implement the Zoning Code regulations governing the conversion of apartments to condominiums.

These regulations are very important because the City's existing multi-family rental housing stock represents a source of relatively affordable housing to many community residents. The conversion of these rental units into condominium ownership may result in the displacement of existing tenants. Some tenants might be unable to buy their units because monthly payments will be substantially greater than the former rent; others might lack the downpayment.

In the past, the City has approved condominium conversion applications. The approved projects provided landscape, site drainage, trash storage and aesthetic improvements. The approved projects also provided for a relocation plan and housing units that will sell for less than the average price of two-bedroom condominiums located in Dana Point.

During the program period, the City will work with local realtors to market this program. In addition, the City will use flyers to inform apartment property owners of the availability of the program.

PROGRAM CATEGORY #5
PROMOTE HOUSING OPPORTUNITIES FOR ALL PERSONS

Housing Need Summary

In the late 1990s, an average of 40 discrimination complaints were received by the Orange County Fair Housing Council in the area covered by the County of Orange Consolidated Plan. Although the Fair Housing Council serves the City, data are unavailable on the number of complaints that may have been made by City residents. The services of the Fair Housing Council and the prosecution of apartment owners that discriminate help to deter discrimination practices in the sale and rental of housing in Orange County.

Goals

Ensure and promote housing opportunities for all population groups.

Policies

Encourage support services for the elderly through the provision of housing services related to in-home care, meal programs, and counseling.

Work with area social service providers in addressing the needs of the homeless population.

Quantified Objectives

Quantified objectives by the number of housing units and income groups can not be established for this Program Category.

Programs

The City's housing program must include actions to:

"Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color."

5.1 Fair Housing Services

The County of Orange allocates funds to the Orange County Fair Housing Council on behalf of the nonentitlement cities, such as Dana Point, that participate in the County's

Urban County CDBG application. The Fair Housing Council provides the following types of services: housing discrimination response, landlord-tenant relations, housing information and counseling, and community education programs.

The City has created a "Directory" of contacts for housing related assistance. A Section within the "Directory" provides contact telephone numbers in Orange County where persons may inquire about Equal or Fair Housing.

In addition to the Community Development Department staff member, the Code Enforcement Officers and Building Inspectors also will refer persons to agencies providing fair housing services.

PROGRAM CATEGORY #6:
PRESERVE LOWER INCOME ASSISTED HOUSING DEVELOPMENTS

Summary of Housing Needs

There are four rental housing developments containing 159 rent restricted units.

Goals

Preserve the existing and future supply of affordable housing that is financially assisted by the City, County, State or federal governments.

Policies

Monitor and protect the supply of affordable housing by enforcing existing deed restrictions, subsidizing units that convert to market-rate, restricting the sale of future affordable units, restricting condominium conversions, and supporting programs for the rehabilitation of affordable housing.

Facilitate the purchase by existing tenants of rental units converted to condominium ownership where conversions are considered appropriate.

Conserve affordable housing opportunities in the City through implementation of State requirements for replacement of low and moderate-income housing.

Ensure the long-term affordability of future affordable housing developments.

Quantified Objectives

Preserve the affordability of 159 rent restricted units in four developments.

Programs

The City's housing program must include actions to:

> *"Preserve for lower income households the assisted housing developments" ...existing in the City.*

The purpose of this Program Category is to describe actions which the City will take to preserve the affordability of existing housing that are eligible to change from low-income housing uses during the next 10 years due to termination of subsidy contracts, mortgage prepayment, or expiration of restrictions on use. "Assisted housing developments" include: federally assisted projects; State and local multifamily revenue bond financed projects; developments assisted by CDBG and local in-lieu fees; inclusionary housing program units; and density bonus units.

In addition, this Program Category also describes other actions of the City to *preserve the affordability* of the existing housing supply. In particular, these actions contribute to a reduction in the cost of housing for low-income households.

6.1 Conservation of Existing and Future Assisted Housing

The City will continue to monitor the affordability terms of existing and future assisted housing. Four existing developments in the City include rent restricted housing units: Harbor Pointe, 40 units; The Bluffs, 90 units; and Domingo/Doheny Park Road, 24 units; The Fountains, five units.

In 1992, Resolution No. 92-06-23-7 for General Plan Amendment GPA92-01 was adopted to comply with State Housing Law for the Preservation of Assisted Units. In implementing the goals of this Resolution, the City in cooperation with the County of Orange, approved agreements extending affordability for an additional 10 years for 40 dwelling units in an assisted housing development. The approved agreement strengthened past affordability terms by requiring 20 dwellings to be affordable to very low-income households, and 20 dwellings to low income households. Affordable rents are also adjusted for family size under a new regulatory agreement.

6.2 Housing Affordability Guidelines

The City during the program period will prepare and implement affordability guidelines to help the City allocate funds to proposed project developments and to ensure that the housing remains affordable for a reasonable period of time. The following list identifies some of the factors that will be incorporated in the affordability guidelines:

- √ Length of affordability.
- √ Percentage of units that should be reserved for extremely low, very low and low income households.
- √ Amount of funding for the assisted housing units.
- √ Percentage of units within a project development that should be affordable.

6.3 Section 8 Rental Assistance

The City will continue to implement the participation agreement with the Orange County Housing Authority (OCHA). As of April 1996, OCHA provided rental assistance to 40 residents of Dana Point. Since then, the number of assisted households has increased to 56. Currently, there are 71 Dana Point families on the Section 8 waiting list.

The Section 8 program provides rental assistance to very low-income families and elderly persons who spend more than 30% of their income on rent. The rental assistance is the difference between the excess of 30% of the monthly income and the federally approved "fair market rent".

Currently there are two means of obtaining Section 8 rental assistance: certificates and vouchers. Under the certificate program, the landlord must enter into a contract with OCHA which limits the total rent for the unit involved to a federally approved "fair market rent" level. Under the voucher program, the landlord need not agree to limit the rent level; however, the tenant must then pay the difference between the federally approved "fair market rent" level and the actual rent. In both instances, the subsidy is paid directly to the landlord.

The Housing Authority provides all local administration, including qualification of the households, and qualification and inspection of the rental units. All funding is from the

Federal government; the City has no direct or indirect expenses. The City will continue to refer needy families to the Orange County Housing Authority and inform realtors of the program's availability.

6.4 Shared Housing

The City will continue to advertise the availability of the Shared Housing Program. In addition, the City will continue to produce a "Housing and Citizen Assistance Programs Directory". The Directory identifies a variety of contacts for housing programs, including a contact for the Senior Citizen Shared Housing Program. The City staff and the public will continue to use the published directories.

The Senior Citizen Homesharing Program, operated through Orange County Senior Services, places limited income persons in touch with other persons in owner-occupied housing who wish to share their houses. The Homesharing Program is staffed by one full-time and one part-time person and relies upon CDBG funds as well as other funds to operate. Since the Homesharing Program's primary function is to network among those needing and those providing housing, its resource needs are limited primarily to staff, office space, and telephones.

In the past, the City has financially supported this program with CDBG funds. Due to a change in County policy, separate agencies must now apply to the County for CDBG funds and not through the City. Therefore, financial assistance to Senior Shared Housing is no longer awarded through the City of Dana Point.

SUMMARY

In this Section, the City's housing needs have been briefly summarized. The data for each of the needs cited in the State housing law are presented and discussed in Technical Appendix A. This Technical Appendix also contains information on the housing resources and constraints that must be included in the City's Housing Element per HCD requirements. In addition to the Technical Appendix data, the City's Housing Element must also establish goals, policies, quantified objectives and action programs to address the needs listed on the next page:

- √ **Providing adequate sites to achieve a variety and diversity of housing.**
- √ **Assisting in the development of affordable housing.**
- √ **Removing governmental constraints if necessary.**
- √ **Conserving the existing stock of affordable housing.**
- √ **Promoting equal housing opportunity.**
- √ **Preserving "at-risk" housing.**

This Section has served to comply with the State housing law by presenting action programs for each of the six need categories. The actions have been planned in the context of the resources that are or could be available to the City during the next five-year period.

TECHNICAL APPENDIX A
HOUSING NEEDS, RESOURCES AND CONSTRAINTS

A. INTRODUCTION

According to Article 10.6, Section 65583 (a) of the Government Code, a housing element must contain: "An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs. The assessment and inventory shall include the following:

1. An analysis of population and employment trends and documentation of projections and a quantification of the locality's existing and projected housing needs for all income levels. These existing and projected needs shall include the locality's share of the regional housing need in accordance with Section 65584.

2. An analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including overcrowding, and housing stock condition.

3. An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment and an analysis of the relationship of zoning and public facilities and services to these sites.

4. An analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures. The analysis shall also demonstrate local efforts to remove governmental constraints that hinder the locality from meeting its share of the regional housing need in accordance with Section 65584.

5. An analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction.

6. An analysis of any special housing needs, such as those of the handicapped, elderly, large families, farmworkers, families with female heads of households, and families and persons in need of emergency shelter.

7. An analysis of opportunities for energy conservation with respect to residential development.

8. An analysis of existing assisted housing developments that are eligible to change from low -income housing uses during the next 10 years due to termination of subsidy contracts, mortgage prepayment, or expiration of restrictions on use."

B. POPULATION AND EMPLOYMENT TRENDS AND PROJECTIONS

1. Population Trends and Projections

Table A-1 presents the detailed data on population trends and projections. As of January 2000, the City's population was estimated to be 37,976 persons. Between the April 1990 Census and January 2000, there was a population increase of 6,080 persons. There was a 19% population gain during the almost 10-year period since the April 1990 Census. At build-out, the City is projected to have a population of 39,258 persons, according to the General Plan.

2. Employment Trends and Projections

As of mid-year 1995, there were an estimated 5,072 jobs located within Dana Point. As shown in Table A-2, the vast majority of the jobs are in the "retail trade" and "services" industries.

In the short-term, between 1998-2005, the City is not projected to have a significant increase in jobs that would induce households to move to the City. For instance, development of the Monarch Beach and Headlands Specific Plan areas is not projected to occur during the next five years.

Apart from the Specific Plan areas, there are 3.9 acres of vacant commercial acres and 25.47 vacant industrial acres. As of early 2000, none of these vacant areas had development proposals submitted to the City. Therefore, the development of these areas is not projected to happen during the 2000-2005 time period. As a result, employment growth within the City will not induce a strong demand for new housing.

TABLE A-1
CITY OF DANA POINT
POPULATION TRENDS-1990 TO BUILDOUT

Year	Estimated and Projected Population	Cumulative Increase	Percentage Increase
1990	31,896	------	-------
1995	35,679	3,783	11.9%
1999	37,330	5,434	17.0%
2000	37,976	6,080	19.1%
Build-Out	39,258	7,362	23.1%

Source: 1990 U.S. Census of Population and Housing.
The 1995, 1999 and 2000 estimates are from the State Department of Finance (DOF).
Dana Point General Plan.
Table construction by Castaneda & Associates.

TABLE A-2
CITY OF DANA POINT
(ZIP CODES 92624 AND 92629)
WAGE AND SALARY EMPLOYMENT BY INDUSTRY--MID 1995

Industry	Employment
Agriculture, Mining, Non-Classified	235
Construction	342
Manufacturing	143
Transportation and Public Utilities	48
Wholesale Trade	179
Retail Trade	2,311
Finance, Insurance and Real Estate	297
Services (excluding private households)	1,446
Local Government	71
Total	5,072

Source: Labor and Market Division of the California State Employment Development Department (EDD). Special run January 31, 1996.

Table construction by Castaneda & Associates.

C. HOUSING GROWTH TRENDS/SHARE OF REGIONAL HOUSING NEEDS

1. Housing Growth Trends

The City's housing stock contained an estimated 15,801 housing units as of January 2000. The City experienced a growth of just over 1,100 housing units between the April 1990 Census and January 2000. The General Plan projects a total stock of 16,495 housing units. Table A-3 contains the data on housing growth trends.

TABLE A-3
CITY OF DANA POINT
HOUSING GROWTH TRENDS-1990 TO BUILDOUT

Year	Estimated and Projected Housing	Cumulative Increase	Percentage Increase
1990	14,666	-----	------
1995	15,464	798	5.4%
1999	15,686	1,020	7.0%
2000	15,801	1,135	7.7%
Build-Out	16,495	1,829	12.5%

Source: 1990 U.S. Census of Population and Housing.
The 1995,1999 and 2000 estimates are from the State Department of Finance (DOF).
Dana Point General Plan.
Table construction Castaneda & Associates.

During the past nine years and nine months (April 1990-December 2000), an annual average of 116 housing units have been added to the City's housing supply.

2. Share of Regional Housing Need

The Southern California Association of Governments (SCAG) and the Orange County Council of Governments (OCCOG) are responsible for the allocation of the County's housing construction need to cities. Orange County was allocated a "construction need" of 75,502 units for the period from January 1998 through June 2005. Dana Point was allocated 450 units as its "share of the regional housing need." The three components listed on the next page comprise the housing construction need:

Household Growth	1,046
Less Vacancies Needed	-670
Plus Replacement of Units Lost	74
	450

SCAG/OCCOG have projected a loss of 74 units during the 7.5-year period from January 1998 through June 2005. According to SCAG:

> "The housing unit loss adjustment is the number of units needed to replace those projected to be lost during the planning period to demolition, conversion to non-housing uses, and loss to natural disaster."

SCAG based the loss rate on Department of Commerce data for the 1990-94 time period. The City's housing stock has not lost units due to fire, causalities or other factors at this rate during the past nine years. It is not likely that City will need to replace 74 housing units during the program period.

The City's regional share of 450 housing units also is allocated by income group. As indicated by Table A-4, 135 units have been allocated to the very low and low-income groups.

TABLE A-4
CITY OF DANA POINT
SHARE OF REGIONAL HOUSING NEEDS – 1998-2005

Income Category	Number	Percentage
Very Low	85	19%
Low	50	11%
Moderate	86	19%
Above Moderate	229	51%
Total	450	100%

Source: SCAG RHNA99, Preliminary Draft Construction Need and Income Distributions, 1998-2005, October 21, 1999.

D. HOUSEHOLD AND HOUSING CHARACTERISTICS

Section 65583 (a)(2) of the Government Code requires that a housing element include an analysis of:

- √ Level of payment compared to ability-to-pay
- √ General housing characteristics
- √ Overcrowding
- √ Housing stock condition

1. Overview of Household Characteristics

a. Household Type

1990 income information is available for four household types:

Elderly: a one or two person household in which the head of household or spouse is at least 62 years of age.

Small Family: a household of 2 to 4 persons, which includes at least one person, related to the householder by blood, marriage or adoption.

Large Family: a household of 5 or more persons, which includes at least one person, related to the householder by blood, marriage or adoption.

All Other: although HUD does not provide a specific definition, it is assumed that these households consist of unrelated individuals.

b. Household Income Groups

State law defines the income groups in terms of the percentage of the Orange County median income:

0-50% refers to very low income

51-80% refers to low income

81-120% refers to moderate income

120%+ refers to above-moderate income

Each year the U.S. Department of Housing and Urban Development (HUD) and the State Department of Housing and Community Development (HCD) update the household

income limits for each group. The year 2000 HCD income limits are presented in Table A-5 for the four income groups listed above.

TABLE A-5
ORANGE COUNTY INCOME LIMITS: MARCH 2000

Household Size	Very Low	Low	Median	Moderate
1	$24,350	$35,150	$48,700	$58,450
2	$27,850	$40,150	$55,700	$66,800
3	$31,300	$45,200	$62,650	$75,150
4	$34,800	$50,200	$69,600	$83,500
5	$37,600	$54,200	$75,150	$90,200
6	$40,350	$58,250	$80,750	$96,850
7	$43,150	$62,250	$86,300	$103,550
8	$45,950	$66,250	$91,850	$110,200

Source: State Department of Housing and Community Development, 2000 Income Limits, March 2000

c. Number of Lower Income Households by Tenure

As of January 1998, there were an estimated 13,578 households residing in Dana Point. The household income distribution will not be known until the year 2000 census data are published. According to SCAG estimates in Table A-6, there are about 2,900 households with incomes of less than 80% of the County median income – 1,715 renter and 1,193 owner households, respectively.

TABLE A-6
CITY OF DANA POINT
HOUSEHOLD INCOME DISTRIBUTION–1998

Income Level	Renter Households	Owner Households	Total Households	Percent Distribution
Extremely Low (0-30%)	550	430	980	7.2%
Very Low (31-50%)	534	351	885	6.5%
Low (51-80%)	631	412	1,043	7.7%
Middle (81-95%)	482	390	872	6.4%
Above Middle (96%+)	3,387	6,411	9,798	72.2%
Total	5,584	7,994	13,578	100.0%

Source: SCAG RHNA99, Preliminary Existing Need – All Incomes.
Table construction Castaneda & Associates.

d. Households by Type and Tenure

Table A-7 shows the number of households in 1990 by household type and income group. In order to compare needs across the household types and income groups, data produced by HUD was used. That data includes information on two income groups that are not specifically referenced in the State housing law: middle and above middle income.

The City has very few elderly and large family renter households, according to the information in Table A-7. In 1990, there were an estimated 2,552 households with annual incomes below 80% of the median income for Orange County – 1,516 renter and 1,036 households, respectively. The vast majority of lower income households are small families and "other" household types as defined above.

TABLE A-7
CITY OF DANA POINT
HOUSEHOLD INCOME DISTRIBUTION BY HOUSEHOLD TYPE-1990

Income Level	Renters					Owners			
	Elderly	Family	Small Family	Large Other	Total	Elderly	Other	Total	All
Extremely Low (0-30%)	90	167	92	222	571	263	158	421	992
Very Low (31-50%)	44	144	92	177	457	137	190	327	784
Low (51-80%)	16	213	46	213	488	163	125	288	776
Middle (81-95%)	26	189	63	182	460	163	198	361	821
Above Middle (96%+)	100	1,342	159	1,449	3,050	1,117	5,168	6,285	9,335
Total	276	2,055	452	2,243	5,026	1,843	5,839	7,682	12,708

Source: U.S. Department of Housing and Urban Development, Comprehensive Housing Affordability Strategy (CHAS) Databook, (June 1993).

Table construction Castaneda & Associates.

2. Level of Payment Compared to Ability to Pay

a. Summary

The most serious problem confronting low-income households is overpaying -- housing costs in excess of their ability to pay. The number of lower income households that spend *30% or more* of their income on housing costs measures the magnitude of this problem. More specifically, the problem usually is quantified on the basis of *lower income renter households* that are overpaying because owner households have more financial options than renters do and mortgage cost assistance to current owners has not been public policy.

Rental assistance to reduce housing costs is available through the City's participation with the Orange County Housing Authority's (OCHA) Section 8 program. In 1999, there were 56 Dana Point households obtaining Section 8 rental assistance, according to OCHA.

b. 1998 Overpaying Estimates

Table A-8 contains SCAG's estimates of the current number of households experiencing overpaying problems. There are an estimated 4,871 renter and owner households with housing costs exceeding 30% of income. Of this total, 2,061 have extremely low, very low and/or low-incomes (all at <80% of median income). Within these three income groups, there are 1,484 renters and 577 owners.

TABLE A-8
CITY OF DANA POINT
COST BURDENED HOUSEHOLDS BY INCOME GROUP AND TENURE - 1998

Income Group	Cost Burden (30%+) Renters	Owners	Total Households
Extremely Low	460	249	709
Very Low	473	156	629
Low	551	172	723
Middle	341	141	482
Above Middle	483	1,845	2,328
Total	2,308	2,563	4,871

Source: SCAG RHNA 99, Existing Housing Needs, "Households with Overpayment." Table construction by Castaneda & Associates

c. 1994 Orange County Overpaying Rates

As a barometer for gauging changes in overpaying rates, a review was completed of the American Housing Survey statistics for the Anaheim-Santa Ana Metropolitan Area in 1994. According to this survey, 55% of all Orange County renters had housing costs exceeding 30% of their income. In fact, one of every four renters in Orange County were severely cost burdened – paying more than 50% of their income on monthly rents.

d. 1990 City Overpaying Rates

In 1993, HUD prepared special tabulations of census data in what is called the CHAS Databook. Information from this source was used to construct Tables A-9 and A-10. These tables provide estimates of the number of lower income households that were "overpaying" and "severely overpaying" at the time of the 1990 Census. There were an

estimated 1,306 lower income *renter* households overpaying and 869 that were severely overpaying. The "small family" household type was the group that experienced the highest rate of overpaying. Small family households are comprised of 2 to 4 persons.

TABLE A-9
CITY OF DANA POINT
LOWER INCOME HOUSEHOLDS OVERPAYING (30%+)
BY INCOME GROUP AND TENURE-1990

Income Level	Renters Overpaying					Owners Overpaying			
	Elderly	Small Family	Large Family	Other	Total	Elderly	Other Than Elderly	Total	
Extremely Low Income		56	144	92	185	477	147	105	252
Very Low Income	34	124	92	169	419	68	95	163	
Low Income	16	166	15	213	410	24	104	128	
Total	106	434	199	567	1,306	239	304	543	

Source: U.S. Department of Housing and Urban Development, Comprehensive Housing Affordability Strategy (CHAS) Databook, (June 1993).

TABLE A-10
CITY OF DANA POINT
LOWER INCOME HOUSEHOLDS OVERPAYING (50%)

Income Level	Renters Severe Cost Burden					Owners Severe Cost Burden		
	Elderly	Small Family	Large Family	Other	Total	Elderly	Other Than Elderly	Total
Extremely Low	44	144	76	185	449	109	96	205
Very Low	28	63	64	117	272	30	76	106
Low	0	43	0	105	148	14	64	78
Total	72	250	140	407	869	153	236	389

Source: U.S. Department of Housing and Urban Development, Comprehensive Housing Affordability Strategy (CHAS) Databook, (June 1993).

3. General Housing Characteristics

a. Housing Stock

As of January 2000, the City's housing supply consisted of 15,801 units. Almost one-half of the entire supply was comprised of single family detached units. Most of the balance of the housing supply is evenly comprised of single family attached, duplex to fourplex and multifamily units. The City also has 264 mobilehome units, four more than in 1990. Table A-11 presents the data on the composition of the housing stock.

TABLE A-11
CITY OF DANA POINT
COMPOSITION OF THE HOUSING STOCK-2000

Type of Unit	Number of Units	Percent
1 Unit, detached	7,617	48.2%
1 unit, attached	2,290	14.5%
2 to 4 units	2,810	17.8%
5+ units	2,813	17.8%
Mobilehomes	271	1.7%
Total	15,801	100.0%

Source: State Department of Finance, Demographic Research Unit, Report E-5
Population and Housing Estimates, January 1, 2000.
Table construction by Castaneda & Associates

b. Owner/Renter Distribution

Both the 1990 Census (Table A-7) and 1998 SCAG estimates (Table A-6) indicate that almost 60% of the City's housing supply are owner occupied. Most of the owner households live in single family detached and attached housing units, as reported in Table

A-12. The highest number of renter households resides in duplex to fourplex structures. The second highest number of renter households, though, lives in single family detached dwellings. In fact, about 16.2% of all occupied single family detached housing units were renter occupied as the April 1990 Census.

The renter occupied single family housing units is an indicator of a need for first time homebuyer assistance. Younger families who do not have sufficient space in the apartment housing, for instance, may occupy these dwellings. The large number of duplex to fourplex structures may indicate opportunities for the ownership and improvement of these structures through financing programs designed specifically for these housing types.

TABLE A-12
CITY OF DANA POINT
HOUSING STOCK BY TYPE, OCCUPANCY STATUS AND TENURE-1990

Type of Unit	Owner	Percent	Renter	Percent	Occupied	Vacant	Total Units	Percent
1, detached	5,132	83.8%	993	16.2%	6,125	709	6,834	46.6%
1, attached	1,294	67.6%	621	32.4%	1,915	329	2,244	15.3%
2 to 4 units	410	16.8%	2,031	83.2%	2,441	314	2,755	18.8%
5 to 9 units	258	27.3%	688	72.7%	946	318	1,264	8.6%
10 units+	102	11.2%	805	88.8%	907	264	1,171	8.0%
Mobilehomes	252	89.0%	31	11.0%	283	31	314	2.1%
Other	30	35.7%	54	64.3%	84	0	84	0.6%
Total	7,478	58.9%	5,223	41.1%	12,701	1,965	14,666	100.0%

Source: State Census Data Center, 1990 Census of Population and Housing, Summary Tape File 3.

Table construction by Castaneda & Associates

4. Overcrowding

a. Summary

Overcrowding is one result of the shortage of interior living space. The overcrowding measure most frequently used to estimate overcrowded households is a housing unit with 1.01 or more persons per room, excluding bathrooms, halls, foyers, porches and half-rooms. "Severe" overcrowding is measured by the number of housing units with 1.51 or more persons per room. An "overcrowded" housing unit does not necessarily imply one of inadequate physical condition; rather, with fewer persons it becomes "uncrowded".

Overcrowding reflects the financial inability of households to buy or rent housing units having enough space for their needs. Consequently, overcrowding is more appropriately considered a household characteristic (instead of a housing structural condition) and falls within the meaning of special housing needs much as large families are so considered. Overcrowding also may be temporary phenomena since some households will move to larger housing units to meet space requirements.

b. 1998 City Overcrowding Characteristics

The most recent overcrowding statistics were developed by SCAG. According to this source, there are 505 overcrowded households in Dana Point. The vast majority – 93% -- are renter households. The overcrowding rate among owners was .45%. Among all renters the overcrowding rate was 8.4%. Sixty six percent of all the overcrowded renters had lower incomes (<80%). The data are reported in Table A-13 below.

TABLE A-13
CITY OF DANA POINT: OVERCROWDED HOUSEHOLDS –1998

Income Group	Renters	Owners	Total Households
Extremely Low	101	6	107
Very Low	104	0	104
Low	104	0	104
Middle	59	0	59
Above Middle	101	30	131
Total	469	36	505

Source: SCAG RHNA 99, Existing Housing Needs, "Households with Overcrowding."

c. 1994 Orange County Overcrowding Rates

According to the 1994 American Housing Survey, the percentage of overcrowded units countywide was 6.4% for all owners and renters. The renter overcrowding rate was

13.2% compared to 1.9% for all owners. Thus, Dana Point's overcrowding is less severe for both owners and renters as compared to the entire county. The 1994 data are provided below in Table A-14.

TABLE A-14
ORANGE COUNTY OVERCROWDING RATES - 1994

Persons per Room	Owners Number	Owners Percent	Renters Number	Renters Percent	All Households Number	All Households Percent
0.50 or less	378,400	73.6%	172,800	51.2%	551,200	64.7%
0.51 to 1.00	125,700	24.5%	120,200	35.6%	245,900	28.9%
1.01 to 1.50	7,200	1.4%	31,900	9.4%	39,100	4.6%
1.51 or more	2,400	0.5%	12,900	3.8%	15,300	1.8%
Total	513,700	100.0%	337,800	100.0%	851,500	100.0%

d. 1990 City Overcrowding Characteristics

According to the 1990 Census, the number and percentage of overcrowded households was very low. As indicated by Table A-15, 580 households were overcrowded, a number that equals 4.6% of all the City's households. There are major differences in overcrowding rates between owner and renter households, however. An estimated 9.4% of all renter households live in overcrowded conditions compared to 1.2% of all owner households. Overcrowding is particularly high among large family renter households as shown in Table A-16.

Overcrowding also is particularly high among the lower income, renter large family households. There are an estimated 230 lower income, large related households and 153 (67%) were overcrowded as of the 1990 Census.

TABLE A-15
CITY OF DANA POINT
OVERCROWDED AND SEVERELY OVERCROWDED
HOUSEHOLD BY TENURE-1990

Persons Per Room	Owner	Percent	Renter	Percent	Total	Percent
0.5 or Less	5,956	79.7%	3,147	60.2%	9,103	71.6%
0.51 to 1.00	1,430	19.1%	1,588	30.4%	3,018	23.8%
1.01 to 1.50	62	0.8%	217	4.2%	279	2.2%
1.51 to 2.00	24	0.3%	123	2.4%	147	1.2%
2.01 or more	6	0.1%	148	2.8%	154	1.2%
Total	7,478	100.0%	5,223	100.0%	12,701	100.0%

Source: State Census Data Center, 1990 Census of Population and Housing, Summary Tape File 3.

Table construction by Castaneda & Associates

TABLE A-16
CITY OF DANA POINT
PERCENT OVERCROWDED HOUSEHOLDS
BY INCOME LEVEL, TENURE AND HOUSEHOLD TYPE-1990

Income Level	Renters		Owners	
	All	Large Family	All	Other Than Elderly
Extremely Low (0-30%)	17.9%	64.1%	1.4%	3.8%
Very Low (31-50%)	20.1%	59.8%	0.0%	0.0%
Low (51-80%)	15.8%	84.8%	0.0%	0.0%
All <80%	17.9%	66.5%	0.6%	1.3%

Source: U.S. Department of Housing and Urban Development, Comprehensive Housing Affordability Strategy (CHAS) Databook, (June 1993).

Table construction Castaneda & Associates.

e. Overcrowding in Lantern Village

Overcrowding is concentrated in the Lantern Village Neighborhood. An estimated 12.7% of all the occupied housing units in this neighborhood were overcrowded at the

time of the 1990 Census. The 1990 estimate of overcrowded housing units - 336 -- in the Lantern Village Neighborhood represented 58% of all the overcrowded households in the City.

The consequences of concentrated overcrowding also are manifested at the neighborhood as well as household level. According to the Lantern Village Neighborhood Action Plan:

> "Overcrowding of residential structures is a common problem in many communities. The problems, which result negatively, impact the City in many ways. The most obvious impact is on the dwellings themselves. The more individuals who reside in a living unit, the more wear and tear there is on the unit. Everything from bathroom fixtures to carpet wears out faster with increased use. The same is true with the City's infrastructure. Overcrowding of units usually relates to an excess of vehicles, forcing residents to park on the street, which usually has limited availability. The streets, water system and sewer systems were constructed to handle design capacity based on typical population densities. As the living units are overcrowded, the City's infrastructure must function at capacities that exceed their design. Such use causes accelerated deterioration and/or restricts designed service.
>
> "Some impacts can be life threatening. As buildings become congested beyond design limits, emergency escape routes from the buildings may be restricted. In addition, over crowding often results in congested streets which could negatively impact the ability of emergency vehicles such as fire trucks and ambulances from accessing the neighborhood."

The City's actions to ameliorate and prevent overcrowding are described in Section 2 of the Housing Element.

Exhibit A-1 shows the boundaries of the Lantern Village Neighborhood and other census tracts located in the City.

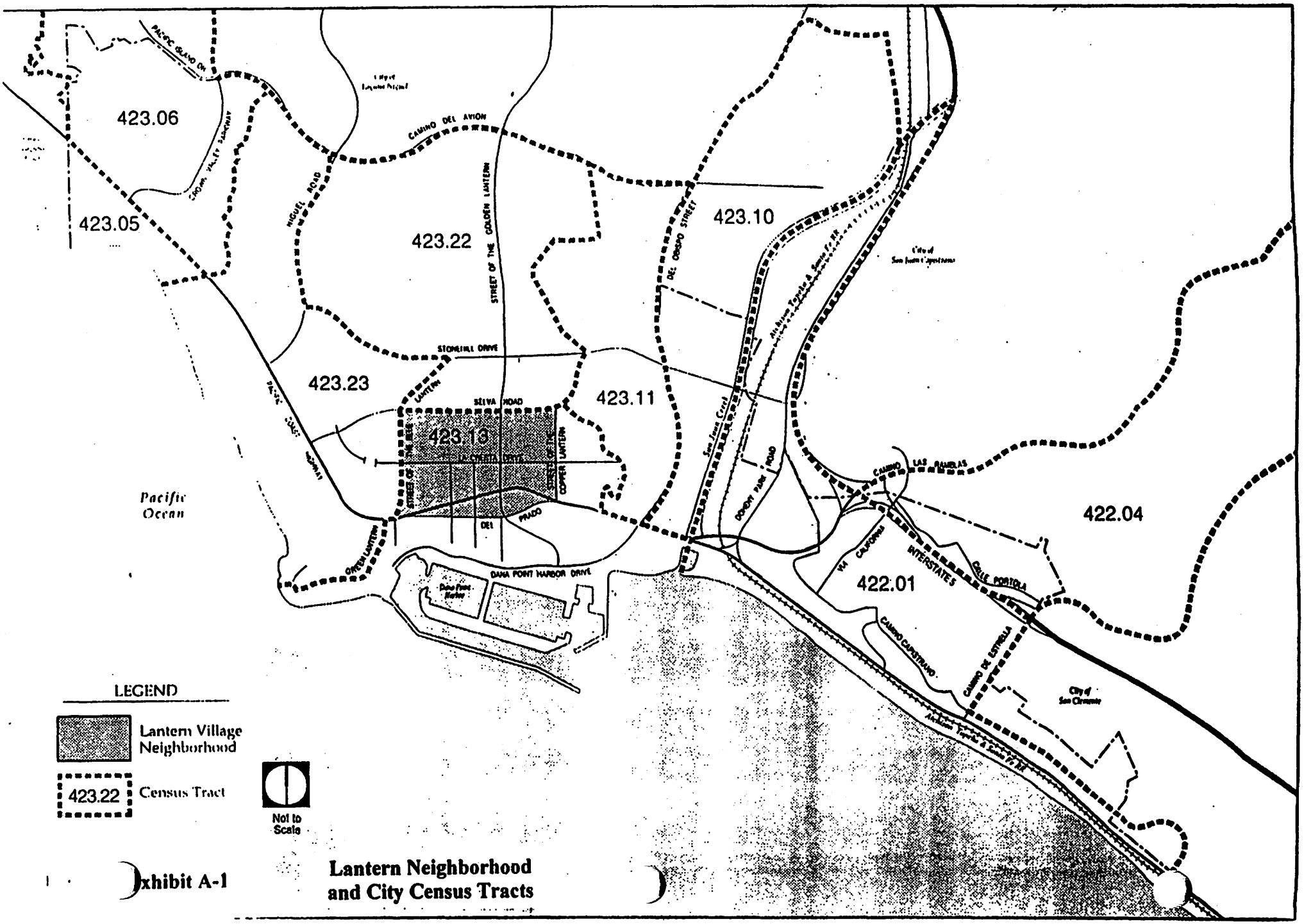


Exhibit A-1

Lantern Neighborhood and City Census Tracts

6. Condition of the Housing Stock

a. Age of Housing

The vast majority of the City's housing supply was constructed prior to incorporation. The proportion of the housing stock that is older than 30 years is an indicator of the magnitude of minor and major rehabilitation needs. The City's older housing stock is predominantly located in the Lantern Village Neighborhood.

Table A-17 indicates that as of 1995, an estimated 19% of the City's housing stock was over 30 years old. By the year 2000, 28% of the City's housing stock will be over 30 years old. This would indicate the potential need for rehabilitation and continued maintenance of an estimated 4,300 dwelling units by the year 2000.

b. Age of Housing Occupied by Owner and Renters

Owners and renters on an almost equal basis occupy the City's older housing stock. In 1990, about 30% of all owner households lived in homes that were 30+ years old compared to 32% of all renter households. The detailed statistics are presented in Table A-18.

c. Code Enforcement Data

Code enforcement data are another indicator of the condition of housing. In 1999, there were a total of 3,457 active code enforcement files, a monthly average of 288. The percentage distribution of the code enforcement files by area was: Lantern Village, 47%; Dana Point, 22%; Capistrano Beach, 25%; and Monarch Beach, 4%. The most frequent code violations included property maintenance problems such as lack of paint; poor landscaping; and deteriorated structures.

TABLE A-17
CITY OF DANA POINT
AGE OF HOUSING STOCK BY YEAR BUILT-JANUARY 1999

Year Built	Number of Units	Percent
1939 or Earlier	172	1.1%
1940 to 1949	328	2.1%
1950 to 1959	1,071	6.8%
1960 to 1969	2,772	17.7%
1970 to 1979	4,583	29.2%
1980 to 1984	2,368	15.1%
1985 to 1988	2,142	13.7%
1989 to March 1990	1,230	7.8%
April 1990 to Dec. 1998	1,020	6.5%
Total	15,686	100.0%

Source: State Census Data Center, 1990 Census of Population and Housing, Summary Tape File 3. California State Department of Finance (DOF) Population and Housing Estimates, January 1995.

Table construction by Castaneda & Associates

TABLE A-18
CITY OF DANA POINT
AGE OF HOUSING STOCK BY TENURE-1990

Year Built	Owner	Percent	Renter	Percent	Total	Percent
1989 to March 1990	298	4.0%	361	6.9%	659	5.2%
1985 to 1988	1,128	15.1%	764	14.6%	1,892	14.9%
1980 to 1984	1,399	18.7%	742	14.2%	2,141	16.9%
1970 to 1979	2,426	32.4%	1,676	32.1%	4,102	32.2%
1960 to 1969	1,512	20.2%	1,014	19.4%	2,526	19.9%
1950 to 1959	464	6.2%	448	8.6%	912	7.2%
1940 to 1949	146	2.0%	172	3.3%	318	2.5%
Prior to 1940	105	1.4%	46	0.9%	151	1.2%
Total	7,478	100.0%	5,223	100.0%	12,701	100.0%

Note: The 12,701 housing units represent occupied dwellings and do not include vacant units.

Source:State Census Data Center, 1990 Census of Population and Housing, Summary Tape File 3.

Table construction by Castaneda & Associates

E. INVENTORY OF HOUSING SITES

1. Housing Sites Inventory

a. Summary

The purpose of the inventory of sites is twofold: 1) to identify sites that facilitate the development of a variety of housing types for all income groups and 2) to identify sites that accommodate the City's construction need. Specifically, the Housing Element Law reads:

> *Identify adequate sites which will be made available through appropriate zoning and development standards needed to facilitate and encourage the development of a variety of housing types for all income groups, including multifamily rental housing, factory-built housing, mobilehomes, and emergency shelters and transitional housing.*

The housing unit potential of the identified sites is compared to the City's construction need to calculate whether there are "adequate" sites. Constructed units, units under construction, and approved developments, already have met 191 units of the City's construction need.

The inventory of vacant land reveals that 402 housing units could be developed on vacant land that currently has adequate public facilities and services. In addition, there is the potential for an additional 361 housing units through recycling on underdeveloped land.

The land inventory to meet the very low and low income housing needs will consist of 3+ acres of underutilized sites at a density of 22-30 dwelling units per acre, a "committed assistance" program, density bonus units and second units.

b. Development Activity – 1998 to 2000

The construction need covers a 7.5-year period from the beginning of January 1998 to the end of June 2005. Consequently, development activity from 1998 to June 30, 2000 counts toward the construction need. Between January 1998 and December 1999, an estimated 191 housing units have been constructed or approved for development. The housing type distribution is as follows:

Single-Family	78
2-4 Unit Structure	2
5+ Unit Structure	104

Mobile Homes	7

The count of housing units by type is based on 1998 and 1999 State Department of Finance estimates and the monthly building permit reports for calendar year 1999. An estimate has been of the distribution of the 191 units by income group, as follows:

1. All 78 single-family units have allocated to the above-moderate income group. The building valuation data indicated that these units had valuations of more then $300,000.
2. The duplex structure was allocated to the moderate-income group.
3. Eight-four of the multi-family units were allocated to the moderate- income group and 20 to the above moderate-income group.
4. Seven mobile homes were allocated to the low-income group.

c. Balance of Construction Need

The balance of Dana Point's construction need by income category is listed below:

Income Category	Balance of Units Needed
Very Low	85
Low	43
Moderate	0
Above Moderate	131
Total	259

d. Vacant Land Availability

Table A-19 projects that an estimated 402 new housing units could be developed on the vacant sites in the City that are located outside of the two specific plan areas.

TABLE A-19
CITY OF DANA POINT: HOUSING SITES INVENTORY

Residential Density	Vacant Acres	Dwellings Per Acre*	Housing Unit Potential
0-3.5 dus/ac	11.87	3.0	36
3.5-7 dus/ac	40.86	6.0	245
7-14 dus/ac	10.11	9.64	97
14-22 dus/ac	1.31	18.0	24
	64.15		402

*The DUs/acre factors are the ones used in the 1990 General Plan Land Use Element.

Note: Excludes vacant land in the Monarch Beach Resort and Headlands Specific Plan Areas.

Source: City of Dana Point, Community Development Department, Vacant Land Survey, 1995 and 1999.

e. Underutilized Land Inventory

In addition to residential development on vacant land, there is the potential for 361 housing units on underdeveloped land. Table A-20 shows the recycling potential in four of the City's land use categories.

f. Land Availability to Meet Balance of Construction Need

Very Low Income Construction Need: The 85 units of construction need for this income group will be met as follows:

20 units through the "committed assistance" program
10 density bonus units
5 second units
50 units on 2 acres of underutilized sites at a density of 22–30 dus/ac (Table A-20)

State law allows a program of Committed Assistance Credits to be included in the Housing Element. Up to 25% of the sites for construction need can be met by the rehabilitation of existing units and enforcement of affordable rents. The Housing Element includes such a program to for 32 units of the total 135 units needed for the very low and low-income groups.

TABLE A-20
CITY OF DANA POINT: RECYCLING POTENTIAL ON UNDERDEVELOPED LAND

Residential Density	Net Acres	Housing Unit Potential
7-14 dus/ac	16.5	159*
14-22 dus/ac	1.7	19**
22-30 dus/ac	12.0	94***
Commercial/ Residential	17.8	89****
	47.0	361

*Projected that practically all of the existing underdeveloped acreage in this category, which consists of open space and single-family development, will recycle to the allowable Residential 7-14 density during the program period.
**Projected that approximately 60% of the underdeveloped acreage which is currently used for private parks or other recreational purposes will recycle to higher densities during the program period.
***Projected that approximately 30% of the underdeveloped acreage, the majority of which is developed at the Residential 7-14 density, will recycle to the higher Residential 22-30 density during the program period.
****Projected that 50% of the underdeveloped acreage in this category will recycle to a higher density. Existing uses on this underdeveloped land include principally single-family residences, retail commercial and community facilities.

Source: City of Dana Point, Land Use Element: Land Use Element Technical Report, " Residential Development Potential Under the Land Use Plan."

Low Income Construction Need: The 50 units of construction need will be met by:

7 mobile home units

12 units through the "committed assistance " program
10 density bonus units
5 second units
16 units on <1 acre of underutilized sites at a density of 22-30 dus/ac (Table A-20)

Moderate Income Construction Need: Units already constructed or approved for development have met the moderate-income construction need.

Above-Moderate Income Construction Need: The balance of the construction need for the above moderate-income group will be met by the incremental development of infill sites and the land inventory available at Monarch Beach Resort and Headlands Specific Plan Areas.

2. Public Services and Facilities

a. Summary

The capacity of public services, utilities, and facilities is adequate to service the development of vacant and underutilized sites. The delivery of public services and facilities to these sites will be made within the framework of the Public Facilities Element of the General Plan. Development of the specific plan areas will be consistent with plans for the public services and facilities needed to support the projects.

a. Public Services and Utilities

Public services are provided by the City, County and special agencies. The list below identifies the entities providing public services:

Fire Protection – Orange County Fire Authority
Police Protection – Orange County Sheriff-Coroner Department
Maintenance of Public Facilities – City
Power – San Diego Gas and Electric
Natural Gas – Southern California Gas company

Based on the analysis contained in recent environmental impact reports, the incremental increase in housing and population projected to occur during the program period can be accommodated by these public services and utilities.

b. Public Facilities and Infrastructure

Except for storm drains, practically all of the City's infrastructure is operated by the County of Orange or an independent agency or special district. Because the City is almost built-out except for the specific plan areas, these facilities are already in place. There is adequate capacity existing and planned to accommodate the development of vacant and infill sites. The location of some infrastructure needed to serve future development on vacant land (such as the Headlands) has not yet been determined.

1) Water: Approximately 70% of the water consumed in Orange County is imported via the facilities of the Metropolitan Water District, with groundwater supplying the remaining 30% of the area's water. The southern and northeastern portions of the County are the most dependent on imported water supplies due to the lack of a local groundwater supply. With minor exceptions, Dana Point is almost entirely dependent upon imported water.

Four water districts provide water to Dana Point: Moulton Niguel, South Coast, Capistrano Valley, and Capistrano Beach County Water District. According to district officials, all transmission lines are in good condition, and water pressures are adequate to meet fire flow requirements.

2) Wastewater: Four sanitary districts -- Dana Point Sanitary, South Coast Water, Capistrano Beach Sanitary, and Moulton Niguel Water, serve Dana Point. Three of these Districts -- Dana Point, Moulton Niguel, and Capistrano Beach - are members of the South East Regional Reclamation Authority (SERRA). SERRA's treatment plant, located in the City of Dana Point, has a maximum treatment capacity of 13.0 mgd per day. Currently, the plant treats an average of 11.0 mgd, leaving a reserve capacity of 2.0 mgd. SERRA officials are currently examining the feasibility of expanding the treatment plant's capacity by 2.0 mgd in order to treat sewage that is currently treated at the Capistrano Beach Sanitary District treatment plant.

The South Coast Water District and Moulton Niguel Water District are both members of the Aliso Water Management Agency, which operates the Regional Coastal Treatment Plant in Laguna Niguel. The Coastal Treatment Plant has a treatment capacity of 6.0 mgd. Adequate capacity is available in these two treatment plants to accommodate future

growth projected in Dana Point. While the wastewater systems are in good-to-excellent condition throughout most of Dana Point, older sewer lines in the Capistrano Beach Sanitary District will require repairs and replacement.

3) Solid Waste: The City of Dana Point contracts with Solag Disposal, Inc. for solid waste disposal. Solag transports the City's waste to Prima Deshecha Landfill, which accepts an average of 3,000 tons of waste per day. Assuming State recycling and source reduction objectives are achieved, Prima Deshecha has a remaining capacity exceeding 20 years.

F. GOVERNMENTAL FACTORS

1. Summary

The Housing Element Law requires an analysis of the following governmental factors:

- Land use controls (Land Use Element and Zoning)
- Building codes and their enforcement
- Site improvements
- Fees and other exactions
- Local processing and permit procedures

The purpose of the analysis is to determine whether any of these factors constrain the production, maintenance and/or conservation of housing.

The General Plan and Zoning Ordinance provide for a wide range of residential densities and uses. There are five standard residential land use categories, and one mixed, commercial/residential land use category. Dwelling unit densities range from 3.5 to 30 units per net acre for the standard classification, and 10 units per net acre for the mixed-use designation. The City's land use controls do not create a constraint on the production or maintenance of housing.

The City's fee structure does not inhibit or hinder residential development and is not a constraint. The City has adopted the most recent edition of the Uniform Housing Code and practices proactive code enforcement. Code Enforcement Officers refer persons to the County's housing rehabilitation programs that are available to City residents. The City's enforcement of building and housing codes is not a constraint to the development or maintenance of housing. As indicated in this section, the City's site improvement

requirements and fees do not impede housing maintenance and development. The City will study the possibility of reducing the number of parking spaces for affordable dwelling units.

2. Land Use Controls

a. Land Use Element

The Land Use Element of the General Plan provides for five residential categories and one commercial/residential category. The land use categories allow a variety of housing types at densities ranging from a low of 3.5 to a high of 30 dwelling units per net acre. Chart A-1 contains the housing types and densities allowed for each of the six residential land use categories. The Land Use Element provides for a variety of housing types to accommodate a range of owner and rental housing opportunities.

b. Zoning Code

The Zoning Code provides for 16 residential zones in five density categories. A summary description of each residential zone is given in Chart A-2. The summary description identifies the principal housing types permitted in each zone. Chart A-3 indicates the specific housing types that are allowed in some form in each residential zone, as defined below:

Permitted Use
Conditional Use
Permitted Use subject to special use standards
Conditional Use subject to special use standards

The Zoning Code provides for a variety of housing types to accommodate a range of owner and rental housing opportunities as well as housing for special needs groups. The Zoning Code does not impose a constraint to development of housing opportunities.

CHART A-1:
CITY OF DANA POINT
RESIDENTIAL LAND USE CATEGORIES

Residential 0-3.5: The Residential 0-3.5 land use category provides for the development of low density detached and attached single family dwellings. This designation allows for the construction of a maximum of 3.5 single family detached units per net acre of land.

Residential 3.5-7: The Residential 3.5-7 land use designation provides for the development of low to medium density detached and attached single family dwellings which may include duplexes, condominiums, and townhomes. This designation allows the construction of a maximum of 7 dwellings per net acre of land.

Residential 7-14: The Residential 7-14 land use designation provides for the development of medium and higher density detached and attached dwellings, as well as multi-family dwellings or apartments. This designation allows the construction of a maximum of 14 dwellings per net acre of land.

Residential 14-22: The Residential 14-22 land use designation provides for the development of medium and higher density attached single family dwellings, as well as multi-family dwellings or apartments. This designation allows the construction of a maximum of 22 dwellings per net acre of land.

Residential 22-30: The Residential 22-30 land uses designation provides for the development of higher density attached single family dwellings, multi-family dwellings and apartments. This designation allows the construction of a maximum of 30 dwellings per net acre of land.

Commercial/Residential: The Commercial/Residential designation includes mixtures of commercial, office and residential uses in the same building, on the same parcel, or within the same area. Allowable residential activities, when developed in conjunction with commercial uses, include the Residential 7-14, Residential 14-22, and Residential 22-30 designations. The standard of 10 dwelling units per acre of land is allowed or on the same parcel as commercial retail or office uses.

Chart A-2: City of Dana Point-Summary of Residential Zone Districts

Land Use Element	Dwelling Units Per Acre	Zoning Districts	Housing Types	Maximum Density*
Very Low Density	0-3.5	RSF 2	Detached Single Family	2
		RSF 3	Detached Single Family	3
Low Density	3.5-7.0	RSF 4	Detached/Attached Single Family	4
		RSF 7	Detached/Attached Single Family	7
		RMF 7	Multi-Family	7
Medium Density	7.0-14.0	RSF 8	Detached/Attached Single Family	8
		RSF 12	Detached Single Family	12
		RSF 14	Detached Single Family	14
		RBR 12	Detached Single Family	12
		RD 14	Duplexes	14
		RMF 12	Multi-Family	12
		RMF 14	Multi-Family	14
Medium Density	14.0-22.0	RBR-18	Duplexes	18
		RSF 22	Detached Single Family	22
		RMF-22	Multi-Family	22
High Density	22.0-30.0	RMF-30	Multi-Family	30

Notes:
* Maximum dwellings per net acre of land.

Source: Dana Point Zoning Code, Chapter 9.09, Residential Districts

Chart A-3: City of Dana Point: Variety of Housing Types by Residential Zone

Housing Type	RSF 2	RSF 3	RSF 4	RSF 7	RSF 8	RSF 12	RBR 12	RBRD 18	RSF 14	RD 14	RSF 22	RMF 7	RMF 12	RMF 14	RMF 22	RMF 30
Single Family Dwellings	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Multiple Family Dwellings												P	P	P	P	P
Duplexes												P	P	P	P	P
Employees' Quarters	C	C	C	C	C	C	C	C								
Granny Flat	C*	C*	C*	C*	C*	C*	C*	C*	C*		C*					
Maufactured Home	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*
Mobile Home Park	C*	C*	C*	C*	C*	C*			C*	C*		C*	C*	C*	C*	C*
Mobile Home Subdivision	C*	C*	C*	C*	C*	C*			C*	C*		C*	C*	C*	C*	C*
Second Dwelling Unit	C*	C*	C*	C*	C*	C*	C*	C*	C*		C*					
Senior Citizen Housing									C		C	C	C	C	C	C
Single Room Occupancy												C	C	C	C	C
Congregate Care Facility	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Emergency Shelter	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Group Home	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Residential Care Facility for the Elderly	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

Notes:
P = Permitted Use
C = Conditional Use
P* = Permitted Use subject to special use standards
C* = Conditional Use subject to special use standards

c. Development Standards

1) Lot Size, Coverage, Setbacks, Height

The Zoning Code provides development standards for 16 residential districts. The development standards and other requirements for height limitations, setbacks, and maximum lot coverage reflect existing development and the standards set-forth in the pre-incorporation specific plans that guided the development of Dana Point.

A detailed list of the residential development standards is provided in Chart A-4. The key standards are summarized below:

Minimum Lot Size:	2,000 to 17,500 square feet
Maximum Lot Coverage:	35% to 60%
Minimum Front Yard Setback:	7.5 to 20 feet
Minimum Rear Yard Setback:	7.5 to 30 feet
Minimum Side Yard Setback:	3.5 feet to 15 feet
Maximum Height:	28 feet

The development standards not only reflect the development guided by pre-incorporation specific plans, but also are similar to standards employed by many other Orange County cities. The PRD zone was established to ensure that the number of non-conformities that could have been caused by adoption of the Zoning Code would be reduced. Another purpose of the PRD zone was to ensure that new development could be built with similar standards as those of development existing at the time of incorporation. The development standards are not considered a constraint to residential development.

CHART A-4: CITY OF DANA POINT
SUMMARY OF RESIDENTIAL ZONE DISTRICTS

DEVELOPMENT STANDARDS (1)	RESIDENTIAL ZONING DISTRICTS			
	RSF 2	RSF 3	RSF 4	RSF 7
(a) Minimum Lot Size: (2)	17,500 sf	12,000 sf	8,700 sf	5,000 sf
(b) Minimum Lot Width - (2)				
Standard Lot:	70 ft	50 ft	50 ft	50 ft
Cul-De-Sac Lot (at front building setback line):	30 ft	30 ft	30 ft	30 ft
Flag Lot (for access extension):	20 ft	20 ft	20 ft	20 ft
(c) Minimum Lot Depth: (2)	100 ft	80 ft	75 ft	75 ft
(d) Maximum Lot Coverage:	35%	35%	45%	60%
(e) Minimum Land Area Per Unit: (3)	17,500 sf	11,667 sf	8,750 sf	5,000 sf
(f) Maximum Height:	28 ft/ 2 stories	28 ft/ 2 stories	28 ft/ 2 stories	28 ft/ 2 stories
(g) Minimum Front Yard Building Setback - (4)				
From Ultimate Public Street ROW line:	20 ft	10 ft	20 ft	20 ft
Flag Lot (from connection with access extension):	10 ft	10 ft	10 ft	10 ft
(h) Minimum Side Yard Setback - (4)				
Interior Side:	10 ft	8 ft	5 ft	5 ft
Exterior Side:	15 ft	10 ft	10 ft	10 ft
Flag Lot: (5)	10 ft	8 ft	5 ft	5 ft
(i) Minimum Rear Yard Setback - (4)				
Standard Lot:	30 ft	25 ft (6)	25 ft	25 ft
Flag Lot and Cul-De-Sac Lot	30 ft	25 ft (6)	25 ft	25 ft
Adjacent to Alley or Street (from ROW line):	20 ft	20 ft	15 ft	15 ft
(j) Minimum Open Space (Private):	30%	30%	30%	30%
(k) Minimum Landscape Coverage:	25%	25%	25%	25%
(l) Minimum Building Separation - (between primary and accessory buildings on the same lot):	10 ft	10 ft	10 ft	10 ft

* See footnotes on Page 9.09-15

CHART A-4: CITY OF DANA POINT
SUMMARY OF RESIDENTIAL ZONE DISTRICTS

DEVELOPMENT STANDARDS (1)	RESIDENTIAL ZONING DISTRICTS			
	RSF 8	RSF 12	RBR 12	RBRD 18
(a) Minimum Lot Size: (2)	4,800 sf	3,000 sf	4,200 sf	4,800 sf
(b) Minimum Lot Width - (2)				
Standard Lot:	45 ft	40 ft	45 ft	45 ft
Cul-De-Sac Lot (at front setback line):	30 ft	30 ft	N/A	N/A
Flag Lot (for access extension):	20 ft	20 ft	10 ft	10 ft
(c) Minimum Lot Depth: (2)	70 ft	60 ft	50 ft	50 ft
(d) Maximum Lot Coverage:	60%	60%	N/A	N/A
(e) Minimum Land Area Per Unit: (3)	4,375 sf	2,917 sf	2,917 sf	1,945 sf
(f) Maximum Height:	28 ft/ 2 stories	28 ft/ 2 stories	28 ft/ 2 stories (7)	28 ft/ 2 stories (7)
(g) Minimum Front Yard Setback: (4)				
From Ultimate Public Street ROW line:	20 ft	20 ft	20 ft (9)	20 ft (9)
Flag Lot (from connection with access extension):	10 ft	10 ft	N/A	N/A
(h) Minimum Side Yard Setback - (4)				
Interior Side:	5 ft	5 ft	3.5 ft	3.5 ft
Exterior Side:	10 ft	10 ft	3.5 ft	3.5 ft
Flag Lot: (5)	5 ft	5 ft	5 ft	5 ft
(i) Minimum Rear Yard Setback - (4)				
Standard Lot:	25 ft	15 ft	(8)	(8)
Flag Lot and Cul-De-Sac Lot:	25 ft	15 ft	(8)	(8)
Adjacent to Alley or Street (from ROW line):	15 ft	10 ft	(8)	(8)
(j) Minimum Open Space (Private):	800 sf per du	700 sf per du	700 sf per du	700 sf per du
(k) Minimum Landscape Coverage:	25%	25%	10% (10)	10% (10)
(l) Minimum Building Separation - (between primary and accessory buildings on the same lot):	10 ft	10 ft	10 ft	10 ft

* See footnotes on Page 9.09-15

CHART A-4: CITY OF DANA POINT
SUMMARY OF RESIDENTIAL ZONE DISTRICTS

DEVELOPMENT STANDARDS (1)		RESIDENTIAL ZONING DISTRICTS			
		RSF 14	RSF 22	RD 14	RMF 7
(a) Minimum Lot Size: (2)		2,500 sf	2,000 sf	5,000 sf	15,000 sf
(b) Minimum Lot Width - (2)					
Standard Lot:		35 ft	40 ft	45 ft	60 ft
Cul-De-Sac Lot (at front setback line):		25 ft	25 ft	30 ft	30 ft
Flag Lot (for access extension):		20 ft	N/A	25 ft	25 ft
(c) Minimum Lot Depth: (2)		60 ft	50 ft	100 ft	100 ft
(d) Maximum Lot Coverage:		60%	60%	50%	50%
(e) Minimum Land Area Per Unit: (3)		2,500 sf	1,591 sf	2,500 sf	5,000 sf
(f) Maximum Height:		28 ft/ 2 stories	28 ft/ 2 stories	28 ft/ 2 stories	28 ft/ 2 stories
(g) Minimum Front Yard Setback - (4)					
From Ultimate Public Street ROW line:		20 ft	7.5 ft	20 ft	20 ft
Flag Lot (from connection with access extension):		10 ft	7.5 ft	15 ft	15 ft
(h) Minimum Side Yard Setback - (4)					
Interior Side:		5 ft	4 ft	4 ft	5 ft
Exterior Side:		10 ft	4 ft	10 ft	10 ft
Flag Lot: (5)		5 ft	4 ft	4 ft	5 ft
(i) Minimum Rear Yard Setback - (4)					
Standard Lot:		15 ft	7.5 ft	15 ft	15 ft
Flag Lot and Cul-De-Sac Lot:		15 ft	7.5 ft	15 ft	15 ft
Adjacent to Alley or Street (from ROW line):		10 ft	7.5 ft	10 ft	10 ft
(j) Minimum Open Space (Private and Common):	Private:	600 sf/du	250 sf	20% net ac	400 sf/du
	Common:	none	none	N/A	30% net ac
(k) Minimum Landscape Coverage:		25%	20%	15%	25%
(l) Minimum Building Separation (between primary and accessory buildings on the same lot):		10 ft	8 ft	10 ft	10 ft

* See footnotes on Page 9 09-15

CHART A-4: CITY OF DANA POINT
SUMMARY OF RESIDENTIAL ZONE DISTRICTS

DEVELOPMENT STANDARDS (1)		RESIDENTIAL ZONING DISTRICTS			
		RMF 12	RMF 14	RMF 22	RMF 30
(a) Minimum Lot Size: (2)		9,000 sf	7,500 sf	4,800 sf	4,800 sf
(b) Minimum Lot Width - (2)					
Standard Lot:		50 ft	45 ft	45 ft	45 ft
Cul-De-Sac Lot (at front setback line):		25 ft	25 ft	25 ft	25 ft
Flag Lot (for access extension):		25 ft	25 ft	25 ft	25 ft
(c) Minimum Lot Depth: (2)		100 ft	100 ft	90 ft	90 ft
(d) Maximum Lot Coverage:		60%	60%	60%	60%
(e) Minimum Land Area Per Unit: (3)		2,917 sf	2,600 sf	1,591 sf	1,167 sf
(f) Maximum Height:		28 ft/ 2 stories	28 ft/ 2 stories	28 ft/ 2 stories	28 ft/ 2 stories
(g) Minimum Front Yard Setback - (4)					
From Ultimate Public Street ROW line:		20 ft	20 ft	20 ft	20 ft
Flag Lot (from connection with access extension):		15 ft	15 ft	15 ft	15 ft
(h) Minimum Side Yard Setback - (4)					
Interior Side:		5 ft	5 ft	10 ft	15 ft
Exterior Side:		10 ft	10 ft	10 ft	15 ft
Flag Lot: (5)		15 ft	15 ft	10 ft	15 ft
(i) Minimum Rear Yard Setback - (4)					
Standard Lot:		15 ft	15 ft	20 ft	20 ft
Flag Lot and Cul-De-Sac Lot:		15 ft	15 ft	N/A	N/A
Adjacent to Alley or Street (from ROW line):		10 ft	10 ft	15 ft	15 ft
(j) Minimum Open Space (Private and Common):	Private:	200 sf/du	200 sf/du	200 sf/du	200 sf/du
	Common:	30% net ac	30% net ac	25% net ac	25% net ac
(k) Minimum Landscape Coverage:		25%	25%	20%	15%
(l) Minimum Building Separation (between primary and accessory buildings on the same lot):		10 ft	10 ft	10 ft	10 ft

* See footnotes on Page 9.09-15

2) Parking

Parking standards are not uniform but differ as a function of the housing type. Chart A-5 indicates the required parking stalls by use. The key standards are summarized below:

- All single family detached and attached dwellings require a minimum of two covered stalls per unit.
- Attached single family units require an additional .3 stalls per unit for guests.
- Multi-family dwellings require a total of 1.7 to 2.7 stalls per unit based on the number of bedrooms. Included in this total is .2 stall for visitor parking.
- Senior housing complexes require 1.5 stalls per unit while congregate care facilities require 1.25 stalls per unit. which may be reduced to .67 stall per unit subject to the approval of a CUP.

