



May 2025 | EIR Addendum  
State Clearinghouse No. 1991021054

# Addendum to City of Dana Point General Plan EIR

City of Dana Point

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## Table of Contents

Section	Page
<b>1. INTRODUCTION.....</b>	<b>1</b>
1.1 BACKGROUND, PURPOSE AND SCOPE.....	1
1.2 ENVIRONMENTAL PROCEDURES .....	1
1.3 SUMMARY OF PREVIOUS DOCUMENTATION .....	3
<b>2. ENVIRONMENTAL SETTING .....</b>	<b>7</b>
2.1 PROJECT LOCATION .....	7
2.2 EXISTING LAND USES .....	7
2.3 CIRCULATION AND MOBILITY .....	8
<b>3. PROJECT DESCRIPTION .....</b>	<b>9</b>
3.1 PROPOSED GENERAL PLAN UPDATES .....	9
<b>4. ENVIRONMENTAL ANALYSIS .....</b>	<b>11</b>
4.1 CONDITIONS .....	11
4.2 TRANSPORTATION.....	12
<b>5. FINDING .....</b>	<b>25</b>
<b>6. LIST OF PREPARERS .....</b>	<b>27</b>
6.1 CITY OF DANA POINT .....	27
6.2 PLACEWORKS .....	27
<b>7. REFERENCES.....</b>	<b>29</b>

## APPENDICES

Appendix A	Circulation Element and Economic Development Element: Crosswalk Between Current and Proposed Policies
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## Table of Contents

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# 1. Introduction

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## 1.1 BACKGROUND, PURPOSE AND SCOPE

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

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

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

## 1.2 ENVIRONMENTAL PROCEDURES

Pursuant to CEQA and the State CEQA Guidelines, this Addendum focuses on whether implementation of the Proposed Project would require major revisions to the certified EIR due to the potential for new significant environmental effects or a substantial increase in the severity of previously identified significant effects, pursuant to State CEQA Guidelines Section 15162.

## 1. Introduction

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

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

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

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

## 1. Introduction

- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence. (CEQA Guidelines § 15164)

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

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

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

## 1.3 SUMMARY OF PREVIOUS DOCUMENTATION

### 1.3.1 Current General Plan

The currently adopted General Plan includes the following elements: Land Use, Urban Design, Housing; Circulation, Noise; Public Safety, Conservation/Open Space, Public Facilities/Growth Management, and Economic Development. For purposes of this Addendum, the 1991 Economic Element and 1995 Circulation Element are further discussed below for informational purposes.

## 1. Introduction

### 1.3.1.1 1991 ECONOMIC ELEMENT

#### Goals and Policies

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

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

#### Economic Development Plan

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

### 1.3.1.2 1995 CIRCULATION ELEMENT

#### Goals and Policies

The City's Circulation Element addresses the circulation improvements needed to relieve traffic congestion due to future land uses. The Circulation Element was adopted in 1991 as part of the General Plan and was subsequently amended in 1995 to update the City's Master Plan Circulation System to comply with the County's adopted Orange County Master Plan of Arterial Highways (OCMPAH). The Circulation Element addresses potential demand management strategies and mass transit services. Corresponding goals and policies have been adopted to ensure that all components of the circulation system will meet the needs of the City of Dana Point. The element establishes a hierarchy of transportation routes with specific development standards described for each category of roadway. The Circulation Element is based on a set of circulation-related goals that reflect

## 1. Introduction

and are designed to support the citywide objectives of the General Plan. The circulation goals and policies are grouped into the following categories:

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

### Circulation Plan

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

### 1.3.2 1991 Environmental Impact Report

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

## 1. Introduction

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## 2. Environmental Setting

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### 2.1 PROJECT LOCATION

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

### 2.2 EXISTING LAND USES

Development in the Dana Point area began in the early 1900's with the original "Lantern" neighborhoods, but substantial development did not occur until the decades following World War II. Over time, that development evolved into the three communities of Capistrano Beach, Dana Point, and Monarch Beach.

The City of Dana Point officially incorporated in 1989 and included the original "Dana Point" community and the surrounding coastal area, encompassing a total area of 6.5 square miles. The City gained its name from the headlands of Dana Point, which were named after Richard Henry Dana. The Harbor and its many ocean/beach related facilities, along with Doheny State Beach Park, Capistrano Beach Park, Strands Beach, Salt Creek Beach Park, and the Dana Point Harbor have made Dana Point a popular destination for visitors throughout the region and beyond.

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

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

## 2. Environmental Setting

### 2.3 CIRCULATION AND MOBILITY

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

- **Pacific Coast Highway (PCH)**, the official start to the regional scenic highway that connects residents and visitors with neighboring beach communities.
- **Golden Lantern and Del Obispo** Streets connect from Dana Point Harbor and the Lantern District all the way to neighboring Laguna Niguel and San Juan Capistrano and provide residents access to schools and commercial retail.
- **Stonehill Drive** travels through much of the City's width, connects several planning areas, and includes direct access to Dana Hills High School, Monarch Beach, and the Interstate 5 Freeway (I-5). Stonehill Drive also terminates and becomes Camino Capistrano/Doheny Park Road, which travels southerly through Doheny Village, connecting to PCH and Coast Highway, and into Capistrano Beach.
- **Crown Valley Parkway and Niguel Road** provide linkages to visitor-serving uses in the City, including the Waldorf Astoria Monarch Beach, the Monarch Beach Golf Links, the Ritz-Carlton, and Salt Creek Beach Park.