The parking requirements are similar to parking requirements imposed by the County of Orange and other cities in Orange County and are not considered to be a constraint to development. The Housing Element includes a policy that would permit a reduction in required parking for affordable housing developments. The reduction in parking would be permitted if a study demonstrates that less parking is needed because of the income, car ownership and special needs of the population that would reside in the propose development.

2. Building Codes

The City of Dana Point regularly adopts the most recent editions of the Uniform Building, Housing, Plumbing, Mechanical and Electrical Codes. The City also adopts the County of Orange Fire Sprinkler Ordinance that calls for mandatory residential fire sprinkler systems in new residential development. The City's codes are considered to be the minimum necessary to protect the public health, safety and welfare.

Chart A-5

MINIMUM NUMBER OF REQUIRED PARKING STALLS BY USE

Residential Uses		
Use		**Required Number of Stalls**
(1)	Age Restricted Single or Multi-Family Project	Same as single-family and multi-family listed above
(2)	Convalescent Hospital	1 stall for every 4 beds plus parking for on-site employee housing
(3)	Duplex	4-car garage (with minimum 40' x 20' interior floor space) and 1 additional stall per duplex
(4)	Duplex on lot less than 50' wide	• Two (2) covered and assigned parking stalls within a garage per dwelling unit; or • Two (2) covered and assigned parking stalls within a garage for one (1) dwelling unit, and one (1) covered and assigned parking stall within a garage and one (1) uncovered tandem stall for the second dwelling unit as illustrated in Exhibit 9.35-10, subject to the approval of a minor Conditional Use Permit by the Planning Commission and in accordance with the following standards: a. Prior to issuance of building permits, the recordation of a tandem parking agreement and management plan with the title for the property shall be provided to the satisfaction of the Director of Community Development. b. Prior to issuance of Certification of Occupancy, at least one large 24 inch box tree shall be planted in the front yard setback. c. The setback and design of the garage and the driveway shall be in accordance with the minimum and maximum dimensions specified in Exhibit 9.35-10. d. The required front yard setback to the front of the garage may be measured from the back of the sidewalk.

Residential Uses (continued)		
Use		Required Number of Stalls
(5)	Fraternity, Sorority or Rooming House	1 unassigned stall per bedroom, plus 2 covered and assigned stalls for the resident manager
(6)	Granny Flat	1 covered (non-tandem)
(7)	Mobilehome Park	1 covered and assigned stall, plus ½ visitor stall per d.u.
(8)	Multi-family units (including Timeshares):	Stalls per Unit: Covered [1] / Uncovered [1] / Visitor 1 bedroom or less: 1.0 / 0.5 / 0.2 2 bedrooms: 1.0 / 1.0 / 0.2 3 bedrooms: 2.0 / 0.5 / 0.2 more than 3 bedrooms: 2.0 / 0.5 [2] / 0.2 [1] Covered stalls shall be assigned; uncovered stalls shall not be assigned. [2] Plus 0.5 uncovered stall per additional bedroom in excess of 3.
(9)	Senior Citizen Housing Complex	1 covered and assigned stall, plus ½ guest stall per dwelling unit, plus 1 stall for the resident manager
(10)	Senior Congregate Care Facilities	1.25 stalls per unit (may be reduced to .67 stall per unit subject to Conditional Use Permit to reflect presence of special transportation services or other unique characteristics)
(11)	Single-family, attached	Two (2) assigned and covered parking stalls within a garage or parking structure, plus .3 stalls unassigned per dwelling unit.
(12)	Single-family, detached: up to 4 bedrooms over 4 bedrooms	 2 covered stalls 2 covered stalls + 1 covered stall for every two bedrooms over 4 bedrooms
(13)	Single-family, detached on shallow or narrow lots (less than 50 feet wide and 100 feet deep)	Two (2) assigned and covered stalls within a garage per dwelling; or Two (2) assigned and covered stalls within a garage (setback 5 to 9 feet) per dwelling. The garage must be equipped with a garage door opener and a roll-up garage door.

3. Code Enforcement

The City has three full-time Code Enforcement Officers. The City also implements a proactive code enforcement program. Instead of reacting to complaints, the City's Code Enforcement Officers canvas streets to monitor compliance. In some cases, those cited may use Rehabilitation Loans provided by the County of Orange. The City's Code Enforcement Officer provides the appropriate contacts with the County of Orange rehabilitation program staff. The City's proactive enforcement is not a constraint to the appropriate maintenance of the existing housing stock. As part of the enforcement program, the Code Enforcement Officers refer the property owners to the County's rehabilitation program staff.

4. Site Improvement Requirements

Residential developers are required to provide the improvements necessary to enable the use of developed sites and to pay for a pro-rata share of off-site improvements. Most of the City's vacant land is located in the Monarch Beach Resort and Headlands Specific Plan Areas. Other residential development potential in the City is of an infill character. Residential developers pay fees for school facilities; park and recreation facilities; transportation fees; transportation corridor fees; and connections to capital facilities such as water, sewer and drainage facilities.

5. Fees, Exactions and Improvement Requirements

The Building Industry Association of Orange County (BIA/OC) periodically completes a survey of fees associated with new residential development. This survey is completed for each city in Orange County, and can be used to compare the fee structure of different cities. Chart A-6 presents a summary of the Dana Points fee structure, according to a 1995 BIA/OC survey.

According to the 1995 survey, the City's fee structure was neither the highest, nor the lowest in the five south Orange County cities of Dana Point, Laguna Niguel, San Clemente, Mission Viejo and San Juan Capistrano. The most common fees associated with a new residential development are summarized in Chart A-7.

BIA/OC DEVELOPMENT FEE SURVEY

City of Dana Point
33282 Golden Lantern • Dana Point, CA 92629 • (714) 248-9896

FEE CATEGORY	A	NOTES
ENVIRONMENTAL		
Initial Determination	N/A	Included with Project Review
EIR Processing	$.84/hr	$.84/hr against actual $42.03 (Associate Planner)
PLANNING		
General Plan Amendment	$6/$111.42	$300 to initiate / $5571 to process
Zone Change	$.84/hr	$.84/hr against actual $42.03
Tentative Tract Map	$68.02	$3401
Site Plan Review	$58.86	$2943
BUILDING-EDITION		
Building - 91	$1261.10	Per UBC
Plan Check	$882.77	% varies on valuation
Electrical - 90	$69.00	Per equipment + $15.00 Permit Issuance Fee
Mechanical - 91	$65.00	Per equipment + $15.00 Permit Issuance Fee
Plumbing - 91	$91.00	Per equipment + $15.00 Permit Issuance Fee
SMIP	$13.60	
ENGINEERING & SUBDIVISION		
Final Tract Map		Per applicable agency schedule (county)
Sewer		Per applicable agency schedule
Water		Per applicable agency schedule
Storm Drain	$23.86	$1193 Plan Check and Permit Issuance
Street	$310.70	$15,535 Plan Check and Permit Issuance
Grading	$315.00	$15,750 Plan Check and Permit Issuance
CAPITAL FACILITIES & CONNECTIONS		
Water		Per applicable agency schedule
Sewer		Per applicable agency scheduleDist 3; Dist 2 = $2.350/du
Sanitation Dist Annex		Per benefit assessment dist
Drainage	$162	$810/acre maximum (varies facility)
Transportation Corridor	$2363	San Joaquin Hills "B"
CARITS	$1392	Per DU; $69,600 total
SCHOOL FACILITIES		
Capistrano Unified	$4300	$1.72/sq ft; $215,000 total
OTHER FEES		
Capo Bay Park and Recreation	$5100	$255,000 maximum depending on location
General Government Fee	$20.02	Per trip based on avg. trips per day generated
Transportation Fee	$431.00	Per trip based on peak hour trips per day generated
Fire Protection	$60.12	$300.62 per gross acre; $3006.20 total

NOTE: Dana Point charges only the highest of these fees when processing a project with more than one permit. As such, the General Plan Amendment was to be the only fee required.

CHART A-7:

SOUTH COUNTY CITIES – COMPARISON OF DEVELOPMENT FEES

	Dana Point	Laguna Niguel	Mission Viejo	San Clemente	San Juan Capistrano
General Plan Amendment	$5,871*	$5,000 (D)	$5,000 (D)	$2,500 (D)	$10,000 (D)
Zone Change	$37-$49/hr.	$5,000 (D)	$5,000 (D)	$2,060	$10,000 (D)
Tentative Tract Map	$3,401	$3,925	$5,500	$30,700	$10,000 (D)
Site Plan Review	$2,943	N/A	$840/$3,300	$1,715	$10,000 (D)
CUP/Variance	Varies**	$5,000 (D)	N/A	N/A	N/A

*Represents estimated average charge based on hourly rate.

**Varies according to type of project:

Variance = $844
CUP Minor = $392
CUP Major = $2,355
CUP Minor Recycle = $57

D.= Deposit against the following hourly rates

Laguna Niguel: $54/hr
Mission Viejo: $34/hr.
San Clemente: N/A
San Juan Capistrano: N/A

All other fees are flat one-time fees
All tentative tract map fees assume a 50-unit subdivision

Source: 1995 BIA/OC Development Fee Survey

While most cities collect fees on a cumulative basis (i.e., multiple fees for each entitlement sought for any given project), Dana Point charges only the single highest fees for entitlements that are processed concurrently. For example, should a project require a General Plan Amendment, Zone Change and Tentative Tract Map, rather than charging all three fees, only the highest fee for the General Plan amendment would be charged. This provides for lower over-all fees to the developer. According to the BIA survey, none of the other four cites provided this reduction in fee amounts. Thus, the fee structure in Dana Point does not inhibit or hinder residential development and is not a constraint.

In addition to fees charged for discretionary permits, fees also are charged for the actual construction of the project. Examples of the fees include plan check fees (building and infrastructure plans) and building permit fees (inspections conducted by building inspectors). All of these fees are used to offset city expenses incurred by the construction of the project.

Other fees are imposed to mitigate potential impacts created by new development. These fees are typically referred to as development impact fees. These fees may include: traffic impact fees, school fees, drainage fees, park and recreation fees, sewer fees, library fees, and police and fire fees. These types of fees vary widely from city to city and within areas of a given city. Some of these fees may be imposed directly by a city (e.g. park, library, and police) or collected by a city for another entity (e.g. traffic fees).

It is very difficult to compare development impact fees between cities due to the disparity between fees imposed. These are several common fees regardless of the city or a project's location. All cities are required to impose school fees of $1.72 per square foot of habitable dwelling. The Capistrano Unified School District collects this fee. Another common fee is the countywide sewer impact fee of $2,350 per unit. Some south Orange County cities, such as Dana Point, also collect traffic fees on behalf of other entities. These fees include fees for the San Joaquin Hills Transportation Corridor, Foothill/Eastern Transportation Corridor and the Coastal Area Road Improvements and Traffic Signals (CARITS) fee. These fees are outside the direct control of the City of Dana Point.

Again, these fees vary from city to city, within a city, and may not be imposed at all, depending on a project's location. Therefore, it is not possible to accurately compare the

development impact fees for development in Dana Point to the fees of other south Orange County cities.

6. Processing and Permit Procedures

Average processing time for residential projects varies based on project complexity. Residential projects that require only building permits and no discretionary approvals are typically approved within two to four weeks of submittal of all required correct information. Development projects that require Planning Commission and/or City Council approval take an average of two to three months to reach public hearing. This time frame is highly dependent on the applicant's accurate and timely response to City staff comments. City staff responds with written comments within 30 days of submittal of project application.

The City of Dana Point has Coastal Commission permit authority for most of its jurisdiction, thereby avoiding dual processing by the City and Coastal Commission.

7. Coastal Act Policies

Section 65590 requires one-for-one replacement of affordable units as conditioned by coastal development permits that are demolished or converted to market-rate units. The law also requires the inclusion of affordable units in new development in the Coastal Zone. Where it is not feasible to include affordable units within new development, developers can satisfy the requirement by constructing them at another specific site within the coastal zone or within the City. The City has established an in-lieu fee program to implement this Coast Act requirement.

The Monarch Beach Resort Specific Plan, which is located in the Coastal Zone, also incorporates a "Housing Initiatives Program" for very low and low income households. The Program has been designed to maximize employment of the local labor force and provide housing services management, training seminars, and information regarding rental and ownership responsibilities.

G. NON-GOVERNMENTAL CONSTRAINTS

A local housing element incorporates an analysis of potential and actual non-governmental constraints including:

- Availability of financing
- Price of land
- Cost of construction

1. Availability of Financing

a. Access to Credit

The Housing Element must include a discussion of the availability of financing to meet the credit needs of the community. According to HCD, an understanding of the areas and or groups without sufficient access to credit will help cities to design programs to address any known deficiencies. The information that helps most to understand the unmet credit needs of communities are the 1997 Community Reinvestment Act or CRA and the 1989 Home Mortgage Disclosure Act or HMDA.

The CRA requires lenders to make express efforts to fulfill credit needs of their communities; the objective is to help ensure that mortgage money is available even in the poorest areas. The HMDA requires lenders to disclose the number, amount, and census tract location of mortgage and home improvement loans. The 1994 HMDA data, which is the most recently published, includes lender activity for conventional, FHA and home improvement loans.

The HMDA data identifies five types of action taken on an application for a loan. These actions are: loan originated; application approved by the lender and not accepted by the applicant; application withdrawn; file closed for incompleteness; and application denied. Access to credit between different census tracts can be compared by the "loan denial rate". The denial rate was computed on the basis of the applications that went completely through the underwriting process because a denial could not be made on withdrawn or incomplete applications. Therefore, the denial rate was based on the number of loans denied as a percentage of loans originated + applications approved but not accepted + applications denied.

Tables A-21 and A-22 summarize the census tract HMDA data for 1994 and 1998. A key indicator of "access to credit" is the percentage of loans denied by income of the census tract. This percentage provides a yardstick to measure whether the lower income areas obtain credit to the same extent as higher income areas.

The data indicate that the City's lower income areas do not experience a higher denial rate than the higher income areas. In addition, the data also reveal that applications for home improvement loans have a high denial rate. More specifically, almost 50% of the home improvement applications in the Lantern Village were denied. The targeting of CDBG home rehabilitation loans in this and other neighborhoods with high denial rates will contribute to meeting an unmet need.

b. Interest Rates

According to a statistical report compiled by Mortgage News Co., and published on June 15, 2000, mortgage rates on fixed and adjustable rate mortgages have increased during the past six months. A summary of the average interest rates in southern California are provided below:

TABLE A-21

	Monarch Beach				Dana Hills		
	423.05	423.06	423.23	Subtotal	423.22	423.11	Subtotal
Med. Inc. as % of MSA	178%	136%	125%		135%	131%	
Home Purchase Loans							
FHA, FMHA & VA							
Loan Originated	1	20	20	41	7	4	11
App. App'd. Not Acc.			1	1			0
Application Denied		2	1	3			0
Total Applications	1	22	22	45	7	4	11
Percent Denied	0.00%	9.09%	4.55%	6.67%	0.00%	0.00%	0.00%
Conventional							
Loan Originated	71	330	131	532	211	131	342
App. App'd. Not Acc.	4	35	6	45	9	11	20
Application Denied	18	86	47	151	56	42	98
Total Applications	93	451	184	728	276	184	460
Percent Denied	19.35%	19.07%	25.54%	20.74%	20.29%	22.83%	21.30%
Home Improvement							
Loan Originated	21	44	12	77	18	21	39
App. App'd. Not Acc.	1	6		7	6	3	9
Application Denied	8	32	2	42	13	9	22
Total Applications	30	82	14	126	37	33	70
Percent Denied	26.67%	39.02%	14.29%	33.33%	35.14%	27.27%	31.43%
Total Applications	124	555	220	899	320	221	541
Percent Denied	20.97%	21.62%	22.73%	21.80%	21.56%	23.08%	22.18%

	Lan. Village	Del Obispo	Capistrano Beach			City
	423.13	423.10	422.01	422.04	Subtotal	
Med. Inc. as % of MSA	73%	87%	103%	119%		
Home Purchase Loans						
FHA, FMHA & VA						
Loan Originated	8	19	7	12	19	98
App. App'd. Not Acc.					0	1
Application Denied	1	2	3	3	6	12
Total Applications	9	21	10	15	25	111
Percent Denied	11.11%	9.52%	30.00%	20.00%	24.00%	10.81%
Conventional						
Loan Originated	71	59	57	145	202	1,206
App. App'd. Not Acc.	6	4	5	10	15	90
Application Denied	13	26	10	41	51	339
Total Applications	90	89	72	196	268	1,635
Percent Denied	14.44%	29.21%	13.89%	20.92%	19.03%	20.73%
Home Improvement						
Loan Originated	10	13	11	25	36	175
App. App'd. Not Acc.		1	1	5	6	23
Application Denied	9	8	7	11	18	99
Total Applications	19	22	19	41	60	297
Percent Denied	47.37%	36.36%	36.84%	26.83%	30.00%	33.33%
Total Applications	118	132	101	252	353	2,043
Percent Denied	19.49%	27.27%	19.80%	21.83%	21.25%	22.03%

TABLE A-22 CITY OF DANA POINT HMDA DATA BY CENSUS TRACT-1998

	422.01	422.03	422.04	423.05	423.06	423.1	423.11	423.13	423.22	423.23	City
Med. Inc. as % of MSA	103%	129%	119%	178%	136%	87%	131%	73%	135%	125%	
Home Purchase Loans											
FHA, FMHA & VA											
Loan Originated	5	5	13		26	42	9	6	5	22	133
App. App'd. Not Acc.		1	1		2	1				1	6
Application Denied	1		1		2	8	5			5	22
Total Applications	6	6	15	0	30	51	14	6	5	28	161
Percent Denied	16.67%	0.00%	6.67%	0.00%	6.67%	15.69%	35.71%	0.00%	0.00%	17.86%	13.66%
Conventional											
Loan Originated	119	259	233	112	391	143	182	155	292	186	2,072
App. App'd. Not Acc.	18	44	24	32	61	15	17	22	43	15	291
Application Denied	20	32	41	21	56	37	26	25	36	28	322
Total Applications	157	335	298	165	508	195	225	202	371	229	2,685
Percent Denied	12.74%	9.55%	13.76%	12.73%	11.02%	18.97%	11.56%	12.38%	9.70%	12.23%	11.99%
Home Improvement											
Loan Originated	11	24	25	12	25	15	18	9	19	7	165
App. App'd. Not Acc.	10	5	5	2	5	4	6	3	8	1	49
Application Denied	10	10	5	4	12	6	12	5	9	4	77
Total Applications	31	39	35	18	42	25	36	17	36	12	291
Percent Denied	32.26%	25.64%	14.29%	22.22%	28.57%	24.00%	33.33%	29.41%	25.00%	33.33%	26.46%
Total Applications	194	380	348	183	580	271	275	225	412	269	3,137
Percent Denied	15.98%	11.05%	13.51%	13.66%	12.07%	18.82%	15.64%	13.33%	10.92%	13.75%	13.42%

Source: FFIEC HMDA Aggregate Reports, 1998

Table construction by Castaneda & Associates

The most dramatic increase have been the ARM start rate and FHA/VA interest rates. As the interest rates have increased, it has made homeownership by low and moderate-income first-time homebuyers financially more difficult. Rising interest rates may reverse the positive trends that were experienced in 1999. Last year in Orange County, first-time homebuyers increased sharply – to 43.3% of the market in 1999 from 35.5% in 1998. First-time homebuyers in Orange County saved for an average of 3.7 years before purchasing, the longest time in the 20 housing markets that were recently surveyed. The national average is 2.2 years.

To compensate for the increase in monthly costs due to interest rate gains, the would-be homebuyers must make larger downpayments and, therefore, save longer. Downpayment assistance coupled with interest rates at lower levels could help many first time homebuyers.

2. **Price of Land**

Land costs are a constraint to the production of new housing in Dana Point. They also create a need for a large financial subsidy in order to bring the total new housing costs within the economic reach of low-income households.

The available housing sites in Dana Point are small and demand high average per unit costs. The market land costs not only reflect the limited land availability but also the location of the City. Many sites have ocean views or close proximity to the ocean and these amenities are reflected in the land costs.

Apart from the Monarch Beach Resort and Headlands Specific Plan Areas, there are no large vacant residential sites located in the City. As of April 1996, the average price of land was almost $31 per square foot. The size of the 22 sites ranged from a low of .08 to 2.12 acres. Excluding the one extremely high priced site, the land costs ranged from $9.20 to $57.11 per square foot.

A land cost figure key to housing affordability is the land costs per unit. Only two vacant sites had land costs of less than $50,000 per unit. An indication of the affordability constraints is the monthly payment that would be required to amortize land costs of a $50,000 30-year term at an 8% interest rate. This payment would be $367 per month.

3. Cost of Construction

Construction costs include labor and materials. Both of these factors fluctuate depending on economic conditions in the region. These costs comprise a significant proportion of the total costs of a new single- and multi-family dwelling. In many communities, construction costs comprise the highest cost component. However, in high land cost areas such as Dana Point, construction costs do not constitute as high a percentage of the total development costs.

Low-income households can financially support about 30%-40% of the development costs of a new dwelling unit. All costs above this level require gap financing to pay for the total costs. Construction costs, along with many other private market factors, contribute to making new housing unaffordable to low-income households.

4. Cost of Housing

a. Rental Housing Costs

As of the April 1990 Census, the City had an estimated 5,223 rental housing units. In September 1995, the Apartment Association of Orange County completed a survey of 1,263 rental units located in the City. As shown in Table A-23, the average apartment rents for studio and three bedroom units decreased slightly during the one-year period from 1993 to 1994. For two bedroom units, the average rents increased by 8.5%.

An annual income of about $32,000 is needed to afford the average $800 two-bedroom unit with an allocation of 30% of their income to housing costs. It is possible that the average two-bedroom rent could be affordable to "low" income three and four person households

b. Cost of Rental Housing Buildings

Another market constraint is the cost of existing rental housing buildings. Increasing the stock of affordable housing can be accomplished by providing financial assistance not only for housing construction but also to purchase affordability restrictions in existing rental housing. The latter strategy is particularly relevant to Dana Point because of the limited land availability, high land costs for vacant properties, and a need to improve the condition of exiting, multifamily housing.

TABLE A-23

CITY OF DANA POINT
AVERAGE MONTHLY APARTMENT RENTS--SEPTEMBER 1994

Type of Unit	Units Surveyed	1994 Rent	1993 Rent	Percent Change
Studio	3	$481.67	$512.5	-6.0%
1 Bedroom	598	$719.13	$714.00	0.7%
2 Bedroom	546	$867.16	$799.54	8.5%
3 Bedroom	116	$992.73	$1,040.00	-4.6%
Total	1,263			

Source: Apartment Association of Orange County. September 15, 1994.
Table construction by Castaneda & Associates

TABLE A-24
CITY OF DANA POINT
APARTMENT RENT SURVEY
FIRST QUARTER 1999

Type of Unit	Total Units	Percent	Average Rent	Weighted Average Size	Weighted Rent per Sq. Ft.
1 Bedroom	394	40.0%	$1,012.96	753	$1.35
2 Bedroom/1 Bath	36	3.7%	$1,306.00	856	$1.53
2 Bedroom/1+ Bath	502	51.0%	$1,315.15	1,108	$1.19
3 Bedroom	52	5.3%	$1,737.00	1,175	$1.48
Total	984	100.0%	$1,216.11	960	$1.27

Source: The Research Network
Table construction by Castaneda & Associates

As of April 1996, the average cost for a unit located in an existing building was almost $143,000. The lowest average per unit cost was $55,600. There were four buildings with average costs in the $70,000 range. The cost data are summarized in Table A-25.

The cost of existing rental housing buildings is a significant market constraint. The per unit costs reflect the underlying land values which, in turn, reflect the coastal location of the City plus the views and amenities of many rental properties.

c. Sales Housing Costs

In 1995, the average resale prices for the attached homes ranged from $134,064 to $303,513. An estimated 40.5% of the 121 attached homes included in the sales survey data sold for less than $150,000. The average sales price in 1995 for the detached homes was higher, ranging from $225,736 to $544,376. Only 1.5% of the detached homes sold for less than $150,000.

Data from the fourth quarter of 1998 and the first quarter of 1999 reveal that sales prices have increased. In the more recent survey, an estimated 27.6% of the attached homes sold for less than $150,000. None of the detached homes sold for less than $150,000. The sales price data are summarized in Tables A-28 and A-29.

The resale prices reveal some homeownership opportunities in the existing housing market. The opportunities for downpayment assistance for first-time homebuyers is limited to attached homes, however.

TABLE A-27

CITY OF DANA POINT: COST OF RENTAL HOUSING BUILDINGS--APRIL 1996

Number of Units	Price	Price Per Unit
2	$199,000	$99,500
2	$199,000	$99,500
2	$199,000	$99,500
2	$204,900	$102,450
2	$211,900	$105,950
2	$216,000	$108,000
2	$227,000	$113,500
2	$236,900	$118,450
2	$238,000	$119,000
2	$245,000	$122,500
2	$249,900	$124,950
2	$259,000	$129,500
2	$259,000	$129,500
2	$259,900	$129,950
2	$265,000	$132,500
2	$265,000	$132,500
2	$318,000	$159,000
2	$345,000	$172,500
2	$369,000	$184,500
2	$369,000	$184,500
2	$369,995	$184,998
2	$379,000	$189,500
2	$825,000	$412,500
2	$1,100,000	$550,000
3	$166,900	$55,633
3	$229,950	$76,650
3	$245,000	$81,667
3	$249,900	$83,300
3	$275,000	$91,667
3	$329,000	$109,667
3	$339,000	$113,000
3	$339,000	$113,000
3	$339,000	$113,000
3	$495,000	$165,000
4	$319,000	$79,750
4	$319,000	$79,750
4	$399,000	$99,750
4	$575,000	$143,750
5	$1,750,000	$350,000
7	$520,000	$74,286
12	$1,500,000	$125,000
Averages: 3		$142,917

Source: Intra-Realty Systems for the Orange County Multiple Listing Services. April 29, 1996.
Table construction by Castaneda & Associates.

TABLE A-28

CITY OF DANA POINT
CONDOMINIUMS SOLD BETWEEN 10/1/98 TO 3/31/99
BY NUMBER OF BEDROOMS AND PRICE

Price	1 Bedroom	Percent	2 Bedrooms	Percent	3 Bedrooms	Percent	4+ Bedrooms	Percent	Total	Percent	Cumulative Percent
<$100,000	7	50.0%							7	5.1%	N/A
$100-124,999	2	14.3%	6	7.8%					8	5.8%	10.9%
$125-149,999	5	35.7%	3	3.9%					8	5.8%	16.7%
$150-174,999			11	14.3%	2	4.7%			13	9.4%	26.1%
$175-199,999			12	15.6%	3	7.0%			15	10.9%	37.0%
$200-224,999			9	11.7%	9	20.9%			18	13.0%	50.0%
$225-249,999			9	11.7%	4	9.3%			13	9.4%	59.4%
$250-274,999			11	14.3%	1	2.3%	3	75.0%	15	10.9%	70.3%
$275-299,999			2	2.6%	2	4.7%			4	2.9%	73.2%
$300-324,999					6	14.0%			6	4.3%	77.5%
$325-349,999			3	3.9%	2	4.7%			5	3.6%	81.2%
$350-374,999			1	1.3%	3	7.0%			4	2.9%	84.1%
$375-399,999			3	3.9%	3	7.0%			6	4.3%	88.4%
$400-424,999			2	2.6%			1	25.0%	3	2.2%	90.6%
$425-449,999			2	2.6%	4	9.3%			6	4.3%	94.9%
$450-474,999									0	0.0%	94.9%
$475-499,999			2	2.6%	1	2.3%			3	2.2%	97.1%
$500,000+			1	1.3%	3	7.0%			4	2.9%	100.0%
Total	14	100.0%	77	100.0%	43	100.0%	4	100.0%	138	100.0%	
Percent	10.1%		55.8%		31.2%		2.9%				

Source: Pacific West Association of Realtors, Multiple Listing Service (MLS)

Table construction by Castaneda & Associates

TABLE A-29

CITY OF DANA POINT

SINGLE FAMILY DWELLINGS SOLD BETWEEN 10/1/98 TO 3/31/99

BY NUMBER OF BEDROOMS AND PRICE

Price	1 Bedroom	Percent	2 Bedrooms	Percent	3 Bedrooms	Percent	4+ Bedrooms	Percent	Total	Percent	Cumulative Percent
<$100,000									0	0.0%	N/A
$100-124,999									0	0.0%	0.0%
$125-149,999									0	0.0%	0.0%
$150-174,999			1	4.0%					1	0.5%	0.5%
$175-199,999			3	12.0%					3	1.6%	2.1%
$200-224,999			5	20.0%	1	1.0%			6	3.2%	5.3%
$225-249,999	1	100.0%	2	8.0%	4	3.8%	1	1.8%	8	4.3%	9.6%
$250-274,999			1	4.0%	9	8.6%	1	1.8%	11	5.9%	15.4%
$275-299,999			2	8.0%	9	8.6%	1	1.8%	12	6.4%	21.8%
$300-324,999			2	8.0%	10	9.5%	3	5.3%	15	8.0%	29.8%
$325-349,999					12	11.4%	3	5.3%	15	8.0%	37.8%
$350-374,999					10	9.5%	9	15.8%	19	10.1%	47.9%
$375-399,999			4	16.0%	12	11.4%	6	10.5%	22	11.7%	59.6%
$400-424,999			1	4.0%	3	2.9%	2	3.5%	6	3.2%	62.8%
$425-449,999			1	4.0%	6	5.7%	6	10.5%	13	6.9%	69.7%
$450-474,999					4	3.8%	4	7.0%	8	4.3%	73.9%
$475-499,999					2	1.9%	1	1.8%	3	1.6%	75.5%
$500,000+			3	12.0%	23	21.9%	20	35.1%	46	24.5%	100.0%
Total	1	100.0%	25	100.0%	105	100.0%	57	100.0%	188	100.0%	
Percent	0.5%		13.3%		55.9%		30.3%				

Source: Pacific West Association of Realtors, Multiple Listing Service (MLS)

Table construction by Castaneda & Associates

H. SPECIAL HOUSING NEEDS

Certain population groups are considered to have special housing needs. These groups include: handicapped persons; the elderly; large households (5+ persons); farmworkers; female householders; and homeless persons and persons in need of emergency shelter. An analysis of the special needs of these population groups is presented in this section of Technical Appendix A.

In many cases, the needs of these population groups are met in housing specifically designed for them. The needs assessment data shows that none of these groups constitute a large segment of the City's population. This condition, in turn, may mean that the economies of scale do not exist to facilitate the development of housing designed for the unique needs of these populations. As a result, the City's affordable housing programs will need to be sensitive to the needs of these groups as well as the general low-income population.

1. Handicapped Persons

The Federal Rehabilitation Act of 1973, Section 104.3(j) defines a disabled person as "any individual who has a *physical or mental impairment* which substantially limits one or more major life activities, has record of such an impairment, or is regarded as having such an impairment". (emphasis added) The handicapped population encompasses several distinct groups such as, but not limited to, the physically handicapped; developmentally disabled; and severely mentally ill. The special housing needs of these populations include independent living units with affordable housing costs; supportive housing with affordable housing costs; and housing with design features that facilitate mobility and independence. The City's Building Department helps residents with the retrofitting of their homes.

a. Severely Mentally Ill

Based on national prevalence rates, one percent of the adult population (18 years+) have a severe mental illness on the basis of diagnosis, duration and disability. As of January 1, 1999, there are an estimated 29,715 persons over 18 years old. (According to the 1990 Census. 79.6% of the population was 18 years or older. This percentage was applied to the 1995 population estimate of 37,330.)

An estimated 297 persons over the age of 18 have a condition that meets the definition of severe mental illness. About 20.1% of the City's households have incomes below 80% of the median income. As a result, it is estimated that about 59 severely mentally ill persons live in lower income households.

b. Developmentally Disabled

According to the Association for Retarded Citizens (ARC), a national organization for retarded and disabled citizens, this population is estimated to be about 1 to 3% of the total population. Based on the mid-point of these two percentages, it is estimated that 747 residents are developmentally disabled. An estimated 149 developmentally disabled are residing in lower income households.

c. Physically Disabled

Many disabled or handicapped persons are living on State disability income benefits that rarely exceed $620 per month. The majority of this population is low and moderate income. The following type of supportive housing is desirable for this population:

- Affordable to low and moderate income disabled persons;
- Wheelchair accessible;
- Equipped with roll-in showers, grip bars, ceiling fans with extended cords, low sinks and light switches, automatic door openers;
- Close to public transportation and stores.

As previously noted, the City's Building Department helps residents with the retrofitting of their homes.

The 1990 Census identifies three forms of physically disabled conditions: mobility limitation only, self-care limitation only, and mobility and self-care limitations. For the purposes of quantifying the physically disabled population, any person with a mobility and/or self-care limitation was considered disabled. The conditions are defined below:

> Persons were identified as having a *mobility limitation* if they had a health condition that lasted six or more months and which made it

difficult to go outside the home alone for routine errands such as shopping and visiting a doctor's office.

Persons were identified as having a *self-care limitation* if they had a health condition that lasted six or more months and which made it difficult to take care of their own personal needs, such as dressing, bathing, or getting around inside the home.

Based on the 1990 Census information and population growth since then, there are an estimated 994 physically disabled persons living in Dana Point

2. Elderly Population and Households

Elderly persons experience four main concerns:

- √ *Income:* People over 65 are usually retired and living on a fixed income.
- √ *Health Care*: Because the elderly have a higher rate of illness and dependency, health care and supportive housing is important.
- √ *Transportation*: Many seniors use public transit. However, a significant number of seniors have disabilities and require alternatives to transit.
- √ *Housing*: Many live alone, rent, and are cost burdened. Some elderly need appropriate supportive housing.

These characteristics indicate a need for smaller, lower cost housing units with easy access to transit and health care facilities.

Information on the demographic, income, housing and household characteristics of seniors is presented in Tables A-30 to A-33.

As shown on Table A-30, there were an estimated 3,977 persons 62+ years old residing in Dana Point. The ratio of females to males in this age group is 1.22 (2,180 females, 1,789 males).

TABLE A-30
CITY OF DANA POINT
TOTAL POPULATION BY AGE AND GENDER-1990

Age	Male	Female	Total	Percent
Less than 18	3,341	3,188	6,529	20.4%
18 to 24	1,711	1,398	3,109	9.7%
25 to 29	1,649	1,401	3,050	9.6%
30 to 34 years	1,708	1,594	3,302	10.4%
35 to 39 years	1,602	1,430	3,032	9.5%
40 to 44 years	1,639	1,363	3,002	9.4%
45 to 49 years	1,053	1,185	2,238	7.0%
50 to 54 years	734	910	1,644	5.2%
55 to 59 years	729	666	1,395	4.4%
60 and 61 years	260	358	618	1.9%
62 to 64 years	366	428	794	2.5%
65 to 69 years	667	643	1,310	4.1%
70 to 74 years	384	438	822	2.6%
75 to 79 years	197	315	512	1.6%
80 to 84 years	133	151	284	0.9%
85 years+	42	213	255	0.8%
Total	16,215	15,681	31,896	100.0%

Source: State Census Data Center, 1990 Census of Population and Housing, Summary Tape File 3.

Table construction by Castaneda & Associates

Table A-31 reports on the age of householder by tenure distribution for the City as of the April 1990 Census. The elderly population is shown in three age groups: 55-64; 65-74; and 75 years+. There are an estimated 1,943 senior households in the 65 to 75 years and 75 years+ age groups. An estimated 28% of the population in the 55 to 64 years group are 62 to 64 years of age. This percentage was applied to 1,505 households shown on Table A-30 to derive an estimate of 426 households in the 62-64 years old group. Thus, there are an estimated 2,369 households with a head 62+ years old (1,943 + 426 = 2,369).

TABLE A-31
CITY OF DANA POINT
AGE OF HOUSEHOLDER BY TENURE-1990

Age of Householder	Owner	Percent	Renter	Percent	Total
15 to 24 years	21	3.5%	572	96.5%	593
25 to 34 years	975	32.2%	2,049	67.8%	3,024
35 to 44 years	1,971	58.2%	1,415	41.8%	3,386
45 to 54 years	1,555	69.1%	695	30.9%	2,250
55 to 64 years	1,263	83.9%	242	16.1%	1,505
65 to 74 years	1,161	88.6%	150	11.4%	1,311
75 years+	532	84.2%	100	15.8%	632
Total	7,478	58.9%	5,223	41.1%	12,701

Source: State Census Data Center, 1990 Census of Population and Housing, Summary Tape File 3.
Table construction by Castaneda & Associates

Table A-31 also indicates that the majority of City's senior households are in the 65-74 age bracket -- 1,311 of the 2,369 households. Of the total senior households 62 years+, 86.5% are owners and 13.5% are renters.

Table A-31 shows that the number of senior owners and renters in the 65 to 74 years and 75 years+ age groups was 1,692 and 250, respectively. The owner-renter percentage distributions for the 55-64 years age group -- 83.9% and 16.1% -- were applied to the estimated number of senior households 62-64 years old -- 426 -- to derive an estimate of 2,050 owners and 319 renters. Therefore, the total number of owner households 62 years

+ was estimated at 2,050 (1,693 + 357) and renter households 62 years + at 319 (250 + 69). The owner percentage is estimated at 86.5% (2,050 divided by 2,369).

Table A-32 shows the household status for persons 65 years and older as of the April 1990 Census. There are an estimated 3,183 persons 65 years and older per the 1990 Census. As shown on Table A-32 almost 74% of all seniors 65 years + live in families. An estimated 12.4% of all seniors in this age group are women living alone. An estimated 5.9% of the seniors 65 years + live in group quarters.

TABLE A-32
CITY OF DANA POINT
HOUSEHOLD STATUS FOR PERSONS
OVER THE AGE OF 65-1990

Household Status	Number	Percent
Married couple family	2,180	68.6%
Other family:		
Other Relative	170	5.3%
Nonrelatives	0	0.0%
Non-Family households		
Male householder, no wife present	135	4.2%
Male householder, not living alone	67	2.1%
Female householder, no husband present	396	12.4%
Female householder, not living alone	32	1.0%
Nonrelatives	16	0.5%
In group quarters	187	5.9%
Total	3,183	100.0%

Source: State Census Data Center, 1990 Census of Population and Housing, Summary Tape File 3.

Table construction by Castaneda & Associates

Some elderly persons need supportive housing assistance if they are disabled and/or frail. According to the data in Table A-33, there are an estimated 466 seniors 65+ with disabilities: mobility, self-care, and mobility/self-care limitations. An estimated 16.5% of the men 65+ had one or more disabilities compared to 13.1% of the women in the same age group.

TABLE A-33
CITY OF DANA POINT
MOBILITY AND SELF-CARE LIMITATIONS
OF THE SENIOR (65+) POPULATION BY AGE AND SEX-1990

	Male			Female				
Status	65-74	75+	Total	65-74	75+	Total	All	Percent
Mobility Limitation Only	38	23	61	32	71	103	164	35.2%
Self-Care Limitation Only	35	30	65	10	7	17	82	17.6%
Mobility and Self-Care Limitation	62	47	109	36	75	111	220	47.2%
Total	135	100	235	78	153	231	466	100.0%
Percent	28.9%	21.5%	50.4%	16.7%	32.9%	49.6%	100.0%	

Source: State Census Data Center, 1990 Census of Population and Housing, Summary Tape File 3.

Table construction by Castaneda & Associates

Another measure of the need for assisted living is the frail elderly population. The methodology for estimating the frail elderly population is based on the one suggested by the U.S. Department of Housing and Urban Development. According to HUD, the distinction between elderly and "frail" elderly lies in the functional status of the individual. Specifically, if the person has one or more Limitations to Activities of Daily Living (ADL's) or Instrumental Activities to Daily Living (IADL's), he or she may need assistance to perform daily living and, therefore, can be considered as "frail elderly."

The estimate of "frail elderly in need of assisted supportive housing" is based on the national age-specific rates of elderly persons with Limitations to Activities of Daily Living.

The age-specific ADLs were applied to the population estimates for each of the senior age groups found in Table A-30. For example, 9.4% of seniors between 65-69 have one or more ADL's. The frail elderly estimate is 491 persons over the age of 60, as summarized below.

Age Group	Population Total	ADL*	Frail Elderly

60-64	1,412	.047 =	66
65-69	1,310	.094 =	123
70-74	822	.108 =	89
75-79	512	.165 =	84
80-84	284	.222 =	63
85 +	255	.260 =	66
	4,595		491

The age-specific frail elderly rate for persons 60+ was 11% (total number of persons 60+ with ADLs -- 491 -- divided by total persons 60+ -- 3,183 -- equais 11%).

(*The specific source for the ADLs is: 1990 U. S. Department of Housing and Urban Development, CHAS Training Manual, Chapter 11, "Estimating Non-Homeless Special Needs Populations and Homeless Special Needs Subgroups for CHAS Tables 1E and 1D.")

To address these special needs, the City has facilitated the developmet of a 95-unit assisted living development.

3. Large Households

In 1990, Dana Point had an estimated 12,701 total households. There were nearly 1,000 large households, which are defined as those consisting of five or more persons, according to the 1990 Census. These large households accounted for almost 8% of the City's total households as indicated by the data in Table A-34. Large households experienced a need for more space at affordable housing costs. Large family renter households particularly experience this need. About 45% of all large family households resided in renter-occupied dwellings as of April 1990.

TABLE A-34
CITY OF DANA POINT
NUMBER OF HOUSEHOLDS
BY HOUSEHOLD SIZE AND TENURE-1990

Number of Persons	Owner	Percent	Renter	Percent	Total	Percent
1 person	1,562	20.9%	1,412	27.0%	2,974	23.4%
2 persons	3,089	41.3%	1,952	37.3%	5,041	39.6%
3 persons	1,263	16.9%	928	17.8%	2,191	17.3%

4 persons	1,027	13.7%	485	9.3%	1,512	11.9%
5 persons	352	4.7%	178	3.4%	530	4.2%
6 persons	148	2.0%	129	2.5%	277	2.2%
7 persons	37	0.5%	139	2.7%	176	1.4%
Total	7,478	100.0%	5,223	100.0%	12,701	100.0%

Source: State Census Data Center, 1990 Census of Population and Housing, Summary Tape File 3.

Table construction by Castaneda & Associates

All of the extremely low income and very low-income large family renter household were overpaying. About 87% of the large family households living in renter occupied housing were cost burdened in 1990.

4. Farmworkers

Low wages and the seasonal nature of many agriculture jobs cause the special needs of farmworkers. As indicated earlier by Table A-2 there are an estimated 235 jobs located in Dana Point in the "agriculture" industry, according to the State Employment Development Department. Persons who both live and work in the City fill some of these jobs. The need for housing generated by farmworkers is estimated to be nominal and can be adequately addressed by the City's affordability programs. The needs of the resident farmworkers are discussed in the in the context of existing needs pertaining to overpaying, overcrowding, and the special needs analysis.

5. Single Parent/Female Householders

The housing needs of single-parent households have increased in recent years. In Dana Point, however, only 6.6% of all families are single parents.

According to the 1990 Census, there were an estimated 3,038 households with a female head. About 50% of the female householders live alone. Some of these female householders are senior women living alone.

6. Families and Persons in Need of Emergency Shelter

The definitions of homeless, homeless persons and homeless families are:

Homeless: An individual or family who: 1) lacks a fixed, regular and adequate nighttime residence; and 2) has a primary nighttime residence that is a) a supervised publicly or privately operated shelter designed to provide temporary living accommodations such as welfare hotels, congregate shelters, and transitional housing for the mentally ill; b) an institution that provides a temporary residence for individuals intended to be institutionalized; or c) a public or private place not designed for, or ordinarily used, as a regular sleeping accommodation for human beings.

Homeless Person (Individual): A youth (17 years or younger) not accompanied by an adult (18 years or older) or an adult without children.

Homeless Family with Children: A family that includes at least one parent or guardian and one child under the age of 18;. a pregnant woman; or a person in the process of securing legal custody of a person under the age of 18; who is homeless.

Subpopulations: Homeless persons with service needs related to severe mental illness (SMI) only; alcohol/other drug abuse (AODA) only; SMI and AODA; domestic violence; AIDS/related diseases; and other special service needs.

Dana Point's homeless population consists of 20 to 25 transients who reside in the riverbeds, undeveloped areas, Doheny Park area, and on the beach. The Orange County Sheriff's Department has estimated that many of the City's homeless are migrant workers who travel from the border to Dana Point.

A "Continuum of Care" system for homeless persons involves six components:

Outreach/Needs Assessment: a *Continuum of Care* begins with a point of entry in which the needs of a homeless individual or family are assessed. In most communities, the intake and assessment component is performed by an emergency shelter or through a separate assessment center. To reach and engage homeless persons living on the street, the homeless service system should include a strong outreach component.

Emergency Shelter: there must be an emergency shelter assessment effort that provides an immediate alternative to the street and can identify an individual's or family's needs.

Transitional Housing: transitional or rehabilitative services for those who need them. Such services include substance abuse treatment, short-term mental health services, and independent living skills. Appropriate case management should be accessed to ensure that persons receive necessary services; for example, those children attend school regularly.

***Permanent Supportive Housing*:** Once a needs assessment is completed, the person/family may be referred to permanent housing or to transitional housing where supportive services are provided to prepare them for independent living. For example, a homeless person with a substance abuse problem may be referred to a transitional rehabilitation program before being assisted with permanent housing. Some individuals, particularly persons with chronic disabilities, may require ongoing supportive services once they move into permanent housing.

***Permanent Housing*:** Permanent housing at affordable housing costs should be available as previously homeless persons make the transition to self-sufficiency.

The County's Continuum of Care analysis has provided the following estimates of persons and families that comprise homeless subpopulations. These estimates are summarized below:

The current Gaps Analysis for the County estimates there are 6,093 homeless **Chronic Substance Abusers** in Orange County's streets and shelters.

It is estimated that there are 1,539 **Seriously Mentally** Ill persons among Orange County's homeless. As with the homeless substance abusers, this sub-population often requires proactive outreach programs in order for clients to be assessed and served.

Dually Diagnosed homeless are individuals that suffer from both substance addiction and mental illness. It is estimated that 2,482 such individuals live on Orange County's streets or in homeless shelters.

Orange County based non-profit agencies serving **Veterans** estimate that 4,964 homeless veterans (and family members) live in the region.

It is estimated that 5,149 **HIV/AIDS** afflicted homeless individuals (and family members) live in Orange County.

It is difficult to estimate the number **Victims of Domestic Violence** in the County since many cases go unreported. It is estimated that 5,860 homeless, battered spouses (and their children) live in the County at any point in time.

It is estimated that 2,168 **Homeless Youth** reside in Orange County. The lack of education and/or vocation coupled with a low earning potential, put high school dropouts high on the list of persons at risk of becoming homeless.

In addition to the seven sub-populations identified by HUD for consideration, Orange County's Continuum of Care Steering Committee also assessed the needs of the disabled homeless and the current homeless/former homeless. It is estimated that 5,341 Physically

Disabled homeless households reside in Orange County. No specific numerical estimate was made of the Former Homeless in the County.

Within the network of service providers in the County, several programs operate that specialize in services for these sub-populations. In the current and ever evolving Continuum of Care system, these agencies will continue to provide services tailored to the specific needs of special sub-populations.

In summary, there are various methods by which the homeless access the County's Continuum of Care system. Through proactive outreach or referrals homeless individuals and families may reach any one of the components of the County's system of care. Once in the system, the region's network of service providers is geared toward moving the individual or family through the continuum toward self-sufficiency.

Chart A-8 identifies the homeless shelters that serve Dana Point and the rest of Orange County.

CHART A-8

	A	B	C	D	E	F
1	*SHELTERS* *Key* **less than 90 days** *more than 90 days*	*# of BEDS*	*# TURN AWAY DAILY*	*TARGET*	*MAX STAY*	*CHARGE*
2	*Anaheim Interfaith*	*57*	*5*	*Families*	*9 mos.*	*$ -*
3	*Annie's House*	*Less 6*	*2*	*HIV/AIDS*		*Donations*
4	**Armories**	**250**	**0**	**Open**	**Varies**	**$ -**
5	*Beacon House*	*12*	*3*	*Mentally Ill*	*6 mos*	*$ -*
6	*Bethany Women's Shelter*	*8*	*3*	*Single Women*	*6 month*	*15% of income*
7	*Casa Teresa*	*36*	*10*	*Preg. Adults*	*7-8 mos.*	*20 beds @ $170/mo*
8	**Casa Youth Shelter**	**12**	**3**	**Teens 12-17**	**14 days**	**Sliding**
9	**CSP Youth Shelter**	**6**	**2**	**Teens 11-17**	**2-3 weeks**	**Sliding**
10	**Cold Weather/Laguna Bch**	**25**	**0**	**Open**	**1 day**	**$ -**
11	**Cold Weather/San Clemente**	**25**	**0**	**Open**	**1 day**	**$ -**
12	**Dayle McIntosh Hearth**	**6**	**2 to 3**	**Disabled**	**30 days**	
13	*El Modena*	*18*	*5*	*Families*	*6-9 mos.*	*$250 deposit*
14	**Eli Home**	**21**	**5**	**Women w/kids**	**45 days**	**Sliding Scale**
15	**Friendship Shelter**	**29**	**6**	**Singles**	**60 days**	**$ -**
16	*Gerry House*	*Varies*	*Varies*	*IV Drug Users*	*1 year*	*Sliding Scale*
17	*Gerry House West*	*6*	*1*	*HIV Positive*	*1 year*	*Sliding Scale*
18	**H.C.A Homeless Program**	**32**	**6 to 8**	**Mentally Ill**	**3 mos.**	**$ -**
19	*H.I.S. House*	*29*	*7*	*Families/Sgl*	*4 mos.*	
20	*Hannah's House*	*6*	*2*	*Sgl. Preg.*	*6 mos.*	*$200/mo*
21	*Henderson House*	*24*	*6*	*Singles*	*18 mos.*	*$250/mo*
22	*House of Hope*	*45*	*60*	*Women w/kids*	*18 mos.*	*$ -*
23	**Human Options**	**24**	**6**	**Dom. Vio.**	**45 days**	**24 @ $4.00/day**
24	*Human Options/Second Step*	*50*	*10*	*Dom. Vio.*	*12 mos.*	*1/3 income*
25	**Huntington Youth Shelter**	**12**	**2**	**Unacc. Youth**	**14 days**	**12 @ $10/wk**
26	**Interval House**	**32**	**8**	**Dom. Vio.**	**45 days**	**$4/day**
27	*Interval House/2nd Stage*	*19*	*4*	*Dom. Vio.*	*18 mos.*	*Sliding*
28	*Interval House/Transitional*	*5*	*1*	*Dom. Vio.*	*24 mos.*	*Sliding*

CHART A-8 continued

	A	B	C	D	E	F
1	*SHELTERS* *Key* **less than 90 days** *more than 90 days*	*# of BEDS*	*# TURN AWAY DAILY*	*TARGET*	*MAX STAY*	*CHARGE*
29	*Irvine Temporary Housing*	*60*	*5*	*Families*	*12 mos.*	*30% of income*
30	*Kathy's House*	*10*	*3*	*Fam/Dom Vio*	*12 mos.*	$ -
31	**Laura's House**	**18-22**	**2 to 5**	**Dom. Vio.**	**45 days**	**$35/wk/family**
32	*Laurel House*	*6*	*4 to 5*	*Unacc. Youth*	*Indefinitely*	*0 or Sliding*
33	*Martha House*	*10*	*3*	*Ment. Ill Women*	*Varies*	$ -
34	*Mary's Shelter*	*12*	*4*	*Preg. Teens*	*9 mos.*	$ -
35	*Mercy House/Joseph House*	*24*	*3*	*Single Men*	*15 mos.*	*24 @ $175/mo*
36	*New Vista/Fullerton Interfaith*	*40*	*10*	*Families*	*6 mos.*	$ -
37	**Orange Coast Interfaith**	**55**	**5 to 10**	**Fam/Couples**	**7 days**	$ -
38	**O.C. Interfaith Transitional**	**18**	**0**	**Families**	**60-90 days**	$ -
39	*Orangewood Transitional*	*7*	*n/a*	*Eman. Minors*	*18 mos.*	*$250/mo*
40	**Precious Life Shelter**	**6**	**2**	**Preg. Adults**	**30 days**	$ -
41	*Regina House*	*18*	*3*	*Sgl Wom. w/kids*	*6 mos.*	$ -
42	*Rescue Mission for Men*	*95*	*85*	*Sgl Men*	*18 mos.*	
43	*Saddleback Comm. Outreach*	*5 condos*	*1*	*Families*	*6 mos.-1 year*	*$300-$550/mo*
44	*Sal Army/Buffalo Street*	*4 rooms*	*1*	*Small Families*	*6 to 12 mos.*	
45	**Salvation Army Hosp House**	**55**	**5 to 25**	**Families**	**3 days to 9 mos.**	$ -
46	**Shelter for the Homeless**	**12**	**30**	**Fam/Men/Wom**	**60 days**	**12 @ $5/day**
47	*Shelter for the Homeless/Trans*	*90*	*30*	*Families/Vets*	*24 mos.*	*$300/apt = 2 bedroom*
48	*The Sheepfold*	*55*	*14*	*Women w/kids*	*6 mos*	$ -
49	*Thomas House*	*63*	*5 families*	*Families*	*12 mos.*	*0 for 6 mos/20% income*
50	*Vet. Charities/Emerg.*	*30*	*5*	*Veterans*	*Open*	*$25/week*
51	*Vet. Charities/Trans.*	*80*	*20*	*Veterans*	*OPEN*	*25% of income*
52	*Vietnamese League*	*15*	*5*	*Families*	*3 mos*	$ -
53	**Women's Trans Living Center**	**56**	**12 to 15**	**Dom. Vio.**	**45 days**	**Sliding/$4.00 to 0**
54	*YMCA Senior Step*	*5*	*2*	*Ages 55-70*	*12 mos.*	*$65/week*
55	*YMCA Y's*	*10*	*3*	*Dev. Disabled*	*6 mos.*	*$65/week*

	A	B	C	D	E	F
1	***SHELTERS*** *Key* **less than 90 days** *more than 90 days*	*# of BEDS*	*# TURN AWAY DAILY*	*TARGET*	*MAX STAY*	*CHARGE*
56	*YWCA Hotel for Women*	*38*	*10*	*Sgl. Women*	*6 mos.*	***18 @ $70.55/week***

One transitional housing facility is located within the City. Additional services and facilities that serve the south Orange County area and/or are in close proximity to Dana Point are described in the following list.

1. McCullough Ministries - Adopt-A-Neighbor Program: This non-profit organization operates the Adopt-A-Neighbor program, an outreach and emergency service for south and central Orange County homeless, mentally disabled and needy persons. Funds will be used for project and support costs including, but not limited to operating expenses, rent, insurance, utilities and supplies.

2. Mental Health Association of Orange County-Outreach Services: This non-profit organization will use CDBG funds to provide mobile outreach services for emotionally disabled homeless. Such services may include but are not limited to assistance for temporary shelter, outreach and referral of this special needs group for necessary transitional programs. Funds will also be used for project and support costs.

3. Salvation Army/Family Services/South Orange County: The Salvation Army is located in San Clemente.

4. Corazon: Located in Mission Viejo, this volunteer group delivers groceries, for the homeless and needy families throughout Orange County.

5. ESA/The Rose: Inexpensive merchandise for people with limited income. Clothing and household merchandise for those with no money. Blankets, sleeping bags and tents for the homeless.

6. Friendship Shelter: Located in Laguna Beach and serving south Orange County, the facility provides shelter and a comprehensive program to assist single men and women to get back on their feet again.

7. Community Services Program (CSP)): This non-profit organization provides emergency shelter and counseling to youth and their families in south County.

8. Ecumenical (Episcopal) Service Alliance (ESA)/Anchor House: Located in San Clemente, this facility provides transitional housing up to three months for women with children.

9. ESA/San Clemente/Community Service Center: The Center offers food bags, including brown bag lunch during office hours. These services are provided when funds are available -- rent, mortgage and utility assistance; transportation (bus tickets); transitional housing; information and referral; and counseling.

These services comprise one or more components of a "Continuum of Care" plan for homeless persons and families. The City will continue to support the one transitional

housing facility located in the community and refer those in need to the above referenced services and facilities. The City also will periodically update its inventory of service providers.

I. ENERGY CONSERVATION OPPORTUNITIES

An analysis of opportunities for energy conservation with respect to residential development is required by Section 65583(a)(7) of the Government Code. According to the HCD:

> "The purpose of this analysis is to show that the locality has to consider how energy conservation might be achieved in residential development and how energy conservation requirements may contribute to the affordability of units.
>
> Following are examples of local policies, plans, and development standards that have been successful in reducing energy costs of consumption:
>
> — promotion of compact, higher density, and infill development;
>
> — the active, constructive enforcement by local building officials of existing state residential energy conservation standards;
>
> — standards for street widths, landscaping of streets and parking lots to reduce heat loss or provide shade; and
>
> — standards for energy efficient retrofits to be met prior to resale of homes."

The State Office of Planning and Research (OPR) has offered the following advice on this code requirement:

- Opportunities in the design and construction of individual units.
- Opportunities in the design of subdivisions.
- Assessment of the effect of energy conservation measures on the cost of housing in the long run.
- Proximity of proposed residential development to employment centers, school and other services and availability of transit services.

The City applies residential energy conservation requirements of Title 24 to all new construction. In addition, San Diego Gas and Electric (SDG&E) offers a variety of

energy conservation program to their customers. Under the Customer Assistance Program (CAP), SDG&E provides rebates, energy surveys, and other programs to assist low-income, senior citizen, permanently handicapped, and non-English speaking customers. SDG&E provides funds to assist financially troubled customers through the Winter Assistance Program, offers education and weatherization assistance to help low-income customers conserve energy under the direct Assistance Program, and offers a variety of other programs to its customers to promote energy conservation.

During the program period, the City plans to work to publicize the San Diego Gas and Electric Direct Assistance and Winter Assistance Programs to eligible residents. In addition, the City plans to develop incentives to encourage the use of active and passive solar heating devices to supplemental conventional heating systems in new developments.

The City's Building Department is available to help residents develop ways to conserve energy.

J. ASSISTED HOUSING AT RISK OF CONVERSION TO NON-LOW INCOME USE

According to Section 65583(a)(8) of the Government Code, a local housing element must include the following:

> "An analysis of existing assisted housing developments that are eligible to change to non-low-income housing uses *during the next 10 years due to termination of subsidy contracts, mortgage prepayment, or expiration of restrictions on use.* "Assisted housing developments", for the purpose of this section, shall mean *multi-family rental housing* that receives governmental assistance under federal programs listed in subdivision (a) of Section 65863.10, state and local multi-family revenue bond programs, local redevelopment programs, the federal Community Development Block Grant Program, or local in-lieu fees. "Assisted housing developments" shall also include multi-family rental units that were developed pursuant to a local inclusionary housing program or used to qualify for a density bonus pursuant to Section 65916. (*emphasis added*)

During the period from 2000-2010, there are no projects with rent affordability restrictions at risk of conversion to market rate units. The City has two bond financed projects that have rent affordability restrictions. According the County Executive Office (Fay Watanabe, Senior Staff Analyst), these two projects have the following restrictions:

Harbor Pointe
$13 million bond issue; issue D – 1992
Qualified Project Period – longer of 15 years or as long as bonds are outstanding
Earliest date of conversion is December 2012
Bond maturity in late 2022
10% affordable to very low income
10% affordable to lower income

The Bluffs
$31.8 million bond; issue C –1999
Refunding of bonds occurred in 1999
Qualified Project Period - 15 years or as long as the bonds are outstanding
Earliest date of conversion is December 2015
Bond maturity in December 2029
20% for lower income [10% @65%; 10% @ lower 80%]

The third project with rent affordability restrictions is a large family project owned by the Orange County Community Housing Corporation. The project consists of 24 3-bedroom units for very low-income families. The length of affordability is for the life of the project. Therefore, this project is not at-risk of conversion during the 2000-2010 time period.

K. PROGRESS REPORT

Section 65588(a) of the Government Code requires that the City review the current Housing Element to evaluate:

- √ *"The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal."* (Section 65588[a][1])
- √ *"The effectiveness of the housing element in attainment of the community housing goals and objectives."* (Section 65588[a][2])
- √ *"The progress of the city ... in implementation of the housing element."* (Section 65583[a][3])

1. Appropriateness of the Prior Housing Element Goals, Objectives and Policies

The State housing goal is: *"The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order."* To contribute to the attainment of the State housing goal, the previous Housing Element contained several goals and policy statements. Some of the policy statements contained quantified objectives.

The Housing Element Update includes revised goals, objectives and policies. A review of the results of the prior element indicate that the revisions are necessary and appropriate.

Section 65583 (b) of the Government Code requires that a housing element include:

> *"A statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing."*

State housing law identifies six specific housing *need* categories that must be included in the City's housing program:

- √ Providing adequate sites to achieve a variety and diversity of housing.
- √ Assisting in the development of affordable housing.
- √ Removing governmental constraints if necessary.
- √ Conserving the existing stock of affordable housing.

- √ Promoting equal housing opportunity.
- √ Preserving assisted rental housing at risk of conversion to market rate housing.

The new Housing Element has incorporated goals, policies and objectives that correspond to each of the State mandated categories.

2. Effectiveness of Housing Programs

Chart A-9 identifies all of the housing programs included in the prior Housing Element. Several programs are not included in the revised Housing Element. The rationale for not including certain existing programs in the Housing Element Update are noted in the following list:

- √ Elderly/Handicapped: The most current description of the State housing programs includes no reference to this program. Therefore, this program has been discontinued.
- √ Reverse Mortgages: Reverse mortgages for the elderly are a complex and personal decision of the senior homeowner. It is more appropriate to let the elderly and their financial advisers decide whether reverse mortgages makes sense for them rather than have the City indirectly support this approach.
- √ Limited Equity Cooperatives: LEC are not used frequently as a form of ownership. They have been used in conjunction with senior housing, particularly Section 202 elderly housing. Given the type of vacant land remaining in the City, it appears unlikely that a sponsor or developer could feasibly pursue this form of financing/ownership.
- √ Child Care: Child-care in many communities is an acute need and single parents are a special needs group. However, incentives for child care facilities are not a housing program. Of all the City's households, 27% had children and 6.6% were single parent households with children.
- √ Energy Conservation: This program does not appear to be a "housing" program within the meaning of the six categories. This action is included it in that part of the element dealing with energy conservation opportunities.
- √ Housing Programs Administration: This discussion is included in that section of the Housing Element describing the Program Implementation and Agency Responsible for implementation.
- √ Other County Programs: This discussion is included in that section of the Housing Element describing the Program Implementation and Agency Responsible for implementation.

Chart A-9
Matrix of Prior Housing Element Programs

Conservation and Improvement of Affordable Housing

1. Residential Rehabilitation Program
2. Rental Rehabilitation Program
3. Elderly/Handicapped Grant Program
4. Section 8 Housing Certificates and Vouchers
5. Conservation of Existing and Future Affordable Housing
6. Code Enforcement
7. Shared Housing
8. Condominium Conversions
9. Reverse Mortgages
10. Mobile Home Park Assistance Program

Adequate Sites

11. Land Use Element
12. Sites for Homeless Shelters
13. Land Banking

Affordable Housing Development

14. Non-profit Housing Development Corporation
15. Density Bonus
16. Mortgage Revenue Bond Financing
17. Equity Sharing
18. Limited Equity Cooperatives
19. Second Units
20. Coastal Zone Requirements
21. Housing for Visitor Serving Use Employees

Governmental Constraints

22. Zoning Ordinance
23. Streamlined Approvals

Fair Housing

24. Equal Housing Opportunity Services

Housing Related Services

25. Job Referrals
26. Child Care

Energy Conservation

27. Energy Conservation/Solar Energy Program
28. Housing Programs Administration
29. Other County Administered Programs

30. Neighborhood Conservation Program

3. Implementation Progress

HCD indicates that the review and revision should include a comparison of the actual results of the earlier element with its goals, objectives, policies and programs. The results should be quantified where possible (e.g., rehabilitation results), but may be qualitative where necessary (e.g., mitigation of government constraints). This part of the Progress Report presents a discussion of the effectiveness in meeting stated objectives.

The prior element was evaluated for purposes of identifying the stated quantified objectives. These objectives are listed below:

- √ Residential Rehabilitation Program: *attempt to secure 20 loans and grants annually*
- √ Rental Rehabilitation Program: *achieve the rehabilitation of 10 units annually*
- √ Elderly/Handicapped Grant Program: *rehabilitate 5 units annually*
- √ Section 8 Housing Certificates and Vouchers: *maintain existing certificates and vouchers and seek additional ones.*
- √ Shared Housing: *match between 20 and 30 low income residents annually* (Senior Citizen Homesharing Program, Orange County Senior Services)

During the life of the prior Housing Element, the following progress was attained.

- √ Three units per year were improved through the Residential Rehabilitation Program.
- √ Two units per year were improved through the Rental Rehabilitation Program.
- √ Zero units were improved through the Elderly/Handicapped Program.
- √ As of April 1996, OCHA provided rental assistance to 40 residents of Dana Point. Since then, the number of assisted households has increased to 56. Currently, there are 71 Dana Point families on the Section 8 waiting list.
- √ Data are unavailable on the number of seniors helped by the Shared Housing Program.

CITY OF DANA POINT
HOUSING ELEMENT UPDATE ADDENDUM
DRAFT RESPONSES TO HCD COMMENTS
October 26, 2000

#1: Include an estimate of the number and types of units needing rehabilitation and replacement, especially in the Lantern Village.

The following text would be added to Technical Appendix A, page A-19:

Based on code enforcement data, it is estimated that 3,000 housing units are need of minor, moderate or substantial rehabilitation. About one-half of these housing units are located in the Lantern Village. Most of the Lantern Village housing units are located in small, multi-family structures.

In addition to housing rehabilitation needs, there also are housing units in need of replacement. Some units may need to be replaced due to conversions or casualty losses such as fires. Units needing replacement because of these reasons already have been considered in SCAG's allocation of the regional housing need. Other housing units deserve replacement because they are too deteriorated to merit rehabilitation. Based on the housing supply greater than 60 years old, the City estimates that there are about 50 to 100 housing units beyond repair and, therefore, needing replacement.

#2: Include an analysis of how land zoned 14-22 units per acre can accommodate the lower income need.

The following text would be added to the analysis of Land Use Controls, page A-33:

The vast majority of non-senior affordable housing in southern California is built at densities of less than 25 housing units per acre. The City's Development Code permits two-story multi-family housing in the RMF14 and RMF22 zones. Such multifamily housing development is permitted on lots as small as 4,800 square feet by the two zones. In addition, the minimum land area per unit is 1,591 square feet and 1,167 square feet in the RMF14 and RMF22 zones, respectively. Also, the City implements a 25% density bonus policy that would increase the yield to 17.5 to 27.5 dwelling units for family

housing. A higher density bonus is allowed for affordable senior housing. Lastly, congregate care housing and assisted living housing, are developed in the RMF zone. In such developments, the City requires that a percentage of the housing be developed as affordable independent housing units (with bathroom and kitchen facilities) for the life of the project. The affordability restrictions are recorded.

These development standards, combined, serve to accommodate low and moderate-income housing needs.

*#3: **Expand the analysis of recycling potential to describe:***

Amount of land
Permitted density
Permit requirements
Historic development trends
Incentives provided by the City to encourage development

The following text would be added to page A-24:

The recycling potential of land zoned at 22-30 dus/ac is presented on Table A-20 on page A-25. The housing unit potential is based on the General Plan projections. Since adoption of the General Plan, there has been some recycling to higher residential intensities. For example, duplexes are frequently developed on single lots. However, the demolition of existing structures and building of new housing at higher densities has not occurred at the pace envisioned in the General Plan.

*#4: **Expand the analysis of the mixed residential/commercial development to include:***

Amount of land
Permitted density
Permit requirements
Historic development trends
Incentives provided by the City to encourage development

The following text would be added in the appropriate section:

Mixed residential/commercial development exists in the Town Center and Doheny Village. Due to market conditions and the lack of financing, there has not been much interest in this type of development in recent years.

#5: ***Expand the program descriptions to include:***

Implementation timelines
Persons responsible for program implementation
City's role in implementation
Clarify implementation objectives

Section 2 -- Housing Strategy – will be revised. The programs in Section 2 will be revised to include a brief narrative on the following:

Program Description
Quantified Objective
Responsible Agencies and Officials
Time Schedule
Funding Sources

The programs will not be changed; only a narrative added to cover the topics listed above.

#6: ***Include more specific programs to assist in the development of housing for low-income renter households.***

The following text would be added to end of Program Category 2, page 2-18:

2.6 Affordable Housing Development Program

Program Description: The City will implement a program to achieve the construction of new rental housing affordable to very low and low-income renter households. The main elements of the program will be land acquisition by the City and eventual sale to an affordable housing developer (either non-profit or for-profit.) The bedroom mix of the development shall be subject to the detailed site planning and architectural designs that would follow land acquisition.

The program will result in project construction between mid-year 2004 and early 2005. The following actions will be taken by the City to achieve the objectives of this program:

By the summer of 2001 (following adoption of the City budget), the City will retain a part-time Housing Grants Coordinator on a contract consultant basis. The primary function of the Coordinator will be to identify all possible sources of funding for *land acquisition.* These sources may include City funding sources; County of Orange CDBG (including a Section 108 loan) and HOME funds; Orange County Housing Authority operating reserves; and State funds. During the course of this activity, the coordinator also will estimate the amount of funding that could be obtained by the City for purposes of land acquisition.

The City staff will survey neighboring cities to determine the nature of scope of completed affordable housing developments.
Concurrent with or immediately following this activity, the City's Community Development Department will complete a through evaluation of candidate sites for a 16 to 20-unit affordable housing development. The sites may consist of vacant land and already development sites.

The City will work with the property owners of the preferred candidate sites for purposes of exercising site control and finding a willing buyer who would enter into an extended escrow.

The City then will seek funding to acquire the site from the sources identified above. The City may also contribute in-lieu fees and/or regulatory controls to acquire the site(s). Because of other competing needs and projects (i.e., committed assistance), the City will need to evaluate the use of its own resources during the course of developing a financing package for land acquisition.

The applications for funding may be accomplished independently or in cooperation with non-profit and for profit affordable housing developers.

After acquisition, the City will transfer the site to an affordable housing developer. The non-profit or for profit developer will be required to develop the estimated 16-20 new units and provide long-term affordability. The developer also will be required to seek additional equity, gap and debt financing through low income housing tax credits, Federal Home Loan Bank Board Affordable Housing Program, State Department of Housing and Community Development and California Housing Finance Agency.

Quantified Objective: The quantified objective is 16 to 20 new affordable housing units.

Responsible Agencies and Officials: The Coordinator will be responsible for carrying out the activities outlined in the program description. The Coordinator will work under the supervision of the Community Development Director.

Time Schedule: The timetable for project implementation is given below:

Housing Grants Coordinator	Summer 2001
Identification of Candidate Sites	Winter 2001
Selection of Preferred Sites	Early 2002
Financing Package for Land Acquisition	Early 2002
Open Escrow	Mid 2002
Obtain Financing/Purchase Site	Early 2003
Select Affordable Housing Developer	Early to Mid 2003
Apply for Equity, Gap and Debt Financing	Early to Mid 2003

Prepare Site Plans/Building Plans	Mid to Late 2003
Obtain Needed Financing	Late 2003
Start Project Construction	Mid 2004

Funding Sources: These may include City funding sources; County of Orange CDBG (including a Section 108 loan) and HOME funds; Orange County Housing Authority operating reserves; California Housing Finance Agency; and State Department of Housing and Community Development funds.

#7: ***Expand program 4.2, Owner Rehabilitation, to allow loans to lower income owners to provide room additions to alleviate overcrowding.***

The following text would replace the current Program 4.2, page 4-23:

4.2 Owner Rehabilitation

Program Description: The Orange County Housing and Community Development Department administers a Housing Improvement Program. The program applies to Community Development Block Grant (CDBG) designated target areas, unincorporated areas, and participating cities. Dana Point is a participating city. The purpose of the program is to provide low and moderate income homeowners with funding to eliminate health and safety code violations as prescribed by local building codes as well as HUD's Housing Quality Standards.

Quantified Objective: The City's objective is to have 20 housing units repaired through the Housing Improvement Program. The eligible homes include single family, owner-occupied; multi-family units of five or less and owner must occupy one unit; and mobile homes (through grants).

Responsible Agencies and Officials: The County of Orange annually allocates CDBG funds to the Housing Improvement Program. The County recently (March 2000) modified the program. The County outsources the following services to U.S.E Community Services Group: loan processing and underwriting; rehabilitation loan packaging; loan document preparation; construction management; construction inspection and estimating; bid process; contractor selection; construction oversight; and, obtaining of necessary permits.

The City will continue to inform local residents of the County's Housing Improvement Program, as described below:

A program description will be published in the City Newsletter.

A brochure/flyer, explaining the program, will be made available at City Hall, library, and other public locations. The brochure/flyer will inform the public that eligible improvements include room additions to alleviate overcrowded conditions.

The City staff will conduct outreach efforts with Lantern Village owners of multi-family units of five or less units.

The City staff also will implement outreach efforts to nonprofit housing organizations serving the south Orange County area.

The City staff also will attend meetings of the local real estate community to inform them of the program.

The City staff will inform residents of other opportunities to improve their homes and generate neighborhood pride.

The City staff will continue to coordinate with County and State agencies.

Time Schedule: The City will annually revise and update all informational material pertaining to the Housing Improvement Program. The City will maintain regular contact with the County's program coordinator and review the County's Annual Action Plan for the use of CDBG funds.

Funding Sources: The CDBG funds are the exclusive source for the housing improvement loans. The loans are secured by a Deed of Trust. Loans include: Amortized; Deferred Payment Loan (DPL); or Extreme Hardship DPL (EHDPL), which is non-interest bearing. Loan terms are 15 year, 3% (6% multi-family) and are repayable upon sale or transfer. DPL is due and payable after 15 years unless re-certified as low to moderate-income family. EHDPL maximum amount is $10,000 and can only be used for emergency Health and Safety Code violations.

*#8: **Develop a program to apply, or assist housing sponsors, in their application for available housing resources.***

The following text would be added to end of Program Category 2:

2.7 Housing Grants Coordinator

Program Description: The City will retain a part-time Housing Grants Coordinator (contract consultant) to help the City and nonprofit housing sponsors identify and apply for available housing resources. These resources would include, but not be limited to, the County of Orange (CDBG and HOME funds); Orange County Housing Authority (operating reserves); California Housing Finance Agency; Tax Credit Allocation Committee; State Department of Housing and Community Development; and Federal Home Loan Bank Board (Affordable Housing Program).

The Housing Grants Coordinator will prepare an inventory that describes the available housing resources. The inventory will include financial resources for the provision of social and supportive services to existing and future residents of the City. In addition, the

Coordinator will identify nonprofit and for-profit housing developers who have an interest in providing affordable housing opportunities in Dana Point. The Coordinator will hold workshops and meetings with the housing sponsors to establish a match between the available resources and the sponsors. Thereafter, the Coordinator will help the housing sponsors to prepare applications to the appropriate funding sources.

Quantified Objective: The completion of three applications for funding resources by the end of 2002 or early 2003. Additional applications would be completed between 2003 and mid-year 2005.

Responsible Agency: The Coordinator will be responsible for carrying out the activities outlined in the program description. The Coordinator will work under the supervision of the Community Development Director.

Time Schedule: The Housing Grants Coordinator will be retained in the Summer of 2001. The inventory of funding resources will be completed by December 2001. The meetings and workshops will be held in early 2002. It is projected that the first set of funding applications will be submitted during the second half of 2002.

Funding Source: The funding sources for the part-time Housing Grants Coordinator will include the General Fund, CDBG Administrative Fund, and/or other available resources. In subsequent years, funding for the Coordinator is anticipated to be derived from successful housing sponsors and/or other resources as identified in the years ahead.

*#9: **Describe the actions the City will take to implement a partnership with a nonprofit to acquire and rehabilitate an existing apartment building.***

The following text would be added as a new program at the end of Program Category 4, page 2-24:

4.6 Nonprofit Partnership Program

Program Description: The City will establish a partnership with a qualified nonprofit organization to acquire and rehabilitate existing rental housing. The purpose of the partnership is to create a way for the City to directly contribute to improving housing conditions without having to maintain ownership of the housing. As conditions of the funding provided by the City, the nonprofit owner will be obliged to improve the rental housing, practice good property maintenance, and retain professional property management services.

More specifically, the City will financially assist a nonprofit housing organization to acquire and rehabilitate substandard apartment housing and to ensure long-term affordability to lower income households.

Quantified Objective: The City's target is to acquire and rehabilitate 16 to 32 units during the 5-year program period. The housing units may be located in one or more apartment

buildings. The housing units also could be located in a larger complex – the rent restricted units may, therefore, comprise 20% to 25% of the entire development.

Responsible Agencies and Officials: The entities responsible for program implementation include the Community Development Department, Housing Grants Coordinator, selected nonprofit housing sponsor and County of Orange Housing and Community Development Department.

Time Schedule: By the summer of 2001, the City will join the Southern California Association of Non Profit Housing (SCANPH). This membership will enable the City to have information on the nonprofit housing community, particularly those organizations located in Orange County. Also, by the summer of 2001, the City will retain a part-time Housing Grants Coordinator. The Coordinator will help to identify qualified nonprofit housing corporations, especially those that have completed successful projects under the Orange County's HOME CHDO program. (CHDOs are community housing development organizations and receive a minimum of 15% of the County's HOME funds.)

During the second half of 2001, candidate buildings for acquisition and rehabilitation will be identified, as described below:

- √ The existing building will be located in one of the City's target area neighborhoods.
- √ The City and nonprofit organization will jointly estimate the acquisition and rehabilitation costs associated with different building sites in the City.
- √ The City and nonprofit will jointly estimate the amount of funds that the City will need to allocate to the program.
- √ The City will leverage its financial resources with those that the County of Orange is obligated to allocate funds to community based nonprofit housing corporations.
- √ The City and County will establish long-term affordability requirements.

During this time period, the City staff also will complete a survey of successful projects completed in neighboring south Orange County cities.

Funding: Funding sources for the City staff's work on this program will include the General Fund, private sector contributions, and/or other grants that will be identified by the Housing Grants Coordinator. Financial resources to help the finance the acquisition and rehabilitation of the housing units will be identified by the Housing Grants

Coordinator (Program 2.7). The Coordinator will help the City and nonprofit to apply for available housing resources.

#10: Expand Program 3.1, Zoning Code, to indicate how the potential for developing residential/commercial uses is promoted.

The following text would be added to page A-20:

There is very little the City can do to promote residential/commercial uses without a Redevelopment Agency. The City can inform owners and developers of the Zoning Code provisions through its website, informational brochures and outreach. The Housing Grants Coordinator also can help to identify financial resources to facilitate the development of residential/commercial uses.

#11: Expand the emergency shelter program to indicate how the use permit process promotes and facilitates the development of shelters in multifamily zones and the conditions that must be met.

The following text would be added to page 2-10:

In conjunction with emergency shelters, the City's Zoning Code allows supportive services such as food, counseling and access to other social services. The Zoning Code allows emergency shelters in all zones, subject to a conditional use permit. The Zoning Code does not state special provisions or requirements for emergency shelters. In establishing conditions for all uses requiring a CUP, the City seeks to ensure the health and safety of the use. The factors that are usually considered include parking, noise, and operational features of the use.

#12: Expand the Committed Assistance Program to address all statutory requirements and indicate the specific units to be converted to affordable rents or rehabilitated and returned to the stock.

The following text would be added to page 2-13:

The State law permits multifamily units in a rental complex to be converted from nonaffordable to affordable with committed assistance by acquisition of the unit or purchase of affordability covenants and restrictions provided the units are not acquired by eminent domain and provide a net increase in the stock of affordable housing.

To qualify for this requirement the units must be made available at affordable housing costs, the units are not currently occupied by low- or very low-income households, the units are in decent, safe and sanitary conditions when occupied, and the acquisition price is not greater than 120 percent of the median price for housing in the city, and the units will have long-term affordability covenants for not less than 30 years.

Because of these requirements, the City plans to help in the acquisition of an existing, vacant building in the Lantern Village. The City will focus its efforts on bank owned properties in order to find a vacant building.

*#13: **Indicate when the study of parking standards will be completed and how the reduction in standards will be advertised to developers.***

The following clarification would be added on page A-29:

> "The City will study, on a case-by case basis, the possibility of reducing the number of parking spaces for affordable dwelling units."

The following policy would be added to Section 2, page 2-19:

> "A reduction in required parking for affordable and senior affordable housing developments will be permitted when a study demonstrates that less parking is needed because of the income, car ownership and special needs of the population that would reside in the propose development."

*#14: **Consider reducing other development standards (such as setbacks) to reduce the costs of affordable housing.***

The following text would be added to page A-29:

There are existing standards that contribute to a reduction in development costs. Recently, the City adopted a Zoning Code Amendment to allow manufactured housing in all multi-family zones. The City allows for shared parking for adjoining residential and commercial uses. The City also implements special development standards for difficult to develop, substandard lots. Also, the PRD zone provides for flexible standards for setbacks and lot coverage.

*#15: **Include policies and a program to establish minimum densities for multifamily zoning districts in order to ensure that land is developed as high density housing.***

City staff believes that it is in appropriate to establish minimum densities in the multifamily zones.

*#16: **Describe how consistency is maintained between the Housing Element and General Plan.***

The following text would be added at the end of Section 1, Introduction:

Internal consistency, as used in California planning law, means that no policy conflict exists, either textual or diagrammatic, between the components of an otherwise complete

and adequate general plan. The internal consistency requirement has five components: 1) equal status among the general plan elements; 2) consistency among the elements; 3) consistency within an element; 4) area plan consistency and 5) consistency between text and diagrams included in the general plan elements.

The City Attorney and the Community Development Department have each reviewed the Housing Element in relationship to the balance of the General Plan. Both have found that there are no conflicts between the Housing Element's policies and programs and those adopted in other General Plan Elements. The Housing Element policies and programs are consistent with the land use designations and densities included in the Land Use Element.

In order to maintain consistency in the future, it is a policy of the City of Dana Point that any future amendments to the General Plan will be evaluated for consistency with the adopted Housing Element. If amendments are proposed to the Housing Element during the program period, an evaluation will be made of other elements to determine whether changes to one or more elements are necessary to maintain consistency.

In addition, the City completed a negative declaration for the Housing Element Update. In the evaluation of environmental impacts, the negative declaration stated:

> "The Housing Element is only one facet of a City's planning program. The California Government Code requires that General Plan contain an integrated, consistent set of goals and policies. The Housing Element is, therefore, affected by development policies contained in the Land Use Element, which establishes the location, type, and distribution of land uses throughout the City, as well as, the Circulation Element that establishes the basis for providing essential streets and roadways to all housing that is developed. The policies that are contained in other elements of the General Plan also affect the quality of life that citizens expect. As portions of the General Plan are amended in the future, the elements of the General Plan, including the Housing Element, will be reviewed to ensure internal consistency is maintained."

TABLE OF CONTENTS

Section	Page
Introduction to the Circulation Element	1
Purpose of the Circulation Element	1
Related Plans and Programs	2
Scope and Content of the Element	2
Circulation Element Goals and Policies	3
Local Thoroughfares and Transportation Routes	3
Intercity and Regional Transportation	6
Transportation System/Demand Management	7
Public Transportation	8
Bicycle, Pedestrian and Equestrian Facilities	9
Parking	10
Truck Circulation	11
Harbor	11
Rail	12
Airport	12
Related Goals and Policies	13
The Circulation Plan	16
Roadway Facility Designations	16
Performance Criteria	19
General Plan Circulation System	20
Public Transportation Plan	24
Bikeway Plan	26
Equestrian Trails	26
Scenic Highways	28
Rail	28
Navigable Waterways, Ports and Harbors	28

LIST OF TABLES

		Page
Table C-1	Local Coastal Program Reference Matrix	14
Table C-2	Circulation Related Goals and Policies by Element	15
Table C-3	Circulation System Performance Criteria	21
Table C-4	Peak Hour Level of Service Descriptions	22

LIST OF FIGURES

Figure C-1	Typical Roadway Cross-Sections	17
Figure C-2	Master Plan Circulation System	23
Figure C-3	Public Transit Routes	25
Figure C-4	Bikeway Plan	27
Figure C-5	Equestrian Trails	30
Figure C-6	Scenic Highways	31

INTRODUCTION TO THE CIRCULATION ELEMENT

The Circulation Element is one of seven mandated Elements of the General Plan and is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element. A well-planned circulation system is important, and the State of California has mandated the adoption of a citywide Circulation Element since 1955. The anticipated level and pattern of development by the year 2010, as identified in the Land Use Element, will increase capacity demands on the City's roadways. To help meet these demands and achieve balanced growth, the City has adopted specific goals and policies which serve as the basis for the Circulation Element.

PURPOSE OF THE CIRCULATION ELEMENT

The purpose of the Circulation Element is to provide a safe, sensible, and efficient circulation system for the City. The current State mandate for a Circulation Element states that the General Plan shall include:

> "...a Circulation Element consisting of the general location for proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element of the Plan."

To meet these objectives, the Circulation Element addresses the circulation improvements needed to relieve traffic congestion due to future land uses. It also addresses potential demand management strategies and mass transit services. Corresponding goals and policies have been 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 "City of Dana Point, General Plan Traffic Analysis," prepared by Austin-Foust Associates, provides background information and acts as a supporting document for the Element.

RELATED PLANS AND PROGRAMS

Several transportation plans have been prepared by the County of Orange, focusing on the development of a regional transportation system to handle the anticipated traffic loads expected from future development. A number of plans have also been prepared identifying the location of future routes for mass transit including light rail and conventional buses.

Plans and programs related to the City's Circulation Element include the following:

- County of Orange, Master Plan of Arterial Highways
- San Joaquin Hills and Foothill Transportation Corridor plans
- South Coast Air Basin, Air Quality Management Plan
- County of Orange, Congestion Management Plan
- County of Orange, Master Plan of Scenic Highways
- County of Orange, Master Plan of Countywide Bikeways
- Los Angeles/San Diego Corridor Commuter Rail Plan
- Dana Point Harbor, Master Plan

SCOPE AND CONTENT OF THE ELEMENT

This Element is comprised of several sections which address the major components of the circulation system. Each section contains summary information on the existing and future conditions of the system, relevant plans and programs which influence circulation in Dana Point, and the goal and policy statements corresponding to each component. Following these sections, noteworthy characteristics of each component of the system are discussed. Detailed information pertaining to existing conditions are documented in the Master Environmental Assessment, and forecast conditions are analyzed in detail in the "City of Dana Point, General Plan Traffic Analysis." Utilities and transmission facilities are described in the Public Facilities Element.

CIRCULATION ELEMENT GOALS AND POLICIES

The Circulation Element is based on a set of circulation-related goals which reflect and are designed to support the citywide objectives of the General Plan. The goals acknowledge the changing economic, social and environmental conditions in the City and surrounding regions, and the anticipated needs of the community. The circulation goals and policies are discussed in the following sections:

- 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

The major traffic problem within the City, as identified in the "City of Dana Point, Circulation Element, Technical Report", exists primarily on the section of Pacific Coast Highway (PCH) where State Route 1 (SR-1) ends and becomes PCH. The intersection of Del Obispo Street and PCH is of particular concern.

LOCAL THOROUGHFARES AND TRANSPORTATION ROUTES

A well-planned street system facilitates the movement of vehicles and provides safe and convenient access to surrounding development. Three classifications of streets are included in the local circulation system:

Arterial Streets: Streets which primarily serve through traffic and provide access to abutting properties as their secondary function. Arterials are further subdivided into functional classifications based on distinctions in geometrical characteristics and primary function:

- **Major Arterials:** Roadways comprising six travel lanes with a raised median divider. Major arterials generally carry high traffic volumes and are main thoroughfares through the City, as well as acting as links between adjacent communities.

- **Primary Arterials:** Roadways which are designed to accommodate four travel lanes and a raised median. These arterials carry high traffic volumes and connect major arterials with secondary arterials.

- **Secondary Arterials:** Roadways which are composed of four travel lanes without a raised median. These arterials typically carry traffic along the perimeters of major developments but are also used as through streets.

Collector Streets: Streets which provide property access and traffic circulation within residential, commercial, and industrial districts.

Local Streets: Streets which are designed to provide individual property access throughout the City.

The Dana Point community's historical development of local, collector and arterial streets has provided the basis for a safe, efficient roadway system. Arterial streets have been built with sufficient capacity to accommodate long-term traffic growth. In addition, driveway access has been limited to promote safe and efficient operations.

GOAL 1: Provide 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. (Coastal Act/30252)

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. (Coastal Act/30250)

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. (Coastal Act/30252)

Policy 1.3: Coordinate roadway improvements with applicable regional, State and Federal transportation plans and proposals.

Policy 1.4: Develop thresholds and performance standards for acceptable levels of service. (See "Performance Criteria" in next chapter).

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.

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. (Coastal Act/30252)

Policy 1.7: Provide for the safe and expeditious transport of hazardous materials.

Policy 1.8: Work with the appropriate entities to improve rail and other public transit systems to serve the resident and visitor population of the area. (Coastal Act/30213)

Policy 1.9: Limit driveway access on arterial streets to maintain a desired quality of flow.

Policy 1.10: Design local and collector streets to discourage their use as through traffic routes.

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. (Coastal Act/30250)

Policy 1.12: Encourage new development which facilitates transit services, provides for non-automobile circulation and minimizes vehicle miles traveled. (Coastal Act/30252)

Policy 1.13: Minimize pedestrian and vehicular conflicts. (Coastal Act/30252)

Policy 1.14: Establish landscaping buffers and building set-back requirements along all roads where appropriate. (Coastal Act/30252)

Policy 1.15: Develop a circulation system which highlights environmental amenities and scenic areas. (Coastal Act/30251)

Policy 1.16: Provide public access and circulation to the shoreline, through private dedications, easements, or other methods including public transportation. (Coastal Act/30211, 30212, 30212.5, 30221)

INTERCITY AND REGIONAL TRANSPORTATION

The Circulation Element provides an analysis of the City's existing and future circulation needs based upon their relationship to the regional transportation network. Planning for the effective implementation of the Dana Point Circulation Element requires active participation in the transportation planning activities of the County, Region and the State.

GOAL 2: Support development of a network of regional transportation facilities which 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.

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. (Coastal Act/30253)

Policy 2.5: Work toward a multi-modal transportation network which provides viable transportation alternatives such as Amtrak, LOSSAN (Metrolink), shuttle access to airport facilities, and congestion management techniques.

TRANSPORTATION SYSTEM/DEMAND MANAGEMENT

Effective circulation planning must involve the use of Transportation System Management (TSM) and Demand Management (TDM) strategies. Operational improvements relating to signalization and intersection enhancements can help to increase the capacity of the existing circulation system. Through participation in Transportation Demand Management programs, vehicle trips can be significantly reduced. Continued participation in County and Regional discussions on TSM/TDM strategies may help to create long term reductions in traffic impacting the City of Dana Point.

GOAL 3: Maximize the efficiency of the circulation system through the use of Transportation System Management and Demand Management strategies.

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 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 non-residential developments (in excess of 50,000 square feet) include submission of a TDM plan to the City, including monitoring and enforcement provisions. (Coastal Act/30213)

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.

PUBLIC TRANSPORTATION

The City of Dana Point supports an efficient public transportation system to serve the residents of the City. Developments should be planned in a manner that facilitates provision of transit services. While increasing the mobility of all the residents is important, it is essential to increase accessibility to transit services for the elderly and disabled persons.

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 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 I-5 freeway.

Policy 4.2: Require new development to fund transit facilities, such as bus shelters and turn-outs, where deemed necessary.

Policy 4.3: Ensure accessibility of public transportation for elderly and disabled persons.

Policy 4.4: Encourage employers to reduce vehicular trips by offering employee incentives.

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. (Coastal Act/30213, 30252)

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 4.7: Encourage the provision of safe, attractive and clearly identifiable transit stops and related high quality pedestrian facilities throughout the community. (Coastal Act/30252)

Policy 4.8: Require noise impact studies prior to approval of new public transportation routes through residential communities.

BICYCLE, PEDESTRIAN AND EQUESTRIAN FACILITIES

The provision of effective vehicular travel is an essential part of the City's circulation needs. However, non-vehicular modes of travel are also important. Bicycle and pedestrian circulation between major activity areas of the City should be provided through separate trails, walkways, and bike lanes.

GOAL 5: Encourage non-motorized transportation, such as bicycle and pedestrian circulation.

Policy 5.1: Promote the safety of pedestrians and bicyclists by adhering to national standards and uniform practices.

Policy 5.2: Maintain existing pedestrian facilities and encourage new development to provide pedestrian walkways between developments, schools and public facilities.

Policy 5.3: Ensure accessibility of pedestrian facilities to the elderly and disabled.

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 5.5: 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. (Coastal Act/30213)

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 5.7: Explore possible link-up of trails within the City to regional trail systems.

Policy 5.8: Improve the safety of pedestrians crossing Pacific Coast Highway. (Coastal Act/30252)

Policy 5.9: Support and coordinate the development and maintenance of bikeways and trails in conjunction with the master plans of the appropriate agencies.

Policy 5.10: Encourage safe biking by supporting the clinics sponsored by the County Sheriff's Department.

Policy 5.11: Consider the provision of unique non-motorized circulation methods for special events.

Policy 5.12: Provide for a non-vehicular circulation system that encourages mass-transit, bicycle transportation, pedestrian circulation. (Coastal Act/30252, 30253)

PARKING

Adequate and convenient parking facilities should be provided as a part of all development in the City. Where possible, and especially in commercial areas, parking should be consolidated or shared. Access and egress to parking areas should be carefully planned so as to facilitate the safe flow of traffic on major streets and to minimize conflicts with pedestrians.

GOAL 6: Provide for well-designed and convenient parking facilities.

Policy 6.1: Consolidate parking, where appropriate, to reduce the number of ingress and egress points onto arterials.

Policy 6.2: Maintain public access to the coast by providing better transit and parking opportunities. (Coastal Act/30252)

Policy 6.3: Provide sufficient off-street parking. (Coastal Act/30250)

Policy 6.4: Encourage the use of shared parking facilities, such as through parking districts or other mechanisms.

TRUCK CIRCULATION

The establishment of well-defined circulation routes for truck traffic will help to increase the efficiency of the street system and also address safety concerns. One of the major concerns of City residents is noise and safety from large vehicle traffic in or near residential areas.

GOAL 7: Provide for a truck circulation system that provides for the effective transport of commodities while minimizing the negative impacts throughout the City.

Policy 7.1: Provide primary truck routes on selected arterial streets to minimize the impacts of truck traffic on residential areas.

Policy 7.2: Provide appropriately designed and maintained roadways for the primary truck routes. (Coastal Act/30254)

Policy 7.3: Develop berms, landscape screening or barriers along truck routes to minimize noise impacts on sensitive land uses.

Policy 7.4: Provide loading areas and accessways that are designed and located so as to avoid conflicts with efficient traffic circulation.

Policy 7.5: Consider safety regulations addressing trucks hauling materials within the City.

HARBOR

The Harbor is one of Dana Point's greatest assets. Through sound planning the City can ensure the continued adequacy of the Harbor for boating, fishing and other recreational activities.

GOAL 8: Provide adequate waterway circulation through the Dana Point Harbor.

Policy 8.1: Evaluate adequacy of and maintain sufficient capacity within the Harbor for the existing and future patrons of the Harbor.

RAIL

Commuter rail systems presently serve the residents of Dana Point from stations in San Juan Capistrano and San Clemente. As demands for rail travel increase, opportunities may exist to locate an additional commuter rail station in Dana Point.

GOAL 9: Support the continued development of a commuter rail system throughout the City that meets the needs of current and future residents.

Policy 9.1: Coordinate with Amtrak and Los Angeles-San Diego (LOSSAN) Corridor Commuter Rail to expedite commuter rail service to the City.

Policy 9.2: Work with the appropriate entities to evaluate development of a commuter rail station for Dana Point, with shuttle connections to employment centers and residential areas.

AIRPORT

While airport facilities are not located within Dana Point, it is important the public transportation be provided between the City and the regional airports. This can also avoid unnecessary vehicular trips within the City.

GOAL 10: Provide public transportation for residents to airport facilities in the region.

Policy 10.1: Work with the Orange County Transit District (OCTD) and other appropriate agencies to provide express transportation to regional airports.

RELATED GOALS AND POLICIES

Goals and policies identified in this Element are related to other General Plan Elements. A number of policies included in the Circulation Element constitute coastal resources planning and management policies that are part of the City's Local Coastal Program (LCP). Table C-1 identifies the required components or issue areas of the LCP included in the Circulation Element.

A number of goals and policies included in other elements of the General Plan support the goals and policies of the Land Use Element, either directly or indirectly. The supporting goals and policies are identified in Table C-2.

TABLE C-1
CIRCULATION ELEMENT
LOCAL COASTAL PROGRAM REFERENCE MATRIX

Required Component/Issue Area (Coastal Act Section)			
*	Shoreline Access (30210-212.5)		Agriculture (30241-242)
*	Visitor Serving and Recreational Facilities (30213)		Soil Resources (30243)
*	Water-Oriented Recreation (30220-224)		Archaeological/Paleontological Resources (30244)
*	Water and Marine Resources (30230-232)	*	Locating and Planning New Development (30250, 252, 255)
	Diking, Filling and Dredging (30233)	*	Coastal Visual Resources (30251)
*	Commercial Fishing and Recreational Boating (30234)	*	Hazard Areas (30253)
	Shoreline Structures/Flood Control (30235-236)	*	Public Works (30254)
	Environmentally Sensitive Habitat (30240)		Industrial Development and Energy Facilities (30260-264)
*	Indicates that the Coastal Act issue areas described in this table are included in the Circulation Element.		

TABLE C-2
CIRCULATION RELATED
GOALS AND POLICIES BY ELEMENT

Circulation Issue Area	Related Goals and Policies by Element								
	Land Use	Urban Design	Housing	Circulation	Noise	Public Safety	Conservation/ Open Space	Public Facilities and Growth Management	Economic Development
Local Thoroughfares and Transportation Routes		3.2, 6.4	4.2, 4.3		1.3		5.1	7.2, 7.5-7.7, 7.10-7.11	6.3
Intercity and Regional Transportation	5.7		4.5			3.2-3.4	5.7	7.10, 8.1-8.6	6.3
Transportation System/Demand Management	3.6		4.5					7.8, 7.10, 8.1	6.3
Public Transportation	8.6		4.5				5.5, 5.7	7.8, 7.10	6.3
Bicycle, Pedestrian and Equestrian Facilities	4.7, 5.6, 5.8, 5.9, 6.2, 6.3, 8.5, 9.3	1.5, 3.3, 3.6-3.8, 4.3, 5.4, 6.5					5.4	7.10	6.3, 7.4
Parking	6.5, 6.6, 7.6	3.5, 6.7	1.3					7.10	6.3
Truck Circulation								7.10	

CIRCULATION PLAN

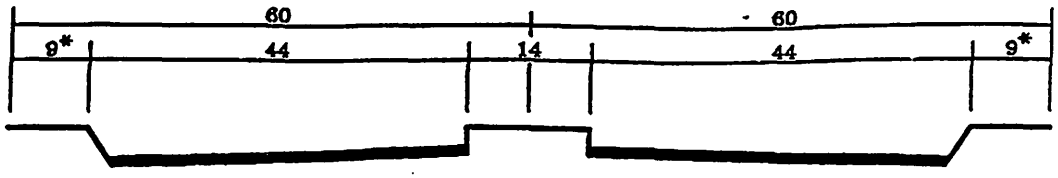
The Circulation Plan describes the approach to be used in implementing the Circulation Element goals and policies. This section of the Circulation Element describes the location and extent of circulation facilities and services, and identifies standards that apply to each. To portray the continuity of the circulation system, the General Plan graphics include planned facilities outside the City limits which are inside the analysis area used for the overall circulation analysis.

ROADWAY FACILITY DESIGNATIONS

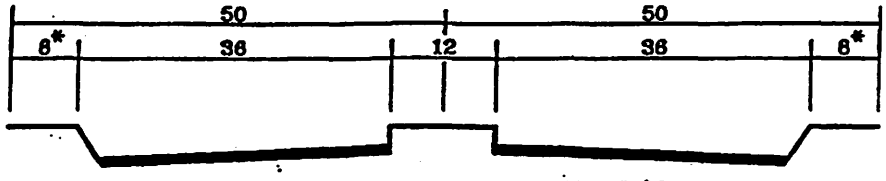
The future roadway system in Dana Point has been defined using a classification system which describes a hierarchy of facility types. The categories of roadways included in this classification system differentiate the size, function and capacity of the roadway links for each type of roadway.

There are six basic categories in the hierarchy, ranging from higher capacity "Major", "Augmented Primary", "Primary" and "Secondary" arterials, to "Collector" and "Local" streets with the lowest capacity. Typical cross-sections for arterial classifications are provided in Figure C-1. Actual cross-sections may vary somewhat from the indicated measurement standards, but in order to provide maximum capacity, as well as right-of-way protection for landscaping, bike lanes, and future roadway improvements, the typical roadway cross-sections are recommended as future minimums. Major, primary, and secondary arterials are expected to include bike lanes which conform to uniform standards documented in the bicycle facilities section.

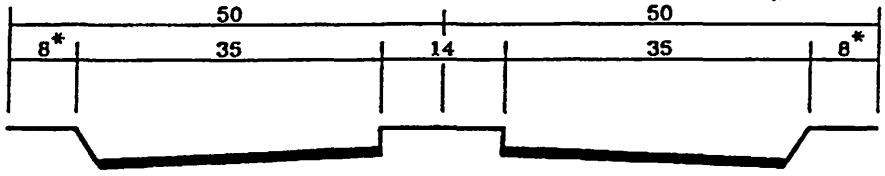
The desirable goal for every classified street section is that it carry the designed volume of traffic at the desired level of service. Within this requirement, descriptions of width and facilities are offered as non-exclusive alternatives; variation in design is expected, depending on different community design characteristics. Different optional facilities are also expected (on-street parking, sidewalks versus pathways, bicycle lanes or paths, extra parkway or median landscape treatment, etc.).



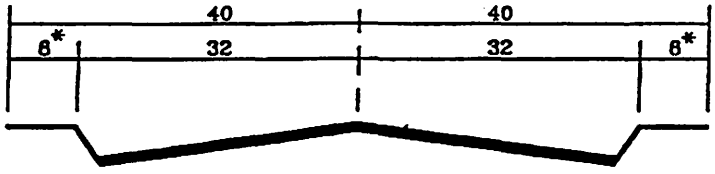
Major Arterial 120' R/W



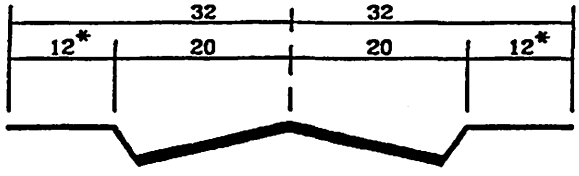
Augmented Primary Arterial 100' R/W



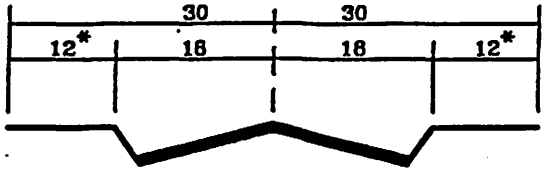
Primary Arterial 100' R/W



Secondary Arterial 80' R/W



Collector Street 64' R/W



Local Street 60' R/W

* Parkway/Sidewalk Area

Figure C-1
Typical Roadway Cross-Sections

The seven categories of roadways located in Dana Point are described in greater detail in the following paragraphs:

Freeway: A six- to ten-lane divided arterial roadway with full access control and a typical right-of-way width in excess of 150 feet, designed and maintained by the State Department of Transportation.

Major Arterial: A six-lane divided roadway, with a typical right-of-way width of 120 feet and a curb-to-curb pavement width of around 100 feet.

Augmented Primary Arterial: A six-lane divided roadway, with a typical right-of-way width of 100 feet and a curb-to-curb pavement width of around 84 feet. This designation allows for a six-lane roadway within the geometrics of a four-lane primary roadway.

Primary Arterial: A four-lane divided roadway, with a typical right-of-way width of 100 feet and curb-to-curb pavement width of 84 feet.

Secondary Arterial: A four-lane undivided roadway, with a typical right-of-way width of 80 feet and a curb-to-curb pavement width of 64 feet.

Collector: A two-lane undivided roadway, with a typical right-of-way width of 64 feet and a curb-to-curb pavement width of around 40 feet. Its function is to distribute traffic between local streets, and major and primary arterials. Although some collectors serve as through routes, their primary function is to provide access to surrounding land uses.

Local: This category of roadway is designed to provide access to individual parcels in the City. Local streets consist of two lanes with a typical right-of-way width of 60 feet and a pavement width of 36 feet.

As a roadway facility is downgraded, the non curb-to-curb width increases to allow for landscaping and other amenities.

PERFORMANCE CRITERIA

Evaluating the ability of the circulation system to serve the desired future land uses requires establishing suitable "performance criteria". These are the means by which future traffic volumes are compared to future circulation system capacity, and the adequacy of that circulation system assessed.

Performance criteria have a policy component which establishes a desired level of service (LOS) and a technical component which specifies how traffic forecast data can be used to measure the achievement of the criteria. The most commonly used standard in urban areas is LOS "D", and there are also cases where both LOS "C" and LOS "D" are used, the former for average daily traffic table (ADT) link volumes and the latter for peak hour intersection volumes.

The performance criteria used for evaluating volumes and capacities on the City street and highway system are summarized in Table C-3 (and Tables A and B). They include both ADT link volume and peak hour intersection volume criteria. The specified LOS thresholds recognize two different types of roadway:

- State highways and major arterials, which carry a significant proportion of non-City traffic.

- Primary, secondary and local arterials, which largely serve City traffic.

For the first category, LOS "D" is the lowest acceptable level of service, and for the second category, LOS "C" is the threshold level of service. Table C-4 describes traffic flow quality for different levels of service. Such criteria would be applied consistently for evaluating land use and circulation system changes and are the basis for the General Plan circulation recommendations contained in this report. The only departure from these requirements would be for Congestion Management Plan submittals which, under County guidelines, have level of service "E" as the lowest acceptable level of service.

GENERAL PLAN CIRCULATION SYSTEM

The goals and policies included in this Element emphasize the importance of developing a circulation system that is capable of serving both existing and future residents while preserving community values and character.

Arterial streets included in the planned street system, shown in Figure C-2, are classified according to their facility-type designation and sized to provide sufficient capacity for projected traffic

TABLE C-3
CITY OF DANA POINT
CIRCULATION SYSTEM PERFORMANCE CRITERIA

The following are the performance criteria used for comparing volumes and capacities on the City street and highway system:

I. AVERAGE DAILY TRAFFIC (ADT) LINK VOLUMES

Level of Service C - Primary arterials, secondary arterials and local streets.
Level of Service D - Major arterials and State highways.

Table A below shows ADT volumes corresponding to these levels of service.

II. PEAK HOUR INTERSECTION VOLUMES

Level of Service C - Primary arterials, secondary arterials and local streets.
Level of Service D - Major arterials and State highways.
Level of Service E - Congestion Management Plan (CMP) evaluations (CMP designated roadways only).

Table B below shows how these levels of service are specified.

TABLE A
ADT LEVEL OF SERVICE VOLUMES BY FACILITY TYPES

FACILITY TYPE	MAXIMUM VOLUME	
	LOS C	LOS D
Freeway (per lane)	16,500	18,500
Major (6 lanes divided)	45,000	50,600
Primary (4 lanes divided)	30,000	33,800
Secondary (4 lanes undivided)	20,000	22,500
Collector (2 lanes)	10,000	11,000

TABLE B
PEAK HOUR LEVEL OF SERVICE

Peak hour intersection Level of Service (LOS) to be based on Intersection Capacity Utilization (ICU) values calculated as follows:

Saturation flow rate 1700 Vehicles Per Hour (VPH)

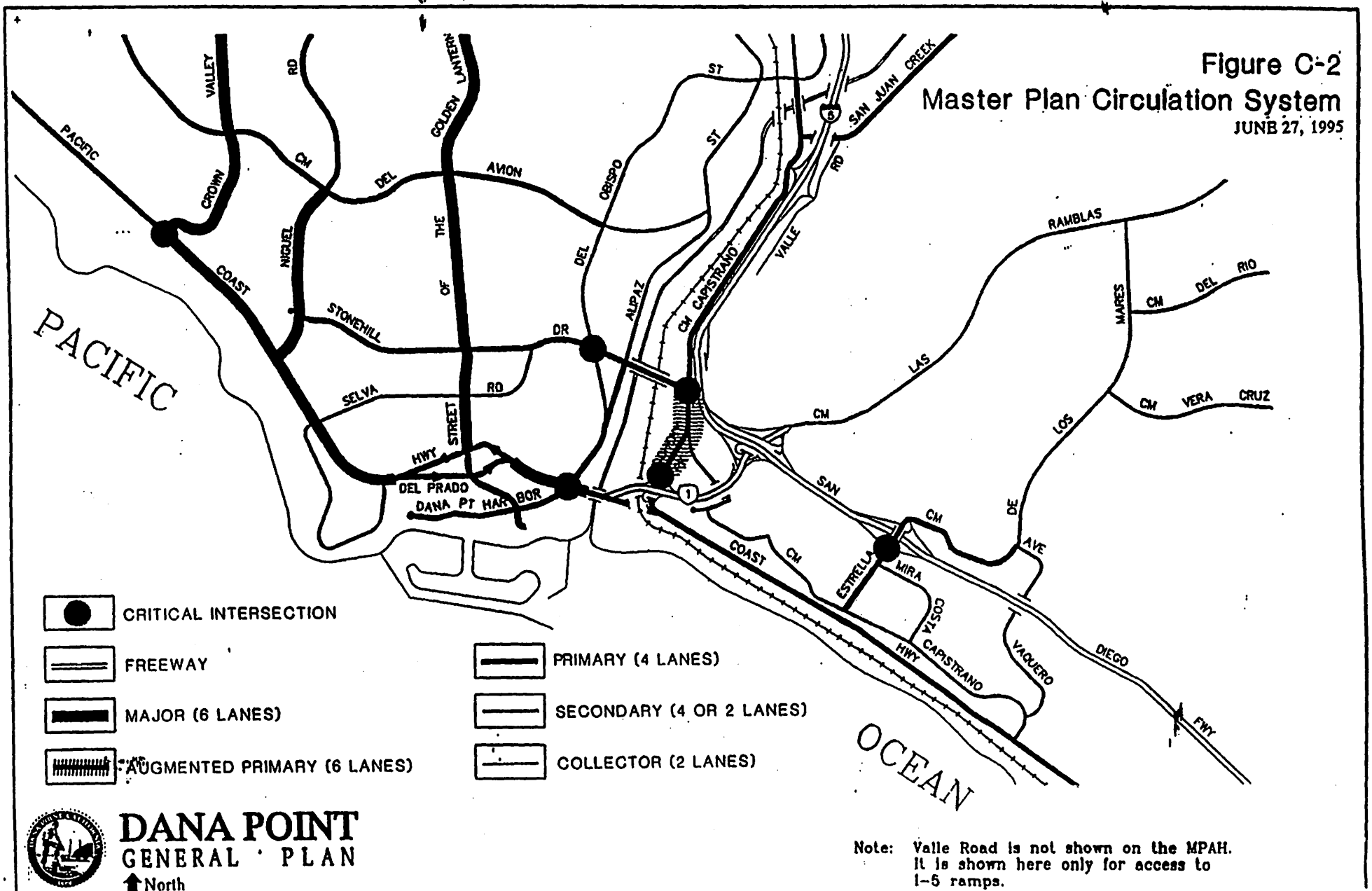
Clearance interval .05 ICU

Levels of Service are as follows:

LEVEL OF SERVICE	MAXIMUM ICU VALUE
LOS A	.60
LOS B	.70
LOS C	.80
LOS D	.90
LOS E	1.00

TABLE C-4
PEAK HOUR LEVEL OF SERVICE DESCRIPTIONS

LEVEL OF SERVICE	TRAFFIC FLOW QUALITY	ICU VALUE
A	Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00 - 0.60
B	Operating speeds beginning to be affected by other traffic; between one and 10 percent of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods.	0.61 - 0.70
C	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods; recommended ideal design standards.	0.71 - 0.80
D	Tolerable operating speeds; 31 to 70 percent of the signal cycle have one or more vehicles waiting through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81 - 0.90
E	Capacity; the maximum traffic volume an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods.	0.91 - 1.00
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume occurring at Level of Service "E".	Above 1.00


Figure C-2
Master Plan Circulation System
JUNE 27, 1995
PACIFIC
OCEAN
VALLEY
RD
GOLDEN LANTERN
ST
SAN JUAN CREEK
PACIFIC
CROWN
CM
DEL
AVION
OBISPO
ST
RD
RAMBLAS
COAST
NIGUEL
THE
DEL
AUPAZ
CM CAPISTRANO
VALLE
MARES
CM
DEL
RIO
STONEHILL
DR
OF
LAS
SELVA
RD
CM
CM
VERA
CRUZ
LOS
STREET
HWY
DEL PRADO
DANA PT HARBOR
SAN
CM
DE
AVE
COAST
CM
ESTRELLA
MIRA
COSTA
HWY
CAPISTRANO
VAQUERO
DIEGO
FWY
CRITICAL INTERSECTION
FREEWAY
MAJOR (6 LANES)
AUGMENTED PRIMARY (6 LANES)
PRIMARY (4 LANES)
SECONDARY (4 OR 2 LANES)
COLLECTOR (2 LANES)
DANA POINT
GENERAL PLAN
North
Note: Valle Road is not shown on the MPAH. It is shown here only for access to I-5 ramps.

volumes. The map indicates all of the designated major arterials, primary arterials, secondary arterials and collector streets. Because the San Diego Freeway and State Route 1 both traverse the City, freeway facilities are also indicated.

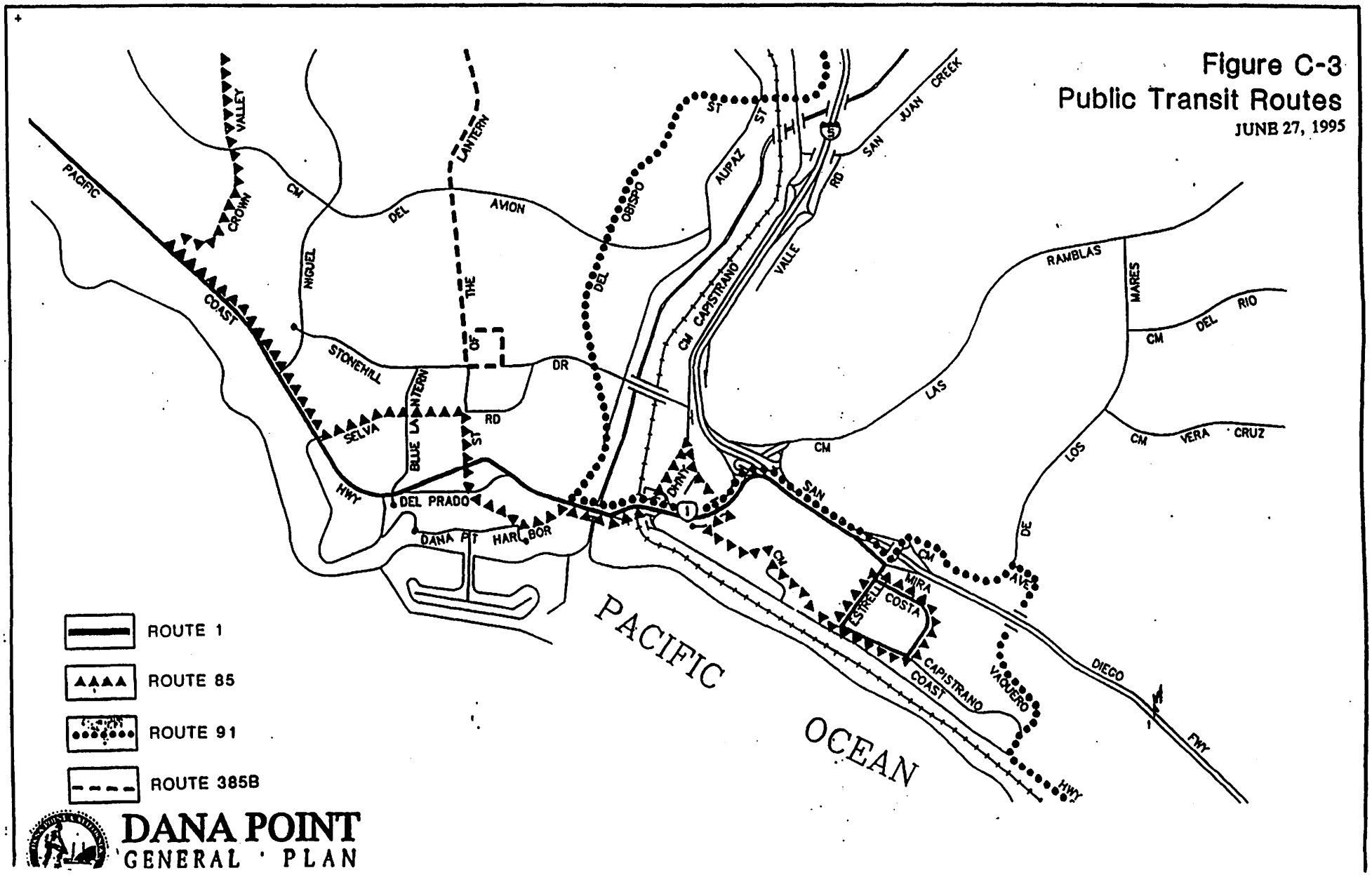
Intersections which are projected to require more lanes than the typical arterial cross-section are indicated as "critical intersections". Provisions of additional lanes may require additional right-of-way beyond the standard provided within the typical arterial cross-sections. Alternatively, these additional lanes could be accommodated by removing on-street bike lanes or reducing parkway width. Critical intersections typically require 10-15 feet of right-of-way in addition to that shown for the typical arterial cross-sections.

The roadway network described in Figure C-2 focuses on a number of major improvements with regard to the roadway system in the City. All roadway improvements are included in the County of Orange Master Plan of Arterial Highways (MPAH) with the exception of those to Camino Capistrano and Doheny Park Road. Both are designated as primary facilities on the MPAH and are forecast to carry traffic volumes significantly in excess of their intended capacities. Both facilities will be upgraded to "augmented primary" designations on the City's Circulation Element (or "modified majors", as denoted in the MPAH.

Critical intersections will be the subject of detailed engineering studies to identify the most effective type of improvements. The "City of Dana Point, General Plan Traffic Study" provides preliminary guidelines for the type of lane configurations appropriate at each location. (The intersections of the I-5 southbound ramps at Camino de Estrella and Camino Capistrano at Stonehill are not located entirely within the City boundaries.)

PUBLIC TRANSPORTATION PLAN

The plan for public transportation services is shown in Figure C-3. As indicated in the public transportation policies, the City should continue to coordinate with the Orange County Transit District (OCTD) to identify transit needs and improve service to meet these needs. The plan shown here will then be expanded as such service improvements are implemented.


Figure C-3
Public Transit Routes
JUNE 27, 1995
PACIFIC
COAST
HWY
CROWN
VALLEY
PKWY
NIGUEL
CM
DEL
AVION
LANTERN
THE
ST
DR
STONEHILL
SELVA
BLUE LANTERN
RD
DEL PRADO
DANA PT HARBOR
OBISPO
AUPAZ
SAN JUAN CREEK
RD
CM CAPISTRANO
VALLE
RAMBLAS
MARES
CM
DEL
RIO
LAS
CM
VERA CRUZ
LOS
DE
CM
AVE
MIRA
COSTA
ESTRELLA
CAPISTRANO
COAST
VAQUERO
DIEGO
PACIFIC
OCEAN
ROUTE 1
ROUTE 85
ROUTE 91
ROUTE 385B
DANA POINT
GENERAL PLAN

Potential transit routes are reviewed each year for ridership demand and operational feasibility if implemented. Average daily ridership levels, indicating the number of pedestrians traveling to or from Dana Point on buses, are approximately 400 persons for line 1, 510 persons for line 85, 380 persons for line 91, and approximately 10 persons for line 385.