Dana Point's bicycle network includes off-roadway bike trails, painted bike lanes, and bike routes. Off-roadway bike trails are concentrated in and around open-space areas such as parks and beaches. Painted bike lanes are the most common type of bike facility and are located primarily along arterial streets. Bike routes, shared with vehicles and designated with signage, are mostly along local streets or adjacent to parks.

Dana Point is served by three Orange County Transportation Authority (OCTA) bus routes, which connect the City to other south Orange County communities. The routes travel along Golden Lantern Street, Del Obispo Street, and Pacific Coast Highway. The City also coordinates with OCTA to operate a trolley service that runs between Memorial Day Weekend and Labor Day, operating seven days per week. The Trolley also operates on weekends in September. Two routes provide service at forty stops throughout the City. Additionally, Metrolink's Orange County line passes through Dana Point, with nearby stations in San Juan Capistrano and San Clemente.

## 3. Project Description

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

### 3.1 PROPOSED GENERAL PLAN UPDATES

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

#### 3.1.1 Circulation and Mobility Element

The City is updating its Circulation Element to bolster its approach to complete street practices for multimodal transportation thereby improving safety for all roadway users. In addition, the City is refining the classification of select roadways to better reflect existing conditions and to optimize other roadways to better serve the needs of the community. Other examples of proposed changes include a clarification of the City's acceptable level of service standards, coordination with OCTA to improve transit service, and strategies to enhance pedestrian and bicycle facilities along existing roadways. In coordination with this General Plan Update, the City is also working with OCTA to update the Master Plan of Arterial Highways (MPAH).

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

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

### 3. Project Description

#### **3.1.2 Economic Development Element**

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

## 4. Environmental Analysis

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### 4.1 CONDITIONS

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

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

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

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

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

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

## 4. Environmental Analysis

emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, tribal cultural resources, or wildfire. Therefore, no further analysis of these topics is warranted for purposes of this Addendum.

### 4.2 TRANSPORTATION

#### 4.2.1 Thresholds of Significance

- T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- T-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).
- T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- T-4 Result in inadequate emergency access.

#### 4.2.2 Summary of Impacts Identified in the Certified EIR

The following summarizes the traffic and transportation impacts identified in the certified EIR. It is important to note that at the time of preparation of the certified EIR, Appendix G in the CEQA Guidelines stated that a project will have a significant effect if it will "Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system." Subsequently, Appendix G in the CEQA Guidelines was revised to the updated thresholds listed above (see T-1 through T-4). Specifically, Senate Bill 743 (SB 743), signed by the Governor in 2013, directed the Office of Planning and Research (OPR) to look at different metrics for identifying transportation impacts under CEQA. The Final OPR Technical Advisory was released in December 2018 and identified vehicle miles traveled (VMT) as the preferred metric for transportation impact analysis for CEQA assessment. Therefore, the following summary of traffic impacts identified in the certified EIR is provided for informational purposes only as the thresholds utilized in the certified EIR are no longer applicable to the Proposed Project.

The certified EIR used level of service (LOS) to assess traffic volume and capacity and thus traffic impacts resulting from implementation of the Approved Project. With respect to intersection capacity, peak hour intersection operation in the future was deemed acceptable at all locations with the future lane improvements anticipated in the certified EIR, with the exception of Crown Valley Parkway/PCH and PCH/Del Obispo, although improvements have since rectified those issues. With respect to thru traffic ("non-Dana Point traffic"), the certified EIR disclosed that PCH and Crown Valley Parkway carried the largest volumes of thru traffic through the City. The certified EIR concluded that in the future, these trips would slightly increase due to the increased capacity of the roadways. With respect to street classification and improvements, the certified EIR concluded that provisions of additional lanes might require additional right-of-way beyond the standard in the typical arterial cross-sections.

## 4. Environmental Analysis

In summary, the certified EIR concluded that impacts to intersection capacity and traffic congestion, resulting from implementation of the Approved Project would be mitigated to less than significant with implementation of mitigation measures. However, as discussed below under Section 4.2.4, several of the mitigation measures identified in the certified EIR are no longer applicable for the proposed project because LOS is no longer utilized under CEQA as a threshold to determine impacts.

### 4.2.3 Impacts Associated with the Proposed Project

Would the Proposed Project:

**T-1 Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

**No Changes or New Information Requiring Preparation of an EIR.** The Certified EIR determined that the proposed would not conflict with a program, plan, ordinance, or policy addressing the circulation system. The Proposed Project would update goals and policies of the Circulation Element to further support its approach to complete street practices for multimodal transportation, reduction of vehicle miles traveled, and strategies for improving safety for all roadway users. The Proposed Project also bolsters coordination with OCTA to improve transit service and identifies strategies to enhance pedestrian and bicycle facilities along existing roadways. Specific goals and policies aimed at supporting complete street strategies include the following:

**Goal 1. A system of streets that meets the needs of current and future residents and facilitates the safe and efficient movement of people and goods throughout the city.**

- **Policy 1.1** Maintain and periodically review roadway performance to ensure desired levels of safety and efficiency for vehicles, pedestrians, and bicyclists.
- **Policy 1.3** Coordinate with other local, regional, state, and federal transportation plans and proposals to ensure the safe and efficient movement of people and goods both within Dana Point and between the city and outside areas.
- **Policy 1.7** Implement a Safe Systems Approach into roadway design, aligning with the goals of Vision Zero, evaluating roadway safety holistically to account for human behavior, vulnerable road users, and infrastructure design.
- **Policy 1.8** Identify roadways with a higher concentration of collisions and prioritize safety improvements to reduce collisions, with an emphasis on pedestrians, bicyclists, and micromobility users. Begin implementation within two years and regularly monitor progress, with the goal of implementing safety countermeasures on all safety corridors within 25 years.
- **Policy 1.9** Support the design and implementation of traffic calming measures for motorized travel on local streets where non-motorized travel is prioritized.

## 4. Environmental Analysis

**Goal 2: A comprehensive and multimodal network that facilitates safe and convenient travel within the city for pedestrians and bicyclists.**

- **Policy 2.1** Include improvements in the Capital Improvement Program to complete the gaps in the City's pedestrian and bicycle networks, prioritizing areas with high pedestrian and/or bicycle traffic and those that expand public access to the shoreline.
- **Policy 2.2** Require new development to incorporate pedestrian walkways and bicycle access to the public right-of-way and encourage both pedestrian and bicycle connectivity between adjoining developments.
- **Policy 2.3** Coordinate with neighboring jurisdictions and public agencies to link up existing and future pedestrian and bicycle facilities to enhance interjurisdictional connectivity and provide greater public access to the shoreline.
- **Policy 2.7** Facilitate unique non-motorized circulation methods that enhance pedestrian and bicyclist safety during City-approved special events.
- **Policy 2.8** Support the use of e-bikes and other micromobility devices to expand zero-emission mobility options while applying local and state regulations to maximize the safety and comfort of all users within public spaces.

**Goal 3. A safe and convenient public transportation system that expands mobility options for residents, workers, and visitors to travel within and around Dana Point.**

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

A comprehensive matrix comparing updated goals and policies with current goals and policies is provided in Appendix A. Therefore, like the Approved Project, the Proposed Project would be consistent with applicable programs and plans addressing the circulation system and aims to improve transit, roadway, bicycle and pedestrian facilities consistent with local, regional, and state plans and policy. Thus, with implementation of mitigation measures identified in the certified EIR and listed below, no new impacts would occur, and no changes or new information would require the preparation of a Subsequent EIR.

### **T-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?**

**No Changes or New Information Requiring Preparation of an EIR.** Senate Bill 743 (SB 743), signed by the Governor in 2013, has directed the Office of Planning and Research (OPR) to look at different metrics for identifying transportation impacts under CEQA. The Final OPR Technical Advisory was released in December

## 4. Environmental Analysis

2018 and identified vehicle miles traveled (VMT) as the preferred metric for transportation impact analysis for CEQA assessment. Consistent with SB 743, lead agencies can screen projects from project-level VMT assessment under the presumption that the project will result in a less-than-significant transportation impact. Although the City has not adopted specific VMT thresholds, the County has adopted the Guidelines for Evaluating Vehicle Miles Traveled under CEQA for the County of Orange (County Guidelines). The City is currently in the process of developing specific VMT thresholds.

Like the Approved Project, the Proposed Project would not directly result in physical development; rather, the Proposed Project includes focused updates to goals and policies of the Circulation and Economic Development Elements. The Proposed Project would update goals and policies of the Circulation Element to further support its approach to complete street practices for multimodal transportation and strategies in an effort to reduce vehicle congestion, thereby encouraging a reduction in vehicle trips. In addition to the goals and policies identified above under T-1, which are specifically aimed at supporting complete street strategies and thus reducing VMT, additional updated goals and policies include the following:

- **Policy 1.6** Utilize intelligent transportation systems and research changing trends in mobility to more efficiently and safely move people and vehicles.
- **Policy 1.13** Establish and enforce standards to ensure that new development designs, constructs, and maintains curb-side and/or off-street spaces, as applicable, for ride-share options and the temporary loading of goods and materials.
- **Policy 3.3** Coordinate with OCTA and pursue options to fund expansions in the frequency and duration of trolley service to decrease vehicle miles traveled, reduce congestion along roadways and in parking areas, and spur additional economic development activity.
- **Policy 3.4** Encourage new development and apply development standards that promote the usage of public transit services and minimize vehicle miles traveled for all users, especially those that are elderly or disabled.