BIKEWAY PLAN

The Capistrano Bay Parks and Recreation District operates a coordinated system of bike trails and Figure C-4 shows the planned system. At completion, bike lanes will be included on most of the City's arterial streets and the following outlines the three categories of bikeways:

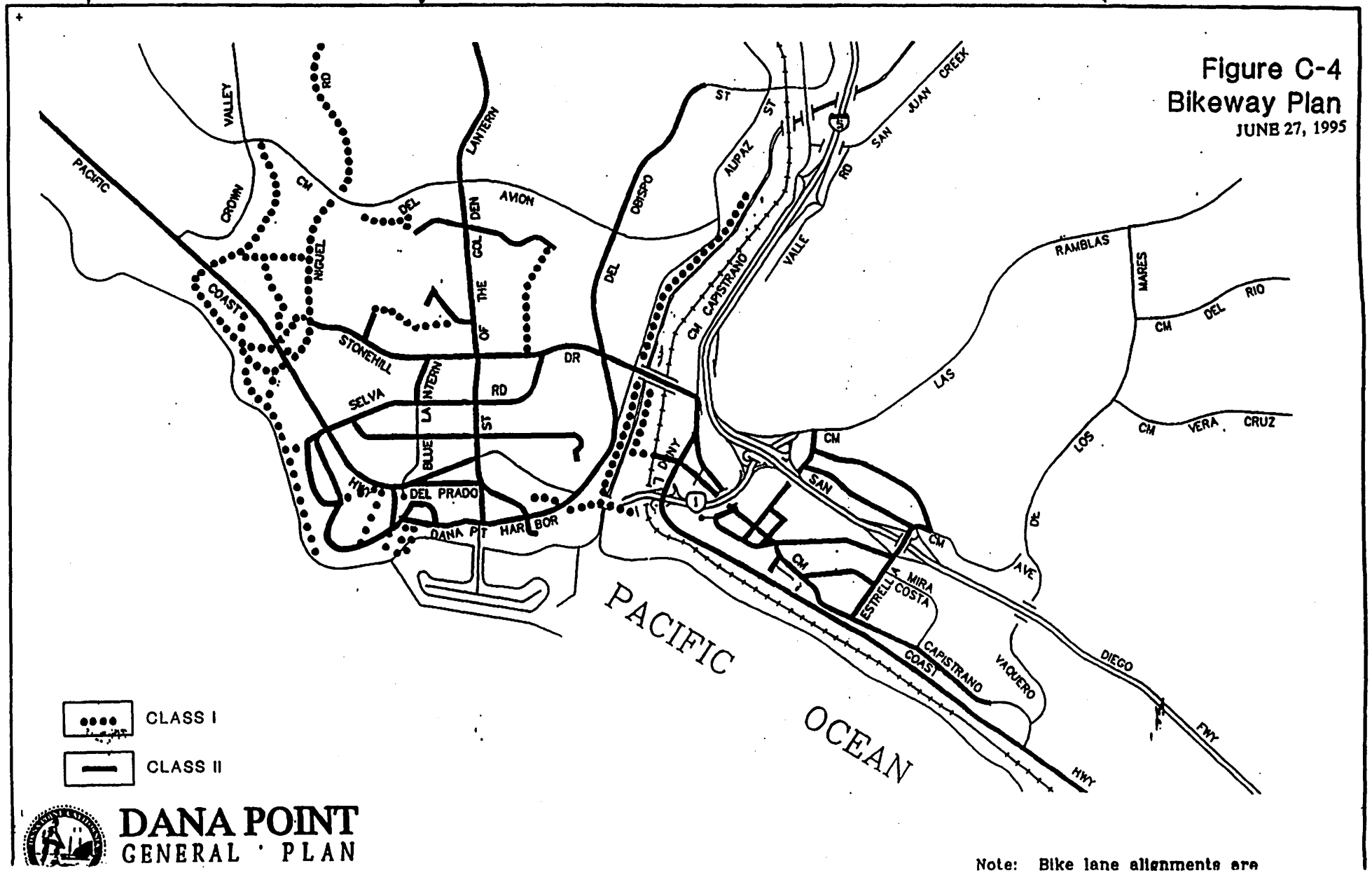
- **Class I:** A paved path that is separate from any motor vehicle travel lane;
- **Class II:** A restricted lane within the right-of-way of a paved roadway for the exclusive or semi-exclusive use of bicycles; and
- **Class III:** A bikeway that shares the street with motor vehicles or the sidewalk with pedestrians.

The longest Class I bike trails each run for slightly over one mile and are located along San Juan Creek and Niguel Road. Overall, existing Class I bike trails in Dana Point total about 10.5 miles in each direction. The longest Class II bike trails run along Pacific Coast Highway and Del Obispo Street and are each almost three miles long.

The biking network in Dana Point connects with other trails and paths in adjacent communities and throughout Orange County. Several new bike trails have been proposed, including a Class I bikeway through the open space between Street of the Golden Lantern and Sea Bright Drive north of Stonehill Drive and a Class III trail through Doheny State Beach Park.

EQUESTRIAN TRAILS

One equestrian trail is located within Dana Point. It follows San Juan Creek for about one mile and continues into San


Figure C-4
Bikeway Plan
JUNE 27, 1995
PACIFIC
VALLEY
CROWN
CM
RD
DEL
AVION
LANTERN
COAST
NIGUEL
STONEHILL
SELVA
OF THE
COL
DEN
DR
RD
ST
BLUE
LANTERN
HWY
DEL PRADO
DANA PT HARBOR
DEL OBISPO
ST
ST
AUPAZ
SAN JUAN CREEK
RD
VALLE
CM CAPISTRANO
RAMBLAS
MARES
CM
DEL
RIO
LAS
CM
VERA
CRUZ
LOS
CM
SAN
CM
CM
ESTRELLA
MIRA
COSTA
CAPISTRANO
COAST
VAQUERO
AVE
DIEGO
FWY
HWY
PACIFIC
OCEAN
CLASS I
CLASS II
DANA POINT
GENERAL PLAN
Note: Bike lane alignments are

Juan Capistrano and also connects to the Salt Creek Trail in Laguna Niguel. The trail is depicted in Figure C-5.

SCENIC HIGHWAYS

The scenic highway plan is shown in Figure C-6. Pacific Coast Highway is currently designated as a "type three" urbanscape corridor. This type of corridor is defined as:

> "...one that traverses an urban area with a defined visual corridor which offers a view of attractive and existing urban scenes, and which has recreational value for its visual relief as a result of nature or the designed efforts of man."

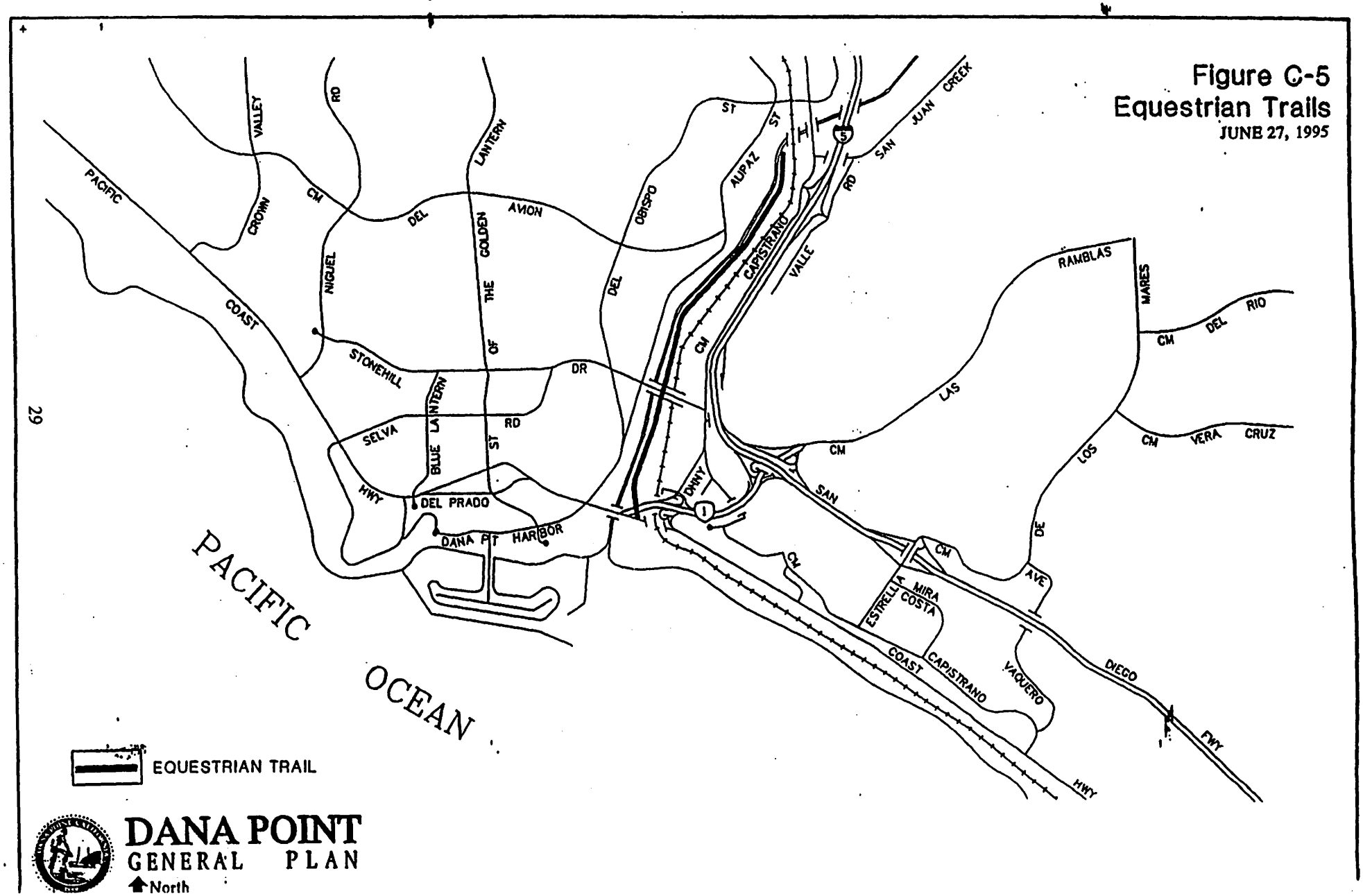
The remaining routes are considered to be potential scenic corridors. As such, these routes would be required to conform with the Design Elements and modified to "the Urban Design Element Appendix A. Dana Point Landscape Corridors."

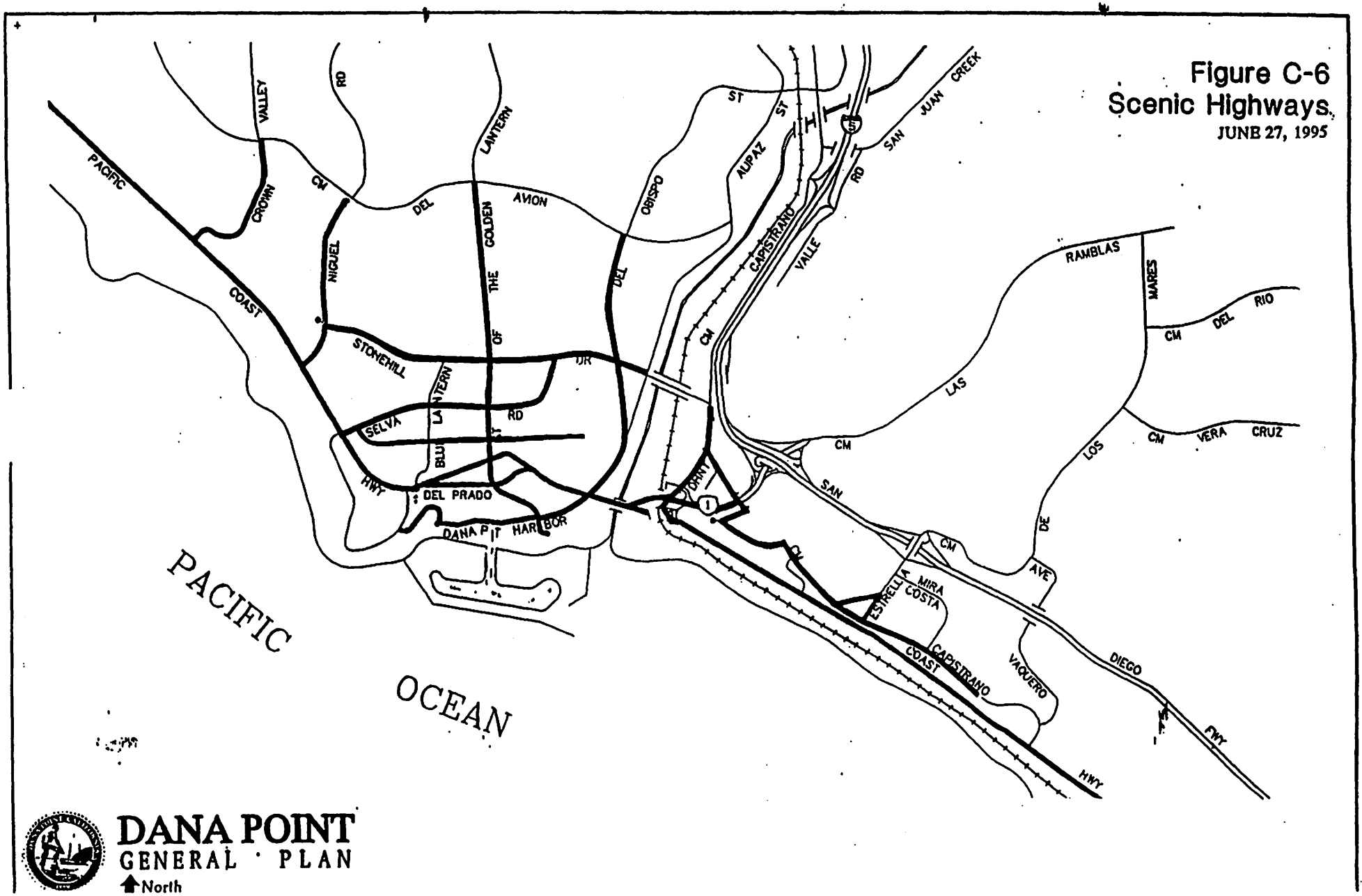
RAIL

Passenger rail service is provided from two Amtrak depots in neighboring cities (San Juan Capistrano to the north and San Clemente to the south). Neither location is a major hub; both provide only platforms for selected arrivals and departures during the day. An analysis of the regional rail system between Los Angeles and San Diego (LOSSAN) is being undertaken by Caltrans, and stops in Dana Point are not currently proposed because of the close proximity to the two depots mentioned above.

NAVIGABLE WATERWAYS, PORTS AND HARBORS

The Dana Point Harbor area consists of approximately 278 acres, 159 of which are under water. Approximately 2,500 boat slips are currently provided in the marina and are not expected to increase. While the Harbor experiences a high level of activity, its utilization is considered to be within the available capacity.


Figure C-5
Equestrian Trails
JUNE 27, 1995
PACIFIC
OCEAN
PACIFIC COAST HWY
VALLEY RD
CROWN VALLEY PKWY
NIGUEL RD
LANTERN CROSS
GOLDEN LANTERN
DEL OBISPO ST
AUPAZ ST
SAN JUAN CREEK RD
CAPISTRANO VALLE
AVION
STONEHILL DR
SELVA RD
BLUE LANTERN
ST OF THE GOLDEN LANTERN
DEL PRADO
DANA PT HARBOR
DANNY
RAMBLAS
MARES
DEL RIO
LAS
LOS
VERA CRUZ
SAN
ESTRELLA
MIRA COSTA
COAST CAPISTRANO
VAQUERO
DIEGO FWY
EQUESTRIAN TRAIL
DANA POINT
GENERAL PLAN
North


Figure C-6
Scenic Highways
JUNE 27, 1995
PACIFIC
OCEAN
PACIFIC COAST HWY
CROWN VALLEY PKWY
CM DEL AVION
NIGUEL RD
THE GOLDEN LANTERN
OF THE
OBISPO
ALIPAZ ST
ST
SAN JUAN CREEK RD
CAPISTRANO VALLE
RAMBLAS
MARES
CM DEL RIO
LAS
CM VERA CRUZ
LOS
DE
AVE
STONEHILL
LANTERN
SELVA
RD
BLU
HWY
DEL PRADO
DANA POINT HARBOR
CM
SAN
ESTRELLA
MIRA COSTA
COAST
CAPISTRANO
VAQUERO
DIEGO
FWY
HWY
DANA POINT
GENERAL PLAN
North

Development alternatives for the Harbor area have been proposed, including provisions for sport and commercial fishing and charter operations, although specific plans have not yet been approved. None is expected to adversely impact the waterway traffic conditions in the Harbor.

TABLE OF CONTENTS

Section	Page
Introduction to the Noise Element	1
Purpose of the Noise Element	1
Scope and Content of the Element	1
Inventory of Current and Build-out Conditions	2
Issue Identification	16
Noise Element Goals and Policies	17
Transportation Noise Control	17
Noise and land Use Planning Integration	18
Non-Transportation Noise Control	18
Related Goals and Policies	19
The Noise Plan	22
Transportation Noise Control	22
Noise and Land Use Planning Integration	23
Non-Transportation Noise Control	24

LIST OF TABLES

		Page
Table N-1	Noise/Land use Compatibility Matrix	14
Table N-2	Interior and Exterior Noise Standards	15
Table N-3	Local Coastal Program Reference Matrix	20
Table N-4	Noise Related Goals and Policies by Element	21

LIST OF FIGURES

		Page
Figure N-1	Location of Measurement Sites	5
Figure N-2	Existing 60 and 65 CNEL Noise Contours	7
Figure N-3	Future 60 and 65 CNEL Noise Contours	8
Figure N-4	Examples of a Noise Barrier Effect	12

INTRODUCTION TO THE NOISE ELEMENT

The control of noise is an essential part of preserving the quality of a community. The development of effective strategies to reduce excessive noise in the community is essential to creating a safe and compatible living and working environment. Since 1971, the Noise Element has been one of the seven mandatory elements of a California General Plan. Due to California's rapid growth, noise elements are required to enable cities to limit exposure to excessive noise levels.

PURPOSE OF THE NOISE ELEMENT

The Noise Element of a General Plan is a comprehensive program for including noise control in the planning process. It is a tool for achieving and maintaining environmental noise levels compatible with land use. The Noise Element identifies noise sensitive land uses and noise sources, and defines areas of noise impact. The Element establishes goals, policies, and programs to ensure that Dana Point residents will be protected from excessive noise.

SCOPE AND CONTENT OF THE ELEMENT

The Noise Element follows the recently revised State guidelines in the State Government Code Section 65301(f) and Section 46050.1 of the Health and Safety Code. The Element quantifies the community noise environment in terms of noise exposure contours for both near- and long-term levels of growth and noise-generating activity. The information will become a guideline for the development of goals and policies to achieve noise compatible land uses. This information also identifies baseline noise levels and sources for the identification of local noise ordinance enforcement. The Element is divided into three sections as follows:

1) Introduction - including a description of the Purpose and Scope of the Element, an Inventory of Current and Forecast Conditions describing the existing and future noise levels in the City, and Issues Identification presenting the noise issues in the City that are to be addressed within the Noise Element.

2) Goals and Policies - defining the goals and policies of the Noise Element and the City's general approach to achieve stated goals.

3) The Noise Plan - defining strategies that the City will implement to achieve the goals of the Element.

INVENTORY OF CURRENT AND BUILD-OUT CONDITIONS

The inventory contains a detailed description of the current and build-out noise environments within the City of Dana Point. These descriptions of the noise environments are based on an identification of noise sources and noise sensitive land uses, an existing community noise measurement survey, noise contour maps, and build-out projections of noise.

Sources of Noise

Major noise sources in Dana Point include freeways, railroads, major and minor arterial roadways, and significant noise generating stationary sources. These can be grouped into two basic categories, transportation sources (primarily traffic) and non-transportation sources. Each source and its impact on the noise environment of Dana Point is summarized in the following paragraphs and discussed in greater detail in the Technical Appendix.

The most significant and common source of noise in urban areas is transportation related. It includes automobiles, trucks, buses, motorcycles, railroads, aircraft and harbor activities. Motor vehicle noise is of concern because of its high rate of occurrence and roadway proximity to noise sensitive areas.

The City of Dana Point is bisected by a number of arterial roadways and is near the San Diego Freeway. The major east-west roadways in Dana Point are Camino Del Avion, Stonehill Drive, Selva Road, Pacific Coast Highway, Del Prado, and the San Diego Freeway. The major north-south roadways in the City include Crown Valley Parkway, Niguel Road, Street of the Golden Lantern, Del Obispo, Doheny Park Road, and Camino de Estrella. Some additional roadways carry significant traffic levels and have residential land use directly adjacent to the roadway.

The Atchison, Topeka and Santa Fe Rail Road has a railway line running through Dana Point. The line runs parallel to the San Diego Freeway; as the freeway turns southeast, the railroad tracks separate from the freeway to run adjacent to Capistrano Beach. Traffic primarily consists of passenger trains; however, a few freight trains pass through the City each day.

Other sources of noise within the City are from non-transportation sources including industrial and commercial activities, sport activities within public and private parks, construction, and human activities. The South East Reclamation Regional Authority (SERRA) Wastewater Treatment Plant is also a significant source. Noise from trucks at commercial loading areas have also been identified as a source of noise.

Ocean waves are also audible, particularly at night, through much of Dana Point. Noise, however, is commonly defined as "unwanted sound" and the ocean sounds are not considered a problem.

Harbor noise can be heard in many of the areas of Dana Point adjacent to the harbor. Noise sources in the harbor area include boats, jet skis, and motor vehicle traffic. Periodically, dredging activities can occur, which can be major sources of noise. Much of the harbor property belongs to the County of Orange. Any activities that occur within the harbor would be subject to the County of Orange Noise Ordinance.

Noise Sensitive Receptors

The most predominant and noise sensitive land use in Dana Point is residential. This land use is considered especially noise sensitive because (1) considerable time is spent by individuals at home, (2) significant activities occur outdoors, and (3) sleep disturbance is most likely to occur in a residential area.

Additionally, the City of Dana Point has a number of public and private educational facilities, churches, a hospital, a library, senior housing, and park and recreation facilities that are considered noise sensitive. The location of residential areas, schools and parks are shown on the General Plan land Use Policy Map.

Community Noise Measurement Survey

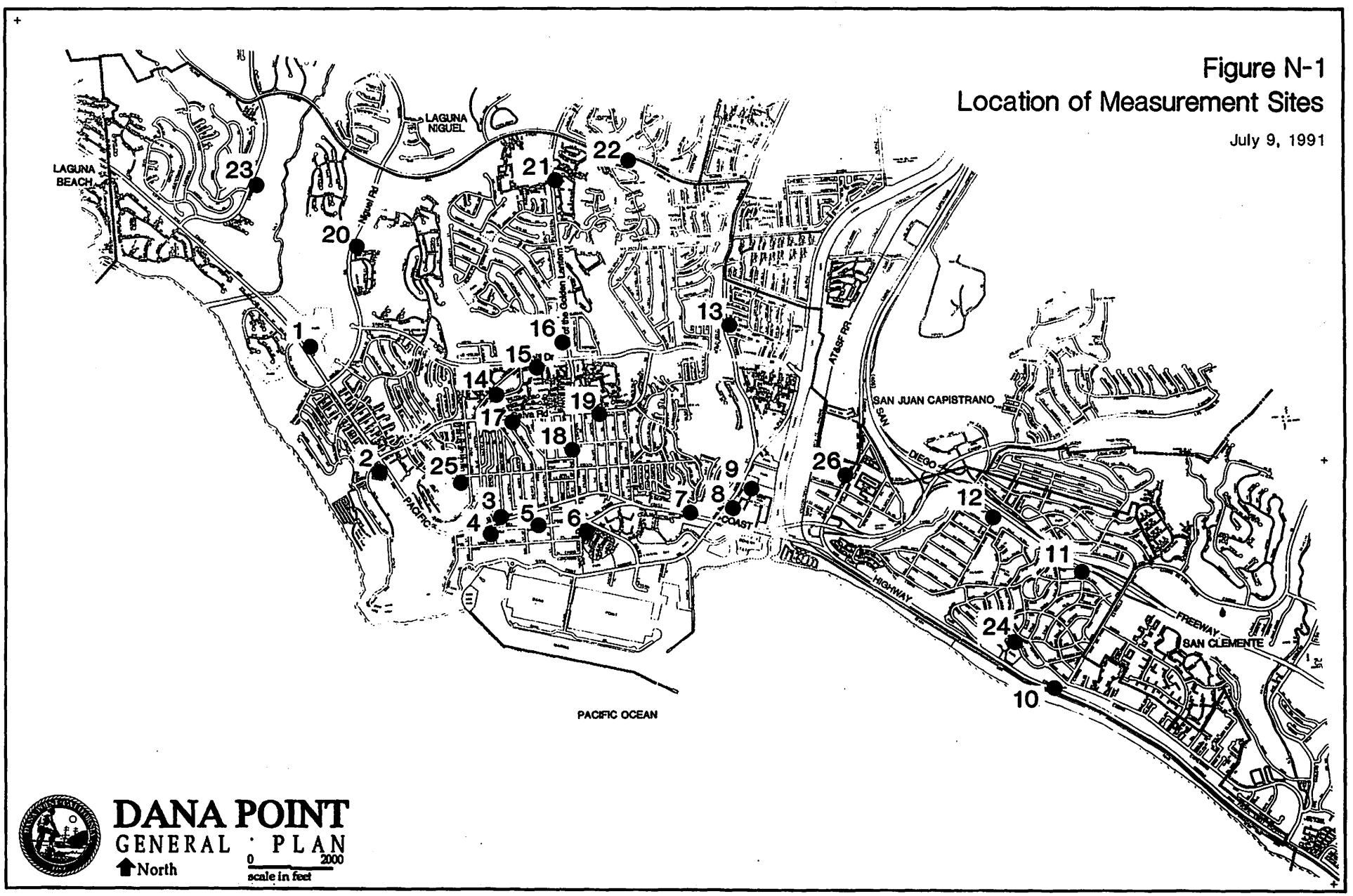
Based upon the identification of the major noise sources and the location of sensitive receptors, a noise measurement survey was conducted. The survey is found in the Technical Appendix. The survey determines existing noise levels at noise sensitive land uses and provides empirical data for the correlation and calibration of the computer modeled noise environment. In addition, the survey provides an accurate description of the ambient noise levels in various areas throughout the City. The noise measurements were divided into two categories; ambient traffic noise and stationary source measurements.

The ambient traffic noise measurements were designed to provide a "snapshot" indication of the traffic noise at the measurement site. The ambient traffic noise measurements were also used to provide an indication of the validity of the Federal Highway Administration (FHWA) traffic noise model used for the Community Noise Equivalent Level (CNEL) noise projections. CNEL is the average equivalent A-Weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of ten (10) decibels to sound levels in the night before 7 a.m. and after 10 p.m.

To determine the CNEL noise levels at any one location, measurements would need to be conducted for at least one 24 hour period and maybe several days. This is impractical to do; therefore, short-term measurements or a "snapshot" of the noise environment is made. The "snapshot" is intended to provide a representative measurement of the noise levels at that particular location and information on the sources of noise in the area, and with additional analysis, it provides a check on the traffic noise model. For Dana Point, the FHWA traffic noise model appears to estimate the noise levels well, and no adjustments to the model are recommended.

The stationary source measurements were used to evaluate several stationary sources of noise in the community and to evaluate their noise levels in terms of compliance with the Orange County Noise Ordinance. Noise measurements were taken near parks, wastewater treatment plants, and other sources.

The location of the measurement sites are shown on Figure N-1. Noise measurement sits were monitored for a minimum of 20 minutes each. Sites impacted by noise from stationary sources


Figure N-1
Location of Measurement Sites
July 9, 1991
LAGUNA BEACH
LAGUNA NIGUEL
Niguel Rd
Golden Lantern
ATSF RR
SAN JUAN CAPISTRANO
SAN DIEGO FREEWAY
PACIFIC COAST HIGHWAY
SAN CLEMENTE
PACIFIC OCEAN
1
2
3
4
5
6
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DANA POINT
GENERAL PLAN
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scale in feet

such as the SERRA Wastewater Treatment Plant were monitored for a minimum of 30 minutes each.

The methodology used in the measurements is summarized in the Appendices of the General Plan (Noise Study). The actual noise levels, the primary noise sources at each site, and other pertinent data is also presented in the Appendices.

Community Noise Contours

The noise environment for Dana Point can be described using noise contours developed for the major noise sources within the City. Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The contours shown on the map are the 60 and 65 Db CNEL noise level for the traffic noise contours.

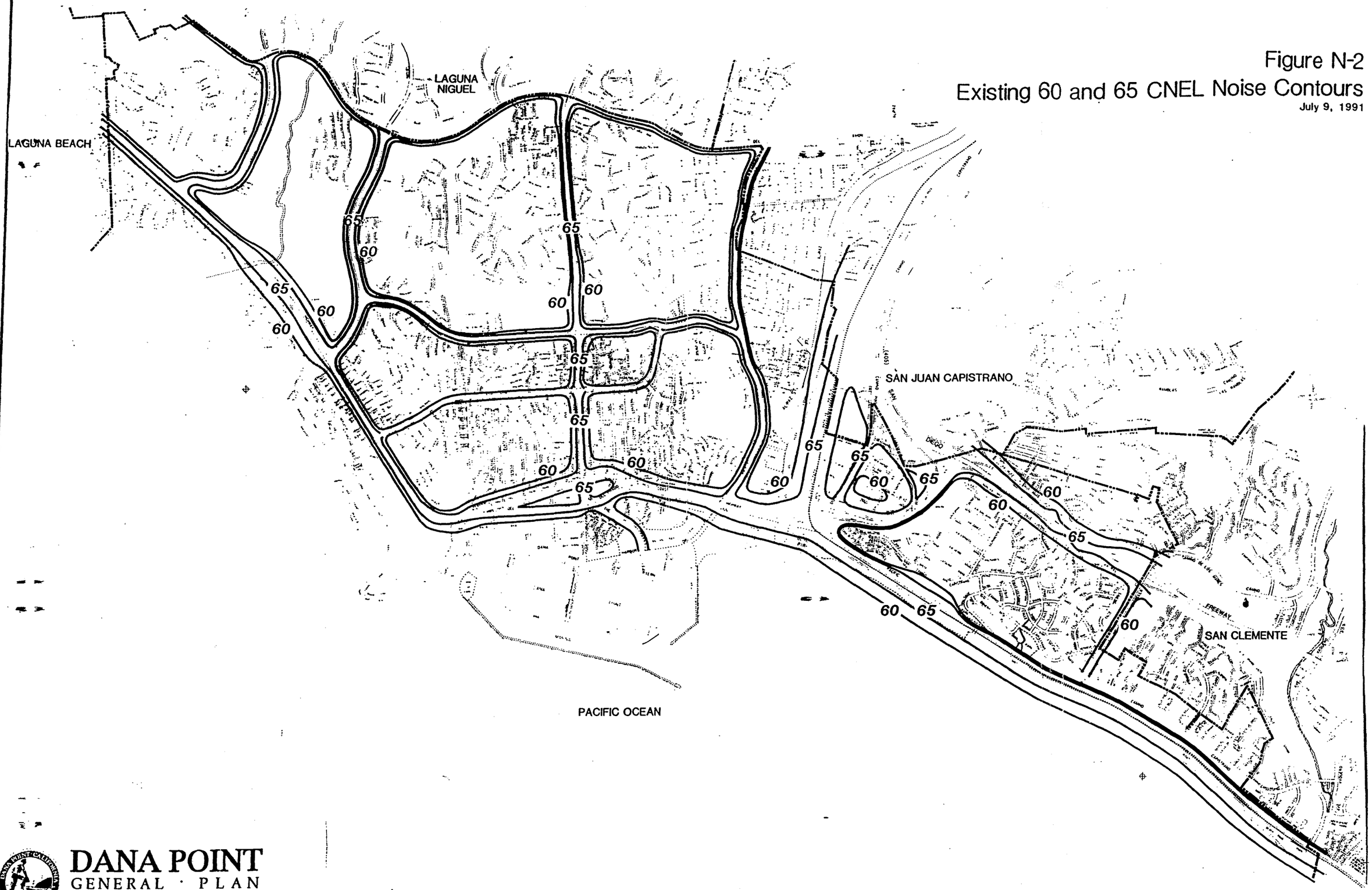
The noise contours should be used as a guide for planning. The 60 dB CNEL contour defines the Noise Study Zone. This is the noise level for which any proposed noise sensitive land use (i.e., residential, hospitals, schools and churches) within this zone should be evaluated on a project specific basis, the project may require mitigation to meet City and/or State (Title 24) standards. The 65 dB CNEL contour describes the noise mitigation zone. In this zone new or expanded noise sensitive developments will be permitted only if appropriate mitigation measures are included such that the City and/or State standards are achieved.

The contours presented in this report are a graphic representation of the noise environment. These distances to contour values are also shown in tabulated format in the Appendices. Topography and intervening buildings or barriers have a very complex effect on the propagation of noise.

Noise contours for Dana Point were developed based upon existing traffic conditions, train operations and environmental conditions. The assumptions and methods used to develop the contours are explained in detail in the Appendices of the General Plan (Noise Study). The contours are expressed in terms of the Community Noise Equivalent Level (CNEL).

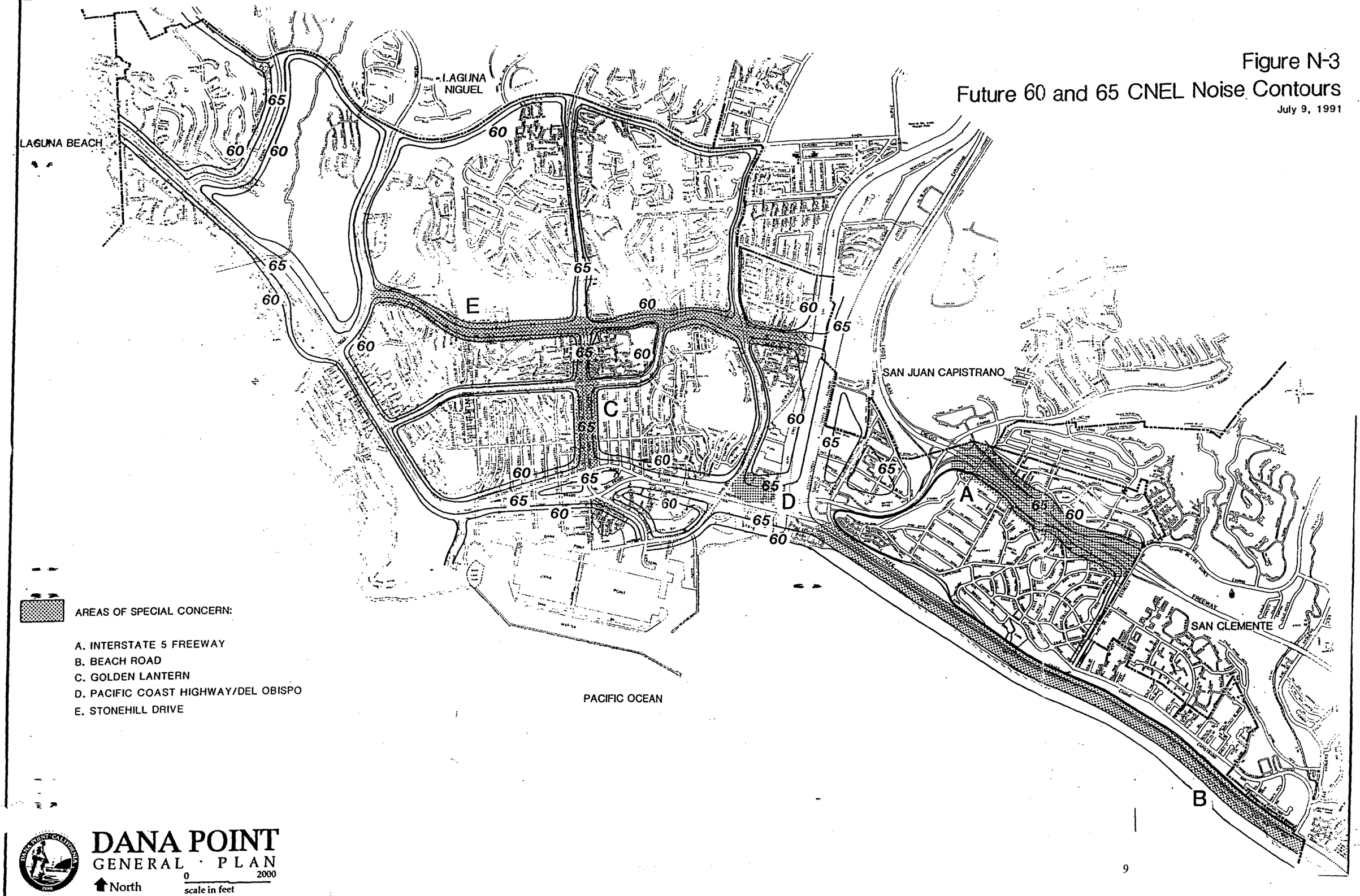
The noise contours for the City of Dana Point are presented in Figures N-2 and N-3 for existing 1990 and build-out conditions. The 60 and 65 dB CNEL contour levels are shown on these maps. Full size exhibits (i.e., Scale 1" = 1000') are available for inspection at the Community Development Department.

Figure N-2
Existing 60 and 65 CNEL Noise Contours
July 9, 1991



DANA POINT
GENERAL · PLAN
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Figure N-3
Future 60 and 65 CNEL Noise Contours
July 9, 1991



DANA POINT GENERAL · PLAN

North

0 2000

scale in feet

The bulge in the noise contours on Pacific Coast Highway between Crown Valley Parkway and Niguel is due to the absence of soundwalls or topographic effects that would reduce noise levels. Noise contours were not provided for many other streets, including Dana Point Harbor Drive and Camino Capistrano, because the existing traffic levels on these roadways are currently so low that noise levels do not appear to be significant at this time (Appendices, Noise Study, Table A-3).

In Figure N-3, noise contours are only shown for Circulation Element roadways where the projected 60 CNEL contour extends beyond the road right-of-way. If the 60 CNEL contour was not anticipated to extend beyond the road right-of-way (example, Selva Road), the contour was not plotted. Noise contours for all roadways with significant noise levels are plotted. While there are many plans to increase railroad travel, none of those plans have received environmental clearance; therefore, the railroad noise levels for the future case were plotted at the same level as existing. Projects that would increase railroad usage substantially are subject to California Environmental Quality Act (CEQA) requirements and would likely include mitigation measures necessary to bring noise levels back down to current levels. A noise increase for Interstate 5 is reflected in the noise contours presented in Figures N-2 and N-3.

Noise sensitive projects within the 60 CNEL contour may or may not need noise insulation. A noise study specific for the project will be necessary to determine what mitigation, if any, is needed. Noise sensitive projects within the 65 CNEL contour will definitely need noise mitigation in the form of noise barriers, additional building sound insulation, etc.

Areas of Special Concern

Interstate 5 Freeway: Some areas of special concern are near the Interstate 5 freeway. The small section of freeway that passes through the City from Camino de Estrella to Camino las Ramblas may exceed City and Caltrans noise standards. Noise measurements at Site 12 (near Via Lopez and Via Sacramento) indicate that existing and/or future noise levels are approaching the Caltrans standard of 67 Leq at the peak hour noise levels and the City standard of 65 CNEL. A soundwall was not constructed along this portion of I-5 by Caltrans. However, Caltrans can be requested to re-evaluate the need for a

soundwall as part of any future projects in this area.

Beach Road: Homes along Beach Road seaward of the railroad tracks at the south end of Dana Point are in excess of City noise standards. These homes would benefit from an increase in the existing noise wall height to bring noise levels down to acceptable levels. A wall does exist at the site; however, it does not break line of site to cars on Pacific Coast Highway or the trains operating on the railroad tracks. Noise attributable to trains was not directly measured, but is a short-term intensive source of noise affecting homes in this area.

Golden Lantern: There are several other residential areas that will experience noise levels in excess of 65 CNEL in future years. The residential areas directly adjacent to Golden Lantern between Pacific Coast Highway and Stonehill will experience noise levels in the 65 to 70 CNEL range. These noise levels are not high enough to threaten public health, but will be an annoyance to residents. This area was constructed before the County or State had developed noise standards. The homes on the west side of the street front on Golden Lantern with driveway access. Sound walls in this area would be ineffective since sizable gaps in the sound wall would be necessary to accommodate the driveways.

The homes along the east side of Golden Lantern do not have driveway access. Improvements along this area, which may be part of an open space improvement, should consider inclusion of a noise barrier. The noise barrier may be a berm or a soundwall.

Pacific Coast Highway/Del Obispo: The mobile home park north of Pacific Coast Highway, east of Del Obispo, experiences noise levels in the 65 to 70 CNEL range. Any modifications to the freeway access ramp or Pacific Coast Highway by Caltrans should include the construction of sound walls to protect the mobile home park.

Stonehill Drive: Scattered areas along Stonehill Drive in the future will experience noise levels in excess of 65 CNEL. Currently the noise levels along Stonehill Drive are at or slightly below 65 CNEL. The increase in traffic due to the connection of Stonehill Drive with Interstate 5 is probably responsible for most of the noise increase along Stonehill.

Noise impacts on land use were analyzed for the SERRA

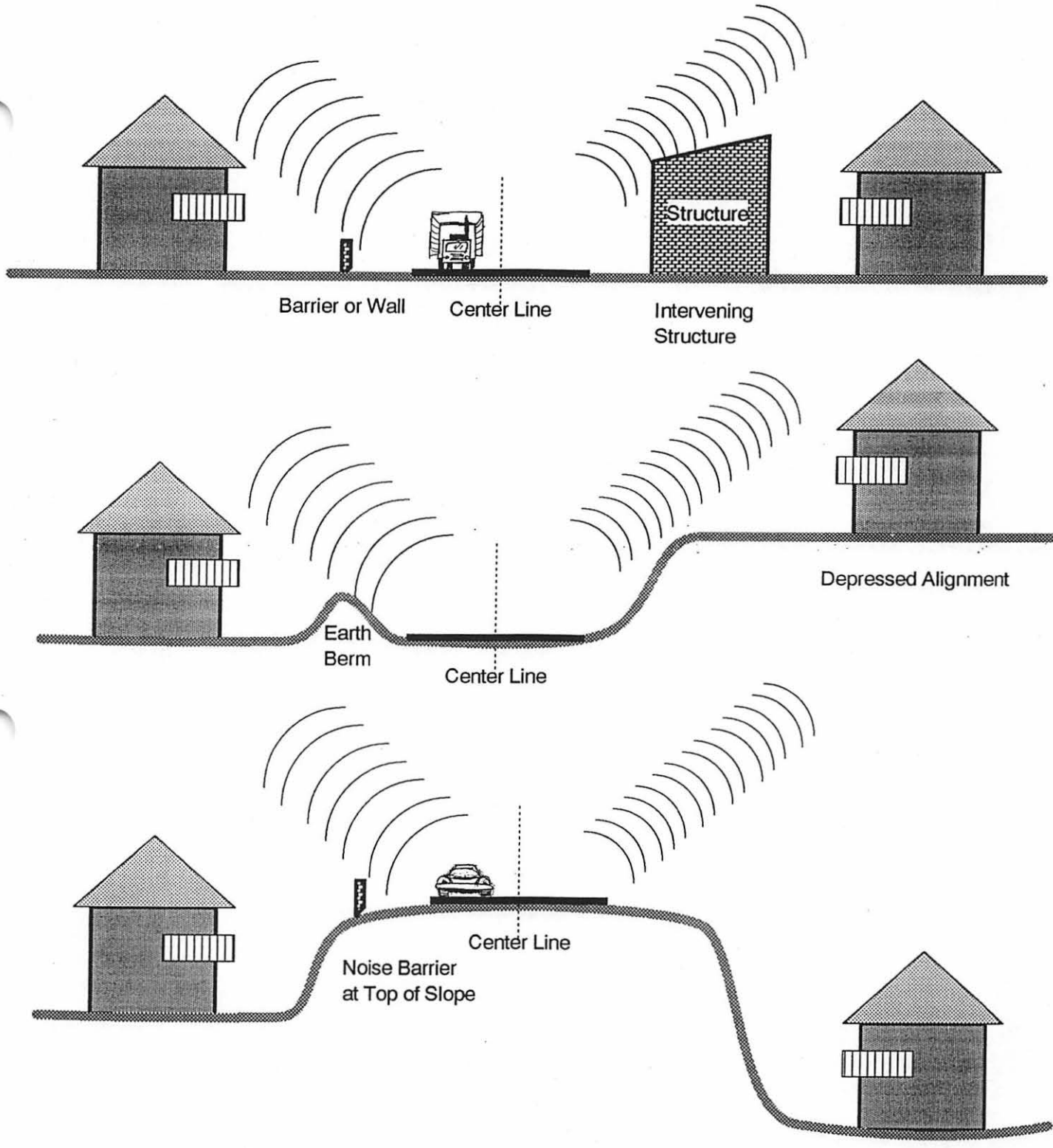
Wastewater Treatment Plant. Noise measurements made around and inside the SERRA Wastewater Treatment Plant suggest that noise levels attributable to the plant are not in excess of City standards.

Noise Control

A local government has little direct control of transportation noise at the source. State and Federal agencies have the responsibility to control vehicle noise emission levels. Mitigation through site planning and the design and construction of noise barriers (wall, berm, or combination wall/berm) are the most common ways of alleviating traffic noise impacts in existing urban environments. Figure N-4 illustrates some of these ways. The effect of site planning and noise barriers are critically dependent on the geometry between the noise source and the receiver. Noise reduction generally occurs when the "line of sight" between the source and receiver is penetrated by a barrier. The greater the penetration, the greater the noise reduction.

Sound waves will continue to bend around a soundwall; however, the resultant noise level will usually be at least 5 dB less than noise with a direct line of sight between the observer and the source. The more the noise is forced to bend or refract, the greater the noise reduction up to a maximum of around 20 dB. Setbacks can also be used to provide partial mitigation or mitigation where a minimal noise reduction is needed. Moving a residential unit from 50 feet from the centerline to 100 feet from the centerline only reduces the noise levels by 3 to 4.5 dB. That is, doubling the distance from the centerline of the roadway reduces noise levels by 3 to 4.5 dB. The distance must be quadrupled to achieve a noise reduction of 6 to 9 dB. This compares to noise barriers which provide a 5 dB reduction just by breaking line of sight and can provide up to 29 dB of noise reduction. In general, the higher the noise barrier the greater the noise reduction. The height necessary, the barrier materials, and location of barrier are engineered on a project-by-project basis.

The standards and criteria shown in Tables N-1 and N-2 specify acceptable limits of noise for various land uses throughout the City. These standards and criteria will be incorporated into the land use planning process to reduce future noise and land use incompatibilities. Table N-1 presents criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the basis for the development of the specific



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Figure N-4
Examples of a Noise Barrier Effect

July 9, 1991

Noise Standards presented in Table N-2 and represent City policies related to land uses and acceptable noise levels. These tables are the primary tools which allow the City to ensure integrated planning for compatibility between land uses and outdoor noise.

The noise levels presented in Table N-1 represent exterior noise levels. They should be considered where the receptors are located. For a residential development, for example, the area of concern would be the yard areas nearest the roadway. If a wall or topographic noise barrier exists then this should be considered in the assessment of the noise levels. The primary purpose of the noise compatibility matrix is to identify potential conflicts between proposed land uses and the noise environment. (The noise standards, Table N-2, should be consulted for determination of noise compatibility with existing development). The matrix is usually used at the General Plan or Zoning level of approvals. If a project falls within Zone A or Zone B the project is considered compatible with the noise environment. Zone A implies that no mitigation will be needed. Zone B implies that minor soundproofing of the structure may be needed and should be engineered prior to issuance of building permits. Zone C indicates that substantial noise mitigation will be necessary, such as construction of noise barriers and substantial building sound insulation. However, projects in Zone C can be successfully mitigated. The project may be approved for land use and then is mitigated as necessary to achieve City standards (Table N-2) prior to issuance of grading permits, building permits, or other appropriate milestones.

The most effective method to control community noise impacts from non-transportation noise sources is through application of the Community Noise Ordinance. Currently the City of Dana Point uses the County of Orange Noise Ordinance. This Ordinance is used by the majority of jurisdictions in Orange County, and is considered to be one of the finest noise ordinances in the nation. The City will continue to use the Orange County Noise Ordinance. The County of Orange Health Department can be contracted by the City to enforce the Ordinance. To ensure the effectiveness of the Ordinance, the city staff will receive more education on the application of the Noise Ordinance and methods of screening potential violators.

TABLE N-1

NOISE/LAND USE COMPATIBILITY MATRIX[1]

LAND USE CATEGORIES		COMMUNITY NOISE EQUIVALENT LEVEL CNEL						
DESIGNATIONS	USES	<55	60	65	70	75	80>	
RESIDENTIAL (ALL EXCEPT MOBILE HOME)	Single Family, Duplex, Multiple Family	A	A	B	B	C	D	D
RESIDENTIAL	Mobile Home	A	A	B	C	C	D	D
VISITOR/RECREATION COMMERCIAL	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
NEIGHBORHOOD COMMERCIAL, COMMUNITY COMMERCIAL	Commercial Retail, Bank, Restaurant, Movie Theater	A	A	A	A	B	B	C
PROFESSIONAL/ADMINISTRATIVE, INDUSTRIAL/ BUSINESS PARK	Office Building, Research and Development, Professional Offices, City Office Building	A	A	A	B	B	C	D
COMMUNITY FACILITY	Amphitheater, Concert Hall Auditorium, Meeting Hall	B	B	C	C	D	D	D
VISITOR/RECREATION COMMERCIAL, COMMUNITY COMMERCIAL	Children's Amusement Park, Miniature Golf Course, Co-cart Track; Equestrian Center, Sports Club	A	A	A	B	B	D	D
COMMUNITY COMMERCIAL, INDUSTRIAL/BUSINESS PARK, COMMUNITY FACILITY	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
COMMUNITY FACILITY	Hospital, Church, Library, Schools' Classroom	A	A	B	C	C	D	D
OPEN SPACE	Parks	A	A	A	B	C	D	D
OPEN SPACE	Golf Course, Cemeteries, Nature Centers, Wildlife Reserves/Habitat	A	A	A	A	B	C	C
OPEN SPACE	Agriculture	A	A	A	A	A	A	A

ZONE A CLEARLY COMPATIBLE — Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

ZONE B NORMALLY COMPATIBLE — New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

ZONE C NORMALLY INCOMPATIBLE — New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

ZONE D CLEARLY INCOMPATIBLE — New construction or development should generally not be undertaken.

[1] Criteria and methodology for determining CNEL measures are described in the General Plan Appendices (Noise Study).

TABLE N-2
INTERIOR AND EXTERIOR NOISE STANDARDS

LAND USE CATEGORIES		CNEL	
DESIGNATIONS	USES	INTERIOR[1]	EXTERIOR[2]
RESIDENTIAL (ALL)	Single Family Duplex, Multiple Family	45[3]	65
	Mobile Home	--	65[4]
NEIGHBORHOOD COMMERCIAL, COMMUNITY COMMERCIAL, VISITOR/RECREATION COMMERCIAL, COMMERCIAL/RESIDENTIAL, PROFESSIONAL/ ADMINISTRATIVE, INDUSTRIAL/BUSINESS PARK, OPEN SPACE, HARBOR MARINE LAND	Hotel, Motel, Transient Lodging	45	--
	Commercial Retail, Bank, Restaurant	55	--
	Office Building, Research and Development, Professional Offices, City Office Building	50	--
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	--
	Gymnasium (Multipurpose)	50	--
	Sports Club	55	--
	Manufacturing, Warehousing, Wholesale, Utilities	65	--
	Movie Theaters	45	--
COMMUNITY FACILITY	Hospital, Schools' classroom	45	65
	Church, Library	45	--
OPEN SPACE	Parks	--	65

1. Indoor environment including: Bathrooms, toilets, closets, corridors
2. Outdoor environment limited to: Private yard of single family
   Multi-family private patio or balcony which is served by a means of exit from inside the dwelling
   Balconies 6 feet deep or less are exempt
   Mobile home park
   Park's picnic area
   School's playground
3. Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.
4. Exterior noise levels should be such that interior noise levels will not exceed 45 CNEL.

ISSUE IDENTIFICATION

Transportation Noise Control

Within the City of Dana Point are a number of transportation related noise sources including railroad operations, a freeway, major arterials and collector roadways. These sources are the major contributors of noise in Dana Point. Cost effective strategies to reduce their influence on the community noise environment are an essential part of the Noise Element.

Noise and Land Use Planning Integration

Information relative to the existing and future noise environment within Dana Point should be integrated into future land use planning decision. The Element present the noise environment in order that the City may include noise impact considerations in development programs. Noise and land use compatibility guidelines are presented, as well as noise standards for new developments.

Community Noise Control for Non-Transportation Noise Sources

Residential land uses and areas identified as noise-sensitive must be protected from excessive noise from non-transportation sources including commercial and industrial centers. These impacts are best controlled through effective land use planning and the application of a City Noise Ordinance.

NOISE ELEMENT GOALS AND POLICIES

The Dana Point Noise Element's purpose is to provide a quality noise environment compatible with the public health and welfare and in a reasonable relationship to land use.

The following goals and policies provide the primary directions for the City of Dana Point for the effective control of community noise.

TRANSPORTATION NOISE CONTROL

In those areas where transportation noise represents a threat to the public health and welfare, the City will reduce noise hazards to safe levels. In those areas where transportation noise degrades the environment, but not to an extent that represents an immediate hazard to public health and welfare, the City will reduce environmental degradation as much as feasible and practical within the limits imposed by conflicting objectives.

Goal 1: Provide for measures to reduce noise impacts from transportation noise sources.

Policy 1.1: Require construction of barriers to mitigate sound emissions where necessary or feasible.

Policy 1.2: Ensure the inclusion of noise mitigation measures in the design of new roadway projects in Dana Point.

Policy 1.3: Reduce transportation noise through proper design and coordination of transportation facilities and circulation.

Policy 1.4: Ensure the effective enforcement of City, State and Federal noise levels by all appropriate City staff.

Policy 1.5: Monitor noise from buses and other vehicular types in residential areas, and, when necessary, consider alternative circulation routes for those types of vehicles.

Policy 1.6: Coordinate noise complaints on aircraft overflights with the appropriate governmental agency.

NOISE AND LAND USE PLANNING INTEGRATION

Noise and land use incompatibilities can be avoided for new developments when noise is properly considered in the planning, design, and permitting of a project. The City desires to prevent future land use and noise conflicts through the planning and approval process.

Goal 2: Incorporate noise considerations into land use planning decisions.

Policy 2.1: Establish acceptable limits of noise for various land uses throughout the community, in accordance with Table N-2.

Policy 2.2: Ensure acceptable noise levels near schools, hospitals, convalescent homes, and other noise sensitive areas, in accordance with Table N-1.

Policy 2.3: Establish standards for all types of noise not already governed by local ordinances or preempted by State or Federal law.

Policy 2.4: Require noise reduction techniques in site and architectural design and construction where noise reduction is necessary.

Policy 2.5: Discourage locating noise sensitive land uses in noisy environments.

NON-TRANSPORTATION NOISE CONTROL

The adoption of a Noise Ordinance consistent with the Orange County Noise Ordinance, which is currently in effect, will continue to control non-transportation noise impacts. Adoption of a Noise Ordinance consistent with Orange County's Noise Ordinance will facilitate enforcement by the Orange County Department of Health.

The Orange County health Department enforces the current Noise Ordinance in the City of Dana Point. Noise complaints regarding non-transportation sources received by the City can be referred to the Orange County Health Department, and for a nominal fee the County will investigate the complaints and prosecute violators. The County will only provide this service to municipalities whose Noise Ordinance is consistent with the

County's.

Goal 3: Develop measures to control non-transportation noise impacts.

Policy 3.1: Adopt a City Noise Ordinance to control excessive noise from lawn blowers, trimmers, machinery or other disturbances. This Ordinance should be consistent with the Orange County Noise Ordinance to promote mutually enforceable standards which result in a quality noise environment.

Policy 3.2: Evaluate and develop measures to reduce noise generated by construction activities.

Policy 3.3: Establish and maintain coordination among the appropriate agencies involved in noise abatement.

RELATED GOALS AND POLICIES

Certain policies included in the Noise Element serve as coastal resources planning and management policies that are part of the City's Local Coastal Program (LCP). Table N-3 identifies the required components or issue areas of the LCP included in the Noise Element.

The goals and policies described in the Noise Element are related to and support subjects included within other General Plan Elements. Many goals and policies from the other Elements directly or indirectly support the goals and policies of the Noise Element. These supporting goals and policies are identified in Table N-4.

TABLE N-3
NOISE ELEMENT
LOCAL COASTAL PROGRAM REFERENCE MATRIX

Required Component/Issue Area (Coastal Act Section)			
	Shoreline Access (30210-2125)		Agriculture (30241-242)
*	Visitor Serving and Recreational Facilities (30213)		Soil Resources (30243)
*	Water-oriented Recreation (30220-224)		Archaeological/Paleontological Resources (30244)
	Water and Marine Resources (30230-232)	*	Locating and Planning New Development (30250, 252, 255)
*	Diking, filling and Dredging (30233)	*	Coastal Visual Resources (30251)
*	Commercial Fishing and Recreational Boating (30234)		Hazard Areas (30253)
	Shoreline Structures/Flood Control (30235-236)	*	Public Works (30254)
	Environmentally Sensitive Habitat (30240)	*	Industrial Development and Energy Facilities (30260-264)
*	Indicates that the Coastal Act issue areas described in this table are included in the Noise Element.		

TABLE N-4
NOISE RELATED
GOALS AND POLICIES BY ELEMENT

Noise Issue Area	Related Goals and Policies by Element								
	Land Use	Urban Design	Housing	Circulation	Noise	Public Safety	Conservation/ Open Space	Public Facilities and Growth Management	Economic Development
Transportation Noise				1.1, 1.2, 1.14, 2.2, 4.8, 7.3, 7.4					
Land Use Noise Consideration	2.1, 2.3, 4.5		4.2						
Noise from Nuisances									

THE NOISE PLAN

The Noise Plan describes the approach to be used in implementing the Noise Element goals and policies. In order to achieve the goals and objectives of the Noise Element, an effective implementation program developed within the constraints of the City's financial and staffing capabilities is necessary. The underlying purpose is to reduce the number of people exposed to excessive noise and to minimize the future effect of noise in the City. The following are the actions that the City should consider implementing to control the impacts of noise in Dana Point.

TRANSPORTATION NOISE CONTROL

The most efficient and effective means of controlling noise from transportation systems is to reduce noise at the source. However, since the City has little direct control over source noise levels because of State and Federal preemption (i.e., State Motor Vehicle Noise Standards and Federal Air Regulations), policies should be focused on reducing the impact of the noise on the community. Cooperative efforts with State and Federal offices are essential.

Within the City of Dana Point are a number of transportation related noise sources including train tracks, a freeway, major arterials, collector roadways and a waste water plant. These sources are the major contributors of noise in Dana Point. Cost effective strategies to reduce their influence on the community noise environment are an essential part of the Noise Element.

Strategy 1

Ensure the employment of noise mitigation measures in the design of roadway improvement projects are consistent with funding capability. Support efforts by the California Department of Transportation and others to provide for acoustical protection of existing noise sensitive land uses affected by these projects. Consideration of soundwalls will be requested as part of any Caltrans roadway project. Of particular concern will be the Stonehill Drive/freeway connection and improvements to the Pacific Coast Highway freeway connection. Additionally, Caltrans will be requested to review the sound wall design along the freeway near the east end of the City.

Strategy 2

Encourage the use of walls and berms in the design of residential and other noise sensitive land uses that are adjacent to major roads, commercial, or industrial areas.

Strategy 3

Provide for continued evaluation of truck movements and routes in the City to provide effective separation from residential or other noise sensitive land uses.

Strategy 4

Enforce the State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and the Dana Point Police services.

NOISE AND LAND USE PLANNING INTEGRATION

Information relative to the existing and build-out noise environments within Dana Point should be integrated into future land use planning decisions. The Element presents the existing and build-out noise environments so that the City will include noise impact considerations in development programs. Noise and land use compatibility guidelines are presented, as well as noise standards for new developments. Community noise considerations are to be incorporated into land use planning. These measures are intended to prevent future noise and land-use incompatibilities.

Strategy 5

Enforce standards that specify acceptable limit of noise for various land uses throughout the City. Table N-1 shows criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria ar the bases of specific Noise Standards. These standards, presented in Table N-2, define City policy related to land uses and acceptable noise levels.

Strategy 6

Incorporation of noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. New development will be permitted only if appropriate mitigation measures are included such that the standards contained in this Element are met.

Strategy 7

Enforce the provisions of the State of California Uniform Building Code which specifies that the indoor noise levels for multi-family residential living spaces not exceed 45 dB CNEL due to the combined effect of all noise sources. The State requires implementation of this standard when the outdoor noise levels exceed 60 dB CNEL. The Noise Referral Zones (60 dB CNEL) can be used to determine when this standard needs to be addressed. The Uniform Building Code (specifically, the California Administrative Code, Title 24, Part 6, Division T25, Chapter 1, Subchapter 1, Article 4, Sections T25-28) requires that "Interior community noise levels (CNEL/LDN) with windows closed, attributable to exterior sources shall not exceed an annual CNEL or LDN of 45 dB in any habitable room". The code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings other than detached single-family dwellings. The City will also, as a matter of policy, apply this standard to single family dwellings.

NON-TRANSPORTATION NOISE CONTROL

People, as well as areas identified as noise sensitive, must be protected from excessive noise from non-transportation sources including commercial and industrial centers. These impacts are most effectively controlled through the application of a City Noise Ordinance.

Strategy 8

Adopt and enforce the current County Noise Ordinance as the City's and continue to apply the Noise Ordinance to ensure that City residents are not exposed to excessive noise levels from stationary noise sources. The Ordinance protects people from non-transportation related noise sources such as music, machinery and pumps, air conditioners, the SERRA Wastewater Treatment Plant and truck traffic on private property. The

Noise Ordinance does not apply to motor vehicle noise on public streets, but it does apply to vehicles on private property. The Noise Ordinance is designed to protect quiet residential areas from stationary noise sources. The noise levels encouraged by the Ordinance are typical of a quiet residential area.

Strategy 9

Require that any proposed development projects, demonstrate compliance with the City Noise Element and Ordinance prior to approval.

Strategy 10

Require construction activity to comply with limit established in the City Noise Ordinance.

Strategy 11

Designate the Community Development Department to act as the noise control coordinator. This will ensure the continued operation of noise enforcement efforts of the City.

Strategy 12

Review current policy and contracts with the County of Orange Health Department to enforce the Dana Point Noise Ordinance. In cases where the Health Department may have a conflict, contract with an outside firm or agency to conduct compliance monitoring.

Strategy 13

Limit delivery hours for stores with loading areas or docks fronting siding, bordering or gaining access on driveways adjacent to noise sensitive areas. Exemption from this restriction shall be based solely on attaining full compliance with the nighttime noise limits of the Noise Ordinance.

TABLE OF CONTENTS

Section	Page
Introduction to the Public Safety Element	1
Purpose of the Public Safety Element	1
Related Plans and Programs	2
Scope and Content of the Element	2
Public Safety Element Goals and Policies	4
Protection from Geologic, Seismic, and Erosion Hazards	4
Protection from Flood Hazards	13
Risks From Hazardous Materials and Wastes	18
Protection from Fire and Explosion Hazards	21
Disaster Preparedness Plan	22
Nuclear Hazards from San Onofre Nuclear Generating Station (SONGS)	23
Related Goals and Policies	28
The Public Safety Plan	30
Agency Responsibilities and Coordination	30
Mitigation of Coastal Beach and Bluff Erosion Hazards	31
Formation of Geologic Hazard Abatement Districts	33
Emergency Response and Action	34

LIST OF TABLES

		Page
Table PS-1	Modified Mercalli Intensity Scale of 1931	10
Table PS-2	Local Coastal Program Reference Matrix	28
Table PS-3	Public Safety Related Goals and Policies by Element	29

LIST OF FIGURES

		Page
Figure PS-1	Geographic Subunits	5
Figure PS-2	Regional Fault Map	9
Figure PS-3	Flood Hazard Map	16
Figure PS-4	EPZ and PEZ for San Onofre	25
Figure PS-5	Coverage of Community Alert Siren System For SONGS	26
Figure PS-6	Generalized Coastal Geologic Hazard Abatement Measures	32
Figure PS-7	Evacuation Routes and Emergency Facilities	35

INTRODUCTION TO THE PUBLIC SAFETY ELEMENT

Public safety is of concern to all citizens. For example, in California, natural events such as earthquakes 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 such events and to prepare to deal with these concerns. Perhaps more importantly 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 a plan and program to assure that there is an adequate, coordinated and expedient public response to public safety concerns.

PURPOSE OF THE PUBLIC SAFETY ELEMENT

The purpose of the Public Safety Element is to identify and address those features or characteristics which exist in or near the City which represent a potential danger to the safety of the citizens, sites and structures, public facilities and infrastructure. The Element establishes policies to minimize the danger to residents, workers and visitors; and identifies actions needed to deal with crisis situations (e.g., earthquake, fire, flood). The manner in which emergency response agencies cooperate with one another and with other jurisdictions is a key component of the element.

Issues Overview

The Public Safety Element is a State-mandated component of a General Plan. Government Code section 65302(g) sets forth a list of hazards that the Element must cover, if they pertain to the City. These hazards are:

- seismically induced conditions, including surface rupture, ground shaking, ground failure, tsunami, and seiche;
- slope instability leading to mudslides and landslides;
- subsidence and other geologic hazards;
- flooding;
- canyon urban fires; and

- evacuation routes.

State law permits cities to add safety issues to this list and to delete issues which are not pertinent and to add safety issues to this listing. Potential safety issues were researched and documented for preparation of the Master Environmental Assessment (MEA) and the Public Safety Technical Report that were completed as background document for the General Plan. The following safety issues were added:

- hazardous materials; and

- nuclear hazards from San Onofre Nuclear Generating Station.

RELATED PLANS AND PROGRAMS

The Safety Element issues relate closely to certain issues discussed in the Land Use and Conservation/Open Space Elements of the General Plan; for example, restriction of construction on or near unstable bluffs. Dana Point is preparing an Emergency Plan that addresses hazard areas including nuclear, seismic, flooding and hazardous materials. This Emergency Plan will be reviewed by State and Federal agencies. A number of these agencies have their own roles in the event of an emergency at San Onofre Nuclear Generating Station, 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 which meet regularly to coordinate their emergency procedures.

SCOPE AND CONTENT OF THE ELEMENT

This Element is composed of two major sections: Public Safety Goals and Policies; and The Public Safety Plan. The Public Safety Goals and Policies section establishes public safety objectives and a decision-making framework for City leaders in evaluating issues for their safety impact. The Public Safety Plan provides more detailed recommendations for hazard mitigation and ensures adequate emergency response to identified hazards.

The Public Safety Plan is built upon the Element's goals and policies and on the detailed description of local hazards from the Master Environmental Assessment, the Public Safety Technical Report and the Coastal Erosion Technical Report.

PUBLIC SAFETY ELEMENT GOALS AND POLICIES

This section of the Public Safety Element sets forth Dana Point's goals and policies in dealing with safety issues. The policies provide directions for implementation and will be further explored in the Public Safety Plan.

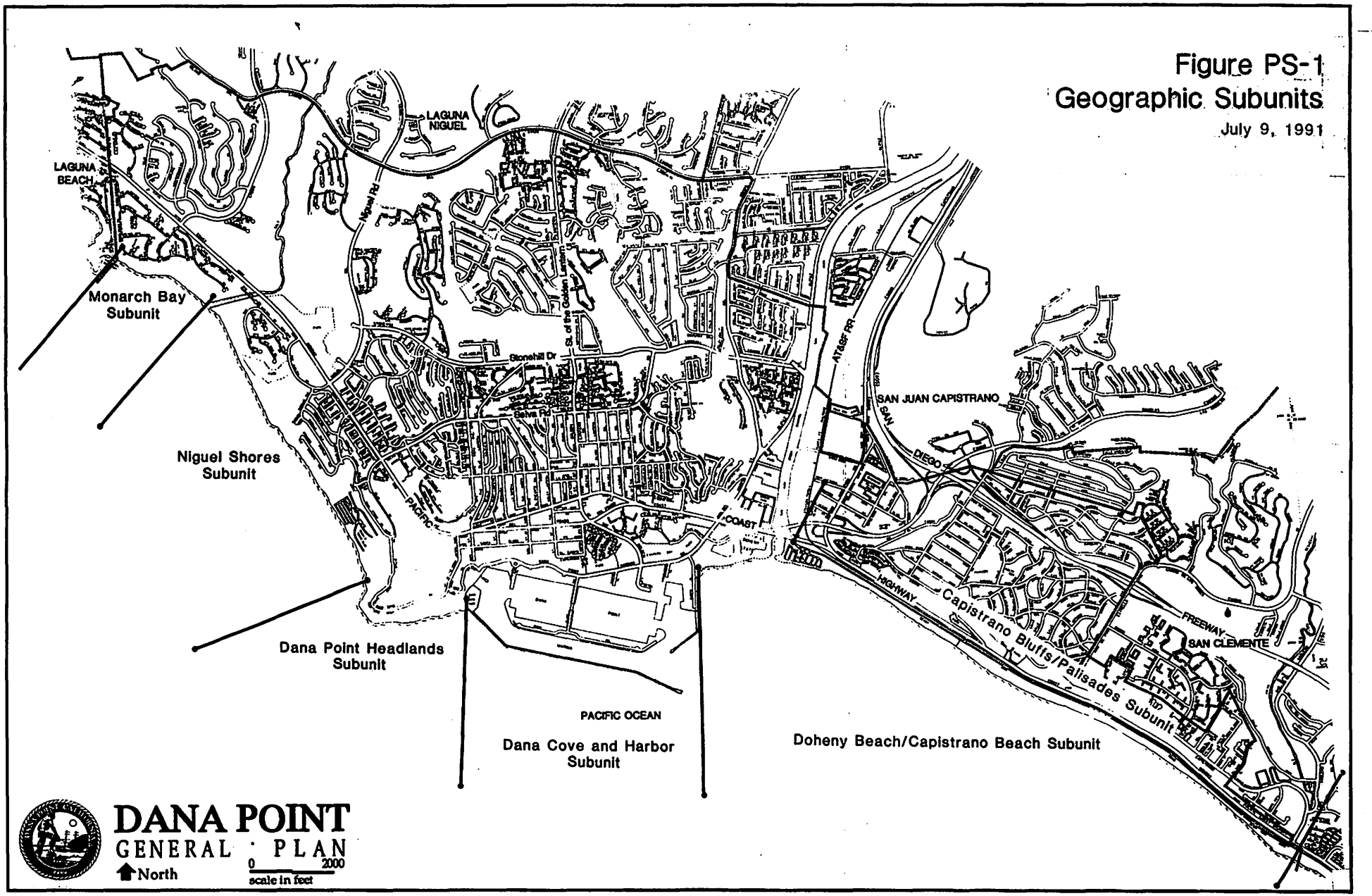
PROTECTION FROM GEOLOGIC, SEISMIC, AND EROSION HAZARDS

Geologic Hazards

Dana Point's most significant geologic hazards are located within its coastal zone. Geologic hazards were researched in the MEA, the Coastal Erosion Technical Report and the Public Safety Element Technical Report as part of the General Plan program. The technical findings are summarized in the Master Environmental Assessment and the Public Safety Element technical report. These technical findings are the foundation of this Element's coastal geologic hazard goals and policies. For analysis and planning purposes, the Dana Point coastal zone has been divided into six subunits:

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

These subunits are shown in Figure PS-1. All segments of all six subunits possess significant known geologic hazards.


Figure PS-1
Geographic Subunits
July 9, 1991
LAGUNA BEACH
LAGUNA NIGUEL
Niguel Rd
Monarch Bay Subunit
Niguel Shores Subunit
Stonehill Dr
Selva Rd
PACIFIC COAST
Dana Point Headlands Subunit
PACIFIC OCEAN
Dana Cove and Harbor Subunit
ATSF RR
SAN JUAN CAPISTRANO
SAN DIEGO
HIGHWAY
Capistrano Bluffs/Palisades Subunit
FREEWAY
SAN CLEMENTE
Doheny Beach/Capistrano Beach Subunit
DANA POINT
GENERAL PLAN
North
0
2000
scale in feet

The Coastal Erosion Technical Report indicates that generalized building and grading codes and code enforcement do not necessarily keep pace with standards of prudent judgment applied by geotechnical professionals. According to this report geotechnical professionals believe that local grading codes tend to lag behind the current state of professional knowledge by five to ten years. Conformance to County grading codes or the most current Uniform Building Code is not necessarily adequate for mitigation of all coastal safety hazards.

The Coastal Erosion Technical Report provides detailed recommendations of potential mitigation measures for various segments of each subunit. This report also stresses the great variability in local geologic conditions, even on adjacent lots, and the resulting need to study each development proposal individually. Generalized mitigation measures for each subunit are discussed in the last section of this Public Safety Element, entitled The Public Safety Plan.

Coastal Erosion: There are two types of coastal erosion in Dana Point: the retreat of coastal bluffs and the loss of beach sands. Most beach sand comes either from sediment transport during river and stream runoff, or from erosion of coastal cliffs and bluffs. Because both of these processes have been impeded by urbanization, both in Dana Point and elsewhere, beach replenishment has been affected. Some portions of the Dana Point coastline have been more impacted than others, since impact is highly dependent on local factors, including beach configuration and location relative to manmade improvements, such as jetties and harbors.

Blufftop Erosion: Extending for approximately 6.7 miles, the Dana Point shoreline includes areas of sandy and rocky shore, coastal bluffs, and the rocky Dana Point Headlands. These areas have been subjected to continual erosion from oceanic, climatological, and developmental forces. Urbanization has accelerated the erosion process in many locations and created areas of instability.

The causes and effects of blufftop erosion along the Dana Point coastline were studied as a part of the Coastal Erosion Technical Report. The report findings, are described in detail in the Master Environmental Assessment and the Public Safety Element Technical Report. These background reports have shaped the Public Safety Element's erosion control goals and policies and are summarized below. The Public Safety Plan identifies preliminary specific erosion protection measures for each coastal subunit.

Development and construction tends to increase runoff and erosion. Damming of rivers has reduced the contribution of sediment to the ocean, resulting in narrowing beaches and increasing wave erosion of sea cliffs. Blufftop activities, including construction of storm drains, fences, access stairways, removal of ground cover, oversteepening, overloading, and both accidental and intentional releases of water along the bluff face and into the bluff itself, have all increased erosion or failure.

Construction of residences along the blufftops in Capistrano Bluffs, Dana Cove, southern Niguel Shores and Monarch Bay has accelerated the erosion and retreat of blufftop properties and weakened major zones of bedrock, which can fail during large storms. This occurs particularly in residential areas where drought-resistent landscaping is lacking, where structures are set too close to the existing bluff edge, or where drainage runs toward the ocean. Seepage accumulation fosters large bluff failures even in nonstorm years.

Construction of residential paved areas along otherwise erodible blufftops inland from recreational beach zones such as Niguel Shores significantly reduces sediment contribution to pocket beaches which, unlike long straight sand beaches, are not easily replenished from littoral drift.

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.

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. However, dredge sediment from the Harbor is currently considered unusable because it is contaminated above Environmental Protection Agency (EPA) and California Environmental Quality Act (CEQA) standards, due to the quality of stormwater runoff (Zeiser Report). Unless the quality of this sediment can be quickly improved, it is not a readily available source of sandfill for beach nourishment.

Seismic Hazards

Dana Point, like the rest of southern California, is located in a seismically active area. No known active faults cross the City. The nearest significant active fault is the Newport-Inglewood Zone, located approximately four miles to the southwest. Figure PS-2 shows the location of this and other major active and potentially active faults in relation to Dana Point. Major active faults which could affect Dana Point include the Whittier-Elsinore Fault, the San Andreas Fault, the Palos Verdes Fault, the San Clemente Fault and the Rose Canyon 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 which would affect Dana Point in case of earthquake.

Tsunamis and seiche, or seismic wave actions, are discussed in the Flood Hazards section. Policies described above which are designed to mitigate bluff erosion effects will also protect against seismically induced landslides and rockfalls.

Buildings that provide for public gathering with large concentrations of people should have increased design standards for protection from seismic hazards. The Modified Mercalli intensity scale as shown on Table PS-1 provides a description of the potential effect of varying levels of earthquake activity. Corresponding Richter Scale intensities are also shown on the table.

Two major types of seismic hazards are evident: ground shaking and liquefaction:

Ground Shaking: The extent of damage within Dana Point from earthquake-induced ground shaking will depend on the epicenter of the quake, its magnitude, and the characteristics of underlying earth materials. The maximum quake likely to occur along the Newport-Inglewood Fault is smaller than on other, more distant faults. 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 7.0 on the Richter Scale. A 7.0 magnitude quake along the Newport-Inglewood Fault would result in considerable damage even to specially-designed structures. Buildings would

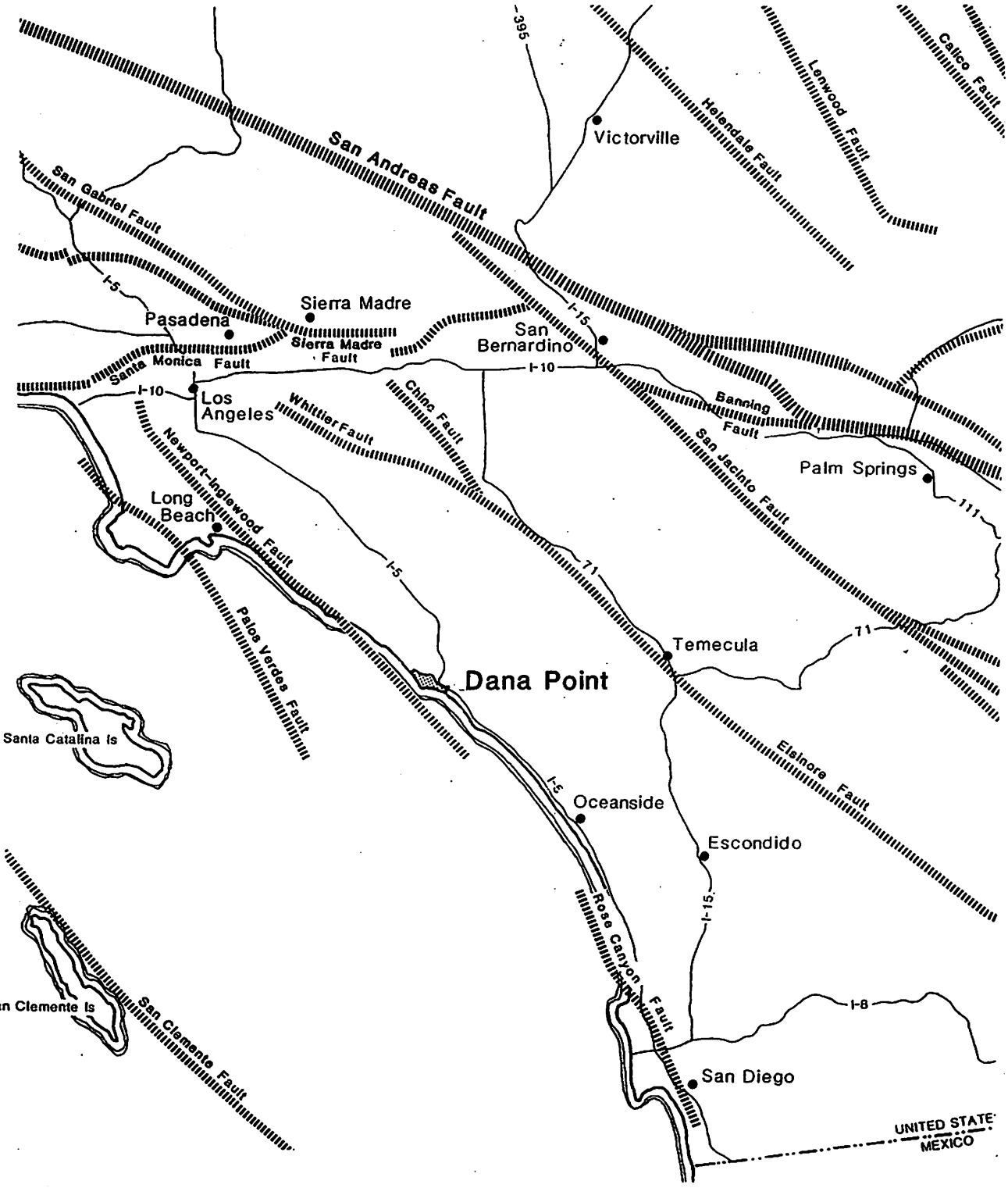


Figure PS-2
Regional Fault Map

July 9, 1991

TABLE PS-1
MODIFIED MERCALLI INTENSITY SCALE OF 1931

The first scale to reflect earthquake intensities was developed by de Rossi of Italy, and Forel of Switzerland, in the 1880's. This scale, with values from I to X, was used for about two decades. A need for a more refined scale increased with the advancement of the science of seismology, and in 1902 the Italian seismologist, Mercalli, devised a new scale of a I to XII range. The Mercalli Scale was modified in 1931 by American seismologists Harry O. Wood and Frank Neumann to take into account modern structural features:

I	(2)	Not felt except by a very few under especially favorable circumstances.
II	(2)	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. Duration estimated.
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 motor cars 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 slight.
VII	(5-6)	Everybody runs outdoors. Damage negligible in building 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 motor cars.
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, walls. Heavy furniture overturned. Sand and mud ejected in small amounts. Changes in well water. Persons driving motor cars disturbed.
IX	(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. Rails bent greatly.
XII	(8+)	Damage total. Practically all works of construction are damaged greatly or destroyed. Waves seem on ground surface. Lines of sight and level are distorted. Objects are thrown upward into the air.

Note: Numbers in parenthesis denote Richter Magnitude.

Source: "California Geology," September 1984.

be structurally damaged and underground pipes would be broken.

Liquefaction: During liquefaction, water-saturated sandy soils mix with shallow groundwater, causing soils to behave essentially like a liquid and to develop a consistency similar to quicksand. These soils lose their ability to support any structures. As a result, buildings constructed on such soils usually collapse. The most recent example of liquefaction damage occurred in the Marina District of San Francisco during the October 1989 earthquake.

Five areas have been identified as having potential for liquefaction: the floodplain deposits along San Juan Creek, Doheny Village commercial area, beach sands along Beach Road in the Doheny State Beach area, portions of the Palisades Drive, Coast Highway commercial areas, and the Dana Point Harbor area. These areas are depicted in Figure PS-2 as artificial fill and undifferentiated alluvium.

GOAL 1: Reduce the risk to the community from geologic hazards including bluff instability, seismic hazards and coastal erosion.

Geologic Hazards

Policy 1.1: Require review of soil and geologic conditions by a State-Licensed Engineering Geologist under contract to the City, to determine stability prior to the approval of development where appropriate. (Coastal Act/30250, 30253)

Policy 1.2: Monitor and document known and potential geologic hazards in the City.

Policy 1.3: Adopt standards and requirements for grading and construction to mitigate the potential for bluff failure and seismic hazards.

Policy 1.4: Provide for structural setbacks from the bluff top edges based upon recommendations by a State-Licensed Engineering Geologist.

Policy 1.5: Adopt blufftop setback requirements based upon the severity of the conditions. The minimum 25-foot blufftop structural setbacks mandated by the Coastal Act may be inadequate.

Policy 1.6: Prevent future development or revitalization of bluff top properties that may pose a hazard to owners, occupants, prop-

erty, and the general public.

Policy 1.7: Preserve Dana Point's bluffs as a natural resource and avoid risk to life and property through responsible and sensitive bluff top development.

Policy 1.8: Encourage development which utilizes the desirable existing features of land such as natural vegetation, geologic features, and other features which preserve the site's significant identity.

Policy 1.9: New bluff top development should be designed and located so as to ensure geological stability and to eliminate erosion, or destruction of the site or surrounding area.

Policy 1.10: Bluff repair and erosion control measures such as retaining walls and other similar devices should be limited to those necessary to repair damage to the bluff face and should avoid causing significant alteration to the natural character of the bluffs.

Coastal Erosion

Policy 1.11: Design coastal protection devices that account for the factors exceeding the limits of previously recorded storms, elevated storm surges and spring tide conditions.

Policy 1.12: Specifically review and limit development on lands with seismic, slide, liquefaction, fire or topographic constraints.

Policy 1.13: Encourage a periodic sand nourishment program to replenish, widen and stabilize the beaches where necessary.

Policy 1.14: Consider the establishment of Geologic Hazard Abatement Districts to encourage local cooperation in preventing coastal hazards and to access State, local, and Federal subsidies where appropriate.

Policy 1.15: Construct sea walls only as a last resort protective device for coastal areas.

Policy 1.16: Investigate means to improve the quality of Dana Point Harbor dredge sediment so that it can be used in sand replenishment programs.

Policy 1.17: Support and encourage the efforts of the Orange County Flood Control District to modify the San Juan Creek

Channel in order to increase sediment yield to the Capistrano and Doheny Beach areas.

Policy 1.18: If dredge sediment from Dana Point Harbor cannot be made usable in the immediate future, support and assist Capistrano Bay District property owners in the formulation of a Geologic Hazard Abatement District to address the financing of alternative methods for sand replenishment of the beach areas.

Policy 1.19: Assure that public safety is provided for in all new seaward construction or additions to existing single family structures within the Capistrano Bay District private community.

Seismic Hazards

Policy 1.20: Inventory existing structures and identify those which are seismically unsound. Require correction of seismically unsound buildings or as a last resort require the removal of dangerous buildings.

Policy 1.21: Adopt and maintain accepted State standards for seismic performance of new buildings.

Policy 1.22: Promote earthquake preparedness within the community by participation in periodic earthquake awareness programs.

Policy 1.23: Include and periodically review and update emergency procedures for earthquake in the City's Emergency Operations Plan.

Policy 1.24: Coordinate with County of Orange, Atchison, Topeka, and Santa Fe Railroad and Caltrans to identify and correct any structural deficiencies of bridges and overpasses.

PROTECTION FROM FLOOD HAZARDS

Dana Point participates in the national flood insurance program administered through the Federal Emergency Management Agency (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.

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 size of the 100-year flood is established based on examination of historical records. It is the largest flood that could be expected to occur once within a 100 year period. A 100-year flood would cover the total area of a designated floodplain. The FIRM maps 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 Federal Emergency Management Agency (FEMA) floodplains designated within Dana Point. These floodplains are shown on Figure PS-3, which is adapted from FIRM maps. FIRM maps 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 which poses the greatest flood hazard to Dana Point. The San Juan Creek floodplain varies in width from 700 feet to 1,200 feet. Although San Juan Creek has a concrete channel through the City of San Juan Capistrano, according to the Army Corps of Engineers the channel through Dana Point cannot contain the volume of runoff water generated by a 100-year storm. An eastward extension of the floodplain around Victoria Boulevard is created due to the potential for overflow from the underground Capistrano Beach Storm Drain. This eastward extension covers much of the Doheny Village area, which is largely developed. Many residents and businesses in this 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.

Salt Creek is a narrow watercourse running through the Links at Monarch Beach golf course. The 100-year floodplain of Salt

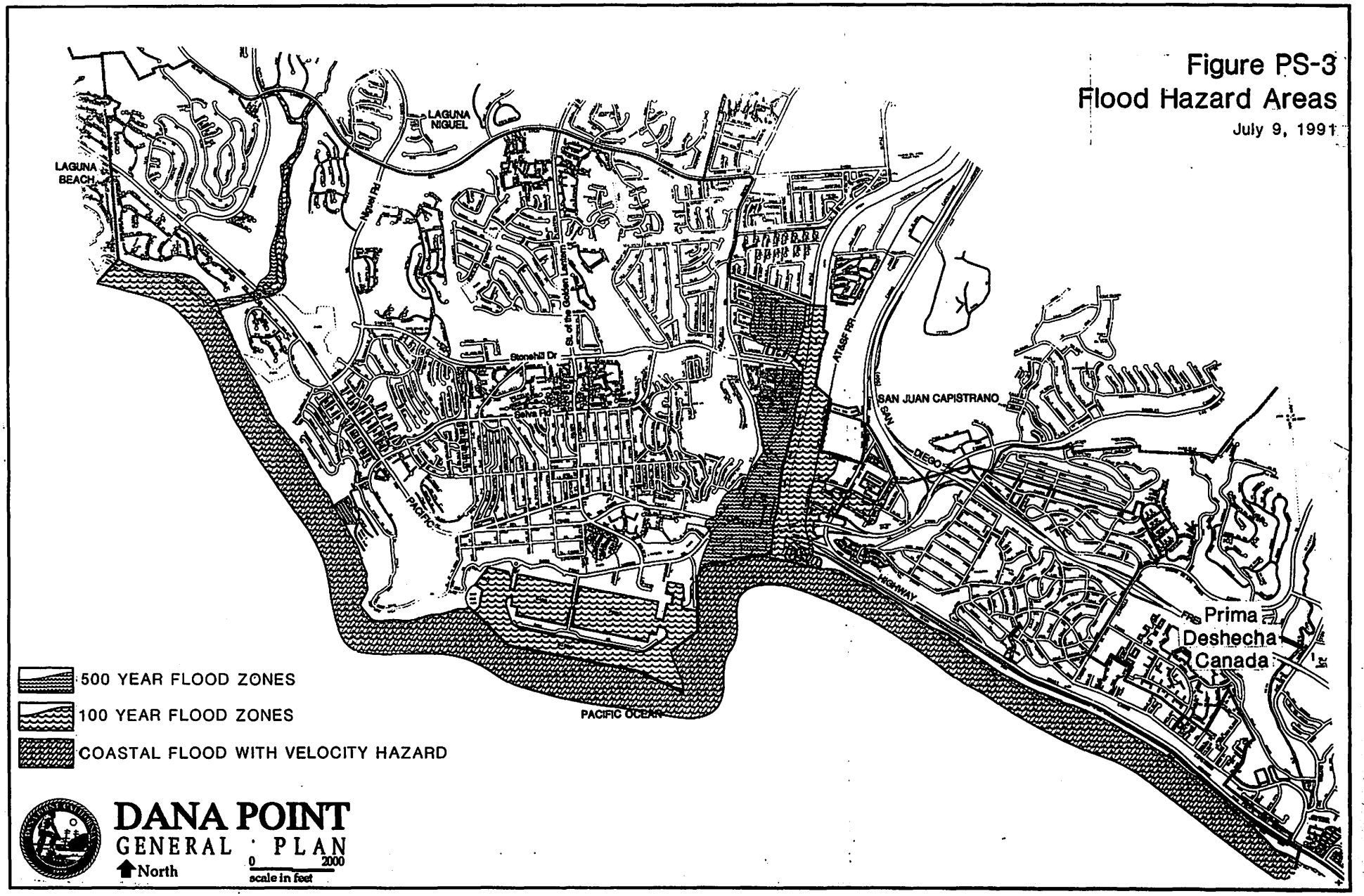
Creek is approximately 100 feet wide and extends only as far south as Pacific Coast Highway. Salt Creek is fed by Arroyo Salada, which runs just a short distance through the City to the northwest of Salt Creek, just below Camino del Avion. The Arroyo Salada 100-year floodplain is approximately 75 feet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

Prima Deshecha Canada runs through the City for approximately 200 feet, forming the City's southernmost border adjacent to Camino Capistrano. The stream is confined to a channelized spillway, which is designed to accommodate 100-year flood volumes.

Coastal Flooding

The coastal flood with velocity hazard designation within Dana Point is depicted in Figure PS-3. This designation extends the length of the coastline and inland approximately 150 feet in Capistrano Beach. According to the maps prepared by the Federal Emergency Management Agency (FEMA) all beachfront properties are in the coastal high hazard zone. However, a few of the houses are outside the FEMA coastal flood zone as shown on the FIRM maps and Figure PS-3. These areas are subject to damage from seismic sea waves (tsunamis) and storm waves. These hazards are described in more detail in the following sections.

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 protects most of the Dana Point coastline from tsunamis which might originate from the north. However, the City's coast is more exposed to damage from a more rare tsunami or other storm waves which might come from the south.


Figure PS-3
Flood Hazard Areas
July 9, 1991
LAGUNA BEACH
LAGUNA NIGUEL
Niguel Rd
Stonehill Dr
Selva Rd
PACIFIC
St. of the Golden Lantern
ATSF RR
SAN JUAN CAPISTRANO
SAN DIEGO
HIGHWAY
Prima Deshecha Canada
PACIFIC OCEAN
500 YEAR FLOOD ZONES
100 YEAR FLOOD ZONES
COASTAL FLOOD WITH VELOCITY HAZARD
DANA POINT
GENERAL PLAN
North
0
2000
scale in feet

A study of tsunami inundation potential conducted for San Onofre Nuclear Generating Station found that a 7.5 foot tsunami along Doheny Beach at high tide would cause flooding and structural damage to most homes along Beach Road. Depending on the amount of advance warning, some loss of life could occur. The likelihood of such an event occurring, however, is not considered great.

Storm Waves: The central and southern portions of Capistrano Beach and Doheny Beach are characterized by high storm wave runup elevations. In these areas, breaker elevations of storm waves exceed the elevations of natural beach and existing structures.

In the southernmost portion of Capistrano Beach, a number of geotechnical studies documented in the Coastal Erosion Technical Report have shown that storm wave runup elevations on beaches protected by seawalls or sloped stone revetments are two to three times higher than existing residential elevations along Beach Road. Beach runup elevations are 50 percent higher than existing residential foundations. These extreme conditions are a result of steeper beach profiles and increased breaker heights associated with the shoreline retreat. 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.

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

GOAL 2: Reduce the risk to the community's inhabitants from flood hazards.

Policy 2.1: Identify flood hazard areas and provide appropriate land use regulations for areas subject to flooding.

Policy 2.2: Regulate the construction of non-recreational uses on coastal stretches with high predicted storm wave run-up to minimize risk of property damage.

Policy 2.3: Coordinate with the appropriate agencies to prepare and maintain a master drainage plan.

Policy 2.4: Coordinate with the appropriate agencies to assure that existing bridges are constructed according to the standards to avoid damage by flooding.

Policy 2.5: Continue to participate in the national flood insurance program.

Policy 2.6: Cooperate with the Orange County Flood Control District to plan for and make needed improvements or modifications to San Juan Creek Channel to enable it to carry runoff from a 100 year storm.

Policy 2.7: Cooperate with the Orange County Flood Control District to plan for and correct the potential for overflow from the underground Capistrano Beach Storm Drain to relieve the potential for flooding in the Doheny Village area. Until this is accomplished, encourage affected residents and businesses to purchase Federal flood insurance.

Policy 2.8: Require detention basins where applicable to reduce the risk from flood hazards.

RISKS FROM HAZARDOUS MATERIALS AND WASTES

State 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.

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 which 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. However, because there are no major industrial users within Dana Point, the amount of hazardous materials present in the City is considered small and limited.

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, Pacific Coast Highway and the Atchison, Topeka and Santa Fe Railroad. 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.

Although sludge is not considered a hazardous material, transportation routes for the sludge material should be considered. The South East Regional Reclamation Authority (SERRA) Wastewater Treatment Plan transports four to six truckloads of dried sludge to the Prima Deshecha landfill daily. The Capistrano Beach Sanitation District also transports sludge to the landfill. The route taken by these trucks involves a left turn on Del Obispo to Pacific Coast Highway, and finally to Ortega Highway. This route avoids high population areas; the number of trips does not pose a significant hazard to City residents.

Hazardous Waste Management Plan: The Orange County Hazardous Waste Management Plan was adopted in January 1989. Certification of the Plan by the State is pending. The Plan provides basic overall policy direction to address current and future hazardous waste management issues. The Dana Point General Plan implements applicable sections of the Hazardous Waste Management Plan. The City of Dana Point is now in the process of developing a Hazardous Waste Ordinance. Adoption of this Ordinance will implement many of the General Plan policies.

GOAL 3: Reduce the risk to the community's inhabitants from exposure to hazardous materials and wastes.

Policy 3.1: Cooperate with the County to implement applicable portions of the County's proposed Hazardous Waste Management Plan.

Policy 3.2: Cooperate with railroad operations to ensure that hazardous materials transported by rail do not pose a threat to life or property.

Policy 3.3: Establish 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.

Policy 3.4: Establish transportation routes for the conveyance of hazardous materials.

Policy 3.5: Encourage and support the proper disposal of hazardous household waste and waste oil.

Policy 3.6: Ensure that dry cleaners, film processors, auto service establishments and other service businesses generating hazardous waste materials are complying with approved disposal procedures.

Policy 3.7: Encourage the replacement of hazardous material with non-hazardous materials.

Policy 3.8: 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.

Policy 3.9: Sponsor regular household hazardous waste disposal programs to enable residents to bring backyard pesticides, cleaning fluids, paint cans and other common household toxics to a centralized collection center for proper disposal.

Policy 3.10: Support efforts to enforce State "right to know" laws, which outline the public's right to information about local toxic producers.

Policy 3.11: Establish development standards for storage of industrial chemicals and other potentially hazardous substances.

Policy 3.12: Coordinate with the County of Orange in the implementation of the National Pollution Discharge Elimination System Permits (NPDES) regulations.

PROTECTION FROM FIRE AND EXPLOSION HAZARDS

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 a fire or explosion.

According to the Orange County Fire Department, there are no major urban fire or explosion hazards in the City of Dana Point. The City has no underground petroleum product transmission lines or storage facilities. The only significant potential fire/explosion hazard is an existing natural gas transmission line along Pacific Coast Highway operated by the Southern California Gas Company which is being replaced with a new 16-inch transmission line along Pacific Coast Highway.

GOAL 4: Reduce the risk to the community's inhabitants from fires or explosions.

Policy 4.1: Establish an education program regarding fire hazards.

Policy 4.2: Establish requirements for fire-resistant roofing materials.

Policy 4.3: Establish a program to provide notice to all residents located in areas that may have higher risks of fire hazards.

Policy 4.4: Establish and maintain mutual aid agreements with surrounding cities for fire protection.

Policy 4.5: Encourage building code requirements that assure adequate fire protection.

A DISASTER PREPAREDNESS PLAN

The City of Dana Point will develop a Disaster Preparedness Plan which will document and implement City policies to respond to major emergencies which threaten life, safety, and property

GOAL 5: Develop and maintain a Disaster Preparedness Plan.

Policy 5.1: Develop a Disaster Preparedness Plan that identifies all available resources and funds for use in the event of a disaster.

Policy 5.2: Establish implementing actions or procedures under the Plan for rescue efforts, medical efforts, emergency shelters, and provision of supplies.

Policy 5.3: Coordinate with Orange County and the Federal Emergency Management Agency in reducing community risks in the event of a disaster.

Policy 5.4: Establish procedures and necessary actions in the event of an offshore oil spill.

Policy 5.5: Actively participate with appropriate entities which are involved in emergency planning and response activities for the San Onofre Nuclear Generating Station.

Policy 5.6: Include procedures for dealing with earthquake, offshore oil spills, major rail and roadway accidents, flooding and hazardous materials and nuclear emergencies in the Disaster Preparedness Plan.

Policy 5.7: Sponsor and support public education programs for emergency preparedness and disaster response. Distribute information about emergency planning to community groups, schools, churches, and business associations. Hold emergency drills in various parts of Dana Point to test the effectiveness of emergency preparedness plans.

Policy 5.8: Evaluate the feasibility of establishing a storm warning or disaster preparedness office, partially a volunteer service, including a public hotline which can be contacted for information on proximity and severity of storms, including warnings for storm surge, strong wind setup and high tide levels.

Policy 5.9: Encourage occupants of beachfront residential communities (Capistrano Bay District and Niguel Shores HOA) to keep sandbags on hand in case of elevated flood water and tide conditions.

Policy 5.10: Prepare and distribute community awareness pamphlets illustrating storm evacuation routes, shoreline retreat potentials from individual storms, breaker heights and historical data on potential wave run-up for all impacted coastal areas.

NUCLEAR HAZARDS FROM SAN ONOFRE NUCLEAR GENERATING STATION

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. Radioactive by-products are contained within the plant, except for small quantities of radioactive gases released into the air and liquids released into the ocean. Such releases occur continuously and are monitored by SONGS personnel. Controlled releases are at a level which is less than the typical exposure from natural background radiation. Used fuel rods and assemblies are stored in water-filled pools until they can be shipped to federally licensed centers for permanent disposal. The two most likely sources of radiation contamination from SONGS are transportation accidents involving shipments of nuclear materials and wastes and uncontrolled airborne release from the plant site.

Federal and State governments have established several levels of emergency zones in the area around SONGS. Dana Point, like San Juan Capistrano and San Clemente, is located within the Emergency Planning Zone (EPZ). More distant cities such as Laguna Beach, Oceanside and Carlsbad are located within a Public Education Zone (PEZ). Figure PS-4 shows these two zones and their relationship to the nuclear facility. (A third zone, the Ingestion Pathway Zone, extends for a fifty mile radius around the facility and is not shown on the figure).

Within the Emergency Planning Zone (EPZ), the United States Nuclear Regulatory Commission (NRC) has established emergency warning, sheltering and evacuation procedures. Figure PS-5 shows the location of warning sirens and the decibel range for each siren within Dana Point. The City of Dana Point,

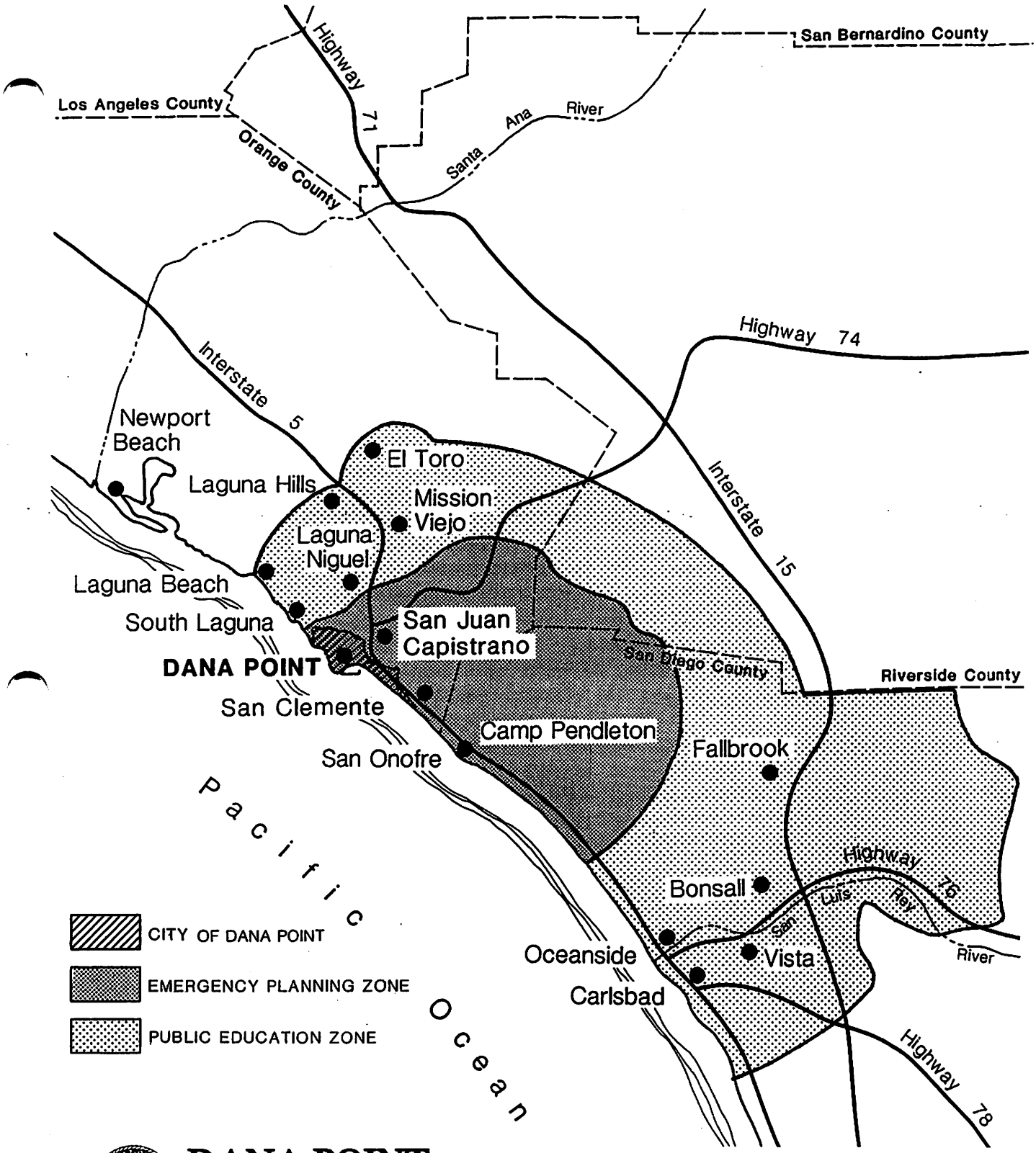
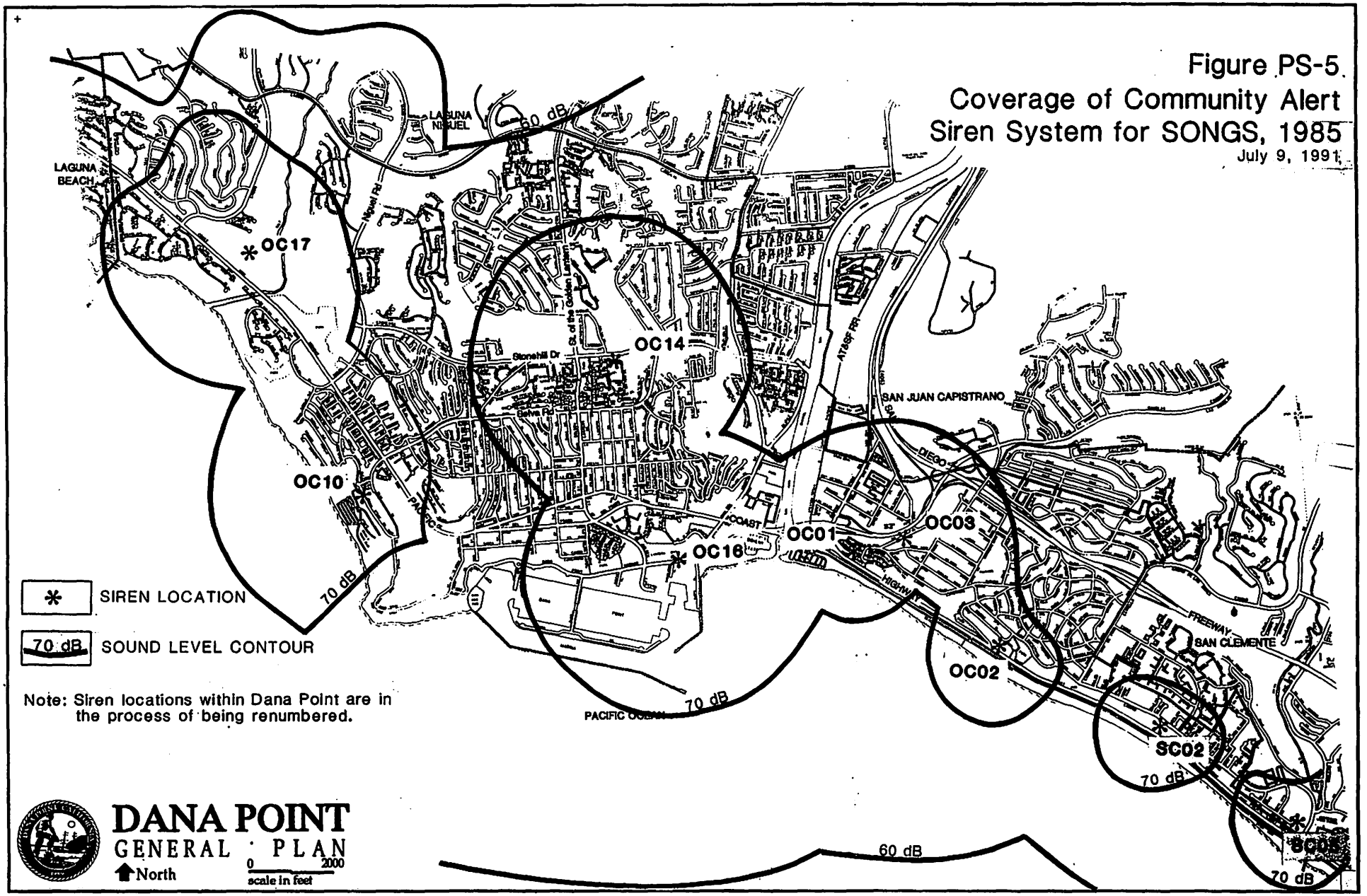


Figure PS-4
EPZ and PEZ for San Onofre
Nuclear Generating Station


Figure PS-5.
Coverage of Community Alert
Siren System for SONGS, 1985
July 9, 1991
LAGUNA BEACH
LAGUNA NIGUEL
60 dB
OC17
OC14
OC10
OC16
OC01
OC03
OC02
SC02
SC01
SAN JUAN CAPISTRANO
SAN CLEMENTE
PACIFIC OCEAN
70 dB
60 dB
SIREN LOCATION
SOUND LEVEL CONTOUR
Note: Siren locations within Dana Point are in the process of being renumbered.
DANA POINT
GENERAL PLAN
North
0
2000
scale in feet

together with other jurisdictions within the EPZ, including the Cities of San Juan Capistrano and San Clemente, Orange and San Diego Counties, the Marine Corps Base at Camp Pendleton, and the local office of the State Parks and Recreation Department, participates in an Interjurisdictional Planning Committee (IPC) which meets regularly to coordinate emergency plans, train, and resolve matters of mutual concern.

GOAL 6: Protect Dana Point from nuclear hazards.

Policy 6.1: Continue to actively participate in the Interjurisdictional Planning Committee (IPC) in developing and maintaining emergency preparedness with respect to the San Onofre Nuclear Generating Station.

RELATED GOALS AND POLICIES

A number of policies included in the Public Safety Element serve as coastal resources planning and management policies that are part of the City's Local Coastal Program (LCP). Table PS-2 identifies the required components or issue areas of the LCP included in the Public Safety Element.

TABLE PS-2
PUBLIC SAFETY ELEMENT
LOCAL COASTAL PROGRAM REFERENCE MATRIX

Required Component/Issue Area (Coastal Act Section)			
	Shoreline Access (30210-212.5)		Agriculture (30241-242)
	Visitor Serving and Recreational Facilities (30213)	*	Soil Resources (30243)
*	Water-Oriented Recreation (30220-224)		Archaeological/Paleontological Resources (30244)
*	Water and Marine Resources (30230-232)	*	Locating and Planning New Development (30250, 252, 255)
*	Diking, Filling and Dredging (30233)		Coastal Visual Resources (30251)
	Commercial Fishing and Recreational Boating (30234)	*	Hazard Areas (30253)
*	Shoreline Structures/Flood Control (30235-236)	*	Public Works (30254)
	Environmentally Sensitive Habitat (30240)		Industrial Development and Energy Facilities (30260-264)
* Indicates that the Coastal Act issue areas described in this table are included in the Public Safety Element.			

Goals and policies contained in the other Elements are also important in addressing public safety issues. A number of goals and policies contained in the Conservation and Open Space Element are concerned with development restrictions in areas subject to environmental constraints that might affect both persons and property. The Housing Element also contains policies that underscore the importance of ensuring that housing is both safe and decent. Other Elements containing policies that serve to support the aims expressed in this Element are identified in Table PS-3.

TABLE PS-3
PUBLIC SAFETY RELATED
GOALS AND POLICIES BY ELEMENT

Public Safety Issue Area	Related Goals and Policies by 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, 2.7-2.9, 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, 6.1		
Seismic Hazards	4.2		2.1, 2.3				2.1		
Flood Hazards	4.2						1.1, 2.1	2.1, 2.2, 7.1	
Hazardous Materials and Wastes	4.2							7.1	
Fire Hazards	4.2		1.7, 2.1, 2.3, 4.3						
Disaster preparedness Plan	4.2								
Nuclear Hazards	4.2								

THE PUBLIC SAFETY PLAN

The Public Safety Plan describes the approach to be used in implementing the Public Safety Element goals and policies. This section of the Public Safety Element discusses emergency preparedness planning needed to respond to major disasters. When Dana Point's Disaster Preparedness Plan is complete, the reader or user of this Element should be able to review that document in conjunction with the material contained here.

AGENCY RESPONSIBILITIES AND COORDINATION

The City contracts with the Orange County Sheriff's Department for provision of law enforcement services and the Orange County Fire Department for Fire and Paramedic Services. Fire and law enforcement staffing and services provided to Dana Point by these County agencies is discussed in the Public Facilities Element. Other agencies which have jurisdiction or which provide public safety services within Dana Point include the California Highway Patrol, and the Orange County Health Department.

Nuclear Emergency Response Agencies

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 which certifies that safety standards and regulations are being met. Permanent onsite 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) which surrounds SONGS.

- **Interjurisdictional Planning Committee (IPC)**: The IPC is comprised 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.

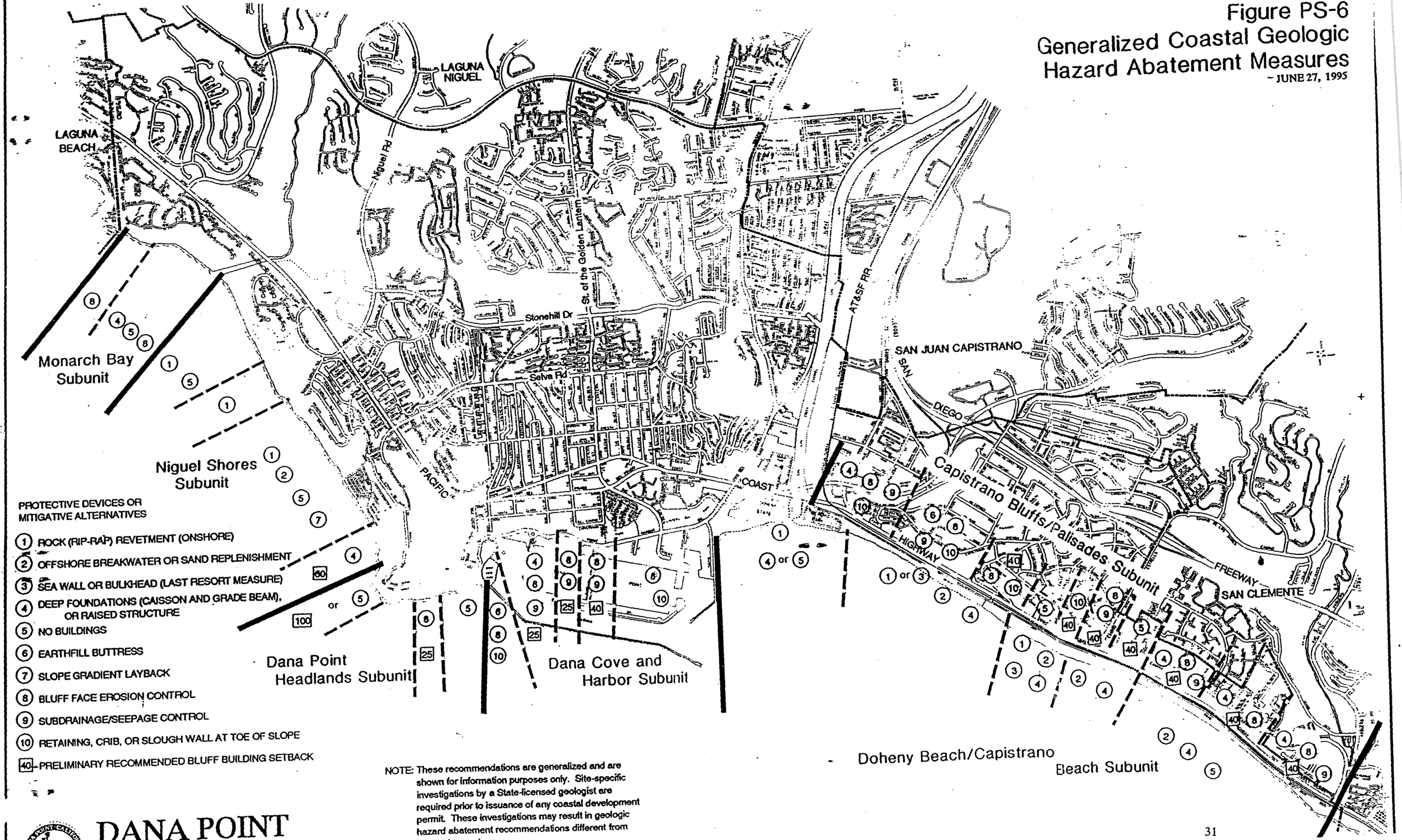
Seismic and Geologic Hazards Management

The Southern California Earthquake Preparedness Project (SCEPP) is a State and federally-funded effort to encourage local jurisdictions to prepare for catastrophic earthquakes that may occur in southern California. SCEPP works directly with local governments, private industry, and volunteer groups in a cooperative planning effort. It addresses the full range of earthquake strategies, including mitigation (long term response), prediction (short term response), emergency actions, and recovery. SCEPP recommendations were approved by the Orange County Board of Supervisors. Until the Dana Point Disaster Preparedness Plan is completed, County-drafted SCEPP earthquake procedures will remain in force.

MITIGATION OF COASTAL BEACH AND BLUFF EROSION HAZARDS

The Goals and Policies section of this Public Safety Element outlined the major coastal geologic problems identified by the Coastal Erosion Technical Report of Dana Point's coastal zone. This study includes a series of maps identifying protective devices and/or mitigation measures which might be appropriate to individual beach and bluff sections of the Dana Point shoreline. These generalized recommendations are shown in Figure PS-6. It should be emphasized, however, that the recommendations as shown are preliminary. Because coastal conditions vary greatly, even from one parcel to another, erosion mitigation measures for any development must be designed on a parcel-specific basis by a State-licensed engineering geologist.

Figure PS-6
Generalized Coastal Geologic Hazard Abatement Measures
– JUNE 27, 1995



NOTE: These recommendations are generalized and are shown for information purposes only. Site-specific investigations by a State-licensed geologist are required prior to issuance of any coastal development permit. These investigations may result in geologic hazard abatement recommendations different from those shown above.

Descriptions of each type of recommended mitigation measure are included in the Glossary of the Geotechnical Report.

FORMATION OF GEOLOGIC HAZARD ABATEMENT DISTRICTS

Geologic Hazard Abatement Districts (GHADs) were recommended in Policy 1.14 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 (Sections 26500 through 26601). Established by property owners to perform remedial earthwork, it is funded by local property taxes and revenue bonds. The first GHAD is the Abalone Cove Landslide Abatement District in Rancho Palos Verdes.

There are two ways a GHAD may be proposed: 1) where applicable by a Resolution of the City of Dana Point and/or Orange County Board of Supervisors; or 2) by a petition signed by the owners of not less than 10 percent of the real property to be included within the proposed districts.

A geologic report signed by a Certified Engineering Geologist must accompany establishment of the GHAD to serve as a "plan of control". Following a public hearing, the GHAD may be established at the direction of the City of Dana Point and/or, if applicable, the Orange County Board of Supervisors, provided that owners of more than 50 percent of the assessed valuation within the District do not object. After establishment of a GHAD, the District may secure funding through revenue bonds issued under the Improvement Act of 1911, the Municipal Improvement Act of 1913, or the Improvement Bond Act of 1915. Property tax assessment may be made on a subjective proportional point basis so that each owner pays a fair share.

EMERGENCY RESPONSE AND ACTION

The Dana Point Disaster Preparedness Plan will designate proper procedures to be followed in case of a major emergency. Pending completion of that Plan, Figure PS-7 shows generalized evacuation routes for the City. 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.

Special planning and coordination would be necessary if evacuation from the southernmost beachfront portion of the City became necessary. In this area of Dana Point, residents and visitors are dependent on Pacific Coast Highway to leave the immediate beach area, since there is no vehicular access through the bluffs from Palisades Drive south to the City limit.

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 will most likely be designated as emergency shelters, pending completion of the Disaster Preparedness Plan. Public schools would be available for shelters only in the event of a major flood, earthquake, or other disaster. In such emergencies the schools would be staffed by local public safety officials. 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.