A matrix comparing updated goals and policies with current goals and policies is provided in Appendix A.

Additionally, the City's Land Use Element contains the following policies that are not part of but are consistent with the Proposed Project and would remain as currently adopted.

- **Policy 3.6** Encourage patterns of development necessary to minimize air pollution and vehicle miles traveled.
- **Policy 10.3** Encourage resident-serving uses within walking distance of areas designated on the Land Use Diagram for residential use, where possible, to minimize the encroachment of resident serving uses into visitor-serving areas, to minimize the use of primary coastal access roads for non-recreational trips, and to minimize energy consumption and vehicle miles traveled by encouraging the use of public transportation.

No development or land use changes are proposed as part of the updated goals and policies of the Proposed Project; nonetheless, projects within the City facilitated by the Approved and Proposed Project would be

## 4. Environmental Analysis

evaluated on a case-by-case basis for compliance with the City's Transportation Demand Management (TDM) standards pursuant to Chapter 9.43 of the City's Municipal Code, which meets the requirements of Section 65089(b)(3) of the California Government Code requiring the development of a trip reduction and travel demand element to the Congestion Management Plan, and Section 65089.3(a)(2) of the California Government Code, which requires adoption and implementation of a trip reduction and travel demand ordinance. The City's TDM states that new commercial, industrial, and mixed-use development, including employment centers of 100 or more, may adversely impact existing transportation and parking facilities, resulting in increased motor vehicle emissions, deteriorating levels of service, and possibly significant additional capital expenditures to augment and improve the existing transportation system. To more efficiently utilize the existing and planned transportation system and to reduce vehicle emissions, the Municipal Code (Section 9.43.020) states that it is the policy of the City to:

- a) Reduce the number of peak-period vehicle trips generated in association with additional development.
- b) Promote and encourage the use of alternative transportation modes, such as ridesharing, carpools, vanpools, public bus and rail transit, and bicycles and walking, as well as facilities that support such modes.
- c) Achieve related reductions in vehicle trips, traffic congestion, and public expenditure and achieve air quality improvements through utilization of existing local mechanisms and procedures for project review and permit processing.
- d) Promote coordinated implementation of strategies on a county-wide basis to reduce transportation demand.
- e) Achieve the most efficient use of local resources through coordinated and consistent regional and/or local TDM programs.

In summary, the Proposed Project would not result in an increase in VMT because no land use or zoning changes are proposed that would result in an increase in residential density or non-residential intensity that would have the potential to increase VMT in the region. Therefore, no new impacts would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

### **T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**No Changes or New Information Requiring Preparation of an EIR.** The Proposed Project would update goals and policies of the Circulation Element to further support its approach to complete street practices for multimodal transportation and strategies for improving safety for all roadway users. Specifically, updated policies aim to identify roadways with a higher concentration of collisions and prioritize safety improvements

## 4. Environmental Analysis

to reduce collisions, with an emphasis on pedestrians, bicyclists, and micromobility users. Goals and policies specifically aimed at supporting safety improvements include the following:

- **Policy 1.1** Maintain and periodically review roadway performance to ensure desired levels of safety and efficiency for vehicles, pedestrians, and bicyclists.
- **Policy 1.2** Strive to minimize congestion at city-controlled signalized intersections. A reduction in level of service (LOS) may be acceptable in order to enhance the safety and/or mobility options for pedestrians, bicyclists, and/or transit. However, in no case shall LOS for city-controlled signalized intersections fall below LOS D during non-summer or summer conditions.
- **Policy 1.7** Implement a Safe Systems Approach into roadway design, aligning with the goals of Vision Zero, evaluating roadway safety holistically to account for human behavior, vulnerable road users, and infrastructure design.
- **Policy 1.8** Identify roadways with a higher concentration of collisions and prioritize safety improvements to reduce collisions, with an emphasis on pedestrians, bicyclists, and micromobility users. Begin implementation within two years and regularly monitor progress, with the goal of implementing safety countermeasures on all safety corridors within 25 years.
- **Policy 2.6** Promote and implement public education programs that expand traffic safety awareness, enhance enforcement of speed limits, and instill road-sharing etiquette for cyclists and pedestrians. Focus program materials and implementation on safety corridors.
- **Policy 2.7** Facilitate unique non-motorized circulation methods that enhance pedestrian and bicyclist safety during City-approved special events.
- **Policy 2.8** Support the use of e-bikes and other micromobility devices to expand zero-emission mobility options while applying local and state regulations to maximize the safety and comfort of all users within public spaces.

A matrix comparing updated goals and policies with current goals and policies is provided in Appendix A. Therefore, like the Approved Project, the Proposed Project would be consistent with applicable programs and plans addressing the circulation system and aims to improve transit, roadway, bicycle and pedestrian facilities consistent with local, regional, and state plans and policy. Thus, no new impacts would occur, and no changes or new information would require the preparation of a Subsequent EIR.