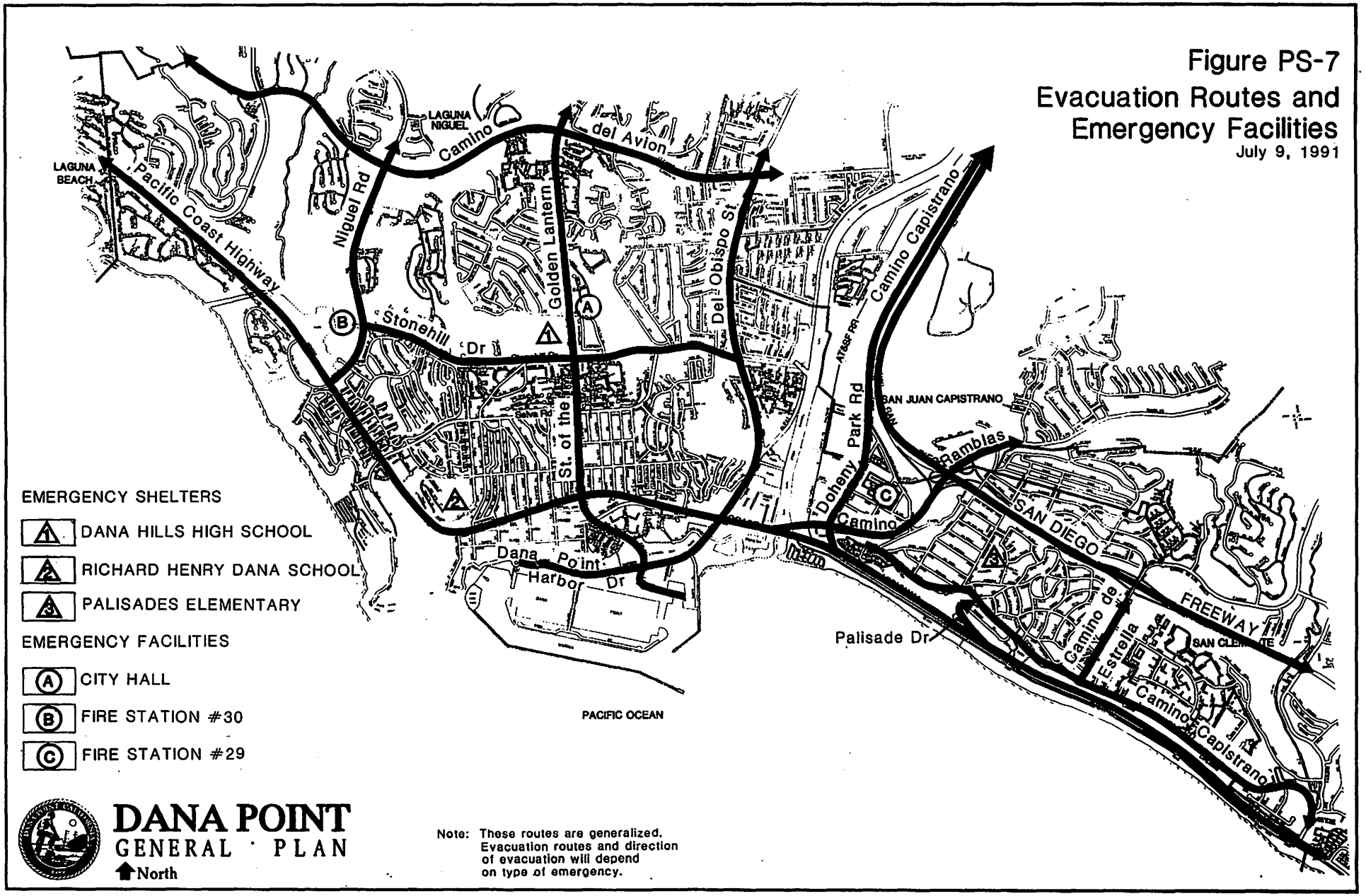

Figure PS-7
Evacuation Routes and
Emergency Facilities
July 9, 1991
LAGUNA BEACH
Pacific Coast Highway
Niguel Rd
LAGUNA NIGUEL
Camino del Avion
Golden Lantern
Del Obispo St
Stonehill Dr
St. of the
Doheny Park Rd
Camino Capistrano
SAN JUAN CAPISTRANO
Ramblas
SAN DIEGO FREEWAY
Camino de Estrella
Camino Capistrano
Dana Point Harbor Dr
Palisade Dr
PACIFIC OCEAN
EMERGENCY SHELTERS
DANA HILLS HIGH SCHOOL
RICHARD HENRY DANA SCHOOL
PALISADES ELEMENTARY
EMERGENCY FACILITIES
CITY HALL
FIRE STATION #30
FIRE STATION #29
DANA POINT
GENERAL PLAN
North
Note: These routes are generalized. Evacuation routes and direction of evacuation will depend on type of emergency.

TABLE OF CONTENTS

Section	Page
Introduction to the Conservation and Open Space Element	1
Purpose of the Conservation and Open Space Element	1
Related Plans and Programs	2
Scope and Content of the Element	5
Conservation and Open Space Element Goals and Policies	6
Conservation and Protection of Water Resources	6
Conservation of Significant Natural Features	8
Conservation of Biological Resources	11
Conservation of Energy Resources	13
Reduction of Air Pollution	14
Preservation of Natural Resources as Open Space Areas	14
Coordination with the Capistrano Bay Park and Recreation District	17
Preservation of Historic and Cultural Resources	17
Related Goals and Policies	18
The Conservation Plan	21
Conservation/Open Space for the Preservation of Natural Resources	21
Conservation/Open Space for the Managed Production of Resources	23
Conservation/Open Space for Public Health and Safety	23
Conservation Measures	25
The Open Space Plan	
Relation to Land Use Element	26
Parks Classification and Standards	27
Future Park Site Selection Standards	37
General Plan Policies and Future Recreation Facilities	42

LIST OF TABLES

		Page
Table COS-1	Local Coastal Program Reference Matrix	19
Table COS-2	Conservation and Open Space Related Goals And Policies	20
Table COS-3	Existing Parks and Recreational Facilities	28-30
Table COS-4	Proposed District Parks and Recreational Facilities	31/32
Table COS-5	Existing and Future Park Acreage Needs	38

LIST OF FIGURES

Figure COS-1	Open Space for the Preservation of Natural Resources	22
Figure COS-2	Open Space for Public Health and Safety	24
Figure COS-3	Existing Public Park and Recreation Facilities	36
Figure COS-4	Existing and Proposed Open Space Walkway/ Bike/Trail Opportunities	39
Figure COS-5	Scenic Overlooks from Public Lands	44
Figure COS-6	Open Space Plan	45

INTRODUCTION TO THE CONSERVATION AND OPEN SPACE ELEMENT

The Conservation and Open Space Element addresses the preservation and use of the City's important natural resources and open space areas. The goals and policies in this Element build upon those in the other elements of the General Plan, especially the Land Use Element and Urban Design Element. The City's Master Environmental Assessment and the Conservation and Open Space Technical Report provide necessary background information and are supporting documents for this Element.

The Conservation and Open Space Element also addresses the City's park system. However, detailed planning and operation of parks and recreation facilities is the responsibility of the Capistrano Bay Park and Recreation District. The City has both public and private parks and facilities at the community and neighborhood level. Opportunities exist to expand and enhance the recreational components of the City. As a regional center for tourist activities, the City also has a strong interest in providing open space, cultural, and recreational opportunities for visitors to the area. By providing expanded open space, cultural, and recreational opportunities, the City will balance the long term economic viability of the visitor serving segment of its economy with the livability of the City for its residents.

PURPOSE OF THE CONSERVATION AND OPEN SPACE ELEMENT

This Element meets State requirements concerning the Conservation and Open Space Elements as defined in Sections 65302d and 65302e of the Government Code. According to these requirements, the Conservation Element must contain goals and policies that further the protection and maintenance of the State's natural resources such as water, soils, wildlife, minerals, and other natural resources, and prevents their wasteful exploitation, degradation, and destruction.

The Open Space Element must contain goals and policies concerned with managing all open space areas, including undeveloped lands and outdoor recreation areas. Specifically, the Open Space Element includes open space that is used for the preservation of natural resources, for the managed production

of resources, for outdoor recreation, and that which is left undeveloped for public health and safety reasons.

RELATED PLANS AND PROGRAMS

There are a number of existing plans and programs which are directly applicable to the aims and objectives of this Element. These plans and programs were enacted through Federal, State, and local legislation and are administered by agencies or special districts that have been delegated with powers to enforce Federal, State and local laws. Federal laws that are concerned with the protection of significant cultural and natural resources include the Endangered Species Act of 1973 (as amended in 1978), the Antiquities Act and the National Historic Preservation Act of 1966 and the National Environmental Protection Act (NEPA).

California Environmental Quality Act Law and Guidelines

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate that called for a thorough environmental analysis of those projects that might adversely affect the environment. The provisions of the law, review procedure, and any subsequent analysis are described in the CEQA Law and Guidelines as amended in 1986. CEQA will continue to be instrumental in ensuring that the impacts of all potentially significant projects are assessed by City officials (both appointed and elected) and the general public.

California Fish and Game Regulations

The California Fish and Game Code was adopted by the State legislature to protect the fish and wildlife resources of the State. Special permits are required for any lake or stream alterations, dredging or other activities that may affect fish and game habitat.

California Coastal Act

The 1976 California Coastal Act is intended to protect the natural and scenic qualities of the California coast. The City's General Plan, Zoning Ordinance and other implementing action will comprise the City's Local Coastal Program. The goals and policies of the Conservation/Open Space Plan implement

many of the objectives and requirements of the California Coastal Act.

City of Dana Point Land Use Element

The City's Land Use Element contains two land use designations that encompass open space land uses: Open Space and Community Facility. The Open Space land use designation encompasses most of the open space that exists in the City including active and passive parkland and natural open space. Distinctions between the active open spaces and the passive recreation/open areas including natural open space areas will be made in the Zoning Ordinance and the Zoning Map in implementing the General Plan. The Community Facility land use designation contains more intensive recreational and/or cultural facilities such as community or cultural facilities, museums, and art galleries.

Plans and programs that have contributed to the planning in Dana Point related to conservation and open space include the following documents:

The Master Plan of Parks and Recreation

This Plan was completed in 1990 by the Capistrano Bay Park and Recreation District and is the official Master Plan of the District. The parks and recreation facilities in Dana Point are operated and maintained by the District. An update to the Master Plan will be completed in 1991. This Plan, when completed, will describe the master plan of public parkland for the City including specific locations, standards, and design guidelines. The Plan should be consistent with the goals and policies contained in this Conservation and Open Space Element relating to the provision of parkland.

County of Orange Master Plan of Local Parks

The County's Master Parks Plan provides goals, objectives and policies and provides implementation programs for a comprehensive county-wide park plan. In conjunction with the County's Local Park Code, specific criteria are intended to provide an adequate supply of usable county parkland. This Plan provides a regional park planning context for the Dana Point Conservation/Open Space Element.

County of Orange Master Plan of Regional Riding and

Hiking Trails

The County's trails plan provides policies and programs to implement the future development and operation of the County-wide trails system. The Plan includes an inventory of existing and proposed trails and standards and criteria for new trails. The City has incorporated the County's trails criteria into the Conservation and Open Space Element.

County of Orange Recreation Element

The Recreation Element of the County of Orange General Plan provides an inventory of existing and proposed parks and open space and includes the Master Plan of Local Parks and Trails component.

County of Orange Resources Element

The County's Resources Element includes an inventory of the County-wide resources such as agricultural, mineral, and wildlife resources, energy, water, air, open space, and cultural-historic resources. The element also includes goals, policies and programs for the development, management, preservation, and conservation of the county's resources. This Element provides sources of regional information affecting the Dana Point area.

County of Orange Master Plan of Regional Recreation Facilities

The Orange County Harbors, Beaches and Parks Department (HBPD) develops and manages six coastal recreational facilities in the City. The Master Plan of Regional Recreation Facilities component of the Orange County Recreation Element establishes policies for developing and maintaining these facilities.

State Park Recreation Plan

The State of California Parks and Recreation Department oversees the plan for Doheny Beach State Park which extends from Del Obispo Street southeast to Capistrano Beach County Park. The plan includes recreational facilities and allowances for overnight camping with tents and trailers.

SCOPE AND CONTENT OF THE ELEMENT

In addition to the Introduction, the Conservation and Open Space Element includes two sections: Conservation Goals and Policies and Conservation and Open Space Plan. Conservation and Open Space Goals and Policies identify goals and supporting policies addressing open space resources in the City. The Conservation and Open Space Plan is concerned with protecting and enhancing natural and open space resources. The Plan is divided into two sections: Conservation and Open Space. The Conservation Section contains policies for the preservation and utilization of Dana Point's natural resources. The Open Space section focuses on the City's existing and future parkland and the policies for the enhancement and maintenance of its parkland and recreational facilities.

CONSERVATION AND OPEN SPACE GOALS AND POLICIES

A substantial portion of the City's natural open space and biological habitat has been replaced with urban development. However, there are significant portions of the community that remain in a natural state. These areas include the Headlands, portions of Monarch Beach, and the Salt Creek and San Juan Creek Basins. Although portions of these areas are planned to be developed in the future, the conservation of open space and the natural landforms can help to preserve the character of the area. The future development of the areas should respect these natural features of the community.

The goals and supporting policies included in this Element address specific issues and opportunities to conserve the City's remaining sensitive lands and to enhance the open space within the City.

CONSERVATION AND PROTECTION OF WATER RESOURCES

Although the City of Dana Point has a high percentage of land that has been developed, areas for future revitalization may have a significant effect on the water resources of the community. Therefore, it is essential to protect the existing drainage courses in as natural condition as possible. The depletion or pollution of groundwater resources is a concern. Water conservation measures should be adopted by the City to effectively reclaim water and encourage water conservation throughout the development process.

GOAL 1: Conserve and protect surface water, groundwater and imported water resources.

Policy 1.1: Retain, protect and enhance local drainage courses, channels, and creeks in their natural condition, where feasible and desirable, in order to maximize their natural hydrologic functioning so as to minimize adverse impacts from polluted storm water run-off. (Coastal Act/30231)

Policy 1.2: Protect groundwater resources from depletion and sources of pollution.

Policy 1.3: Conserve imported water by providing water conservation techniques, and using reclaimed water, water conserving appliances, and drought-resistant landscaping when feasible.

Policy 1.4: Protect water quality by seeking strict quality standards and enforcement with regard to water imported into the County, and the preservation of the quality of water in the groundwater basin, streams, estuaries, and the ocean. (Coastal Act/30231)

Policy 1.5: Retain, maintain, protect, and enhance existing riparian habitat adjacent to drainage courses, channels, and creeks through methods such as, but not limited to, the establishment of buffer areas adjacent to such habitats. (Coastal Act/30231)

Policy 1.6: Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible to mitigate the loss of any riparian habitat and any downstream impacts, and shall be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat. (Coastal Act/30236)

Policy 1.7: Maintain and, where feasible, restore the biological productivity and the quality of coastal waters, creeks, and groundwater, appropriate to maintain optimum populations of marine organisms and to protect human health. Measures including, but not limited to, minimizing the adverse effects of waste water discharges, controlling runoff, preventing the depletion of ground water supplies, preventing substantial interference with surface water flow, maintaining vegetation buffer areas protecting riparian habitats, minimizing alteration of natural streams, and street sweeping, shall be encouraged. (Coastal Act/30231)

Policy 1.8: Coordinate with the appropriate Regional Water Quality Control Board, the County of Orange and other agencies and organizations in the implementation of the National Pollution Discharge Elimination System Permits (NPDES) regulations to minimize adverse impacts on the

quality of coastal waters. (Coastal Act/30231)

CONSERVATION OF SIGNIFICANT NATURAL FEATURES

The natural features in the Dana Point area have helped to create the desirable character of the area. Topographical features such as the Headlands, Salt Creek and the San Juan Creek watershed, the bluffs, the inland hills, and the beach-front should be protected from insensitive development. Public views should be conserved and the natural vegetation retained as much as possible. The beach areas and bluff area have potential for excessive erosion if not protected.

GOAL 2: Conserve significant topographical features, important watershed areas, resources, soils and beaches.

Policy 2.1: Place restrictions on the development of floodplain areas, beaches, sea cliffs, ecologically sensitive areas and potentially hazardous areas. (Coastal Act/30235, 30236, 30240, 30253)

Policy 2.2: Site and architectural design shall respond to the natural landform whenever possible to minimize grading and visual impact. (Coastal Act/30250)

Policy 2.3: Control erosion during and following construction through proper grading techniques, vegetation replanting, and the installation of proper drainage, and erosion control improvements. (Coastal Act/30243)

Policy 2.4: Require the practice of proper soil management techniques to reduce erosion, sedimentation, and other soil-related problems. (Coastal Act/30243)

Policy 2.5: Lessen beach erosion by minimizing any natural changes or man-caused activities which would reduce the replenishment of sand to the beaches. (Coastal Act/30235)

Policy 2.6: Encourage public acquisition of significant land resources for open space when funds or opportunities are available. (Coastal Act/30240)

Policy 2.7: Require geotechnical studies for developments that are proposed for steep slopes (4:1 or steeper), on or adjacent to

coastal or inland blufftops, and where geological instability may be suspected. (Coastal Act/30253)

Policy 2.8: Minimize risks to life and property, and preserve the natural environment, by siting and clustering new development away from areas which have physical constraints associated with steep topography and unstable slopes; and where such areas are designated as Open space or include bluffs, beaches, or wetlands, exclude such areas from the calculation of net acreage available for determining development intensity or density potential. (Coastal Act/30233, 30253)

Policy 2.9: Preserve significant natural features as part of new development. Permitted development shall be sited and designed to minimize the alteration of natural landforms. Improvements adjacent to beaches shall protect existing natural features and be carefully integrated with landforms. (Coastal Act/30240, 30250, 30251, 30253)

Policy 2.10: Adopt setback standards which include, at a minimum, a 25 foot setback from the bluff edge or which take into consideration fifty years of bluff erosion, whichever is most restrictive for a particular blufftop site. When necessary, require additional setbacks of buildings and site improvements from bluff faces which will maximize public and structural safety, consistent with detailed site-specific geotechnical report recommendations. (Coastal Act/30253)

Policy 2.11: Preserve Dana Point's bluffs as a natural and scenic resource and avoid risk to life and property through responsible and sensitive bluff top development, including, but not limited to, the provision of drainage which directs runoff away from the bluff edge and towards the street, where feasible, and restricting irrigation and use of water-intensive landscaping within the setback area to prevent bluff erosion. (Coastal Act/30251, 30253)

Policy 2.12: New bluff top development shall minimize risks to life and property in geologically sensitive areas and be designed and located so as to ensure geological stability and structural integrity. Such development shall have no detrimental affect, either on-site or off-site, on erosion or geologic stability, and shall be designed so as not to require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (Coastal Act/30253)

Policy 2.13: Bluff repair and erosion control measures such as retaining walls and other similar devices shall be limited to those necessary to protect existing structures in danger from erosion to minimize risks to life and property and shall avoid causing significant alteration to the natural character of the bluffs. (Coastal Act/30251, 30253)

Policy 2.14: Shoreline or ocean protective devices such as revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply and minimize adverse impacts on public use of sandy beach areas. (Coastal Act/30210-12, 30235)

Policy 2.15: Assure that public safety is provided for in all new seaward construction or seaward additions to existing beachfront single family structures in a manner that does not interfere, to the maximum extent feasible, with public access along the beach. (Coastal Act/30210-212, 30214, 30253)

Policy 2.16: Identify flood hazard areas and provide appropriate land use regulations, such as but not limited to the requirement that new development shall have the lowest floor, including basement, elevated to or above the base flood elevation, for areas subject to flooding in order to minimize risks to life and property. (Coastal Act/30235, 30253)

Policy 2.17: Establish building code, setback, site design and landscaping requirements that assure adequate fire protection to minimize risks to life and property. (Coastal Act/30253)

Policy 2.18: Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems. (Coastal Act/30233)

Policy 2.19: Whenever feasible, the material removed from erosion control and flood control facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of the Local Coastal Program, and where

feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for such purposes are the method of placement, time of year of placement, and sensitivity of the placement area. (Coastal Act/30233)

CONSERVATION OF BIOLOGICAL RESOURCES

The existing development and urbanization of Dana Point has nearly eliminated sizable expanses of undisturbed native vegetation. The remaining vegetation includes small isolated pockets of chaparral and coastal sage scrub. The shoreline areas from north of Dana Point Harbor and extending along Doheny State Beach provide a habitat for a wide variety of marine animals and plants. These areas have been designated by the State of California as Marine Life Refuges. Although there are limited quantities of undisturbed vegetation several sensitive species have been observed with the City including the California Black Tailed Gnatcatcher, the Monarch Butterfly, and the Turkish Ruggish (plant).

GOAL 3: Conserve significant natural plant and animal communities.

Policy 3.1: Environmentally sensitive habitat areas, including important plant communities, wildlife habitats, marine refuge areas, riparian areas, wildlife movement corridors, wetlands, and significant tree stands, such as those generally depicted on Figure COS-1, shall be preserved. Development in areas adjacent to environmentally sensitive habitat areas shall be sited and designed to prevent impacts which would significantly degrade those areas through such methods as, the practice of creative site planning, revegetation, and open space easement/dedications, and shall be compatible with the continuance of those habitat areas. A definitive determination of the existence of environmentally sensitive habitat areas on a specific site shall be made through the coastal development permitting process. (Coastal Act/30230, 30240)

Policy 3.2: Require development proposals in areas expected to contain important plant and animal communities and environmentally sensitive habitat areas, such as but not limited to marine refuge areas, riparian areas, wildlife movement corridors, wetlands, and significant tree stands, to include biological assessments and identify affected habitats. (Coastal

Act/30230, 30240)

Policy 3.3: Encourage retention of natural vegetation and require revegetation of graded areas.

Policy 3.4: Ensure urban use of open space lands that have conservation or open space easements is limited to only those uses expressly allowed by the easements. Document those easements to increase knowledge of their existence. (Coastal Act/30240)

Policy 3.5: Ensure that public access to the shore of the marine life refuge is not detrimental to the resources of the refuge. (Coastal Act/30230)

Policy 3.6: The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall only be permitted in accordance with Section 30233 of the Coastal Act. (Coastal Act/30233)

Policy 3.7: Environmentally sensitive habitat areas (ESHA) shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. (Coastal Act/30240)

Policy 3.8: Development in areas adjacent to parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas through, among other methods, creative site planning and minimizing visual impacts, and shall be compatible with the continuance of those parks and recreation areas. (Coastal Act 30240)

Policy 3.9: Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes. (Coastal Act 30230)

Policy 3.10: Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

CONSERVATION OF ENERGY RESOURCES

As with many other communities, Dana Point is facing increased energy costs, both economically and environmentally. These increased costs require expansion into renewable energy sources to meet a portion of the City's needs. These renewable sources include solar, wind, and thermal resources. The City should consider requirements to include solar energy systems in new developments and retrofit systems to offset increasing energy demands. Development standards can also provide for efficient solar use by the siting and the design of buildings.

GOAL 4: Conserve energy resources through use of available technology and conservation practices.

Policy 4.1: Encourage innovative site and building designs, and orientation techniques which minimize energy use by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.

Policy 4.2: Maintain local legislation to establish, update and implement energy performance building code requirements established under State Title 24 Energy Regulations. (Coastal Act/30250)

REDUCTION OF AIR POLLUTION

Air Pollution is a major problem in the rapidly growing areas of Orange County. Regional efforts to control air pollution should be supported by the City. Through effective land use and circulation planning, air pollution can be reduced. The City can also reduce vehicular travel by encouraging alternative modes of circulation by providing pedestrian, bicycle and transit routes serving the entire City.

GOAL 5: Reduce air pollution through land use, transportation and energy use planning.

Policy 5.1: Design safe and efficient vehicular access to streets to ensure efficient vehicular ingress and egress. (Coastal Act/30252)

Policy 5.2: Locate multiple family developments close to commercial areas to encourage pedestrian rather than vehicular travel.

Policy 5.3: Encourage neighborhood parks close to concentrations of residents to encourage pedestrian travel to public recreation facilities.

Policy 5.4: Provide commercial areas that are conducive to pedestrian and bicycle circulation.

Policy 5.5: Actively participate in regional discussions regarding new regional airport facilities and analyze and evaluate potential impacts on the City.

Policy 5.6: Encourage bicycle/trail systems to reduce air pollution.

Policy 5.7: Consider the development of shuttle systems, train or transit facilities, to help reduce vehicular trips and air pollution.

PRESERVATION OF NATURAL RESOURCES AS OPEN SPACE AREAS

The City of Dana Point recognizes the importance of conserving natural resources by preserving open space throughout the

community. The City will encourage sensitive planning of its remaining open space lands to provide an appropriate transition between urban uses and open space. By designating open space in key locations significant views and public access to the ocean and harbor can be provided.

GOAL 6: Encourage open space areas to preserve natural resources.

Policy 6.1: Mitigate the impacts of development on sensitive lands such as, but not limited to, steep slopes, wetlands, cultural resources, and environmentally sensitive habitat areas through the development review process. (Coastal Act/30233, 30240, 30244, 30253)

Policy 6.2: Protect and preserve the public views of the Dana Point Harbor. (Coastal Visual Resources/30251)

Policy 6.3: Maintain an inventory of existing natural resources in the City through periodic updates of the City's Master Environmental Assessment.

Policy 6.4: Preserve and protect the scenic and visual quality of the coastal areas as a resource of public importance as depicted in figure COS-5 "Scenic Overlooks from Public Lands", of this Element. Permitted development shall be sited and designed to protect public views from identified scenic overlooks on public lands to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. (Coastal Act/30251)

Policy 6.5: Preserve and protect open space, steep slopes, cultural resources, and environmentally sensitive habitat areas through open space deed restrictions, dedication, or other similar means as a part of the development and subdivision review process. (Coastal Act/30250)

Policy 6.6: Concentrate higher intensity uses in areas containing less sensitive landforms and preserve the most sensitive landforms and natural resources as open space.

Policy 6.7: Evaluate non-developable or constrained areas for possible use as open space or recreational use. (Coastal Act/30240)

Policy 6.8: Preserve public access to the coastal areas through easement dedications thereby providing marine-oriented recreational uses so that transportation corridors may augment the City's open space system. (Coastal Act/30210, 30211, 30212)

COORDINATION WITH THE PARK AND RECREATION DISTRICT

Local parks and recreation services are provided to the City of Dana Point through the Capistrano Bay Park and Recreation District. Detail planning of specific parks and recreation areas is the responsibility of the District. However, the plans of the Park District must be consistent with the General Plan. In order to assure this consistency the City should work closely with the District to review and provide input into the District's master planning efforts.

GOAL 7: Encourage the development and maintenance of a balanced system of public and private park and recreation facilities in cooperation with the Capistrano Bay Park and Recreation District.

Policy 7.1: Encourage the provision of a range of recreational facilities and programs to meet the needs of City residents and visitors.

Policy 7.2: Utilize utility easements as open space linkages where feasible.

Policy 7.3: Preserve public and private open space lands for active and passive recreational opportunities. (Coastal Act/30213)

Policy 7.4: Encourage priority acquisition and development of parkland in neighborhoods deficient in park facilities.

Policy 7.5: Coordinate park and open space planning with the appropriate State and County agencies.

Policy 7.6: Encourage the development of parks and acquisition of open space areas to serve the needs of visitors as well as local residents.

PRESERVATION OF HISTORIC AND CULTURAL RESOURCES

Although the City of Dana Point is relatively new as an incorporated City, the area has an established heritage that should be preserved and protected. The historical and cultural

assets of the community should be inventoried and preserved as much as possible.

GOAL 8: Encourage the preservation of significant historical or culturally significant buildings, sites or features within the community.

Policy 8.1: Require reasonable mitigation measures where development may affect historical, archaeological or paleontological resources. (Coastal Act/30244, 30250)

Policy 8.2: Retain and protect resources of significant historical, archaeological, or paleontological value for education, visitor-serving, and scientific purposes. (Coastal Act/30213, 30244, 30250, 30253)

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. (Coastal Act/30250)

Policy 8.4: Develop and maintain a cultural resource inventory.

RELATED GOALS AND POLICIES

Certain goals and policies included in the Conservation/Open Space Element constitute coastal resources planning and management policies that are part of the City's Local Coastal Program (LCP). Table COS-1 identifies the regional components or issue areas of the LCP included in the Conservation/Open Space Element.

TABLE COS-1
CONSERVATION/OPEN SPACE ELEMENT
LOCAL COASTAL PROGRAM REFERENCE MATRIX

Required Component/Issue Area (Coastal Act Section)			
*	Shoreline Access (30210-212.5)		Agriculture (30241-242)
*	Visitor Serving and Recreational Facilities (30213)	*	Soil Resources (30243)
*	Water-Oriented Recreation (30220-224)	*	Archaeological/Paleontological Resources (30244)
*	Water and Marine Resources (30230-232)	*	Locating and Planning New Development (30250, 252, 255)
*	Diking, Filling and Dredging (30233)	*	Coastal Visual Resources (30251)
*	Commercial Fishing and Recreational Boating (30234)	*	Hazard Areas (30253)
*	Shoreline Structures/Flood Control (30235-236)		Public Works (30254)
*	Environmentally Sensitive Habitat (30240)		Industrial Development and Energy Facilities (30260-264)
* Indicates that the Coastal Act issue areas described in this table are included in the Conservation/Open Space Element.			

A number of goals and policies included in the other elements of the City's General Plan will also support, either directly or indirectly, the goals and policies that correspond with the major issue areas considered in the Conservation and Open Space Element. Table COS-2 illustrates the consistency between these General Plan Elements by describing related policies.

TABLE COS-2
CONSERVATION AND OPEN SPACE RELATED GOALS AND POLICIES BY ELEMENT

Conservation/ Open Space Issue Area	Related Goals and Policies by Element								
	Land Use	Urban Design	Housing	Circulation	Noise	Public Safety	Conservation/ Open Space	Public Facilities and Growth Management	Economic Development
Conservation And Protection Of Water Resources	1.1, 2.1, 4.4, 4.9	5.5, 7.2				3.3, 3.5-3.9, 3.11, 3.12		1.1-1.8, 2.1, 2.2	
Conservation of Significant Natural Features	3.5, 4.1-4.5, 4.9, 5.2, 5.3, 8.8	4.5, 7.2		1.14, 1.15, 7.3		1.1, 1.3-1.19			2.7
Conservation of Biological Resources	1.4, 4.1, 4.4, 4.9, 5.3			1.14					2.7
Conservation of Energy Resources		5.2	4.4					6.3	
Reduction of Air Pollution	1.4, 1.6, 3.6, 3.7, 5.5-5.9, 6.2, 6.2, 7.2, 7.5, 8.5, 8.6, 9.1-9.3	1.4, 2.1, 4.5		5.4, 5.6, 5.7					2.7, 7.5
Preservation of Natural Resources as Open Space Areas	1.4, 3.9, 3.10, 4.1, 4.3, 4.5-4.7, 4.9, 5.1, 5.3, 5.4, 5.6, 8.1, 8.2, 8.6, 8.9	1.4, 2.1, 4.5		5.4, 5.6, 5.7					2.7, 7.5
Coordination with the Park and Recreation District	1.4, 3.1, 3.3, 3.5, 3.9, 3.10, 4.2, 4.3, 4.7, 4.9, 5.3, 5.5, 5.9, 5.10, 8.2, 8.8-8.10	2.3, 2.5, 4.2, 4.4, 5.4, 5.5	4.3, 4.6	5.4, 5.6, 5.9, 5.12				5.7, 5.12	2.7
Preservation of Historic and Cultural Resources		2.4	2.5					5.5	

THE CONSERVATION PLAN

The Conservation Plan describes the approach to be used in implementing the Conservation/Open Space Element goals and policies. The Conservation Plan identifies those undeveloped lands that contain open space for the preservation of natural resources, open space for the managed production of resources, and open space for public health and safety. The undeveloped portions of Dana Point include primarily the Headlands area, parcels in the Monarch Beach area and areas near the San Juan Creek Channel. Several exiting canyon areas have been developed and/or designated as private recreation areas. The Conservation Element's goals and policies were formulated in order to effectively preserve portions of these remaining areas as open space opportunities for the City.

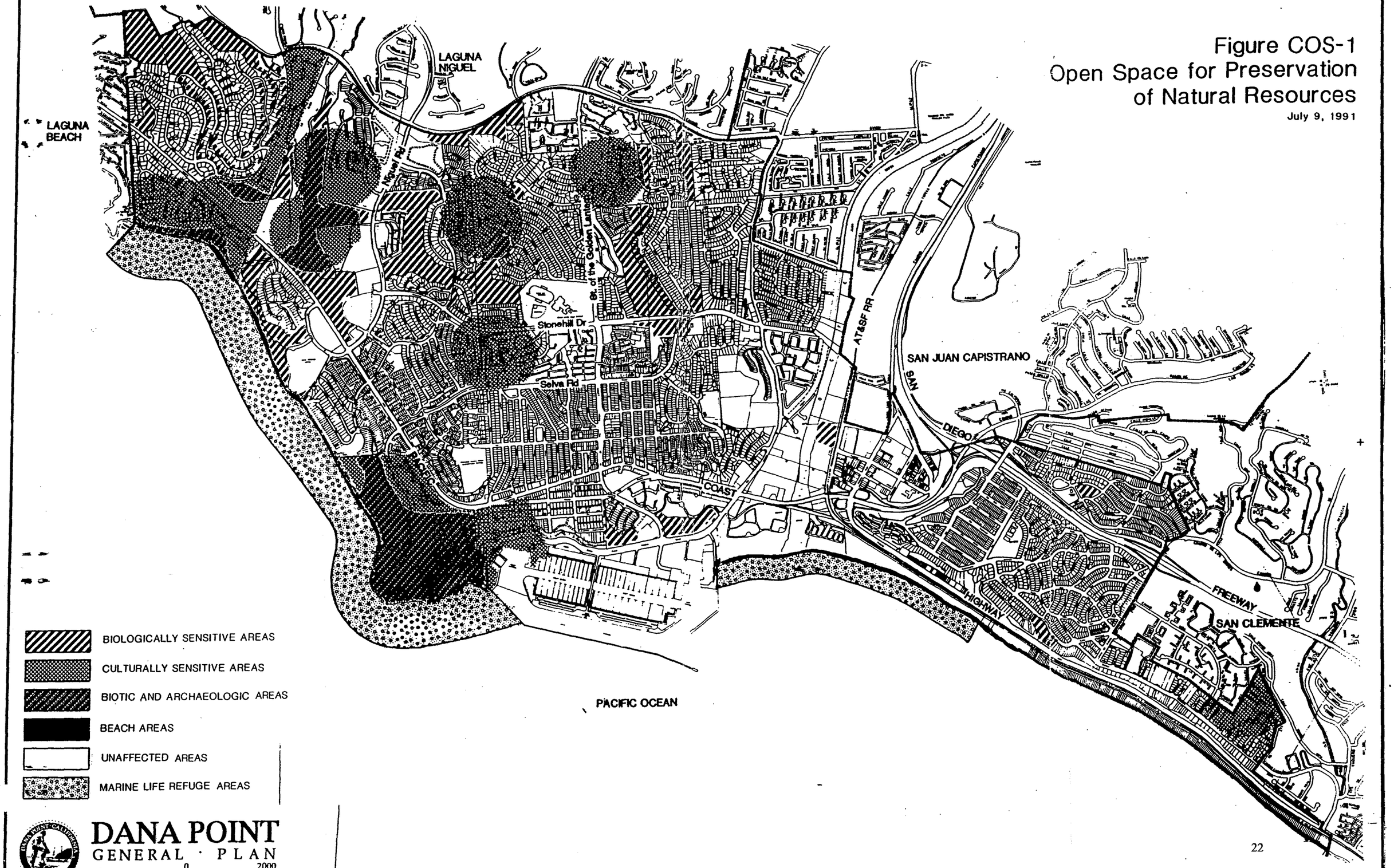
CONSERVATION/OPEN SPACE FOR THE PRESERVATION OF NATURAL RESOURCES

The most significant natural resources in Dana Point include the Pacific Ocean, land with open space potential, lands with significant biological resources, water resources, significant landforms, and those sites or structures which have historical, archaeological or paleontological significance. The Headlands is the largest remaining undeveloped area within the City. This area contains coastal sage scrub vegetation which supports a variety of animal species. The Pacific Ocean and shoreline provides important marine habitats for many species. Certain sections of the City's coast have been designated by the California Department of Fish and Game as three separate but contiguous marine life refuges. The other area of natural resource open space includes San Juan Creek and Salt Creek and the beaches and bluff areas along the coast.

These important natural resource areas are shown on Figure COS-1. Other areas of natural resource open space include San Juan Creek and Salt Creek and the beaches and bluff areas along the coast.

Figure COS-1
Open Space for Preservation of Natural Resources

July 9, 1991



CONSERVATION/OPEN SPACE USED FOR THE MANAGED PRODUCTION OF RESOURCES

Open Space areas for the managed production of resources with regard to this section include agricultural lands, areas of economic importance for the production of food or fiber, and areas containing major mineral deposits.

The City of Dana Point is a predominantly residential community and contains limited undeveloped land. None of this undeveloped land is currently used for commercial agriculture, and it is unlikely that any will be used in the future.

No mineral resources have been identified within the City of Dana Point. However, sand and gravel resources are located in San Juan Creek north of the City. The extraction of these resources may affect the preservation of the City's and region's beaches. Offshore oil drilling could have a significant effect on the water resources and beaches in the City.

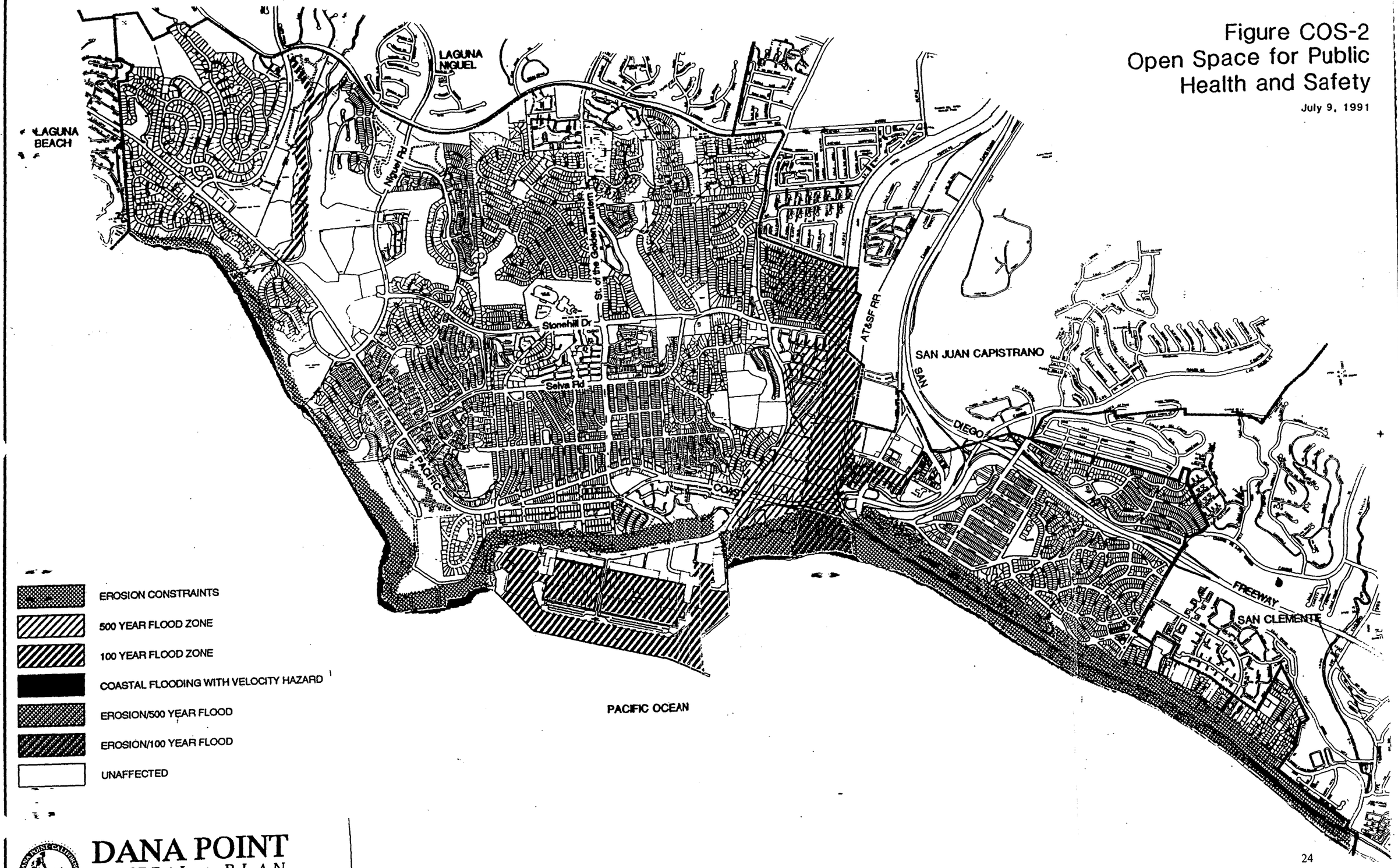
The conservation of open space areas for the managed production of resources does not directly affect lands within the City of Dana Point. However, activities relating to mineral extractions and offshore drilling in areas outside the City limits could have a substantial effect on the open space resources within the City.

CONSERVATION AND OPEN SPACE FOR PUBLIC HEALTH AND SAFETY

Dana Point must protect the public health and safety of the community. This involves the identification of areas that pose a potential threat to health and safety; along with the implementation of proper planning techniques to minimize potential threats to health and safety. Figure COS-2 depicts the areas in the community which require special planning considerations to avoid potential hazards. These areas include the floodplain zones along the San Juan Creek and Salt Creek as well as along the coastal areas. In addition, areas along the coast that may have potential for coastal erosion are also identified. Specific public safety recommendations and emergency preparedness procedures are addressed in the Public Safety Element of the General Plan.

Figure COS-2
Open Space for Public Health and Safety

July 9, 1991



DANA POINT GENERAL · PLAN

North

0 2000

scale in feet

CONSERVATION MEASURES

To protect and conserve sensitive lands that occur within the City, the following measures will be utilized:

° Excavation or grading shall not be permitted unless site specific geologic/soils study indicates no safety problems will result from such grading.

° Archaeological and biological surveys shall be required for any development projects on lands identified in this Element as potentially paleontologically, historically or biologically sensitive. Mitigation measures shall be developed and implemented to mitigate any significant impacts.

The following techniques may be used to acquire or dedicate land for open space purposes:

Open Space Easements - pursuant to the Open Space Easement Act of 1974 (Government Code Section 51070 et seq.).

Conservation Easements - pursuant to the Conservation Easement Act (Civil Code Sections 815-816).

THE OPEN SPACE PLAN

The Open Space Plan describes the approach to be used in implementing the Conservation/Open Space Element goals and policies. The open space in Dana Point plays an important part in the lives of Dana Point residents. Dana Point has been developed with several open space amenities including local, County and State parks, public and private recreational facilities, pedestrian and bicycle trails, equestrian trails and other public open spaces. Opportunities exist to provide strong linkages between these open space resources to form a contiguous system of open space.

RELATION TO LAND USE ELEMENT

The City's Land Use Plan places open space, parkland and recreational facilities into the two designations of Open space and Community Facility. The following is a description of each of these land use designations.

Open space

The Open space designation includes both public and private recreational uses necessary to meet the active and passive recreational needs of area residents and visitors. Recreational activities include golf courses/driving ranges, community recreational facilities, public parklands and indoor and outdoor sports/athletic facilities. Recreation uses include museums, galleries, outdoor theater, designated open space and similar uses.

Community Facility

The Community Facility designation includes a wide range of public and private uses distributed throughout the community such as schools, churches, child care centers, transportation facilities, government offices and facilities, public utilities, libraries, museums, art galleries, community theaters, hospitals and cultural and recreational activities. In addition, open space and recreation uses can be accommodated in the other land use designation including the Harbor Marine and Transportation Corridor Designations.

PARK CLASSIFICATIONS AND STANDARDS

The Open Space Plan establishes a classification system that applies to all existing and future park and recreation facilities in the City. The existing parks and recreational facilities are listed on Table COS-3. Specific standards, based upon existing parkland, have been developed for each category of park or recreation area. Proposed park and recreation facilities are listed on Table COS-4.

The following is a breakdown of the parkland classification system in Dana Point. Parkland is categorized into mini-parks, neighborhood parks, community parks, open space linkages, County and State parks and school playgrounds.

Mini-Parks

Mini-parks are small, passive local parks, generally less than one acre in size. Many of the small parks overlooking Dana Point Harbor can be classified as mini-parks. Most mini-parks are established in higher density areas as a substitute for backyards. Size and location are usually determined by the availability of vacant land. These parks may serve any age group, depending on the characteristics of the neighborhood. They usually feature play apparatus, a paved area for wheeled toys, benches, and landscape treatment. They may also feature children's play areas, quiet game areas, and some sports activities such as multi-purpose courts, if space allows. Some mini-parks are natural areas with minimal improvements (e.g., benches) which safeguard identified archaeological/paleontological sites or other natural resources, or serve as viewpoints. As the City approaches build-out, it becomes more important to take advantage of opportunities available to the City for the establishment of park space. Mini-parks could be established in areas that lack conveniently accessible parkland.

TABLE COS-3
EXISTING PARKS AND RECREATIONAL FACILITIES IN DANA POINT

NAME	LOCATION	ACRES	FACILITIES
District Parks:			
1. Del Obispo Community Park	Del Obispo north of Pacific Coast Highway (PCH)	9.0	Community center w/gym, all-purpose rooms, kitchen, District office; fields (3), two w/lights & bleachers; courts – tennis (2), handball (2), basketball; bike trail; restrooms; parking; tot lot
2. Heritage Park	Del Obispo/Old Golden Lantern	7.0	Open play area; benches
3. Sea Canyon Park	Santiago/Trinidad	7.0	Amphitheater; tot & elementary play areas; picnic shelters w/tables; BBQs; restrooms
4. Thunderbird Park	Ocean Hill/Stonehill	4.5	Multipurpose field; elementary play area; basketball court; picnic tables; parking
5. Pines park	Camino Capistrano/Doheny	4.0	Open & tot play areas; picnic areas; benches
6. Dana Woods Park	Dana Woods Dr.	3.5	Picnic area
7. Dana Crest Development Park Site	Josiah/Leah	3.1	Multipurpose field; elementary play area; tot lot; basketball court; picnic areas; BBQs
8. Sunset Park	Calle Portola/Calle Juanita	3.0	Tot & elementary play areas; open play area; picnic area; restrooms
9. Harry Otsubo Community Gardens	Golden Lantern/Stonehill	2.0	Public garden plots; demonstration area; parking
10. Louise Leyden Park	Via Verde/Dana Bluffs	1.2	Arbor; tables; benches
11. Plaza Park	PCH west of Golden Lantern	1.0	Gazebo; stage; picnic tables; benches
12. Palisades Gazebo Park	Palisades	1.0	Gazebo overlook; rose garden; slope planting; benches
13. Shipwreck Park	La Cresta/Golden Lantern	0.25	Tot & elementary play areas; benches; picnic area; game tables
14. Crystal Cove Park	Via Elevado	1.5	Ocean view; greenbelt with path; benches
15. Park at The Village	Calle La Primavera/Manzanita	0.5	Greenbelt with path; tot play area
16. Camino de Estrella Overlook	Camino de Estrella	0.02	Ocean view
TOTAL EXISTING DISTRICT PARKS		48.57	
COUNTY PARKS:			
17. Salt Creek Beach Park	Pacific Ocean/Salt Creek/Headlands	34.0	Concession stand; restrooms; parking
18. Dana Point Harbor	Dana Point Harbor	---	Picnic shelters; tables; BBQs; restrooms
19. Lantern Bay Park	Del Obispo south of PCH	16.0	Par course; amphitheater; tot & elementary play areas; basketball courts; picnic tables
20. Bluff Top Park	Ritz Carlton Drive	9.0	Basketball court; picnic shelters w/tables; BBQs
21. Capistrano Beach	PCH south of Doheny	7.9	Basketball court; fire rings; restrooms; parking

NAME	LOCATION	ACRES	FACILITIES
County Park	Beach State Park		
22. Street of the Blue Lantern Overlook	Blue Lantern (south end)	0.15	Gazebo; telescope; benches
23. Dana Point Youth & Group Facility	Dana Point Harbor	---	Sailing; boating; recreational programs; multipurpose room
TOTAL EXISTING COUNTY PARKS (EXCLUDING HARBOR)		67.05	
STATE RECREATION AREAS:			
24. Doheny Beach State Park	PCH/Del Obispo	62.02	Day & overnight camping (tent & trailer); concession stand; volleyball; picnic tables; fire rings; restrooms
TOTAL EXISTING STATE RECREATION AREAS		62.02	
SCHOOL PLAYGROUNDS:			
25. Dana Hills High School	Golden Lantern/Acapulco	16.4	Football stadium; track; softball fields (3); multipurpose fields (2); gym; community pool; courts - basketball/volleyball (9/8), tennis (6), handball (6); stage
26. Palisades Elementary School	Camino Capistrano/Via Sacramento	6.8	Multipurpose field; tot & elementary play areas; basketball courts (4)
27. Richard Henry Dana School	Chula Vista/La Cresta	3.9	Multipurpose field; tot & elementary play areas; basketball courts
TOTAL EXISTING SCHOOL PLAYGROUNDS		27.1	
PRIVATE FACILITIES AVAILABLE TO GENERAL PUBLIC:			
28. The Links at Monarch Beach	Niguel/PCH/Camino Del Avion	157.3	Semi-public golf course, 18 holes
29. Dana Hills Tennis Center	Calle de Tenis	---	Tennis courts (8)
30. Marine Studies Institute	Dana Point Harbor	---	Sailing
TOTAL EXISTING PRIVATE FACILITIES AVAILABLE TO GENERAL PUBLIC (EXCLUDING HARBOR)		157.3	

NAME	LOCATION	ACRES	FACILITIES
SUMMARY:			
District Parks		48.57	
County Parks		67.05	
State Recreation Areas		62.02	
Private Facilities Available to General Public		157.3	
School Playgrounds		27.1	
TOTAL EXISTING PARKS, PLAYGROUNDS, & RECREATIONAL AREAS (EXCLUDING HARBOR)		362.04	

Source: Capistrano Bay Park and Recreation District; California State Polytechnic U niversity General Plan Project; The Links at Monarch Beach; Dana Point Youth & Group Facility; Dana Hills Tennis Center, Orange County Recreation Element; Capistrano Unified School District, September 1990.

TABLE COS-4
PARKS AND RECREATIONAL FACILITIES

SITE	NET NEW ACREAGE	LOCATION	PROPOSED FEATURES
DISTRICT PARKS:			
Existing			
Del Obispo Community Park	Upgrade of existing park; no net new acreage	Del Obispo Street north of Pacific Coast Highway	Group picnic area; elementary play area; community center bleachers; field bleachers; basketball hoops
Heritage Park	Upgrade of existing park; no net new acreage	Del Obispo street	Picnic tables; telescope
Sea Canyon park	Upgrade of existing park; no net new acreage	Santiago Drive and Trinidad Drive	Offsite hiking; multi-purpose utility field
Thunderbird Park	Upgrade of existing park; no net new acreage	Ocean Hill Drive and Stonehill Drive	Volleyball/multi-use courts; picnic area; tot play area; nature preserve area
Pines Park	Upgrade of existing park; no net new acreage	Camino Capistrano and Doheny Place	New playground equipment; coastal access
Sunset Park	Upgrade of existing park; no net new acreage	Calle Portola and Calle Juanita	Multi-purpose utility field; par course; BBQs
Proposed			
Proposed Park at Serra School	To be determined	Victoria Blvd. And Sepulveda	Senior center; shuffleboard; horseshoes; lawn bowling; to lot; tennis
Proposed Park Site in the Lantern Area	To be determined	North of PCH and west of Street of the Copper Lantern (to be determined)	Basketball court; tot lot
Proposed Park at Salt Creek	To be determined	Salt Creek and Camino del Avion	To be determined
Open Space parcel A	12.0	South of Camino del Avion and west of Rachel Circle	To be determined
Open Space Parcel B	17.0	West of Dana Hills H.S. and south of Sea Canyon Park	To be determined
Open Space Parcel C	15.0	Canyon west of Sea Bright Drive	To be determined
Sea Terrace park	26.0	PCH at Niguel Road and Salt Creek	Picnic area; tot lots (2); par course; maintenance facility; gazebo; benches; bike and pedestrian trails
Canyon Trail	To be determined	Canyons west of Sea Bright Drive	Day camping; hiking
Bike and Pedestrian	To be determined	San Juan Creek Channel	To be determined
Dedicated Park	(est. 2 acres)	Between Cove Drive and Coral Reach Street	Picnic tables; play equipment
TOTAL PROPOSED DISTRICT PARKS	72.0		

SITE	NET NEW ACREAGE	LOCATION	PROPOSED FEATURES[1]
OTHER RECREATION SPACES:			
Camino del Estrella Overlook	Upgrade of existing facility; no net new acreage	Camino de Estrella	Telescope; benches
Dana Hills Tennis Center	Upgrade of existing facility; no net new acreage	Calle de Tenis	Tennis Courts
Headlands park	To be determined	Dana Strand Road	To be determined
Open Space Areas A-E	5.22	Monarch Beach Resort	To be determined
SCHOOL ACREAGE:			
Palisades Elementary School	To be determined	Camino Capistrano and Via Sacramento	Refurbish basketball courts; tennis court
Richard Henry Dana School	To be determined	Vista Avenue and La Cresta Drive	Refurbish basketball courts
TOTAL SCHOOL ACREAGE	To be determined		

[1]The Park and Recreation areas and features are based upon preliminary surveys and studies. Final determinations will be made by the City and/or the Capistrano Bay park and Recreation District.

Neighborhood Parks

A neighborhood park is any general use local park developed to serve the active recreation needs of a particular neighborhood within the City. The size of a neighborhood park depends on the population within its service area and the extent of desired amenities. Typically, neighborhood parks have a maximum service radius of one-half mile to be within walking or cycling distance of park patrons. The neighborhood parks in Dana Point feature such amenities as landscaping, children's play areas, active ball fields, multi-purpose play fields, game courts, open turf areas and lighting for night use. In some cases, the neighborhood parks provide off-street parking and rest rooms. Most of the parks in Dana Point are categorized as neighborhood parks serving individual neighborhoods. Preferably, a neighborhood park should be located adjoining an elementary school and near the center of a defined neighborhood so that it can best serve the local pedestrian user.

Community Parks

The community park is typically designed to meet the active recreational needs of several neighborhoods. These parks are intended to serve pedestrian and motorists within a radius of up to three miles. They contain facilities which require more space than neighborhood parks and which may include: extensive landscaping; nature areas; multi-purpose playfields for softball, baseball, soccer and football; court sport facilities for basketball, racquetball/handball and tennis; swimming pools; and community centers with adequate off-street parking. Community parks provide the greatest economy of scale in terms of active and passive recreation benefit versus cost of maintenance and operation.

Open Space Linkages

Open space linkages are usually linear strips of open space along lands such as easements, floodplains, and canyons. These linkages form trails and open space systems that connect parkland or neighborhoods. Pedestrian, bicycle, and equestrian trails are usually located along the open space linkages. Natural open space along hilltops, within canyons, or along riparian corridors form excellent linkages to other open space. Continuation of the blufftop trail represents an Open Space Linkage that can provide access to scenic vistas and provide pedestrian connections between lookouts and park areas.

County Parks and Facilities

The County of Orange owns and maintains several regional recreational facilities in the City of Dana Point. Policy for the development, maintenance and improvement of these parks is provided by the Orange County Recreation Element, which includes a Master Plan for regional recreational facilities in the County.

County parks and recreational areas in the City include two beach areas, Salt Creek Beach Park and Capistrano Beach County Park. Dana Point Harbor, created in the late 1960s and early 1970s, is also managed by the County, as are the nine-acre Bluff Top Park, near the Ritz-Carlton Resort, and the 16-acre Lantern Bay Park overlooking Dana Point Harbor.

State Recreation Areas

Doheny Beach State Park (62 acres) extends along the beach from Del Obispo Street southeast to Capistrano Beach County park. Doheny Beach is the only park in Dana Point that permits overnight camping with tents and trailers.

School Playgrounds

Three school playgrounds under the jurisdiction of the Capistrano Unified School District are within the City of Dana Point and open to the public after school hours. Organized sports leagues such as those for baseball, soccer and football utilize ballfields through a permit process with the School District. The playgrounds are: Dana Hills High School (16.4 acres), Palisades Elementary School (6.8 acres) and Richard Henry Dana School (3.9 acres). The high school offers the most facilities including handball courts, a community pool, volleyball courts and three softball fields.

Other Parks and Facilities

The City of Dana Point includes a variety of other recreational facilities open to the general public. These include: the Marine Studies Institute, which offers sailing from Dana Point Harbor; the Dana Hills Tennis Center with six courts; and the Links at Monarch Beach 18-hole golf course. Several residential developments also include their own tennis courts and swimming pools, which are available only to residents and guests.

Biking/Hiking Trails

The Capistrano Bay Park and Recreation District operates a coordinated system of trails, including bikeways, equestrian trails and hiking trails. The District's trails system is described in the District Master Plan which is updated annually and constitutes the most current source of trail information. Figure COS-3 shows the location of these trails. The one existing hiking trail in Dana Point extends approximately one mile through Salt Creek Beach Park.

Bikeways comprise the most extensive part of the District's trail network. There are three categories of bikeways:

- **Class I:** a paved path that is separate from any motor vehicle travel lane;

- **Class II:** a restricted lane within the right of way of a paved roadway for the exclusive or semi-exclusive use of bicycles; and

- **Class III:** a bikeway that shares the street with motor vehicles or the sidewalk with pedestrians.

The biking network in Dana Point connects with other trails and paths in adjacent communities and throughout Orange County. Several new bike trails and paths have been proposed.

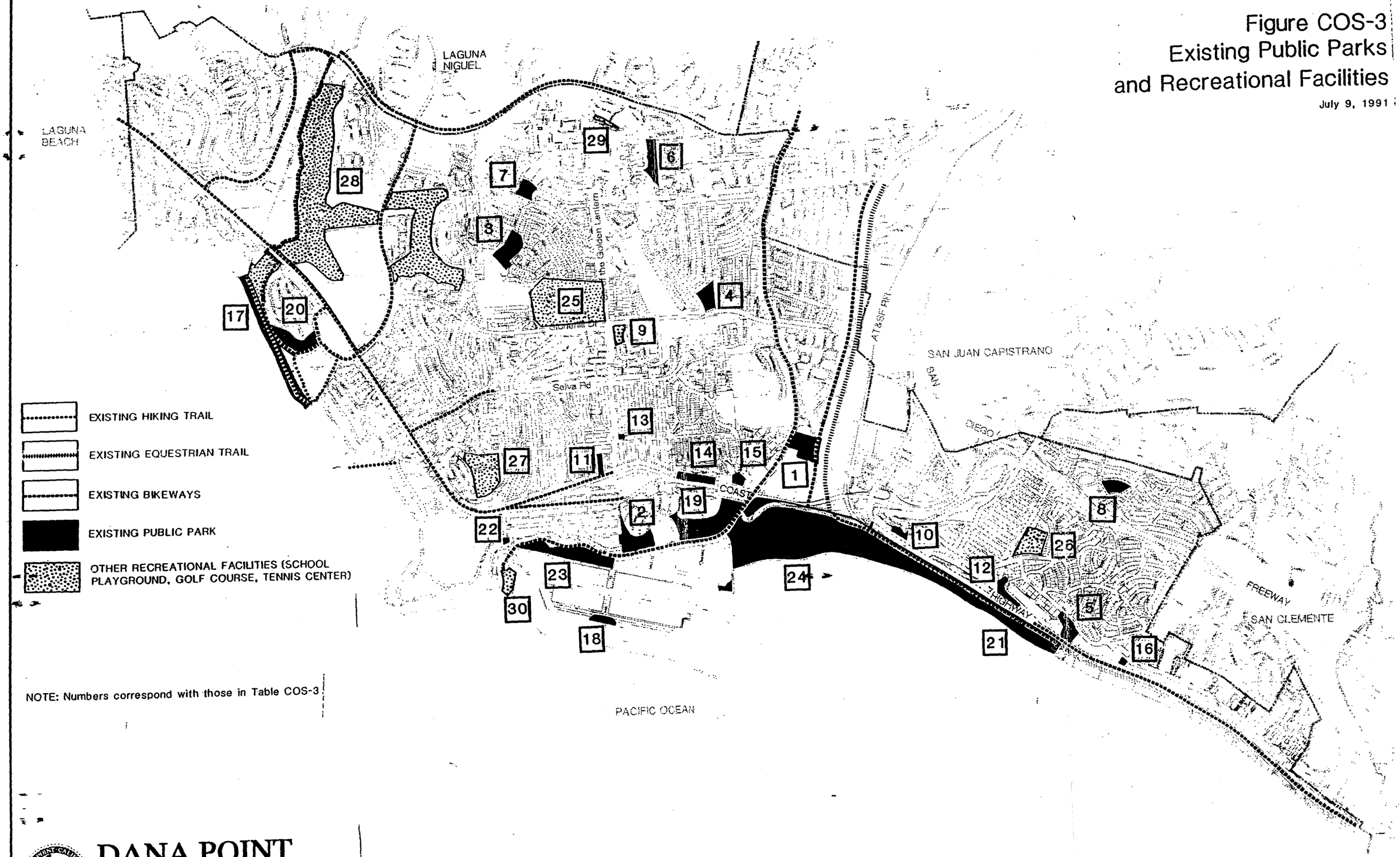
Other Recreational Facilities

In addition to its beaches, parks, and trails, Dana Point includes many private recreational facilities, such as those identified in Figure COS-3 and Table COS-3. While some private facilities (e.g., private parks, tennis courts, swimming pools) are available only to the residents of the general particular complex in which they are located, others are available to the public for a fee (e.g., The Links at Monarch Beach).

In addition, the City offers resort accommodations for tourists. Therefore, the City's open space and recreational opportunities must be planned not only for Dana Point residents, but also for regional and even international visitors and tourists.

Figure COS-3
Existing Public Parks and Recreational Facilities

July 9, 1991



DANA POINT GENERAL · PLAN

North

0 2000

scale in feet

FUTURE PARK SITE SELECTION STANDARDS

The State of California Planning and Zoning Law and the Subdivision Map Act Code Section 66477 (The Quimby Act) indicate that the legislative body of a City or County, may, by Ordinance, require the dedication of land, the payment of fees in lieu thereof, or a combination of both, for park and recreational purposes as a condition to the approval for a final tract map or parcel map. In cases where such dedication/fees have not been obtained for particular lots through a map, they may be imposed at the time that building permits are issued. Among other requirements, the following conditions must be met:

- The Ordinance must include definite standards for determining the proportion of a subdivision to be dedicated and the amount of any fee to be paid in lieu thereof; and

- The legislative body has adopted a General Plan containing a Recreation Element, and any proposed park and recreational facilities are in accordance with definite principles and standards contained therein.

In conformance with this statute, the City of Dana Point Conservation and Open Space Element includes standards determining land requirements for future park sites. The standards identified in Table COS-5 and in the following text should be utilized in selecting sites for parks and should serve as guidelines governing the acceptance of land dedicated to the City. Future acquisition should focus on acquiring land for neighborhood and community parks as well as obtaining easements and property for trails.

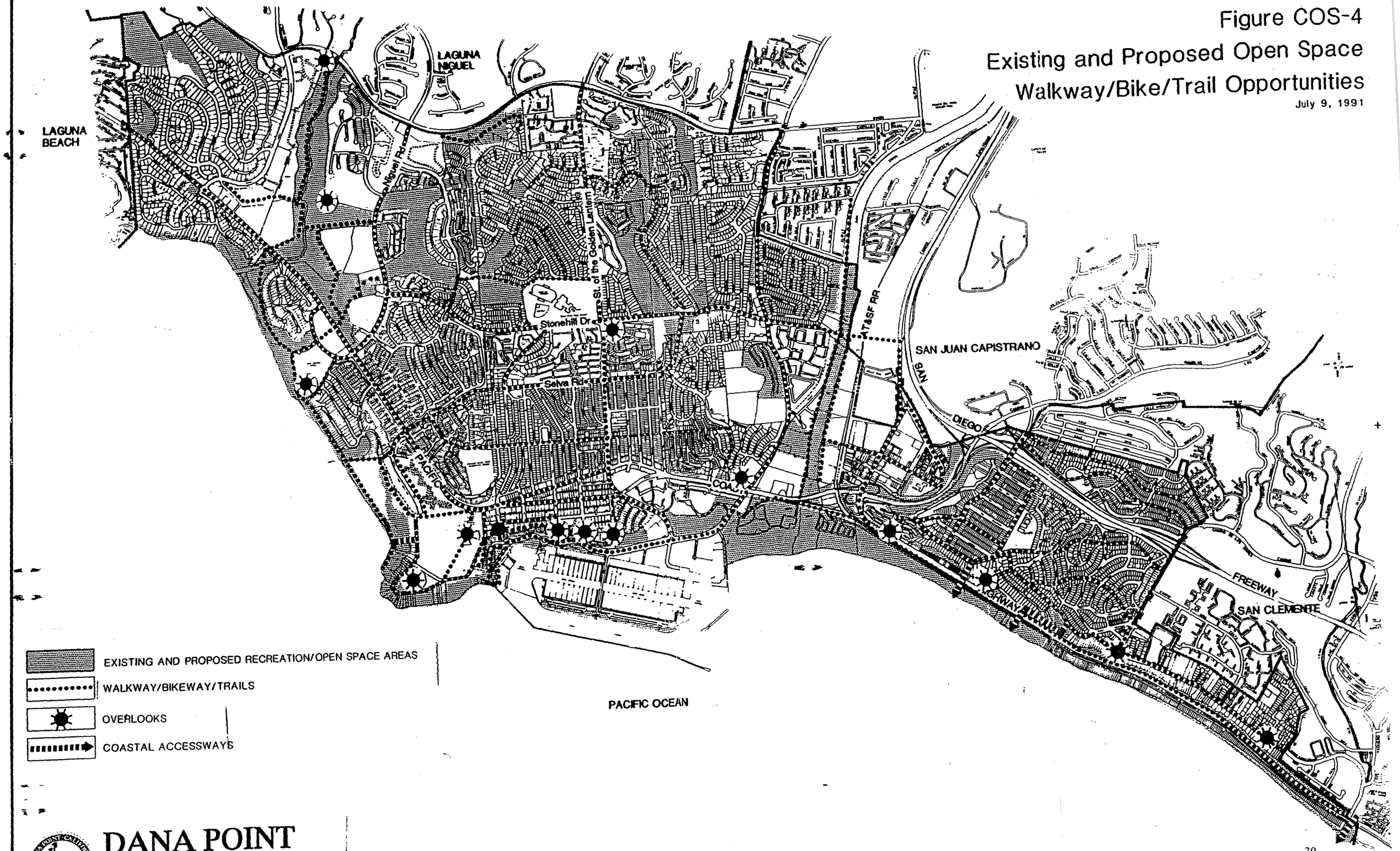
Figure COS-4 illustrates the open space opportunities that exist within Dana Point. These opportunities, combined with the City's existing recreational setting, define the City's overall Open Space Plan. The opportunities for additional open space and recreation in the City relate to the linkage of existing parkland to establish an open space system. The Dana Point Open Space Diagram is shown in Figure COS-6. The completion of the City's Open Space Plan may involve the acquisition and development of new parkland based on the objectives discussed below.

TABLE COS-5
EXISTING AND FUTURE PARK ACREAGE NEEDS

Acreage Required			Available Acreage from Existing and Proposed Parkland		Surplus/ Shortfall	
City Population	2.5 acres/1000 District Parks	1.5 acres/1000 School Playground	District Parks	School Play - ground	District Parks	School Playground
31,100 (1990)	77.7	46.65	47.05	27.1	-36.6	-19.6
32,533-39,148 (2010)	81.3-97.87	48.8-58.72	113.55	27.1	(+15.68)-(+32.25)	(-21.7)-(-31.62)

Source: Standards: Master Plan of Parks and Recreation, Capistrano Bay Park and Recreation District, March, 1990.
Population Data: Cotton/Beland/Associates and Orange County Forecast Analysis Center (OCP-88)

Figure COS-4
Existing and Proposed Open Space
Walkway/Bike/Trail Opportunities
July 9, 1991



DANA POINT GENERAL · PLAN

North

0 2000

scale in feet

Neighborhood Parks

Many of the facilities located within neighborhood parks are associated with active recreation. All neighborhood parks should contain some area for active recreation depending on the size of the park.

Neighborhood park size criteria should conform to the District's Master Parks Plan. The park site should contain consolidated parcels with appropriate area devoted to active recreation such as ball fields, court sports, tot lots, picnic facilities, swimming pools, community buildings, and on-site parking.

Neighborhood parks should be located near the center of a neighborhood unit and, if possible, adjoining an elementary school. Easy access should be provided to pedestrians, bicyclists, and maintenance and public safety vehicles. The neighborhood park should serve an area approximately within a 1/2 mile radius. A neighborhood park should not be separated from its user population by major highways, railroads, or untraversable obstacles. A neighborhood park should be situated adjacent to or near greenbelts, open space linkages, or other community open space/recreation facilities to facilitate an open space system throughout the City.

Community Parks

Community parks are intended to serve an approximate radius of one (1) to three (3) miles. Individual community parks should meet the size criteria outlined in the District's Master Parks Plan. No specific shape is required for community parks as they are intended to incorporate both active recreational facilities and passive open space in the form of unique physical features such as a ridgeline. Community parks should encompass pedestrian and bicycle paths and natural open space and may be partially linear in shape.

Community parks should contribute to the City's open space system by connecting to neighborhood parks through open space linkages or connecting to other recreational facilities. They should be located at or near the intersection of an arterial near the center of their service area. Community parks should contain space for active recreational facilities such as ballfields, court sports, and play areas as well as on-site parking, restrooms, and picnic areas. Proposed parks and recreation facilities are shown in the Open Space Diagram, Figure COS-6.

Open Space Linkages

The City recognizes the following as future open space linkages on its Open Space and Walkways/Bike/Trail Opportunities Map as shown on Figure COS-4.

Future Joint School/Recreation Agreements

Opportunities exist to establish future school/recreation joint use agreements with the school districts serving the City. The City should consider agreements with these schools whenever feasible to enter into a joint school/recreation use and maintenance program.

Trail System

A number of policies included in this Element are concerned with the expansion of the City-wide system of hiking and biking trails. Precise development standards for the various types of trails are difficult to establish since trail width and gradient will depend on topography, surface features, and availability of an easement. The City's trail system includes pedestrian and bike trails within open space corridors and along regional trails which link to local and regional parkland. The bikeways located along the City's street system are addressed in the City's Circulation Element.

The Coastal Bluff Trail

The Coastal Bluff Trail is intended to provide a linkage from the Monarch Beach Area through the Headlands and the Lantern Bay area to the Doheny State Park Area. This walkway and trail system will link the various lookout points and parks. While in certain areas the existing residential and commercial development precludes a continuous bluff edge easement, the trail system could continue on local streets around those existing developments. In the future as areas are redeveloped, reservations should be considered for the Blufftop Trail.

Where possible, the missing links of the Coastal Bluff Trail between the Headlands and Doheny State Beach should be completed. Since existing single family homes prohibit a continuous bluff edge easement between The Streets of the Blue and Amber Lanterns and between Streets of the Violet and Golden Lantern, pedestrian improvements (street trees,

benches, bike lanes, and graphic markers) should be developed along Santa Clara Avenue.

Scenic Resources

The scenic resources in Dana Point are a major asset of the community. In the western portion of the City, including Monarch Beach, high points provide sweeping views of the southern California coast and Catalina Island while the lower elevations provide whitewater views of the shoreline. In the central portion of the City, including the "Headlands", there are views and panoramas of the Pacific Ocean, the Dana Point harbor, distant views as far as the Palos Verdes Peninsula to the north, La Jolla to the south and Catalina Island to the west, and inland views to the foothills and valleys. In the Capistrano Beach area of the City the blufftops offer panoramic views of the coastline.

A unique sequence of parks and lookouts on the coastal terrace offer outstanding views of the ocean. These include the Pine Bluffs Park, Gazebo Park, Leyton Park, Lantern Bay Park, Heritage Park, Blue Lantern Lookout Point, and Salt Creek Beach Park.

As new development is considered public views should be preserved as much as possible. Consideration should be given to protecting public views along the ridge lines, views toward the inland mountains and along scenic transportation corridors. Figure COS-5 conceptually identifies significant public scenic view resources in Dana Point. Because of the unique character and the environmental setting of the City consideration of scenic resource opportunities should be a key factor in development and revitalization decisions.

GENERAL PLAN POLICIES AND FUTURE RECREATION FACILITIES

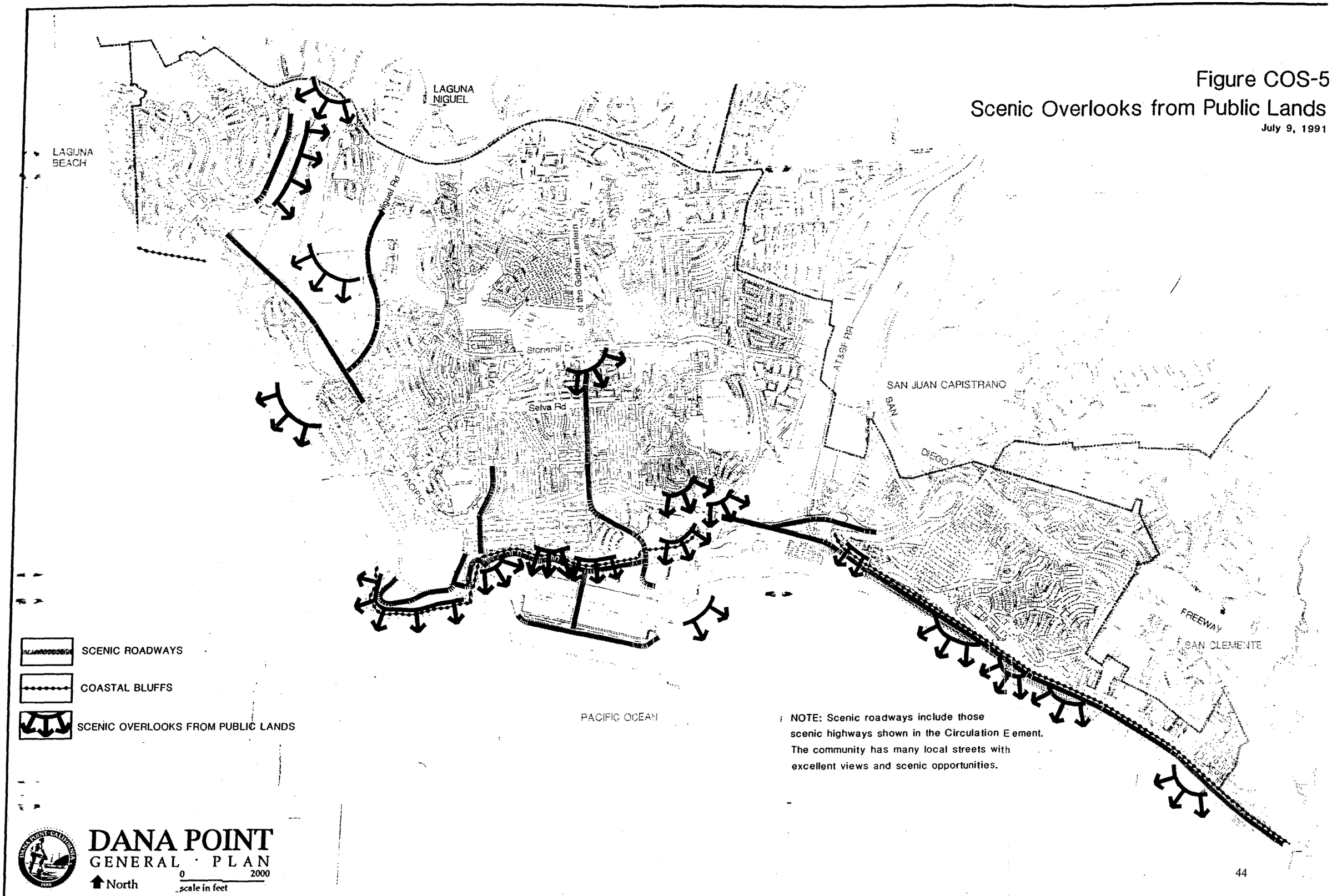
The Land Use Element describes a land use designation that is applicable for identifying areas of the City where existing and future parks, trails, and other recreational facilities are or may be located. Other sites adjacent to these designated areas may be purchased or acquired as development exactions for more intensive recreational uses when land is made available. Figure COS-6 includes those areas designated on the Land Use Plan

Map for recreation and open space purposes which are to be preserved.

By comparing projected build-out for the City with the standards and criteria of this Element, it is possible to identify those areas which will be adequately served by existing park facilities and those for which new parks will be needed. As part of its implementation program for this Element, the Capistrano Bay Park and Recreation District will develop a Master Parks Plan showing the approximate number and location of additional park facilities, by category, according to the specific criteria outlined in the Master Parks Plan and this Element. This information will be used as a reference tool, along with the above criteria, for planning the acquisition and siting of park facilities.

Figure COS-5
Scenic Overlooks from Public Lands

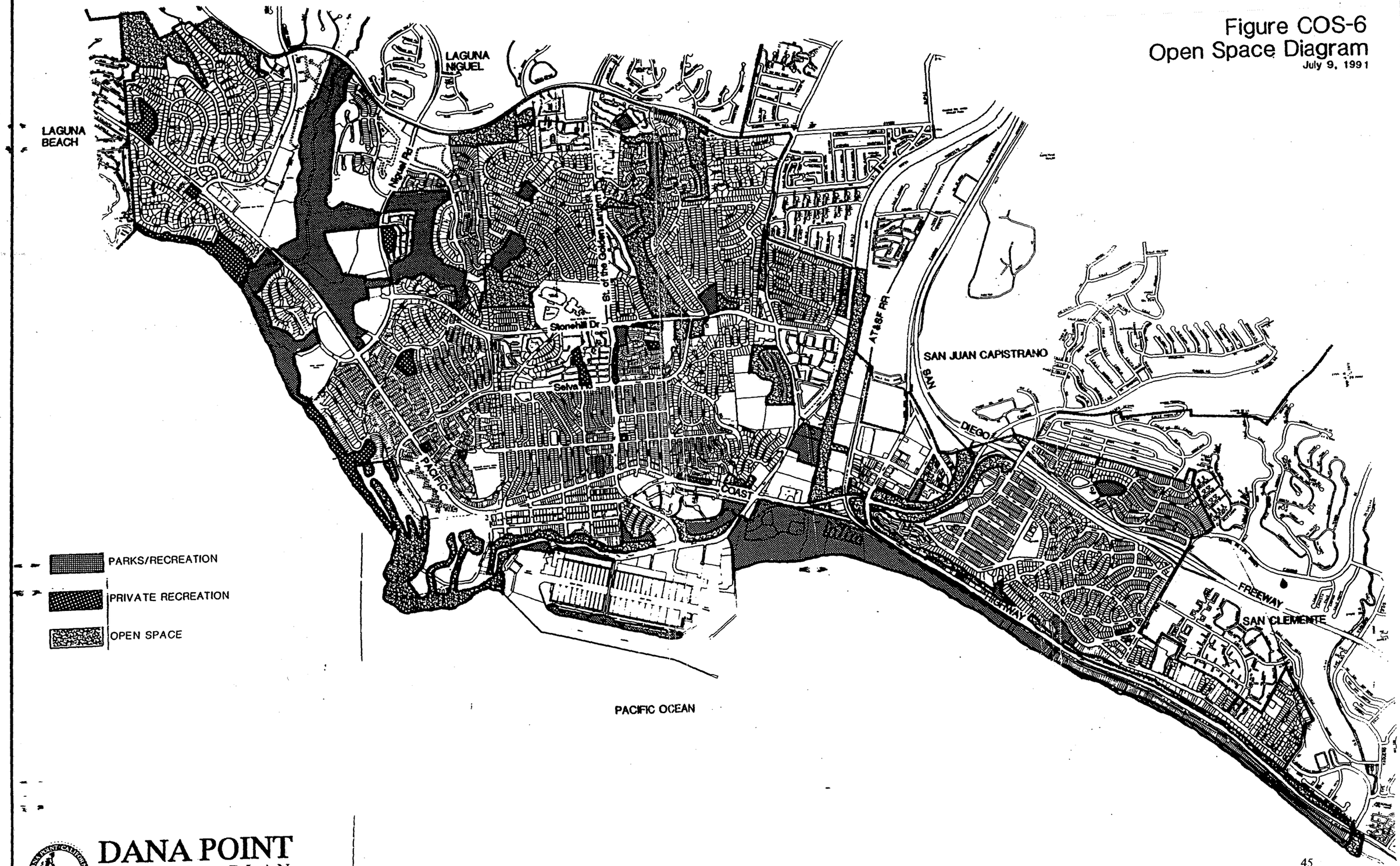
July 9, 1991



NOTE: Scenic roadways include those scenic highways shown in the Circulation Element. The community has many local streets with excellent views and scenic opportunities.

DANA POINT
GENERAL · PLAN

Figure COS-6
Open Space Diagram
July 9, 1991



DANA POINT
GENERAL · PLAN

North

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scale in feet

TABLE OF CONTENTS

Section	Page
Introduction to the Public Facilities/Growth Management Element	1
Purpose of the Public Facilities/Growth Management Element	1
Scope and Content of Element	2
Related Plans and Programs	2
Public Facilities/Growth Management Element Goals and Policies	5
Water and Sewer Service	5
Storm Drainage	7
Solid Waste Control	8
Law Enforcement, Fire, and Emergency Medical Services	9
Community, Civic, Educational, and Cultural Facilities	10
Public Utilities	12
Growth Management	13
Inter-jurisdictional Coordination and Cooperation on Growth Management	19
Related Goals and Policies	22
Public Facilities/Growth Management Plan	25
Growth Management Plan	25
Public Facilities Plan	28

LIST OF TABLES

		Page
Table PF-1	Traffic and Public Facility Performance Criteria	18
Table PF-2	Local Coastal Program Reference Matrix	22
Table PF-3	Public Facilities/Growth Management Goals and Policies by Element	24
Table PF-4	Future School Facilities	42

LIST OF FIGURES

Figure PF-1	Areas Most Likely Affected by Growth Management Plan	27
Figure PF-2	Community Facilities Plan	30
Figure PF-3	Water Districts and Facilities	31
Figure PF-4	Wastewater Districts and Facilities	33
Figure PF-5	Electrical and Natural Gas Facilities	35
Figure PF-6	Local and Regional Storm Drains	37
Figure PF-7	GMA Boundaries in the City of Dana Point	38
Figure PF-8	Public Services	41

INTRODUCTION TO THE PUBLIC FACILITIES/ GROWTH MANAGEMENT ELEMENT

The City of Dana Point is part of a large and fast-growing region. Population growth and the provision of public facilities must be viewed in this regional context. However, assuring adequate levels of public service and maintaining a desirable quality of life through regulation of growth are options available to the City within certain jurisdictional, fiscal, and legal limits. The Public Facilities/Growth Management Element establishes a plan for ensuring that future growth is coordinated with the provision of public services and facilities so that desirable level of service standards and community qualities important to the citizens are maintained. This element addresses growth management issues on a local and regional level. The goals, policies, and plan contained in this element stem from considerable background research, which is summarized in the Public Facilities/Growth Management Technical Report.

PURPOSE OF THE PUBLIC FACILITIES/GROWTH MANAGEMENT ELEMENT

The Public Facilities/Growth Management Element has two interrelated purposes: to plan for adequate public services and facilities, and to coordinate new development with the provision of public facilities. While many public facilities issues will be addressed independently from growth management issues, a significant portion of the Element deals with the overlap between the two subjects.

The Public Facilities/Growth Management Element is an optional Element of the General Plan. However, once adopted this Element carries the same force and effect as a required Element and must be internally consistent with other Elements of the General Plan.

SCOPE AND CONTENT OF THE ELEMENT

This Element consists of two main parts: Goals and Policies, and the Plan. The introduction describes the purpose, scope, content, and related plans and programs. The Goals and Policies Section sets forth policies to guide the provision of public services and to coordinate new development with the provision of these services. The final section focuses upon the geographic (locational) aspects of, and standards for, future public facilities and growth management planning.

The public facilities component of this Element addresses both infrastructure and public services. Infrastructure includes sewer, water, and storm drain systems, as well as utilities, such as electrical, gas, and communication systems. Public services include police, fire, public schools, emergency medical, civic, and cultural facilities and services.

The growth management component of the Element addresses local as well as regional growth management issues, including State laws and County initiatives affecting growth management in the City.

The Element includes summary descriptions of existing public facilities and services and growth management programs affecting the City. More detailed information about existing services, facilities, and programs is provided in the Public Facilities/Growth Management Element Technical Report.

RELATED PLANS AND PROGRAMS

There are several independent agencies involved in the planning and operation of public facilities in the City. In addition, there are various County, regional and State plans and laws affecting growth management in the City.

The City's sewer collection and treatment and water distribution systems are operated by six independent districts. While several of the districts have short-term expansion plans, none of them have formal master plans; the districts improve and expand existing systems on demand.

The City contracts with the County of Orange for police, fire,

library, and regional flood control services. The financing of the expansion of these services is provided for in the Facilities Implementation Plan (FIP) component of the Orange County Growth Management Plan. The FIPs, updated annually, analyze existing service adequacy and present plans for future facilities. Service level standards for many of these services are provided for in the Orange County General Plan and separate master plans, and are reflected in the FIPs.

With respect to growth management, there are regional plans, County plans, State legislation, and a County initiative that affect growth management in Dana Point. All of these have a direct bearing on public facilities/growth management planning in the City.

In August, 1988, the County of Orange adopted a Growth Management Plan Element which presents a conceptual framework for coordinating traffic facilities and public facilities and services with new development. The Growth Management Plan Element also spawned several plans and programs, including the Development Monitoring Program, which evaluates the extent of new development and compliance with phasing requirements, and the Facilities Implementation Plans, which evaluate public facility needs and propose financing mechanisms. The Orange County Growth Management Plan Element and related plans are important to the City because these plans affect the contract services provided to the City by the County.

The Southern California Association of Governments (SCAG) has approved a Growth Management Plan for the entire SCAG region. While SCAG has no authority to implement the Growth Management Plan, some of the plan's principal goals, such as improved jobs/housing balance, are being implemented through the Air Quality Management Plan (AQMP), which the South Coast Air Quality Management District does have the authority to implement. Regulation XV, which requires employers of more than 100 persons to prepare trip reduction plans, is one of the mandated components of the AQMP.

State Assembly Bill 471, which implements the congestion management provisions of Proposition 111 (approved by the California voters in June, 1990), requires all jurisdictions to participate in preparing a Congestion Management Plan (CMP) to reduce traffic congestion. The City of Dana Point must cooperate with Orange County in preparing such a CMP.

The most comprehensive legislation affecting growth management in Dana Point is Measure M, approved by the County voters in November, 1990. The measure requires each jurisdiction in the County to adopt a Growth Management Plan with specific contents and guidelines. Because its requirements are so comprehensive, Measure M is perhaps the most important piece of legislation currently affecting growth management in Dana Point.

The existence of numerous local agency, County, regional, and State plans points up the importance of coordinated inter-jurisdictional planning, one of the key emphases of this Element.

PUBLIC FACILITIES/GROWTH MANAGEMENT ELEMENT GOALS AND POLICIES

The goals and policies of this Element focus upon ensuring that the City is provided with adequate public services and facilities and creates a Growth Management Plan that ensures coordination between new development and public services and facilities. The goals stem from issues raised during the background research and public meetings.

This section is organized according to eight distinct goals. The first six goals deal primarily with the provision of public services and facilities on a local level. The last two goals deal with growth management and the regional issues related to public facilities and services.

Each set of goals and policies is preceded by a summary of conditions and issues which have led to their formulation. More detailed information about these conditions and issues is provided in the Technical Report.

WATER AND SEWER SERVICE

The City of Dana Point is served by four water districts: the Capistrano Beach County, Capistrano Valley, Moulton Niguel, and South Coast Water Sanitary Districts. The vast majority of the water distribution lines in these districts are under thirty years old and reported to be in good-to-excellent condition.

Four sanitary districts serve the City, including the Capistrano Beach and Dana Point Districts, and the Moulton Niguel and South Coast Water Districts. The condition of the sewer lines in these districts is generally very good, with the exception of lines in the Capistrano Beach Sanitary District, many of which need to be repaired or replaced.

The water and sanitary districts serving the City each have their own board of directors and make policy decisions independently from the other districts. This leads to varying levels of service between the districts.

The South Coast and Moulton Niguel Water Districts have developed wastewater reclamation facilities which allow for the re-use of wastewater for landscaping purposes in certain areas of Dana Point.

However, the Dana Point and Capistrano Beach Sanitary Districts lack such systems. The South East Regional Reclamation Authority, or SERRA, which provides sewage treatment for these two districts, is currently investigating the possibility of developing a reclamation system that would serve these districts.

The following policies are directed toward maintaining the quality of water and wastewater service in the City.

GOAL 1: Encourage adequate water and sewer service.

Policy 1.1: Work closely with local-serving water and sewer districts in determining future area needs and expanding sewer service to the Headlands area, when necessary. (Coastal Act/30250, 30255, 30254)

Policy 1.2: Encourage the use of drought resistant landscaping to reduce overall water use.

Policy 1.3: Support public education programs for water conservation.

Policy 1.4: Support the appropriate regional agencies in developing and utilizing reclaimed water facilities.

Policy 1.5: Consider requiring new development to pay for the cost of extending reclaimed water lines in the City.

Policy 1.6: Support the efforts of water and sewer agencies to encourage recycling of wastes and proper disposal of household wastes and waste oil.

Policy 1.7: Evaluate the varying levels of service provided by the water and sewer districts serving the City and support increased coordination among these districts in order to provide consistent service levels.

Policy 1.8: Encourage and support water and sewer districts in the effective management of their revenue resources to ensure equitable service throughout the City.

STORM DRAINAGE

The City's storm drain system consists of regional and local facilities. The regional facilities, including the San Juan and Salt Creek storm channels, are owned and maintained by the Orange County Flood Control District. The local storm drains, once owned and maintained by the County, became the responsibility of the City upon its incorporation. Currently, the City contracts with the Orange County Environmental Management Agency to maintain the local storm drains.

While the Salt Creek channel through Dana Point has undergone all necessary improvements to convey a 100-year flood, the San Juan Creek Channel has not. The Orange County Flood Control District is in the process of planning and executing additional improvements to the San Juan Channel so that it will be able to convey a 100-year flood.

Local storm drains throughout the City were constructed on a piecemeal basis as new development was approved. Information about the type and age of these facilities has not be assembled, and the condition of these facilities is generally not known. One of the City's main public facilities tasks is to assess the condition of these facilities and develop a capital improvements program for the system.

A 1989 Orange County report evaluated flooding problems in the Capistrano Beach area. The report recommends specific improvements, such as new curbs and improved storm drains, to address the flooding problem; however, these improvements have not yet been made. According to Orange County Flood Control District staff, the flooding problems in this area require additional study.

The following policies are incorporated into this Element to ensure that local facilities are maintained and replaced as needed.

GOAL 2: Maintain and improve portions of the storm drainage system for which the City is responsible and encourage adequate maintenance of other portions of that system.

Policy 2.1: Identify local storm drainage deficiencies and develop a capital improvements program for the correction and replacement of aging or inadequate drainage system components. (Coastal Act/30233, 30235, 30236, 30253)

Policy 2.2: Work with the Orange County Flood Control District in ensuring the adequacy of regional storm drainage facilities. (Coastal Act/30235, 30236, 30253)

SOLID WASTE CONTROL

As landfills rapidly reach their capacities and new landfill sites become increasingly difficult to establish, the need to reduce the solid waste generation rate has become crucial. Assembly Bill (AB) 939 requires that local jurisdictions reduce their solid waste streams by 25% by the year 1995 and 50% by the year 2000. In addition, the bill requires all cities to prepare a Source Reduction and Recycling (SRR) Element to implement the mandated waste reduction goals. The City of Dana Point is currently collaborating with the Cities of San Clemente and San Juan Capistrano in preparing the SRR Element.

The City contracts with Solag Disposal, Inc. for trash pick-up and disposal. The City has also contracted with Solag to conduct a pilot residential recycling program. Initiated in September, 1990, this program will be evaluated and possibly extended after the first six months.

By State law, the County of Orange must prepare an Integrated Waste Management Plan by 1994 which will be designed to coordinate implementation of the SRR Elements prepared by individual cities in the County. Therefore, it is important that the City work with the County in preparing its SRR Element.

The following policies are designed to ensure that the City has adequate solid waste disposal services and will endeavor to reduce its solid waste stream.

GOAL 3: Provide necessary control of solid waste.

Policy 3.1: Continue to work with the cities of San Clemente and San Juan Capistrano in the development of an SRR Element which will include a recycling plan.

Policy 3.2: Identify and evaluate alternatives to reduce solid waste in accordance with AB 939.

Policy 3.3: Support litter clean up efforts on public and private properties.

Policy 3.4: Work closely with the County of Orange in developing strategies and programs to manage solid and hazardous wastes.

Policy 3.5: Support recycling by requiring areas for recycling bins.

LAW ENFORCEMENT, FIRE, AND EMERGENCY MEDICAL SERVICES

Part of the City's quality of life is dependent upon the ability of residents and business owners to receive adequate protection during emergencies such as fires or accidents. The City contracts with the County of Orange for law enforcement, fire protection, and paramedic services. Currently, levels of service for these services meet the standards established by the Orange County Sheriff's and Fire Departments. According to the Orange County Facilities Implementation Plans for the areas including Dana Point, levels of service for the Sheriff's Department are affected by traffic congestion. Therefore, it is important that traffic and law enforcement service and facility planning be coordinated.

In order to provide more direct contact between the Sheriff's Department and the community, the City has set up a special community service unit in Dana Point City Hall, staffed by two deputies.

Currently there are approximately 20 neighborhood watch groups in the City, ranging in size from small cul-de-sacs to several blocks. Interest in forming neighborhood watch groups in the Doheny Park Road area has been difficult to generate.

While there are adequate emergency medical facilities in the City, there is a shortage of primary care physicians. The following goals and policies focus upon maintaining adequate levels of emergency services in the City and enhancing these services where the opportunities and needs exist.

GOAL 4: Maintain desirable levels of police, fire, and emergency medical services in the City.

Policy 4.1: Periodically evaluate services and service criteria to ensure the City has adequate police, fire, and emergency medical services. (Coastal Act/30254)

Policy 4.2: Review the space needs for the local sheriff community

service unit and provide adequate space.

Policy 4.3: Increase community participation in the neighborhood watch groups and other public safety service programs.

Policy 4.4: Assure adequate sites for primary care (internists, family practitioners, and obstetricians-gynecologists) facilities in the community.

Policy 4.5: Coordinate with the Orange County Sheriff's and Fire Departments for the continued provision of adequate law enforcement and fire protection.

Policy 4.6: Coordinate sheriff facility and traffic facility planning where necessary to maintain adequate levels of law enforcement service.

COMMUNITY, CIVIC, EDUCATIONAL AND CULTURAL FACILITIES

The City's community, educational and cultural facilities are important vehicles for political, social, and cultural enrichment in the community.

The Capistrano Unified School District (CUSD) administers public schools for Dana Point. Although two of the District's elementary schools are located within the City, most of the schools attended by Dana Point students are located outside the City. The District has experienced rapid growth in recent years, with the result that enrollment at most of the schools attended by Dana Point students exceed their original design capacity. While temporary classrooms are used to house the extra students, new permanent facilities are needed. Because State funding sources are scarce and give priority to schools with year-round calendars, the District is considering converting to year-round operations in order to obtain State funds for new facilities.

The County of Orange library system provides library services to Dana Point through the Dana-Niguel Branch Library and two other libraries in the Cities of San Clemente and San Juan Capistrano. Based upon the ratio of library size to population, service levels at these libraries meet County of Orange standards. Based upon level of service criteria and planned facilities, these levels of service will continue to be maintained through the year 2010.

Temporarily located in 10,000 square feet of office space on Golden Lantern, the Dana Point City Hall currently houses financial management and community development services. Other City services, such as police, fire, engineering, public works, maintenance, and parks and recreation, are provided under contract or by special district. The current City Hall is staffed to capacity and lacks adequate storage, exhibition, and public meeting space. For these reasons, and because the City will likely expand the services it provides directly to the public in the future, it will be necessary to relocate to a larger site or increase its current leased space.

Within the City of Dana Point, several civic organizations exist. The community is served by the Dana Point Arts Council, a non-profit organization which sponsors art shows and drama; the Dana Point Historical Society, a non-profit organization which promotes awareness of the City's past; and, the Orange County Marine Institute, which operates educational and cultural programs related to ocean biology and maritime history. In addition, the Dana Point City Council has appointed a five-member Cultural Commission which is charged with promoting cultural enrichment in the City. However, the lack of space (public auditoriums, exhibition space, meeting rooms) limits the cultural activities which can take place in the City.

The goals and policies which follow attempt to ensure the provision of adequate community, civic, cultural, and educational facilities in the City.

GOAL 5: Encourage adequate community facilities including libraries, schools, civic and cultural facilities.

Policy 5.1: Cooperate with the Orange County Public Library to periodically assess library service needs for the community.

Policy 5.2: Assess the City's needs for a governmental/civic center and identify suitable sites.

Policy 5.3: Develop a capital improvements plan to include service standards and a mitigation fee program for new development.

Policy 5.4: Consider the need for multipurpose meeting rooms and space for community events.

Policy 5.5: Consider the need for a local historical museum (Coastal Act/30213).

Policy 5.6: Assess the cultural facilities needs for the City, including the need to expand existing facilities.

Policy 5.7: Encourage well-planned neighborhood and community park facilities that are within convenient distance to all residential areas.

Policy 5.8: Coordinate the approval of new development with the capacity of the Capistrano Unified School District.

Policy 5.9: Ensure to the extent feasible that adequate sites are available for public facilities, churches, schools, museum(s), government offices, a civic/cultural center or other facilities that may serve the public interest.

Policy 5.10: Develop a program for public art.

Policy 5.11: Consider creating various funding mechanisms, such as developer impact fees, to contribute toward the cost of new civic facilities.

Policy 5.12: Coordinate the provision of community facilities with the development of new parks and recreational facilities.

PUBLIC UTILITIES

The San Diego Gas and Electric Company and Southern California Gas Company provide electrical and natural gas service to the City of Dana Point. No deficiency exists in the existing electric and natural gas systems in the City, and both companies state that they will be able to expand to accommodate any future growth in the City.

The City relies principally upon conventional energy resources to meet its needs. However, active solar heating is relatively cost effective and is currently underutilized in the City.

Pacific Bell provides the City with telecommunications service, including telephone service and fiber optics. Pacific Bell

representatives state that they are able to expand their telephone and fiber optic facilities on demand. Although the company began undergrounding telephone lines in the City during the mid-1960s, many of the lines are still above ground.

With the exception of one of the City's mobile home parks, all areas of the City have access to cable service, provided by Dimension Cable. The City is under a 15-year contract with Dimension Cable to operate this service in the City. The contract, approved prior to incorporation, does not provide many services which the City desires, such as coverage of City Council meetings, cable equipment for public schools, and Public Education Government (PEG) access.

The following goals and policies are intended to maintain, improve, and expand utility systems in the City.

GOAL 6. Maintain, improve, and expand utilities including natural gas, electricity, and communications.

Policy 6.1: Where feasible, provide underground utility lines in all neighborhoods and continue to underground utility lines in future developments.

Policy 6.2: Promote enhanced access to governmental proceedings and information through cable television.

Policy 6.3: Encourage the use of solar energy to supplement conventional heating systems.

GROWTH MANAGEMENT

The City of Dana Point has few remaining large, undeveloped parcels of land. As a result, there are relatively few opportunities for major new development within its boundaries. However, as part of a fast-growing region, the City is strongly impacted by surrounding development. In addition, the City receives many of its public services through independent agencies, including Orange County. Most importantly, the City is subject to several major County, regional and State growth management plans and laws. For these reasons, the City's Growth Management Plan must have a strong regional focus.

A brief review of the local and regional issues that provide the

basis for the growth management goals and policies is provided.

Local Growth Management Issues

As indicated, there are relatively few opportunities for major new development in the City. Roughly 7.5% of the City's land, or 300, acres, is vacant. Major vacant lands include the Dana Point Headlands, vacant land in the Monarch Beach area, and a long strip of vacant land adjacent to the east side of San Juan Creek between Pacific Coast Highway and Stonehill Drive.

Although the potential for new development in the City is somewhat limited, the City's public services and facilities, including its transportation facilities and open space resources, will be impacted. As a result, the City will have general service standards for all public facilities and develop periodic monitoring programs to ensure adherence to service levels.

Regional Growth Management Issues

The State, regional, and Orange County plans and laws affecting the City are varied and complex. They include the Orange County Growth Management Plan, the SCAG Growth Management Plan, State Assembly Bill 471, and Measure M (Orange County). Of all of these, Measure M will have the most direct and significant impact upon the City's Growth Management Plan. Nevertheless, the other plans and legislation are important and must be addressed in the Plan as well.

Orange County Growth Management Plan: The Orange County Growth Management Plan Element establishes the conceptual framework for managing growth in Orange County. The Element includes provisions regarding jobs/housing balance, traffic levels of service standards, traffic improvement programs, and public facility plans. The most important parts of the County Plan for Dana Point are the Facilities Implementation Plans and the Development Monitoring Program.

The Facilities Implementation Plans (FIPs) analyze existing traffic and public facility levels of service and, based upon adopted standards, establish a financing plan for new facilities. Affected facilities include transportation, sheriff, library, fire, and storm drains. Because the City contracts with Orange County for these services, these plans directly affect the City. The City should coordinate with the County in maintaining and evaluating levels

of service for these facilities. The existing levels of service prescribed by the FIPs are discussed in the Plan portion of this element.

The purpose of the Development Monitoring Program (DMP) is to monitor new development, service delivery, and regional and State growth management legislation, and make recommendations for responding to new information and changing conditions. Because the recommendations of the DMP can affect service levels in Dana Point, the City will need to monitor and perhaps cooperate in the preparation of the DMP.

SCAG Growth Management Plan: The SCAG Growth Management Plan recommends ways to redirect the region's growth in order to minimize congestion and better protect the environment. While SCAG lacks the authority to mandate implementation of the Growth Management Plan, other agencies, such as the Air Quality Management District, are authorized to mandate implementation of the Air Quality Management Plan (AQMP), a program related to the Growth Management Plan which follows its major provisions.

The Air Quality Management Plan mandates a variety of measures to reduce traffic congestion and improve air quality, including the Regulation XV Commuter Program and the requirement for each jurisdiction to develop an Air Quality Element. These and other measures must be implemented gradually over several years. The City is subject to all AQMP requirements for local jurisdictions and must be prepared to implement them.

Assembly Bill (AB) 471: AB 471, as subsequently modified by Assembly Bill 1791, requires every urbanized city and county with a population of 50,000 or more to adopt a Congestion Management Plan (CMP). A city or county which does not comply with the CMP will lose gas tax revenues to which it would otherwise be entitled. Since the City of Dana Point has under 50,000 people, adoption of its own CMP is not required. However, the City is required to participate in the CMP developed by Orange County.

Among other things, the CMP must include traffic level of service standards, a trip reduction program, and a 7-year capital improvements program for traffic and transit. Many of the AB 471 requirements are the same or similar to the requirements of Measure M (discussed below). Thus, in addition to working with

the County of Orange in preparing a CMP, the City should identify ways in which the requirements of both measures can be satisfied simultaneously.

Measure M: Measure M, the Traffic Improvement and Growth Management Ordinance adopted by Orange County voters in November, 1990, requires each City and the County to adopt a Growth Management Plan according to specific requirements and guidelines. Although the broad framework for the required Plan has been established, specific guidelines have not. The specific guidelines are to be developed by the City-County Coordination Committee or successor agency by April 1, 1991, and individual jurisdictions will then have one year to prepare their plans for review.

In order to be certified, each Growth Management Plan must follow an established framework, which includes specifying traffic level of service standards, developing a seven year capital improvements program, adopting a transportation systems management Ordinance, developing a plan for inter-jurisdictional planning forums, adopting service standards for various public services, and other measures (see the Dana Point Public Facilities/Growth Management Plan for a list of all requirements). Due to its comprehensive nature this Plan must form the core of the City's strategy for managing growth.

The purpose of the following goal and accompanying policies is to ensure that the local and regional growth issues outlined above are comprehensively addressed.

GOAL 7: Develop a Growth Management Plan which ensures that growth and development are based upon the City's ability to provide an adequate circulation system and public facilities pursuant to the Countywide Growth Management Plan Component and the Traffic Improvement and Growth Management Ordinance (Measure M), and which preserves the City's quality of life and natural resources while protecting its fiscal well-being.

Policy 7.1: Adopt Orange County level of service standards for law enforcement, fire, library, and storm drains, and Capistrano Bay Park and Recreation District standards for parks and open space (see Table PF-1).

Policy 7.2: Within three years of the issuance of the first building permit for a development project or within five years of

the first grading permit for said development project, whichever occurs first, the necessary improvements to transportation facilities to which the project contributes measurable traffic must be constructed and completed to attain Level of Service (LOS) "C" at the intersections on primary arterials, secondary arterials and local streets, and LOS "D" at intersections on major arterials and State highways under the sole control of the City/County.

Policy 7.3: Develop a program to monitor new development to ensure compliance with adopted level of service standards.

Policy 7.4: Require that all development projects participate in comprehensive public facility financing plans on a pro-rata basis as a condition of development approval, except where an increased level of participation exceeding these requirements is established through negotiated legal mechanisms.

Policy 7.5: Require all new development to pay its share of the costs of mitigating its traffic impacts, including regional impacts. Work with other jurisdictions to determine minimally acceptable impact fee levels.

Policy 7.6: Require that all development be phased in accordance with a Comprehensive Phasing Program (CPP). The CPP shall include development phasing plans which establish phasing allocation commensurate with roadway and public facility capacities and an overall buildout development plan which can be supported by the implementation of the planned infrastructure.

Policy 7.7: Develop a Capital Improvement Program to meet and maintain adopted level of service standards for traffic and public services.

Policy 7.8: Promote traffic reduction strategies through TDM measures.

TABLE PF-1
CITY OF DANA POINT
TRAFFIC AND PUBLIC FACILITY PERFORMANCE CRITERIA

FACILITY	ADOPTED CRITERIA
Fire	First fire engine to reach emergency scene within 5 minutes and paramedics to reach the scene within 10 minutes for 80 percent of City.
Law Enforcement	Deputy at the scene of an emergency call within 5 minutes, 50 percent of the time, and to all emergencies within 8 minutes. Response to non-emergency calls to be 15 minutes or less, 75 percent of the time.
Library	.2 square feet of library space per capita.
Parks[1]	4 acres of park space per 1,000 residents with 1.5 acres of the ratio permitted to be provided by school playgrounds.
Storm Drains	Provide 100-year flood protection for residences and non-floodproof structures.
Traffic	ADT LINK VOLUMES: LOS C - Primary arterials, secondary arterials, and local streets LOS D - Major arterials and State highways PEAK HOUR INTERSECTION VOLUMES: LOS C - Primary arterials, secondary arterials, and local streets LOS D - Major arterials and State highways LOS E - CMP-designated roadways only[2]

[1]See Conservation/Open Space Element
[2]Congestion Management Plan

Policy 7.9: Require development of large properties to include a master plan and an environmental analysis of the proposed development. (Coastal Act/30250)

Policy 7.10: Ensure that growth management policies are consistent with the policies of the General Plan.

Policy 7.11: Require development of large properties to prepare a comprehensive development plan and environmental analysis to evaluate the impacts of the proposed project. (Coastal Act/30250)

INTER-JURISDICTIONAL COORDINATION AND COOPERATION ON GROWTH MANAGEMENT ISSUES

Due to the number of agencies involved in growth management-- including the State of California, SCAG, the South Coast Air Quality Management District, the County of Orange, and local jurisdictions the City must coordinate its growth management efforts closely with these other agencies.

There are several key areas discussed below in which inter-jurisdictional coordination and cooperation are important.

Facility Implementation Plans: The Orange County Facility Implementation Plans (FIPs) are essentially conceptual planning and financing plans for sheriff, fire, storm drain, library, and transportation services in the County. These plans address the planning and financing of many of the City's contract services. The City will evaluate the service standards contained in the FIPs in order to make sure they meet the City's needs. Furthermore, in the FIPs, the County of Orange suggests that local jurisdictions may need to assist with financing facilities for which funding is uncertain (such as sheriff and library services). Therefore, the City will consider working with the County to evaluate its potential participation in funding mechanisms (i.e., the Fee Program for sheriff and library services).

Development Monitoring Program: The Development Monitoring Program (also part of the County Growth Management Plan) is both a monitoring and policy advisory document. The program's main purposes are to monitor the County's various phasing plans and facility levels of service, examine State and regional growth management plans and legislation, and offer recommendations for responding to new information and changing conditions. The County is considering asking local jurisdictions to assist in the development monitoring process. Because the facilities and services evaluated by the Development Monitoring Program directly impact the City, the City will consider working with the County on future development monitoring.

City-County Coordination Committee: The City-County Coordination Committee is an interjurisdictional committee recently formed to address countywide growth issues. The Committee has a governing board consisting of three members of the Orange County Board of Supervisors as well as three City Council members from Orange County cities, including Dana Point.

The Committee has the potential to serve many functions. One of these functions will be to develop the guidelines for the required Measure M Growth Management Plan. According to the County Administrative Office personnel who staff the committee, its purposes and functions are still being defined. The City should continue its involvement with the City-County Coordination Committee as that committee becomes a more important vehicle for inter-jurisdictional cooperation and agent of countywide growth management policy.

Neighboring Cities: Development in neighboring cities, such as Laguna Niguel, San Juan Capistrano, and San Clemente, has a direct impact upon traffic levels of service in the City. Therefore, the amount and location of new development in these jurisdictions is of major importance to the City. The City will consider developing agreements with these jurisdictions for mutual review of future plans and development projects.

The goal and policies below are designed to ensure that the City coordinate to the greatest extent possible with other local and regional agencies in managing growth.

GOAL 8: Promote inter-jurisdictional coordination and cooperation on growth management issues.

Policy 8.1: Work with the City-County Coordination Committee to formulate a coordinated strategy for dealing with regional plan requirements, such as requirements of the AQMP (including jobs/housing balance), AB 471, Measure M, and to discuss multi-jurisdictional impacts and appropriate mitigation measures.

Policy 8.2: Work with adjacent jurisdictions to develop agreements for mutual review and conditioning of new development projects.

Policy 8.3: Consider working with the County of Orange and other public service and facility providers to develop mechanisms to require new development to pay for a pro-rata share of the cost of expanding services and facilities.

Policy 8.4: Explore cooperative efforts with the County of Orange in the Development Monitoring Program, including monitoring of facility implementation, service delivery, growth levels, and regional and State growth management legislation.

Policy 8.5: Participate as required under existing agreements in the Coastal Area Road Improvements (CARITS) Fee Program.

Policy 8.6: Cooperate with the County of Orange in preparing a Congestion Management Plan pursuant to the requirements of AB 471 in order to receive the City's share of State gas tax revenues.

Policy 8.7: Assess and reconcile differences between the AB 471 and Measure M requirements for compliance purposes.

RELATED GOALS AND POLICIES

Certain policies contained in the Public Facilities/Growth Management Element relate to coastal resources planning and management and are part of the City's Local Coastal Program (LCP). Table PF-2 identifies the required components or issue areas of the LCP included in this Element.

TABLE PF-2
PUBLIC FACILITIES/GROWTH MANAGEMENT ELEMENT
LOCAL COASTAL PROGRAM REFERENCE MATRIX

Required Component/Issue Area (Coastal Act Section)			
	Shoreline Access (30210-212.5)		Agriculture (30241-242)
*	Visitor Serving and Recreational Facilities (30213)		Soil Resources (30243)
	Water-Oriented Recreation (30220-224)		Archaeological/Paleontological Resources (30244)
	Water and Marine Resources (30230-232)	*	Locating and Planning New Development (30250, 252, 255)
*	Diking, Filling and Dredging (30233)		Coastal Visual Resources (30251)
	Commercial Fishing and Recreational Boating (30234)	*	Hazard Areas (30253)
*	Shoreline Structures/Flood Control (30235-236)	*	Public Works (30254)
	Environmentally Sensitive Habitat (30240)		Industrial Development and Energy Facilities (30260-264)
* Indicates that the Coastal Act issue areas described in this table are included in the Public Facilities/Growth Management Element.			

Goals and policies contained in the other elements of the City's General Plan are also important in addressing public facility and growth management issues. The provision of acceptable levels of service for law enforcement, fire protection, and paramedic services relate directly to the Public Safety Element. The provision of adequate storm drainage also relates to the Public Safety Element. The maintenance and establishment of new funding mechanisms for City services is an issue in the Economic Development Element that relates directly to this Element. The Land Use Element provides the land use designations for the location of the City's public facilities. And finally, the Land Use and Circulation Elements contain many policies which directly relate to growth management. Table

PF-3 identifies the policies within this Element and how they relate to the other elements within the General Plan.

TABLE PF-3
PUBLIC FACILITIES/GROWTH MANAGEMENT RELATED GOALS AND POLICIES BY ELEMENT

Public Facilities/Growth Management Issue Area	Related Goals and Policies by Element								
	Land Use	Urban Design	Housing	Circulation	Noise	Public Safety	Conservation/ Open Space	Public Facilities and Growth Management	Economic Development
Water and Sewer Service	1.3, 2.1, 3.1		4.3				1.2-1.4		3.1-3.4
Adequate Storm Drainage	1.3, 2.1, 3.1		4.3			2.3-2.7	1.1		3.1-3.4
Solid Waste Control			4.3			3.1-3.11			3.1-3.4
Law Enforcement, Fire and Emergency Medical Services	1.3, 3.1		4.3	5.10		4.1-4.5, 5.1-5.10			3.1-3.4
Community, Civic, Educational, and Cultural Facilities	1.5, 3.1, 3.5	1.7, 2.4, 4.1, 4.4	4.3, 4.6		2.1-2.2, 2.4-2.5				3.1-3.4
Public Utilities	1.3, 2.1		4.3, 4.4, 4.7	4.3, 4.4, 4.7					
Growth Management	1.3, 1.4, 3.6, 5.5, 5.7, 5.11, 7.5, 8.12	3.4, 3.5, 6.4, 6.6, 9.1, 9.2	1.1-1.4, 1.7, 1.14	1.4-1.6, 1.11, 3.1-3.6, 4.2, 4.4, 4.6			6.1-6.8		1.1-1.4
Interjurisdictional Coordination and Cooperation			1.7	1.3, 2.1-2.4, 3.3, 3.5, 5.9, 8.1, 9.1-9.2, 10.1		4.4			

PUBLIC FACILITIES/GROWTH MANAGEMENT PLAN

The Public Facilities/Growth Management Plan has two parts: the Growth Management Plan, and the Public Facilities Plan. The Growth Management Plan describes the City's integrated approach to growth management and depicts land areas in the City most likely to be subject to the Plan. The Public Facilities Plan describes the location and existing level of service standards for the City's public services.

While these plans are described separately, they are strongly interrelated. For example, the Growth Management Plan calls for coordinating with the County of Orange in future public services planning and adopting level of service standards for public services.

THE GROWTH MANAGEMENT PLAN

In terms of new development, there are certain areas of the City that will be the most strongly affected by the City's Growth Management Plan. These include primarily large areas of vacant and underutilized land. Figure PF-1 shows the location of these lands.

The City's Growth Management Plan includes all of the components required by Measure M, the Traffic Improvement and Growth Management Ordinance, as well as additional components tailored to the City's unique needs and goals. In terms of the Measure M requirements, this Element establishes a basic policy framework for managing growth, as well as specific level of service standards for public facilities. Additional implementation programs independent of this Element will be required in order to implement the Growth Management Plan.

The City's Growth Management Plan includes the following main components. The first six of these components are intended to comply with Measure M requirements:

Traffic Level of Service Goals: Policy 7.2 of this Element requires that development make necessary improvements to the circulation system to maintain acceptable LOS levels at

intersections under City control. Roadway expansions will be planned as part of the Capital Improvement Program and phased according to the Comprehensive Phasing Program. The LOS goals will be enforced through conditions of approval and monitored annually through the Performance Monitoring Program.

Public Facility Standards: Pursuant to Policy 7.1, the City will adopt performance criteria for law enforcement, fire, library, storm drain, and parks/open space facilities (see Table PF-1). Future facilities will be determined as part of the Capital Improvements Program. Impact fees will be levied on a pro rata basis, and the balancing of new facilities with development will be monitored under the Performance Monitoring Program.

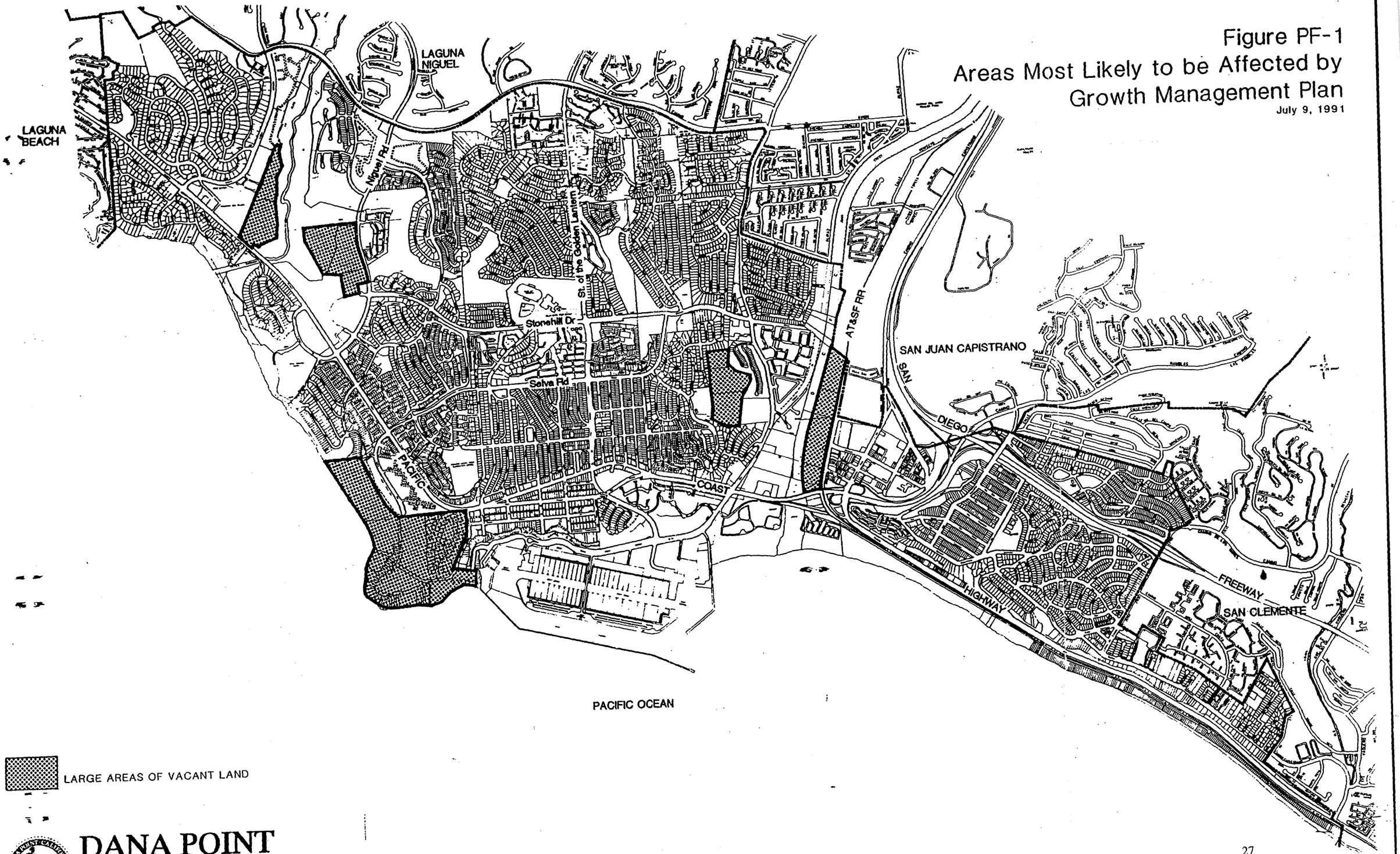
Development Phasing: The purpose of development phasing is to ensure that adequate infrastructure (roadways, utilities) are added as development proceeds so that the provision of these facilities is in balance with demand. In Dana Point, the primary emphasis of the development phasing will be upon roadways, although the larger undeveloped tracts in the City will also require new water, sewer, and storm drain service. While the Comprehensive Phasing Program will provide plans for new facilities, the Performance Monitoring Program will provide annual evaluation of compliance with phasing plans in order for development to continue.

Performance Monitoring: The Performance Monitoring Program will establish a system for annual evaluation of compliance with development phasing allocations. Under this program, roadway and other public facility improvements or fundings must actually be provided in order for new development to continue.

Capital Improvement Plans: The purpose of the Capital Improvement Plans is to estimate future development over a seven year period and determine the necessary infrastructure and associated costs required for this new development. The Capital Improvement Plans will be closely linked with the Comprehensive Phasing Plans.

Interjurisdictional Cooperation: The City will become involved in interjurisdictional coordination for various purposes, including:

Figure PF-1
Areas Most Likely to be Affected by Growth Management Plan
July 9, 1991



LARGE AREAS OF VACANT LAND

DANA POINT GENERAL · PLAN

North

0 2000

scale in feet

- Working with interjurisdictional forums (such as the City-County Coordinating Committee) to make sure that the City's fees are consistent with minimally acceptable impact fees for application within the larger Growth Management Area;

- Participating in interjurisdictional forums at the Growth Management Area (GMA) level to discuss developments with multi-jurisdictional impacts and appropriate mitigation measures;

- Working with these forums to develop strategies for bringing about greater jobs/housing balance at the subregional level; and

- Cooperating with the County of Orange in implementing the Facility Implementation Plans and possibly collaborating in the Development Monitoring Program.

Comprehensive Development Plans for Large Projects: The City will require that any new large developments (such as any development proposed for the Dana Point Headlands) prepare a comprehensive development plan and environmental impact analysis. A Specific Plan is an example of a Comprehensive Development Plan for large projects. This will allow the city to anticipate the impacts of large projects prior to development of any portion of the projects, and permit more time to plan for public services and facilities needed to support the projects.

Coordination of Adjacent Jurisdictions: Apart from coordination with subregional interjurisdictional forums (such as the City-County Coordinating Committee), the City will separately work with its immediate neighbors to develop mutual agreements for review and possible conditioning of development projects.

THE PUBLIC FACILITIES PLAN

The Public Facilities Plan consists of two parts: Infrastructure and Public Services. Infrastructure includes water, wastewater, storm drain, solid waste, gas, electrical, and telecommunications systems. Public services include law enforcement, fire protection, emergency medical, educational services and civic and cultural institutions.

Figure PF-2 depicts the areas of the City designated for community facilities on the City's Land Use Plan. Community facilities include schools, churches, child care, library facilities, government offices, utilities, cultural and recreational facilities. The Land Use Plan also allows community facilities in three commercial land use categories including the community commercial, neighborhood commercial, and visitor recreation commercial categories (See Land Use Element).