### T-4 Result in inadequate emergency access?

**No Changes or New Information Requiring Preparation of an EIR.** The Proposed Project would not result in inadequate emergency vehicle access; rather, the Proposed Project aims to update goals and policies of the current Circulation Element to improve the circulation system throughout the City and ensure adequate access for public safety and emergency services. The Proposed Project would be consistent with City's 2022 Public Safety Element, which includes Policy 7.2 that aims to improve and maintain roadways to permit

## 4. Environmental Analysis

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

### 4.2.4 Mitigation Measures Identified in the Certified EIR

The Transportation mitigation measures identified in the certified EIR were adopted to reduce the Approved Project's significant impacts related to intersection capacity. However, since the EIR was certified, the Legislature adopted SB 743, which states that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment..." Therefore, several of the mitigation measures identified in the certified EIR are no longer applicable for the proposed project and/or have already been incorporated as part of the existing Circulation Element and/or Economic Development Element's goals and policies. Because there are no mitigation measures applicable to the Proposed Project, a Mitigation Monitoring Program for this Addendum is not required. The original mitigation measures are identified below in ~~strikeout~~ text to indicate deletions.

Mitigation Measures No. 1 and 2 of the EIR would not be applicable to the Proposed Project because impacts to intersection capacity are no longer considered under CEQA pursuant to SB 743. Nonetheless, MM-1 would be replaced by Policies 1.1, 1.3, 1.7, and 2.1, which would ensure that the City coordinates with other local, regional, state, and federal transportation plans, proposals, standards, and practices to ensure the safe and efficient movement of people and goods both within Dana Point and between the city and other jurisdictions/agencies. Specifically, Policy 1.3 of the Proposed Project would streamline current Policy 2.1 of the Circulation Element, which supports the completion of the Orange County Master Plan of Arterial Highways.

- **Policy 1.1** Maintain and periodically review roadway performance to ensure desired levels of safety and efficiency for vehicles, pedestrians, and bicyclists.
- **Policy 1.3** Coordinate with other local, regional, state, and federal transportation plans and proposals to ensure the safe and efficient movement of people and goods both within Dana Point and between the city and outside areas.
- **Policy 1.7** Implement a Safe Systems Approach into roadway design, aligning with the goals of Vision Zero, evaluating roadway safety holistically to account for human behavior, vulnerable road users, and infrastructure design.

## 4. Environmental Analysis

- **Policy 2.1** Include improvements in the Capital Improvement Program to complete the gaps in the City's pedestrian and bicycle networks, prioritizing areas with high pedestrian and/or bicycle traffic and those that expand public access to the shoreline.

~~MM 1 The City shall construct and maintain arterial streets within the planned street system according to the "Master Plan" of Arterial Highways. These streets shall be based on standards related to their function and traffic capacity.~~

~~MM 2 Where appropriate, the City shall maximize the capacity of the existing and planned traffic and circulation system through use of capital improvements such as restriping, spot widening, and traffic signal coordination.~~

Mitigation Measure No. 3 would no longer be warranted because the Proposed Project would include updated goals and policies aimed at encouraging multi-modal transportation strategies, thereby reducing VMT and single-occupancy vehicle trips. Updated goals and policies include Goal 1 and Policies 1.1, 1.7, 1.8, and 1.9; Goal 2 and Policies 2.1, 2.2, 2.3, and 2.7; and Goal 3 and Policies 3.1, 3.2, and 3.5. In addition, future projects would be evaluated on a case-by-case basis for compliance with the City's TDM standards, pursuant to Chapter 9.43 of the City's Municipal Code.

- **Policy 1.1** Maintain and periodically review roadway performance to ensure desired levels of safety and efficiency for vehicles, pedestrians, and bicyclists.
- **Policy 1.7** Implement a Safe Systems Approach into roadway design, aligning with the goals of Vision Zero, evaluating roadway safety holistically to account for human behavior, vulnerable road users, and infrastructure design.
- **Policy 1.8** Identify roadways with a higher concentration of collisions and prioritize safety improvements to reduce collisions, with an emphasis on pedestrians, bicyclists, and micromobility users. Begin implementation within two years and regularly monitor progress, with the goal of implementing safety countermeasures on all safety corridors within 25 years.
- **Policy 1.9** Support the design and implementation of traffic calming measures for motorized travel on local streets where non-motorized travel is prioritized.
- **Goal 2:** A comprehensive and multimodal network that facilitates safe and convenient travel within the City for pedestrians and bicyclists.
- **Policy 2.1** Include improvements in the Capital Improvement Program to complete the gaps in the City's pedestrian and bicycle networks, prioritizing areas with high pedestrian and/or bicycle traffic and those that expand public access to the shoreline.
- **Policy 2.2** Require new development to incorporate pedestrian walkways and bicycle access to the public right-of-way and encourage both pedestrian and bicycle connectivity between adjoining developments.