Infrastructure

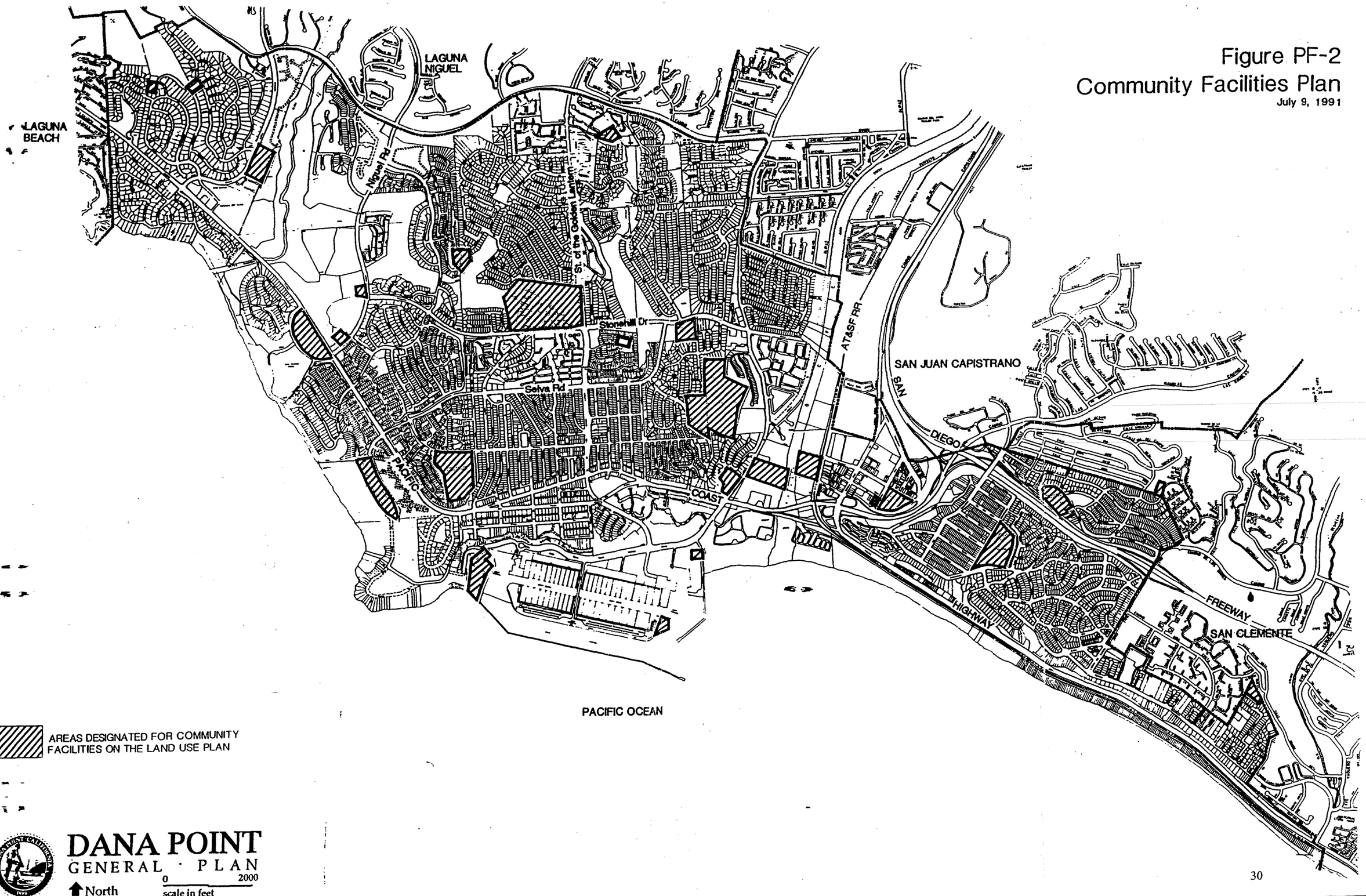
Except for storm drains, virtually all of the City's infrastructure is operated and maintained by the County or an independent agency or special district. The policies of this Element emphasize coordination of services with these agencies and conservation of such resources as water and energy.

Figures PF-3 through PF-6 depict existing and planned infrastructure. Because the City is largely built-out, these facilities are already in place. The location of some of the infrastructure needed to serve future development on vacant land (such as the Headlands) has not yet been determined.

Most of the information contained in this section is based upon plans provided by the County, independent agencies, and districts.

Water Distribution: The City's water distribution system is described in the Master Environmental Assessment (MEA) and Technical Report. Four independent water districts, each with its own board of directors, serve the City. Figure PF-3 shows the location of the water districts and facilities in the City. While the existing water distribution systems throughout the City are in good condition, as these systems age coordination among these districts will be necessary in order to have consistent levels of service in the future. Water conservation is important in the City. The Public Facilities/Growth Management Element policies emphasize support for coordination between the water districts as well as for water conservation. As part of its Growth Management Plan, the City will also investigate the feasibility of involving water districts in a mitigation fee program.

Figure PF-2
Community Facilities Plan
July 9, 1991



AREAS DESIGNATED FOR COMMUNITY FACILITIES ON THE LAND USE PLAN

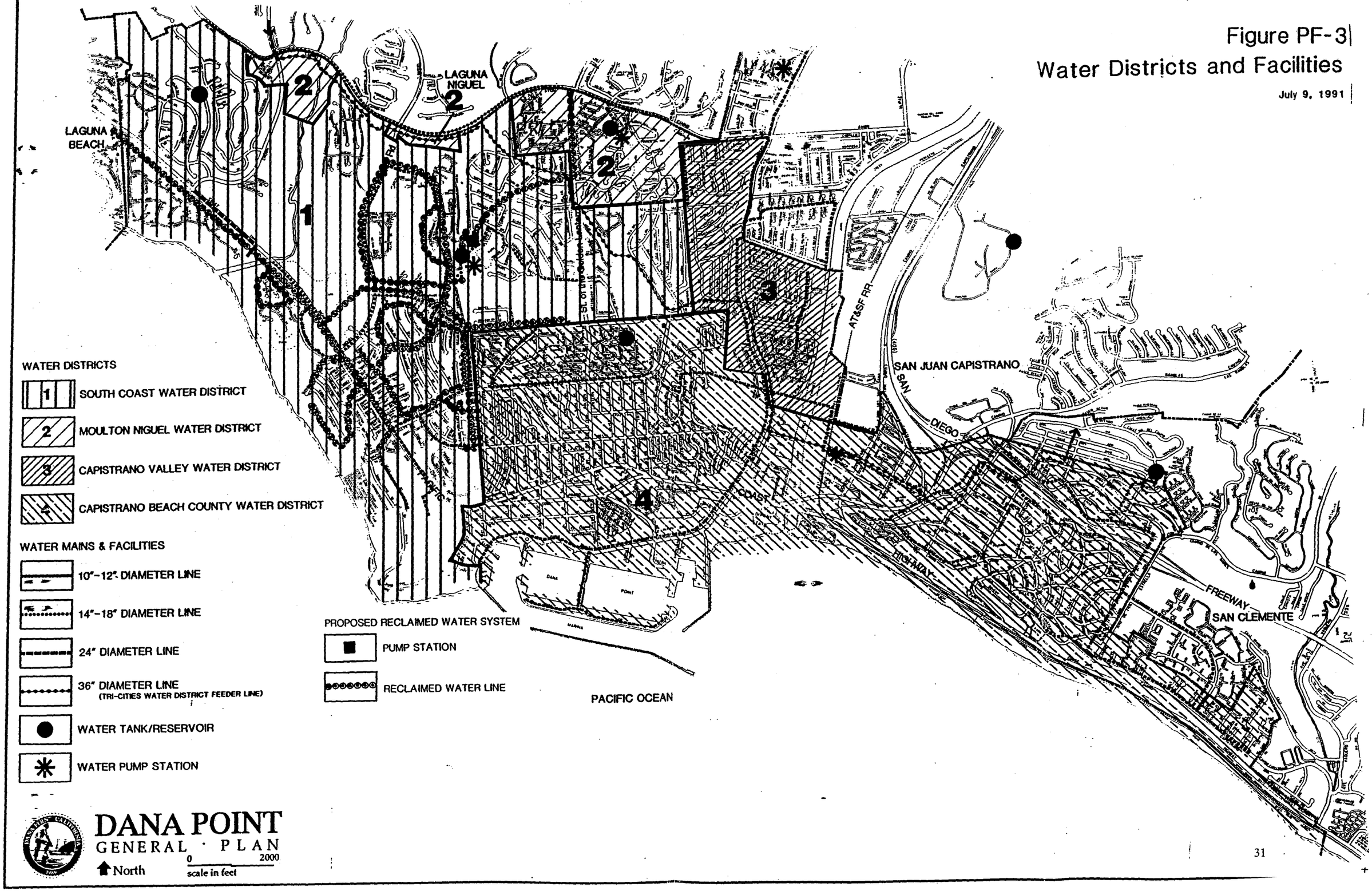
DANA POINT
GENERAL · PLAN

North

0 2000
scale in feet

Figure PF-3
Water Districts and Facilities

July 9, 1991



DANA POINT
GENERAL · PLAN

North

0 2000
scale in feet

Wastewater Collection, Treatment, and Reclamation: As described in the MEA and Technical Report, four sanitary districts serve the City of Dana Point. The boundaries of the districts and location of their existing and planned facilities are shown in Figure PF-4. With the exception of wastewater collection lines in the Capistrano Beach Sanitary District, the sewer collection lines in the City are in good condition. The Capistrano Beach Sanitary District is currently in the process of evaluating the condition of their lines and developing a plan for repairs and replacement.

Two joint powers agencies, the Aliso Water Management Agency (AWMA) and the South East Regional Reclamation Authority (SERRA), provide sewage treatment to the wastewater districts that serve Dana Point.

As shown in Figure PF-4 and described in the MEA, there are "pockets" of the City that currently are not part of a sanitary district. Most of these are public parks, but one area is the Dana Point Headlands. Currently this area is served by septic tanks. For the future, the City must determine the agency responsible for providing wastewater service to the Headlands.

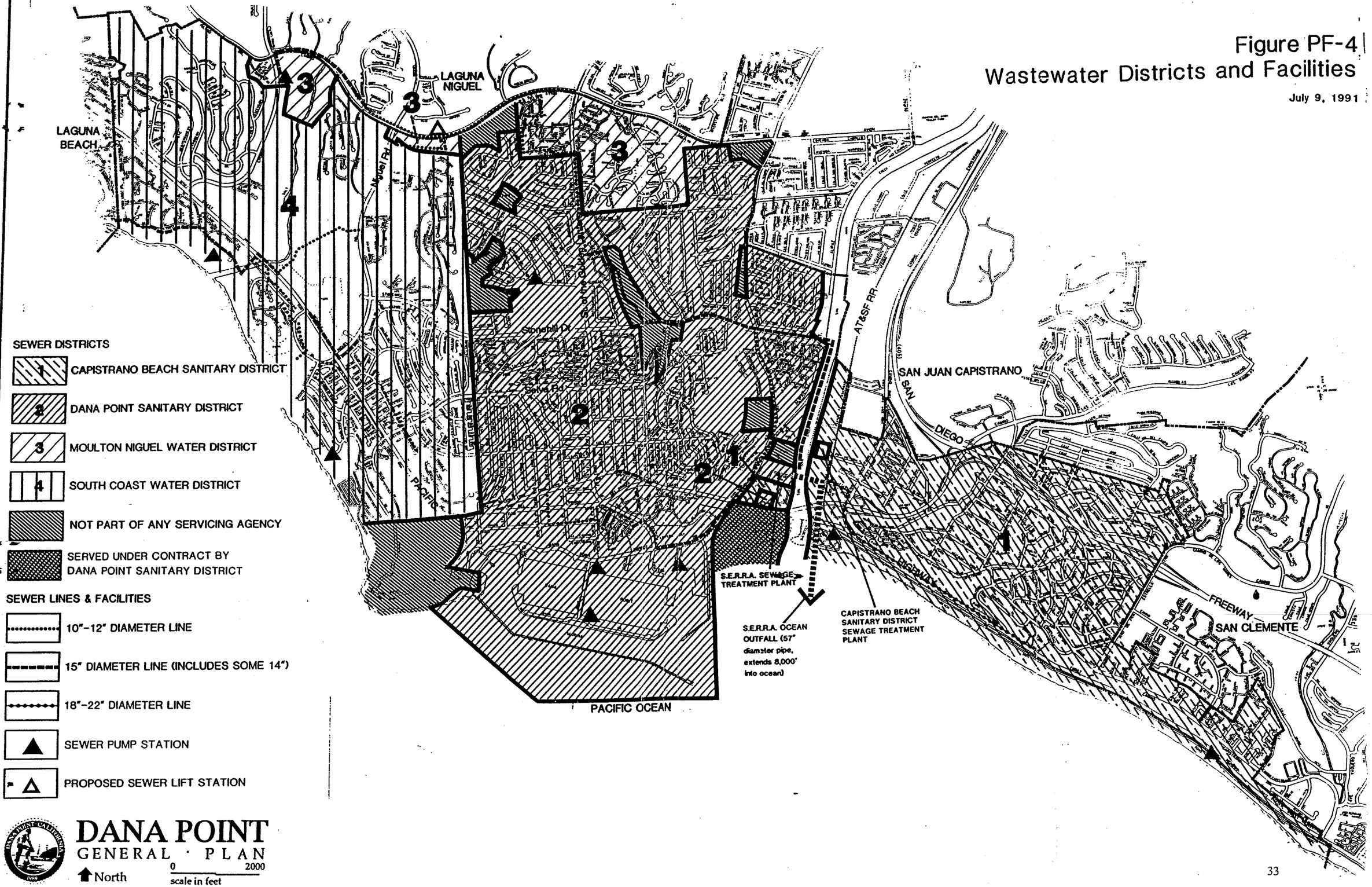
While two of the City's four sanitary districts, South Coast and Moulton Niguel, are served by reclaimed water systems, the other two, Dana Point and Capistrano Beach, are not. However, SERRA is currently studying the feasibility of developing a wastewater reclamation system that will serve these districts.

The policies of this Element focus upon encouraging coordination between the various sanitary districts, evaluating varying levels of service between the districts, and supporting the expansion of reclaimed water facilities. As part of the Growth Management Plan, the City will also explore the feasibility of involving wastewater districts in a mitigation fee program.

Solid Waste: The City of Dana Point contracts with Solag Disposal to remove solid waste. The Prima Deschecha landfill, where the City's waste is shipped, is estimated to have a remaining life of over twenty years.

Figure PF-4
Wastewater Districts and Facilities

July 9, 1991



DANA POINT
GENERAL · PLAN

North

0 2000
scale in feet

The State of California has mandated that each jurisdiction in California prepare a Source Reduction and Recycling (SRR) Element. In addition, each County must prepare an Integrated Waste Management Plan to coordinate the individual SRR Elements. To begin to reduce its solid waste stream and comply with State requirements, the City has initiated a pilot recycling program and is in the process of preparing a Source Reduction and Recycling Element.

The policies in this Element emphasize reducing the City's solid waste stream through recycling and coordinating with the County of Orange Integrated Waste Management Department in preparing the SRR Element.

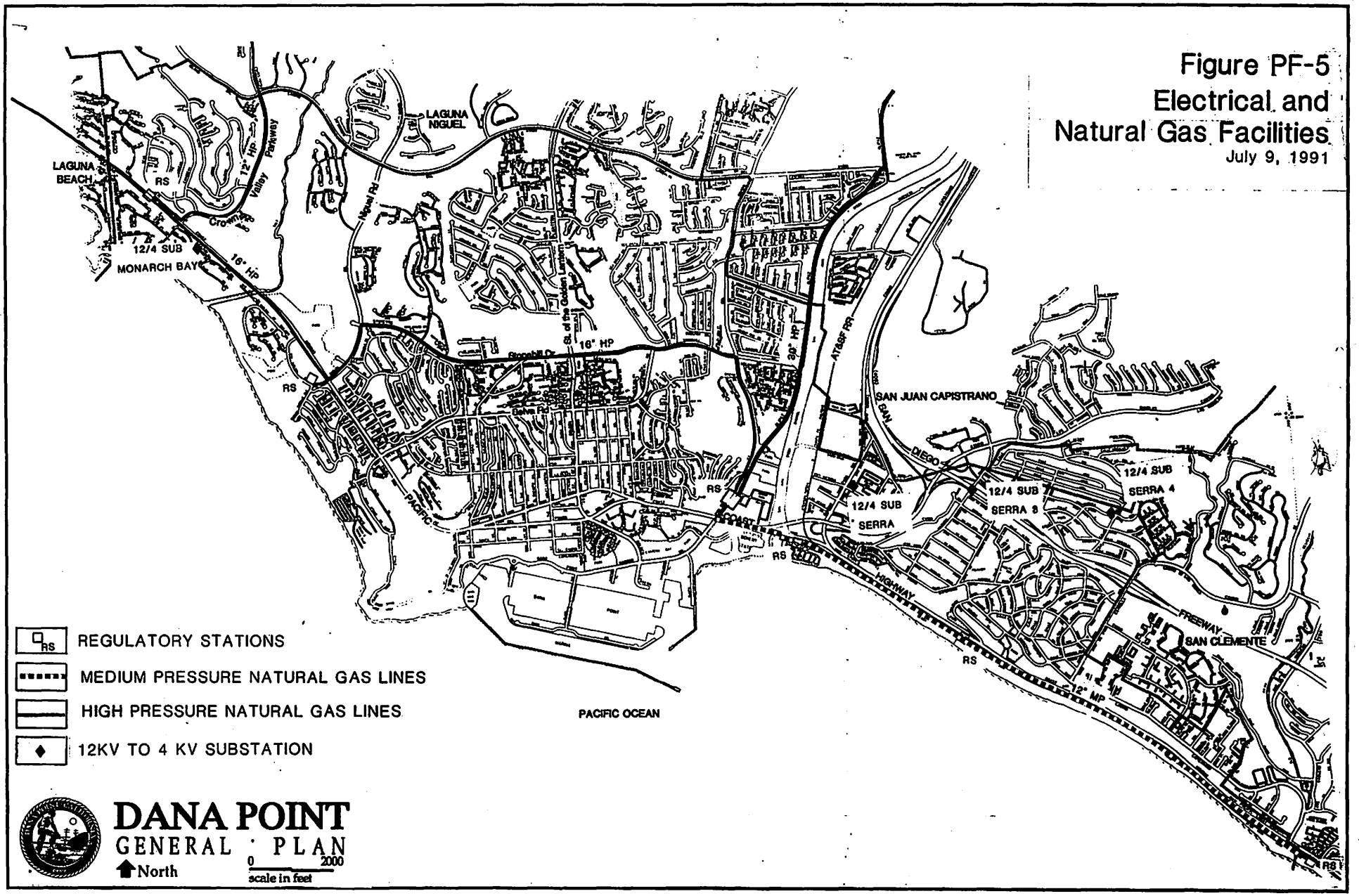
Utilities: Utilities include gas and electric systems, telecommunications systems, and cable television. The main gas and electrical distribution lines in the City, owned by San Diego Gas and Electric and the Southern California Gas Company, respectively, are shown in Figure PF-5. There is no known deficiency in these systems. While the utility providers currently have no plans to expand facilities in the City, they have indicated that they can expand to meet the needs of future development, if necessary.

The City underutilizes solar energy, an economically viable renewable energy source for heating.

Pacific Bell provides the City with telephone and fiber optic service to the City. Telephone service is available to all residents, and while fiber optics is only available in certain areas of the City, the company indicates that they can expand to serve any area requesting service. The undergrounding of telephone lines is underway but not yet completed.

The City is currently under a 15-year contract with Dimension Cable for cable service. While cable service is provided to nearly all City residents and businesses, there are certain services not provided for in the contract which the City desires. These include Public Education Government (PEG) Access.

The City will promote greater PEG access and encourage the use of solar energy.


Figure PF-5
Electrical and
Natural Gas Facilities
July 9, 1991
LAGUNA BEACH
RS
12/4 SUB
MONARCH BAY
16" HP
12" HP
Crownridge
Valley Parkway
LAGUNA NIGUEL
Niguel Rd
St. of the Golden Lantern
16" HP
30" HP
AT&SF RR
SAN JUAN CAPISTRANO
SAN DIEGO FWY
12/4 SUB
SERRA 4
12/4 SUB
SERRA 3
12/4 SUB
SERRA
PACIFIC COAST HIGHWAY
RS
FREEWAY
SAN CLEMENTE
12" MP
RS
PACIFIC OCEAN
REGULATORY STATIONS
MEDIUM PRESSURE NATURAL GAS LINES
HIGH PRESSURE NATURAL GAS LINES
12KV TO 4 KV SUBSTATION
DANA POINT
GENERAL PLAN
North
0
2000
scale in feet

Storm Drains: The City's local and regional storm drain systems are depicted in Figure PF-6. The Orange County Flood Control District (OCFCD) manages the regional facilities. Conceptual master plans for regional drainage are provided in the Facilities Implementation Plans (FIPs) of the Growth Management Plan. The FIPs indicate that existing improvements in the San Juan Creek Channel are insufficient to convey a 100-year flood and that additional improvements are needed to sustain a 100-year flood. The OCFCD is in the process of planning and executing these improvements.

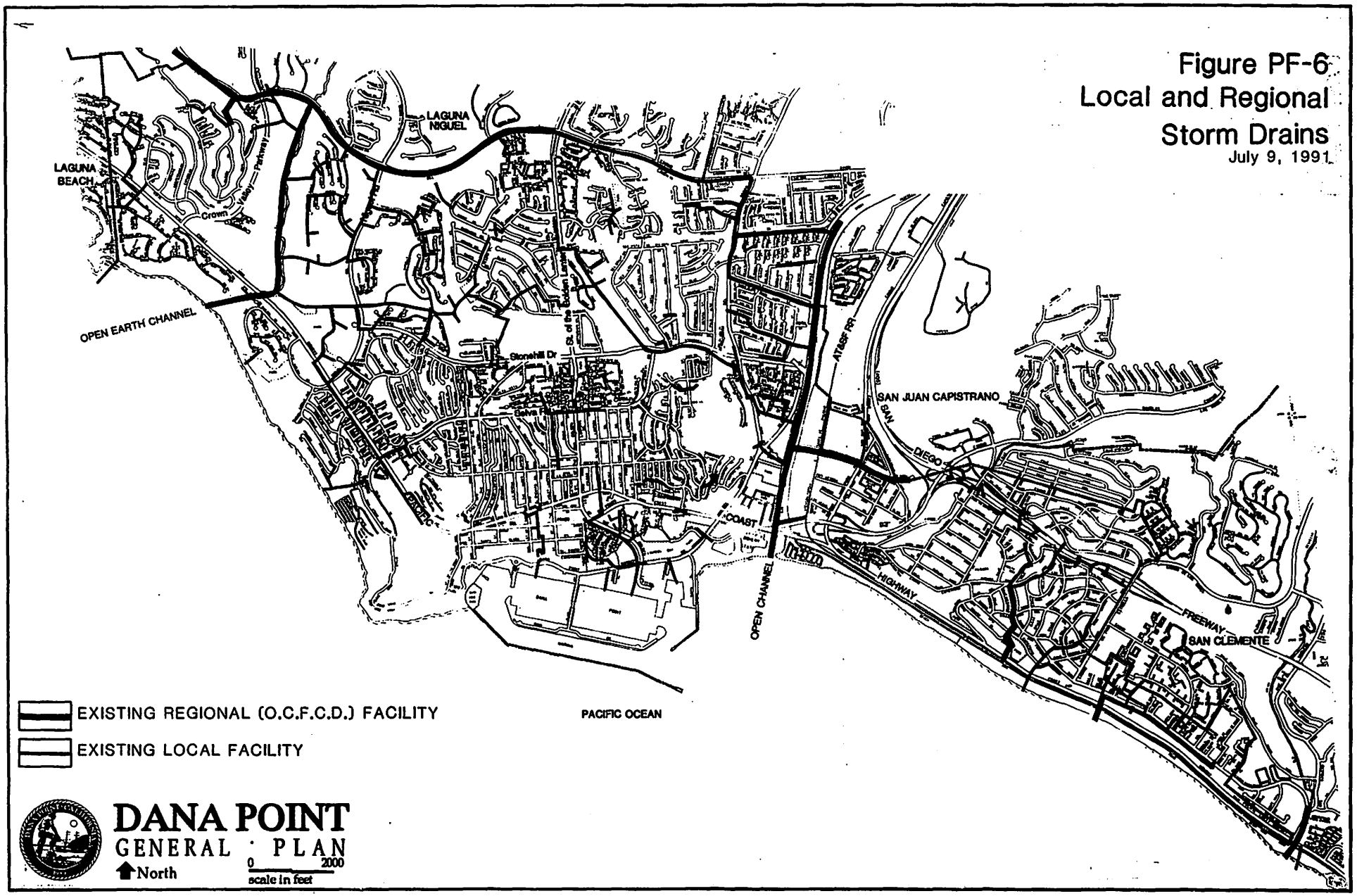
Little is known about the condition of the local storm drain facilities, which became the City's responsibility upon incorporation. While the County has a master plan for financing local facilities, a comprehensive plan for local storm drain facilities does not exist; nor has the County maintained records on the condition of local storm drains. In essence, local storm drains have been planned and built on an ad hoc basis. Subdivision plans containing information about the age and type of these storm drains must be obtained from the County, and the condition of the lines must be assessed.

The City shall adopt the County standard of providing 100-year flood protection for residents and non-floodproof structures and initiate a capital improvements plan for storm drain facilities which will include level of service standards.

Public Services

Several of the City's public services, such as law enforcement, fire/paramedic, and libraries, are provided under contract with the County of Orange. Public education is provided by the Capistrano Unified School District. Therefore, much of the City's future planning of these services involves coordination with other agencies.

The future phasing of law enforcement, fire, and library facilities for the County is provided for by the Facilities Implementation Plans (FIPs) of the Orange County Growth Management Plan. There are separate FIPs for each of the Growth Management Areas (GMAs) in the County. Dana Point falls within two of these GMAs, as shown in Figure PF-7.


Figure PF-6
Local and Regional
Storm Drains
July 9, 1991
LAGUNA BEACH
LAGUNA NIGUEL
Crown Valley Parkway
OPEN EARTH CHANNEL
Stonehill Dr
St. of the Golden Lantern
Selva
PACIFIC COAST
HIGHWAY
OPEN CHANNEL
ATSF RR
SAN JUAN CAPISTRANO
SAN DIEGO FREEWAY
SAN CLEMENTE
PACIFIC OCEAN
EXISTING REGIONAL (O.C.F.C.D.) FACILITY
EXISTING LOCAL FACILITY
DANA POINT
GENERAL PLAN
North
0
2000
scale in feet

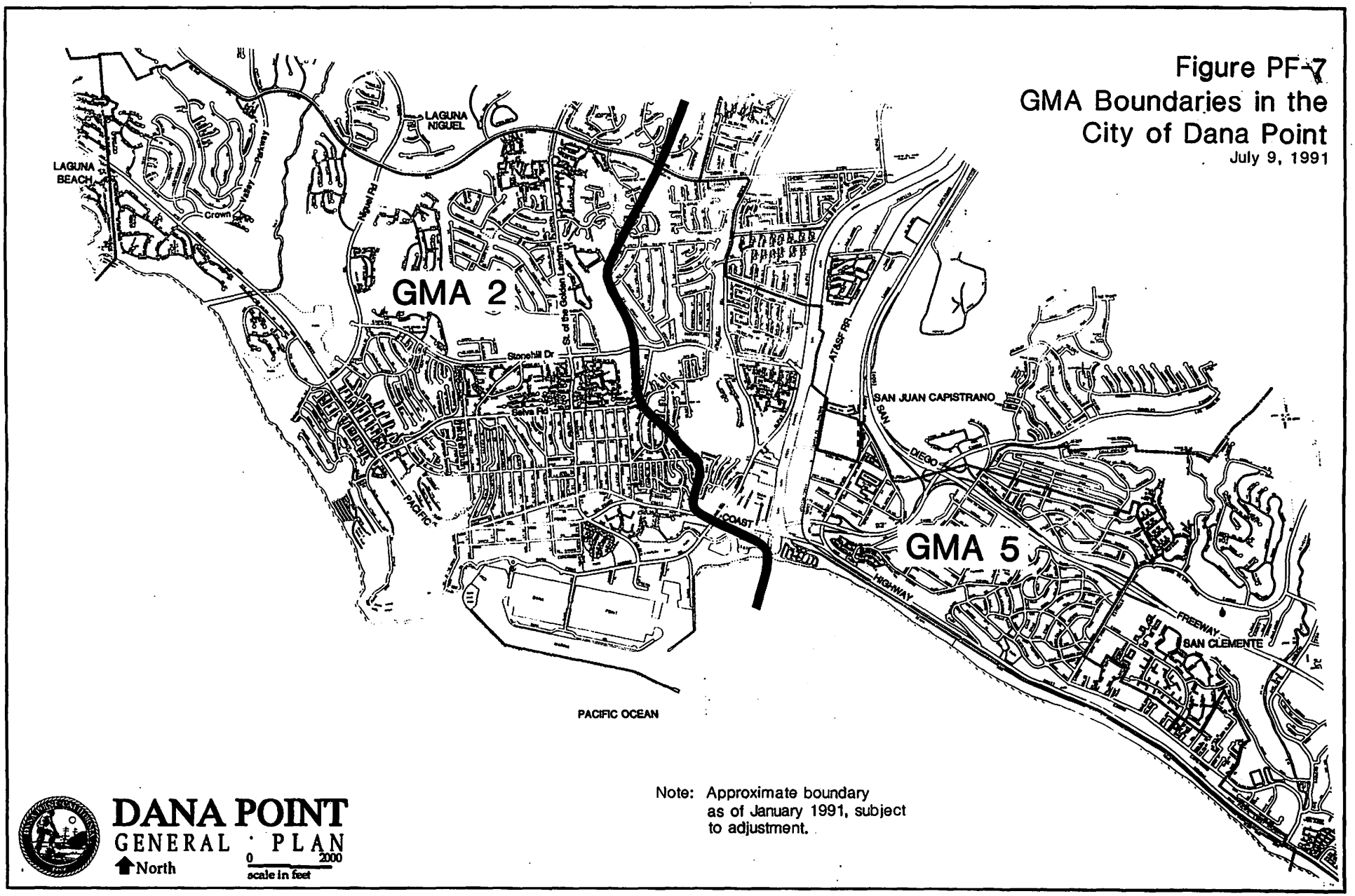


Figure PF-7
GMA Boundaries in the City of Dana Point
July 9, 1991

As part of its Growth Management Plan, the City will adopt Orange County performance criteria for law enforcement, fire, libraries, and storm drains. These criteria are summarized in Table PF-1 in this Element.

Figure PF-8 depicts the location of various public services in the City.

Law Enforcement: The City of Dana Point receives law enforcement services under a contract with the Orange County Sheriff's Department. The station serving the City is located on Crown Valley Parkway in Laguna Niguel. Existing service levels in the City meet standards established by the Department.

While the Orange County General Plan establishes no specific response criteria for sheriff patrol services, according to the Facilities Implementation Plans for GMAs 2 and 5, in July, 1988, the Ad-Hoc Growth Management Plan Committee formulated the following response goal:

> "... to be able to have a deputy at the scene of an emergency call for service in five minutes or less, 50 percent of the time and to all emergencies in eight minutes or less. Response to non-emergency calls should be in fifteen (15) minutes or less, 75 percent of the time."

The Facilities Implementation Plan indicates that adequate levels of service on roadways will increase the department's ability to meet these goals. Therefore, the Plan calls for coordination on future sheriff and traffic facilities.

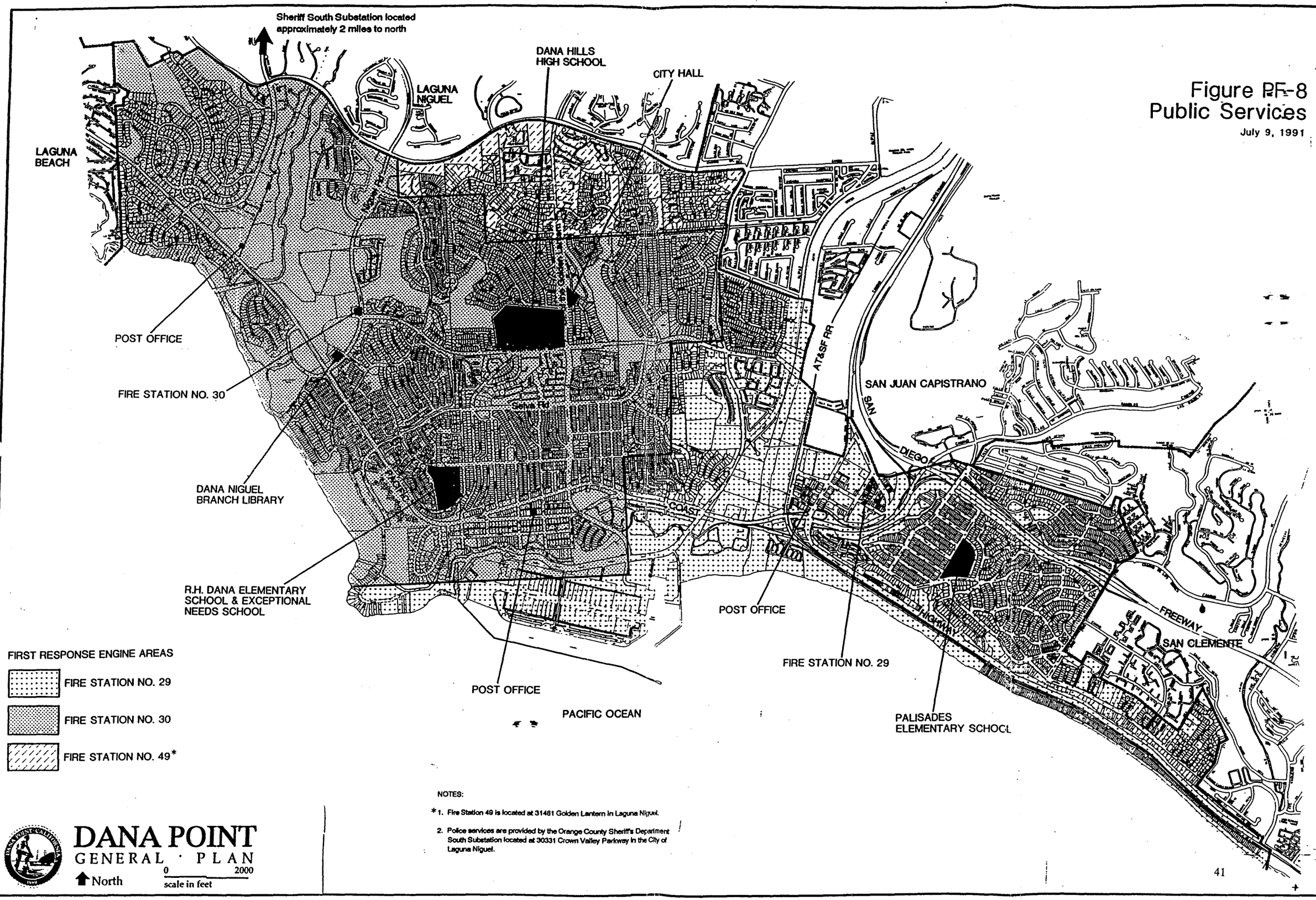
The Orange County Growth Management Plan Element requires that the cost of new facilities be borne by new development. The Facilities Implementation Plan indicates that the station currently serving the City is temporary and will ultimately be replaced with a permanent facility. The location and timing of this replacement has not been determined. The need for any additional sheriff's facilities will depend upon the timing of future development, which is monitored by the County.

The policies of this Element call for monitoring levels of police service to the City, providing adequate space in City Hall for the community service unit in the City, and increasing public

participation in neighborhood watch groups. Because existing levels of police service are adequate, the City will adopt County

Figure PF-8
Public Services

July 9, 1991



NOTES:

*1. Fire Station 49 is located at 31461 Golden Lantern in Laguna Niguel.

2. Police services are provided by the Orange County Sheriff's Department South Substation located at 30331 Crown Valley Parkway in the City of Laguna Niguel.

DANA POINT
GENERAL · PLAN

North

0 2000
scale in feet

level of service standards as its own. The City will also consider participating with the County to develop a mitigation fee program for sheriff services.

Fire Service: The City of Dana Point receives fire protection under a contract with the Orange County Fire Department. Four fire stations, including two within the City's boundaries, respond to calls in the City. Figure PF-8 shows the location of the fire stations and service area boundaries within the City. Existing fire service levels in the City are adequate by the Department's standards.

The Orange County Public Services and Facilities Element contains the following criteria for fire station site selection:

> "...for 80 percent of the service area, first fire engine to reach the emergency scene within 5 minutes and paramedic to reach the scene within 10 minutes."

The FIP indicates that fire service for the City currently meets these criteria.

The Facilities Implementation Plan indicates that some additional permanent fire stations are needed for GMA 5, but none of these affect Dana Point. Funding sources for new facilities come from development fees and agreements.

The policies of this Element call for ongoing coordination with the County of Orange to ensure the continued provision of adequate fire protection to the City. Because existing levels of fire service are adequate, the City will adopt the County level of service standards for fire as its own. The City will also consider working with the County to develop a fee program for fire facilities.

Libraries: The City receives library services though the Orange County Public Library (OCPL) system. Dana Point residents are served by the Dana Niguel Branch Library, located within the City (see Figure PF-8), as well as by two other libraries in the Cities of San Clemente and San Juan Capistrano. Based upon existing service standards, the Dana Point Branch Library is adequate to serve the City's residents.

According to the Orange County Public Services and Facilities Element, the service standard for public libraries is .2 square feet of library space per capita. The Facilities Implementation

Plan for GMA's 2 and 5 indicates that this standard is currently met and will be met in the year 2010 as well, assuming all planned facilities are built.

Additional OCPL criteria for locating libraries include the following:

- Locating libraries centrally within the communities to be served.
- Locating libraries within a three-mile radius of the communities they serve.
- Maximizing cost construction effectiveness by planning facilities to be either 10,000 square feet or 15,000 square feet in size.

Funding sources for Orange County public libraries include development agreements and the Development Fee Program for Fire Stations and Branch Libraries, developed in 1987.

Policies contained in this element emphasize cooperating with the OCPL to periodically assess library service to ensure that residents are adequately served. The City will consider working with the County to participate in a fee program for library facilities.

Educational Facilities: Public schools for students in Dana Point are operated by the Capistrano Unified School District. Figure PF-8 shows the location of District schools located within the City limits. Due to a rapid increase in the number of school-age children in the District, coupled with the shortage of State funds for new school construction, the District has been relying upon temporary facilities in order to accommodate additional students. Several new schools are planned for the District which will alleviate overcrowding at schools attended by Dana Point students. The type and location of these facilities are shown in Table PF-4. However, the facilities are still awaiting funding. The District is considering switching to a year-round calendar in order to receive priority for State funding.

The School District requires accurate population projections to arrive at long-range enrollment figures for school facility planning purposes. For this reason, it is important that the City and the District coordinate approval of additional

residential development with the timing of new schools.

The School District also contributes to the City's open space and recreation system. The Capistrano Beach Park and Recreation District has agreements with the Capistrano Unified School District for the joint use of school recreational facilities for parkland as described in the City's Conservation/ Open Space Element.

The policies of this element call for coordination by the City with the Capistrano Unified School District in the timing of new development and new schools, as well as for the provision of appropriately designated land for new public school facilities.

Civic and Cultural Facilities: The existing Dana Point City Hall, located in Golden Lantern as shown in Figure PF-8, lacks adequate space for community meetings, cultural events, and expanding staff. A new site which provides adequate space for civic and cultural activities must be found.

The policies of this Element focus upon assessing the City's civic center needs and ensuring the availability of adequate sites for such purposes. The City will develop a capital improvements plan for a new civic center to include service standards and a mitigation fee program for new development.

TABLE PF-4
FUTURE SCHOOLS PLANNED TO ALLEVIATE OVERCROWDING IN DANA POINT

GRADE LEVEL	LOCATION (COMMUNITY)
K-6	Laguna Niguel (Bear Brand/Beacon Hill)
K-6	Laguna Niguel (Hidden Hills)
9-12	Aliso Viejo

Source: Capistrano Unified School District, October 3, 1990.

TABLE OF CONTENTS

Section	Page
Introduction to the Economic Development Element	1
Purpose of the Economic Development Element	1
Economic Factors Affecting the City	1
Scope and Content of the Economic Development Element	3
Economic Development Element Goals and Policies	5
Balanced Employment and Housing	5
Business Promotion	6
Fiscal Strength and Stability	7
Meet Local Retail Needs	8
Meet Visitor Needs	8
Promote Development of Doheny Village	9
Promote Development of Town Center	10
Cooperative Implementation	10
Coastal Dependent Uses	11
Related Goals and Policies	11
Economic Development Plan	14
Economic Development Strategy	14
Economic Development Initiatives	15

LIST OF TABLES

		Page
Table ED-1	Economic Development Element Local Coastal Program Reference Matrix	12
Table ED-2	Economic Development Related Goals and Policies by Element	13
Table ED-3	City of Dana Point Annual Visitor Retail Sales Estimate (Worksheet)	21

INTRODUCTION TO THE ECONOMIC DEVELOPMENT ELEMENT

This Economic Development Element of the General Plan is intended to guide economic development planning and initiatives. This Element is characterized under State planning law as an optional Element.

PURPOSE OF THE ECONOMIC DEVELOPMENT ELEMENT

The purpose of this Economic Development Element (EDE) is to formulate an Economic Development Plan which can guide and shape important elements of Dana Point's economy, consistent with other Elements of the General Plan. The formulation of the economic development plan was based upon an extensive analysis of current development conditions, opportunities and constraints in Dana Point. This Element identifies the economic factors affecting the City, presents the economic development goals and policies, and formulates the Economic Development Plan.

ECONOMIC FACTORS AFFECTING THE CITY

The economic development goals, policies and plan reflect the City's response to current and future economic conditions as described the Economic Development Technical Report. The following items summarize the economic factors which most affect the City's economic development.

Characteristics of the Local Economy

- The subregional competitive strength of Dana Point is due to its coastal location and recreational resources. If well managed, these permanent features can be relied upon to provide continued long term development opportunities.

- Higher than average income households in Dana Point are a significant source of demand for local goods and services. However, an estimated 42% of all Dana Point household retail expenditures occur outside the City.

- Visitors to Dana Point are another important source of demand for local goods and services. Lodgings, restaurants

and retail stores which serve these visitors provide the largest share of jobs in the City.

Long Term Development Potential

- Current household retail expenditure leakage can support an estimated 485,000 square feet of additional retail development in the City. Additional retail development may also be stimulated by attracting visitor serving specialty stores and commercial recreational businesses.

- Recreational visitors to Dana Point will continue to provide the largest source of growth of lodging guests, particularly for luxury destination hotels which can best use key undeveloped sites in the City.

- Long term demand for office development is limited to smaller professional offices serving local residents and businesses.

- Long term demand for industrial development is limited to mainly marine-oriented firms providing repair and equipment services to visiting and resident boat owners.

Development Opportunities and Constraints

- There are only two significant undeveloped parcels and several smaller parcels in the City which may accommodate new commercial development. Given the long term development potential for Dana Point, it is clear that the City will need to redevelop some existing commercial areas to accommodate any significant portion of the market supportable commercial development potential.

- The City may select from a number of potential non-residential uses identified for the Monarch Beach site, the Headlands site, the Couplet area, and the Doheny Village area depending upon site availability and long term fiscal needs.

- Dana Point is constrained by the availability of sites to accommodate future non-residential land use. Besides the Monarch Beach and Headlands sites, any significant amount of non-residential development will require revitalization, a slow and incremental process for the newly incorporated City to establish, prepare projects, and induce revitalization.

Economic Development Issues

- Since strong market conditions enable Dana Point to select the kinds of non-residential uses to allow in the City, the principal issue associated with economic development is one of identifying which non-residential land uses are most beneficial to the City and where they can be accommodated.

- How much commercial development to allow can be based upon an assessment of the City's long term fiscal needs, the need to provide greater local employment opportunities and the need to provide residents with convenient retail goods and services.

- The amount and type of new visitor serving commercial development will need to balance the fiscal and employment requirements of the City with the visitor impacts upon the local quality of life for residents.

SCOPE AND CONTENT OF THE ECONOMIC DEVELOPMENT ELEMENT

The Economic Development Element is intended as a dynamic component of the General Plan. The Element is directed at a wide range of economic issues that do not all need to be dealt with simultaneously, but at various stages of the community's evolution and even on a repetitive basis. Therefore, the economic goals and policies are of such general nature as to encompass the directed scope of specific initiatives described in the Economic Development Plan, whenever and as often as they must be undertaken.

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.

3) Capitalize on market opportunities with significant economic, cultural, and social benefits for the City, its residents, and guests.

ECONOMIC DEVELOPMENT ELEMENT
GOALS AND POLICIES

The goals and policies of this Element address the broad range of long-term economic development issues faced by Dana Point. These goals and policies reflect the community's desired response to economic development issues that will be encountered over the planning period. The following goals and policies focus on achieving and maintaining a fiscally sound economic base, increasing local job opportunities, and capitalizing on market opportunities with significant economic potential for the City.

BALANCED EMPLOYMENT AND HOUSING

Balanced economic development requires that there are both new employment opportunities and a local labor force to fill the jobs. Imbalances between employment and housing can create excessive commuting patterns as workers from adjacent communities fill local jobs or local workers commute to jobs outside Dana Point. Lack of an adequate labor force can also discourage firms from moving into worker scarce areas. Consequently, economic development of Dana Point needs to provide a balance between new jobs and suitable housing for a localized labor force.

The high cost of housing in Dana Point has limited the supply of affordable housing. This lack of affordable housing has limited the number of workers who can be employed locally, mainly in service related jobs. Therefore, to help avoid increased commuting and provide a more balanced labor force, the City can seek to support job growth and affordable housing growth.

GOAL 1: Encourage a balance between housing and employment opportunities.

Policy 1.1: Implement the goals and policies of the Housing Element of the General 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 1.4: Encourage the development of housing opportunities in targeted areas of the City.

BUSINESS PROMOTION

Economic development is dependent upon the retention, attraction and expansion of business firms. Business growth in Dana Point can be stimulated and guided by creating more local opportunities for business development. Until now, all business promotion has been undertaken privately. As an incorporated city, Dana Point can now participate in promoting local businesses by making available a more comprehensive public/private approach to promote the kinds of businesses that are most beneficial to the community. Jointly promoting business development can bring greater public and private resources to bear and increase the opportunities to expand the economic base of the community.

GOAL 2: Develop a strategy for promoting the types of businesses and industries desired by the community.

Policy 2.1: Develop the physical design guidelines necessary to attract the desired types of business in specific locations.

Policy 2.2: Coordinate local programs with regional programs for economic development.

Policy 2.3: Consider the use of incentives to assist businesses which provide important benefits and contributions to the local economy.

Policy 2.4: Pursue methods to promote economic development opportunities beneficial to the City of Dana Point.

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

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 2.7: Assure that local amenities and open spaces are maintained and expanded in order to assist and attract new businesses and promote economic vitality.

Policy 2.8: The City will endorse and support the creation of a good business oriented infrastructure.

Policy 2.9: Encourage new business to locate in Dana Point.

FISCAL STRENGTH AND STABILITY

Municipal revenues are a function of the success, vibrancy and development of business enterprises within the City. Since the City has a choice among alternative market supportable commercial uses, it can select to promote those uses which can help provide greater fiscal strength and stability to the City. Consequently, it will be important to assess what amount of municipal revenues are needed in order to help coordinate local fiscal needs with desired commercial development.

GOAL 3: Provide for the long term fiscal viability of the City.

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 3.2: Analyze net fiscal impacts of non-residential land use types proposed for development.

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.

Policy 3.4: Continue with existing plans for revitalization within areas of the community where revitalization is warranted.

Policy 3.5: Promote conference and visitor activities to ensure the long term viability of this major revenue generator. (Coastal Act/30213)

MEET LOCAL RETAIL NEEDS

Expenditure patterns for Dana Point were analyzed in the Technical Report and show a 42% retail sales leakage to stores outside of the City. This leakage indicates an absence of certain kinds of stores in Dana Point which are available outside of the City. This leakage can be reduced by promoting retail goods and services that are not currently available in the City including automobiles, general merchandise and food stores. Promoting new retail stores helps the City in many ways. New stores make shopping more convenient for residents by eliminating the need to drive outside the City to purchase identical items. New stores also generate greater municipal revenues and local employment.

In addition to attracting new retail stores to serve residents, specialty retail stores serving visitors can also be attracted to stimulate additional employment and municipal revenues. In combination, residents and visitors can be better served when the range of retail goods and services expand to meet local needs.

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.

Policy 4.2: Promote visitor serving retail uses to serve the growing demand for harbor, beach and coastal facilities, especially day use visitors.
(Coastal Act/30213, 30220, 30221, 30223, 30224, 30234, 30250)

Policy 4.3: Promote the overlap between visitor and resident serving retail uses by encouraging retail goods and services which serve both market segments.

MEET VISITOR NEEDS

Visitor expenditures for lodgings and retail goods and services account for a significant portion of the Dana Point economic base. Though not without drawbacks, visitors support a large share of the local employment and generate needed municipal revenues. Visitors to the coastline, harbor and beaches can serve as a long term source of business, jobs and revenues to the Dana

Point economy. This economic resource needs to be carefully monitored and encouraged.

GOAL 5: Encourage development to meet visitor needs.

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. (Coastal Act/30213, 30250)

Policy 5.2: Encourage the early development of resort properties at the Monarch Beach site.
(Coastal Act/30213, 30234)

Policy 5.3: Encourage a balanced mix of visitor serving uses to complement the marine environment and commercial activities. (Coastal Act/30220, 30221, 30223, 30224, 30234)

PROMOTE DEVELOPMENT OF DOHENY VILLAGE

The Doheny Village area is an older mixed use area which can benefit from development. Economic development can be stimulated in this area by creating opportunities for residential and commercial development. Much of the area is not feasible for private development due to the many small parcels. Revitalization assistance to consolidate and prepare suitable development sites can create the conditions to attract desired uses to the area.

GOAL 6: Promote the revitalization of the Doheny Village area.

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 6.3: Promote the development of a transportation center with adjacent commercial and small office uses.

TABLE ED-1
ECONOMIC DEVELOPMENT ELEMENT
LOCAL COASTAL PROGRAM REFERENCE MATRIX

Required Component/Issue Area (Coastal Act Section)			
	Shoreline Access (30210-212.5)		Agriculture (30241-242)
*	Visitor Serving and Recreational Facilities (30213)		Soil Resources (30243)
*	Water-Oriented Recreation (30220-224)		Archaeological/Paleontological Resources (30244)
	Water and Marine Resources (30230-232)	*	Locating and Planning New Development (30250, 252, 255)
	Diking, Filling and Dredging (30233)	*	Coastal Visual Resources (30251)
*	Commercial Fishing and Recreational Boating (30234)		Hazard Areas (30253)
	Shoreline Structures/Flood Control (30235-236)		Public Works (30254)
	Environmentally Sensitive Habitat (30240)		Industrial Development and Energy Facilities (30260-264)
* Indicates that the Coastal Act issue areas described in this table are included in the Economic Development Element.			

A number of goals and policies included in other elements support the goals and policies of the Economic Development Element, either directly or indirectly. These supporting goals and policies are identified in Table ED-2.

TABLE ED-2
ECONOMIC DEVELOPMENT RELATED GOALS AND POLICIES BY ELEMENT

Economic Development Issue Area	Related Goals and Policies by Element								
	Land Use	Urban Design	Housing	Circulation	Noise	Public Safety	Conservation/ Open Space	Public Facilities And Growth Management	Economic Development
Balanced Employment and Housing	1.7	6.6	All						
Business Promotion	5.5, 5.10, 6.1-6.6	2.2, 3.1-3.8, 5.1-5.6, 6.2, 7.1							
Fiscal Strength and Stability	3.4	3.1, 6.3							
Local Retail Needs	6.1, 9.1-9.3								
Visitor Needs	5.5, 5.10, 8.6-8.8, 8.10, 8.12			1.8					
Development of Doheny Village	7.1-7.7								
Development of Town Center	6.1-6.6	3.1-3.8							
Cooperative Implementations	3.2							7.4-7.6	
Coastal Dependent Uses	1.5, 3.3, 4.3, 5.9	7.1-7.3		8.1					

ECONOMIC DEVELOPMENT PLAN

The Economic Development Plan describes the approach to be used in implementing the Economic Development Element goals and policies. The economic development goals and policies provide direction to address economic, cultural, and social needs of Dana Point. These specific goals and policies provide for continued growth of the City's economic and employment base and increase its fiscal strength and stability. In order to fully realize these goals and policies it will be necessary for the City to undertake active steps by implementing initiatives designed to capitalize on opportunities as they develop.

This 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.

ECONOMIC DEVELOPMENT STRATEGY

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 strategy recognizes that specific future actions can best be carried out if some or all of the following conditions are realized:

- Identify a responsible group to oversee and direct economic development initiatives;
- Maintain a current information base able to accurately characterize important economic conditions;
- Relate economic development initiatives to other City activities such as planning, housing and cultural.
- Maintain communications with property owners, businesses and governmental bodies to ensure cooperation and coordination;

- Development of a promotional program in partnership with the Chamber of Commerce which addresses the needs of local businesses and consumers.

- Attempt to anticipate future needs and opportunities in order to act in a proactive, rather than a reactive, manner.

ECONOMIC DEVELOPMENT INITIATIVES

The economic development initiatives are designed to support the City's economic development strategy, to take advantage of future opportunities and to avoid future problems.

Establish a Group to Oversee Economic Development Initiatives.

Designation of a body responsible for considering economic development policies and initiatives in detail is necessary. This body may be a permanent committee, a temporary commission, a public-private organization, or other type of body capable of considering economic development initiatives and recommending actions to the City Council. This body serves as the focal point for discussion by public officials, local businessmen, local organizations, City staff, residents and the community at large.

- Establish an Economic Development Commission with members representing the City Council, Planning Commission, the chambers of commerce, the business community, residents and other constituencies, as necessary. The purpose of this Commission is to make recommendations to the City Council on the need for a permanent body, its composition, and its role in promoting local economic development.

- City staff facilitates Economic Development Commission business by making materials available, convening meetings, and preparing Commission reports to the City Council.

- The Economic Development Commission considers how best to detail, select and implement the initiatives contained in this Economic Development Plan.

- Among the activities that the Economic Development Commission considers undertaking are:

  1) Obtaining input from the business community as to the best means for assisting local businesses, attracting new businesses and maintaining a healthy business environment.

  2) Monitoring key sites and advising the City Council and Planning Commission on how best to proceed with their development.

  3) Preparing marketing information targeted to attract new businesses to the City.

  4) Overseeing the business registration procedure for the City.

Closely Monitor Key Sites

Because the Headlands and Monarch Beach sites are critical components for commercial development in Dana Point, the City is concerned with factors which can shape the ultimate development of these sites. Lines of communication are maintained between the owners/developers of the sites and the City in order to discuss development plans and conditions on a timely basis.

- City Planning staff continues to formally monitor the development plans of the owners/developers of the Headlands and Monarch Beach sites.

- City Planning staff continues to meet informally with the owners/developers of the two sites in order to discuss the City's aspirations for the sites, hear the owner's/developer's objectives, and create a mutually beneficial channel of communication.

- City Planning staff works with site owners/developers to create new opportunities for developing the sites as soon as possible in mutually beneficial ways.

- City Planning staff keeps the City Council, Planning Commission and the Economic Development Commission appraised of any changes of status for the sites.

Analyze Fiscal Needs

A detailed fiscal study is helpful in evaluating the long term revenue requirements for the City in light of anticipated municipal service and maintenance costs. Such a study can reveal the amount of additional revenues that may need to be generated by new commercial development to secure the fiscal stability of the City.

° The City initiates a fiscal study to determine the amount of future revenue needed to maintain municipal services and maintenance. Such a study considers future municipal revenues and costs at buildout. In addition, estimates of capital improvements paid for by the City are noted.

° The fiscal study yields a net estimated surplus or deficit for the City at buildout. This estimate serves as the basis for determining the fiscal needs from development of the key sites and revitalization areas.

Maintain Information Base

Current and accurate economic development information is essential to help the City Council make decisions on economic development goals, policies, strategy or initiatives. A monitoring program is established to gather, estimate and analyze key economic development measures.

° A standardized information base is to be designed to build upon and provide annual updates for the information presented in the Economic Development Technical Report.

° The types of useful information that are to be annually updated from Technical Report tables include:

1) Inventory of retail centers (Table 9-5);

2) Inventory of lodging facilities (Table 9-6);

3) Inventory of major office (Table 9-7) and industrial development.

These three inventory items are to be updated by annually adding or deleting projects for which a building permit or demolition permit has been issued.

4) Inventory of existing businesses (Table 9-2);

5) List of the largest employers in the City.

These items are to be established with the implementation of an annual municipal business permit requirement which bases fees upon the reported type of business and the number of employees.

6) Retail sales leakage estimates by business type (Table 9-8).

Using the methodology presented in the technical report, retail sales leakage is to be estimated annually with retail sales reports published by the California State Board of Equalization.

7) Visitor Expenditure Estimates.

This estimate is based upon the combined lodging expenditures and share of retail sales by visitors. Each is briefly described as follows:

a) Annual transient occupancy tax (TOT) is divided by the TOT rate to estimate gross room receipts.

b) Visitor Share of Retail Sales

Retail sales attributed to visitors is calculated by first estimating the portion of retail sales that each type of business sells to visitors, and then summing the visitor share of sales for all business types. For example, the report estimates that 40% of all "eating and drinking" sales are to visitors while 10% of all "food store" sales are to visitors. These shares of sales to visitors by business type are based upon discussions with local merchants, observations on local supply/demand characteristics and knowledge of visitor related expenditure patterns. Multiplying the share of visitor expenditures and the total annual retail sales for each type of business will yield the estimated annual sales to visitors. A worksheet is provided at the end of this plan to assist in this analysis (Table ED-3).

8) Site Availability Inventory

This inventory lists all currently vacant and developable non-residential parcels along with basic characteristics of location, size, permissible/desired uses and other related information.

9) Assemble Socioeconomic Characteristics

Household income, households, household size and related information is compiled from the U.S. Census, the California Department of Finance and private forecasting sources as available.

Promote the Development of Specific Uses

Certain types of commercial uses which are both market supportable and beneficial to the City have been identified in the Technical Report. Direct and indirect initiatives can be undertaken to promote development and attract new businesses to Dana Point.

° Initiate detailed investigation to determine the feasibility of a passenger train station located in the Doheny Village area.

° Work with key site owners/developers to detail specified land uses and promote early development.

° Establish and implement a marketing brochure to promote new non-residential development in the City.

Undertake Revitalization Activities

Dana Point can initiate revitalization activities and establish project areas. These actions are focused principally on the need to assemble larger commercial sites, improve off-site circulation and parking, and assist in promoting development. Revitalization actions are to be linked to other economic development initiatives in order to leverage local development opportunities.

° Upon establishment of a revitalization project area, work with staff to help formulate a revitalization plan which integrates revitalization activities with other economic development initiatives.

° Consider utilizing revenues to assist in other economic

development activities such as planning, business retention, business attraction and infrastructure improvements.

TABLE ED-3
CITY OF DANA POINT
ANNUAL VISITOR RETAIL SALES ESTIMATE
Year _____
(Worksheet)

Type of Store	Reported Annual Retail Sales[1]	Estimated Annual Retail Sales[2]	Visitor Share of Retail Sales[3]	Total Visitor Retail Expenditures
Building Materials			0%	
General Merchandise			20%	
Food Stores			10%	
Automotive Dealers			0%	
Gasoline Stations			30%	
Apparel Stores			25%	
Home Furnishings			0%	
Eating and Drinking			40%	
Drug Stores			15%	
Misc. Retail Stores			15%	
TOTAL				

Maintain Intergovernmental Coordination

Some of the economic development initiatives require coordination with other governmental bodies including Federal, State and County governments and the Coastal Commission. Coordination among these public sector bodies helps create more efficient, effective and equitable economic development initiatives for the City.

- City staff brings intergovernmental issues, concerns and opportunities which affect economic development to the attention of the City Council, Planning Commission and the Commission for discussion and resolution, if needed.

- Communicate the City's economic development goals, policies, strategy, objectives and interests to other governmental bodies that may be affected by local decisions and actions.

APPENDIX A
GENERAL PLAN ADOPTION HISTORY

	Date of Adoption	Page(s)
DANA POINT GENERAL PLAN	July 9, 1991	All
GPA92-01: Housing Element – Program 5	July 23, 1992	14-23, 53-56, 78, 83
GPA93-01: Land Use Element	November 23, 1993	35, 36 37, 38 Land Use Policy Diagram
GPA93-05: Land Use Element	March 8, 1995	37, 50 Land Use Policy Diagram
GPA95-02(a): Land Use Element	May 23, 1995	19 Figure LU-4/LU-9
GPA95-02(c): Clean-Up Amendment	June 27, 1995	All
GPA95-02: Clean-Up Amendment	June 27, 1995	All
GPA97-02: Clean-Up Amendment	August 26, 1997	All
GPA99-01: Land Use/Urban Design	April 13, 1999	7/Policy 6.5
GPA97-03: Land Use Element	October 26, 1999	24
GPA00-01: Circulation Element	October 24, 2000	Figure C-2
GPA00-02: Housing Element	November 28, 2000	All