## 4. Environmental Analysis

- **Policy 2.3** Coordinate with neighboring jurisdictions and public agencies to link up existing and future pedestrian and bicycle facilities to enhance interjurisdictional connectivity and provide greater public access to the shoreline.
- **Goal 3.** A safe and convenient public transportation system that expands mobility options for residents, workers, and visitors to travel within and around Dana Point.
- **Policy 3.1** Coordinate with OCTA and advocate on behalf of the Dana Point community for efficient and convenient regional and local bus service.
- **Policy 3.2** Maintain safe, clean, comfortable, well-lit, and rider-friendly transit stops that are well marked and visible to transit users and motorists.
- **Policy 3.5** Coordinate with federal and regional transportation agencies to maintain and enhance resident access to passenger rail facilities.

MM 3            ~~The City shall implement measures outlined in the updated 1991 Air Quality Management Plan for the South Coast Air Basin which requires employers of over 100 employees to provide programs aimed at reducing the number of vehicles using the roadway system during peak hours. Programs shall include van pooling, ride sharing, staggered work hours and other such methods.~~

Mitigation Measure No. 4 would no longer apply to the Proposed Project because it would be updated and replaced by proposed Policies 3.1 and 3.3, which require coordination with OCTA to maintain convenient and efficient regional and local transit options, and proposed Policy 1.13 will ensure that future development facilitates ridesharing options.

- **Policy 3.1** Coordinate with OCTA and advocate on behalf of the Dana Point community for efficient and convenient regional and local bus service.
- **Policy 3.3** Coordinate with OCTA and pursue options to fund expansions in the frequency and duration of trolley service to decrease vehicle miles traveled, reduce congestion along roadways and in parking areas, and spur additional economic development activity.

MM 4            ~~When appropriate, the City shall coordinate with and assist the Orange County Transit District in providing fixed route service on local and express routes, and door to door service through its dial a ride system. The City shall also assist with the provision of park and ride facilities to promote additional express bus service along the freeway corridors.~~

Mitigation Measure No. 5 would no longer be applicable to the Proposed Project because it would be replaced by proposed Policy 3.5 to coordinate with federal and regional transportation agencies to maintain and enhance resident access to passenger rail facilities.

- **Policy 3.5** Coordinate with federal and regional transportation agencies to maintain and enhance resident access to passenger rail facilities.

## 4. Environmental Analysis

~~MM 5 The City shall study the feasibility of establishing a commuter rail station in Dana Point in the future. If feasible, the City shall adopt and implement a plan to construct the station.~~

Mitigation Measure Nos. 6 and 7 are no longer warranted because the Proposed Project would implement Goal 2 and Policies 2.1 through 2.9, which would provide a comprehensive and multimodal network that facilitates safe and convenient travel within the City for pedestrians and bicyclists.

- **Goal 2:** A comprehensive and multimodal network that facilitates safe and convenient travel within the City for pedestrians and bicyclists.
- **Policy 2.1** Include improvements in the Capital Improvement Program to complete the gaps in the City's pedestrian and bicycle networks, prioritizing areas with high pedestrian and/or bicycle traffic and those that expand public access to the shoreline.
- **Policy 2.2** Require new development to incorporate pedestrian walkways and bicycle access to the public right-of-way and encourage both pedestrian and bicycle connectivity between adjoining developments.
- **Policy 2.3** Coordinate with neighboring jurisdictions and public agencies to link up existing and future pedestrian and bicycle facilities to enhance interjurisdictional connectivity and provide greater public access to the shoreline.
- **Policy 2.4** Encourage the provision of showers, changing rooms and an accessible and secure area for bicycle storage at all new and existing developments and public places within the Coastal Zone.
- **Policy 2.5** Coordinate with public and private entities to augment local and regional pedestrian and bicycle networks through the safe utilization of easements, flood control channels, and public utility rights-of-way.
- **Policy 2.6** Promote and implement public education programs that expand traffic safety awareness, enhance enforcement of speed limits, and instill road-sharing etiquette for cyclists and pedestrians. Focus program materials and implementation on safety corridors.
- **Policy 2.7** Facilitate unique non-motorized circulation methods that enhance pedestrian and bicyclist safety during City-approved special events.
- **Policy 2.8** Support the use of e-bikes and other micromobility devices to expand zero-emission mobility options while applying local and state regulations to maximize the safety and comfort of all users within public spaces.
- **Policy 2.9** Support the use of bicycle facilities by neighborhood electric vehicles (NEVs) when dual usage by bicycles and NEVs would be:
  - safe for all users, including pedestrians and motorists;
  - necessary to enable NEVs to cross roadways that would otherwise be inaccessible and would connect directly to NEV-accessible roadways; and

## 4. Environmental Analysis

- visually prominent through signage and roadway markings.

~~MM 6 As part of improvements to new arterial roadways, the City shall construct and maintain sidewalks along new roadways to facilitate the safe and convenient movement of pedestrians.~~

~~MM 7 The City shall construct and maintain Class I (paths) and Class II (lanes) bikeways along most major streets to promote the use of bicycles. These bikeways will be integrated into the overall County bikeway system.~~

Mitigation Measure No. 8 is no longer applicable because parking impacts are not considered impacts pursuant to the CEQA Guidelines. However, parking goals and policies are addressed under Goal 4 and Policy 4.1 through 4.5 of the Proposed Project, which encourage standards and facilities that provide safe, convenient, and well-designed parking areas.

- **Goal 4:** Standards and facilities that provide safe, convenient, and well-designed parking areas.
- **Policy 4.1** Consolidate parking, where appropriate, to reduce the number of ingress and egress points onto arterials.
- **Policy 4.5** As appropriate, support the conversion of regular parking spaces to spaces suitable for neighborhood electric vehicles and/or bicycles.

~~MM 8 The City's Zoning Ordinance shall include off-street parking requirements for all types of development within the City. The City shall also allow for parking modifications or development incentives where effective parking demand management programs are guaranteed, as well as allowances for joint use of parking facilities where an appropriate mix of linked land uses exist.~~

Mitigation Measure No. 9 would no longer be applicable because Policy 1.4 and Figure CM-2 (Truck Routes) of the Proposed Project would designate, maintain, and enforce truck routes.

- **Policy 1.4** Designate, maintain, and enforce truck routes to minimize the impacts of truck traffic on residential areas and other sensitive uses.

~~MM 9 The City shall identify, construct or improve, and maintain primary truck routes to accommodate truck travel.~~

Mitigation Measure No. 10 would no longer be applicable because Policy 1.11 of the Proposed Project would develop and maintain a circulation system that highlights environmental amenities and scenic areas and provides public access and circulation to the harbor and shoreline. Additionally, the Urban Design Element contains Figure UD-1, Landscape Corridors, that serves the same function, and is not part of but is consistent with the Proposed Project and would remain as currently adopted.

- **Policy 1.11** Develop and maintain a circulation system which highlights environmental amenities and scenic areas and provides public access and circulation to the harbor and shoreline.

## 4. Environmental Analysis

~~MM 10 — The City shall maintain scenic highway corridors identified in Circulation Element.~~

Mitigation Measures No. 11 is no longer warranted because impacts to intersection capacity and traffic congestion are no longer considered under CEQA pursuant to SB 743. Furthermore, with respect to traffic analyses, projects facilitated by the General Plan would be assessed on a case-by-case basis for conformance with the City's General Plan and the OCTA Congestion Management Program.

~~MM 11 — The City shall design a circulation system for Specific Plan areas only after subsequent traffic analysis has been completed.~~

### 4.2.5 Level of Significance After Mitigation

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

## 4. Environmental Analysis

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## 5. Finding

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As indicated in this Addendum, the impacts of the Proposed Project have already been adequately identified and addressed in the certified EIR, and no substantial changes have occurred with respect to the circumstances under which the project is undertaken that would require major revisions to the certified EIR. Analysis of the Proposed Project shows that there are no new significant environmental effects and no substantial increase in the severity of previously identified significant effects.

Impacts beyond those identified in the EIR would not be expected to occur as a result of the Proposed Project, which would still be subject to all applicable, previously required mitigation measures from the certified EIR. The proposed project would not result in any new information of substantial importance that would have new, more severe impacts, new mitigation measures, or new or revised alternatives from what was identified in the certified EIR.

Based on the record as a whole, there is no substantial evidence that the proposed project would result in significant environmental impacts not previously studied in the EIR, and accordingly, the project changes would not result in any conditions identified in CEQA Guidelines, Section 15162. Thus, a subsequent EIR or mitigated negative declaration is not required for the changes to the project, and the City adopts this Addendum to the certified General Plan EIR in accordance with CEQA Guidelines Section 15164.

## 5. Finding

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## 6. List of Preparers

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### 6.1 CITY OF DANA POINT

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### 6.2 PLACEWORKS

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## 6. List of Preparers

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## 7. References

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<https://www.danapoint.org/i-want-to-/general-plan>.

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## 7. References

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Appendix

Appendix A      Circulation Element and  
Economic Development Element:  
Crosswalk Between Current and  
Proposed Policies



# CIRCULATION & ECONOMIC DEVELOPMENT ELEMENTS CROSSWALK BETWEEN CURRENT AND PROPOSED POLICIES

## OVERVIEW

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

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

## CIRCULATION ELEMENT

Draft General Plan (proposed)	Change	Current General Plan
A system of streets that meets the needs of current and future residents and facilitates the safe and efficient movement of people and goods throughout the city.	Consolidated	<p><b>Goal 1.</b> Provide a system of streets that meets the needs of current and future residents and facilitate the safe and efficient movement of people and goods throughout the City.</p> <p><b>Goal 2.</b> Support development of a network of regional transportation system that ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and which accommodates the regional travel demands of developing areas outside the City.</p> <p><b>Goal 3:</b> The City will maximize the efficiency of its circulation system through the use of Transportation System Management and Demand Management strategies.</p>
<b>Policy 1.1</b> Maintain and periodically review roadway performance to ensure desired levels of safety and efficiency for vehicles, pedestrians, and bicyclists .	Consolidated	<p><b>Policy 1.1:</b> Develop and maintain a road system that is based upon and is in balance with the Land Use Element of the General Plan.</p> <p><b>Policy 1.2:</b> Develop circulation system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity, maximum grades and associated features such as medians and bicycle lanes.</p> <p><b>Policy 1.6:</b> Develop a transportation network that is capable of meeting the needs of projected increases in the population and in non-residential development.</p> <p><b>Policy 1.9:</b> Limit driveway access on arterial streets to maintain a desired quality of flow.</p>
<b>Policy 1.2</b> Strive to minimize congestion at city-controlled signalized intersections. A reduction in level of service (LOS) may be acceptable in order to enhance the safety and/or mobility options for pedestrians, bicyclists, and/or transit. However, in no case shall LOS for city-controlled signalized intersections fall below LOS D during non-summer or summer conditions.	Expanded to clarify and strengthen City's LOS thresholds	<b>Policy 1.4:</b> Develop thresholds and performance standards for acceptable levels of service.

Draft General Plan (proposed)	Change	Current General Plan
<p><b>Policy 1.3</b> Coordinate with other local, regional, state, and federal transportation plans and proposals to ensure the safe and efficient movement of people and goods both within Dana Point and between the city and outside areas.</p>	<p>Streamlined to address all agency coordination in one policy</p>	<p><b>Policy 1.3:</b> Coordinate roadway improvements with applicable regional, State and Federal transportation plans and proposals.</p> <p><b>Policy 2.1:</b> Support the completion of the Orange County Master Plan of Arterial Highways.</p> <p><b>Policy 2.2:</b> Support the addition of capacity improvements to Interstate 5 such as high-occupancy vehicle lanes, general purpose lanes, auxiliary lanes, and corresponding noise barriers to mitigate the noise impacts of these improvements.</p> <p><b>Policy 2.3:</b> Maintain a proactive and assertive role with appropriate agencies dealing with regional transportation issues affecting the City.</p> <p><b>Policy 2.4:</b> Work with adjacent cities to ensure that the traffic impacts of development projects in these cities do not adversely impact the City of Dana Point.</p> <p><b>Policy 3.5:</b> Encourage the- development of additional regional public transportation services and support facilities including park-and-ride lots near the I-5 freeway.</p> <p><b>Policy 3.6:</b> Promote ridesharing through publicity and provision of information to the public.</p>
<p><b>Policy 1.4</b> Designate, maintain, and enforce truck routes to minimize the impacts of truck traffic on residential areas and other sensitive uses.</p>	<p>Updated to reflect new state law; transport of hazardous materials addressed in Public Safety Element (Goal 4 and policies 4.1/4.5)</p>	<p><b>Policy 1.7:</b> Provide for the safe and expeditious transport of hazardous materials.</p>
<p><b>Policy 1.5</b> Require that proposals for major new developments (more than 100 peak-hour trips) include information that adheres to the City's traffic study guidelines.</p>	<p>Consolidated</p>	<p><b>Policy 1.11:</b> Require that proposals for major new developments include a future traffic impact analysis which identifies measures to mitigate any identified project impacts.</p> <p><b>Policy 1.12:</b> Encourage new development that facilitates transit services, provides for non-automobile circulation and minimizes vehicle miles traveled.</p>

Draft General Plan (proposed)	Change	Current General Plan
		<p><b>Policy 3.3:</b> Encourage the implementation of employer Transportation Demand Management (TDM) requirements included in the Southern California Air Quality Management District's Regulation XV of the Air Quality Management Plan. Participate in regional efforts to implement TDM requirements.</p> <p><b>Policy 3.4:</b> Require that proposals for major new nonresidential developments (in excess of 50,000 square feet) include submission of a TDM plan to the City, including monitoring and enforcement provisions.</p>
<b>Policy 1.6</b> Utilize intelligent transportation systems and research changing trends in mobility to more efficiently and safely move people and vehicles.	Consolidated and updated to capture more modern practices	<p><b>Policy 3.1:</b> Implement traffic signal coordination on arterial streets to the maximum extent practical, and integrate signal coordination efforts with those of adjacent jurisdictions.</p> <p><b>Policy 3.2:</b> Implement intersection capacity improvements where feasible.</p>
<b>Policy 1.7</b> Implement a Safe Systems Approach into roadway design, aligning with the goals of Vision Zero, evaluating roadway safety holistically to account for human behavior, vulnerable road users, and infrastructure design.	Expanded to specify the implementation method to ensure actions towards reducing/eliminating pedestrian/bicyclist and vehicular collisions, injuries, and fatalities	<b>Policy 5.1:</b> Promote the safety of pedestrians and bicyclists by adhering to national standards and uniform practices.
<b>Policy 1.8</b> Identify roadways with a higher concentration of collisions and prioritize safety improvements to reduce collisions, with an emphasis on pedestrians, bicyclists, and micromobility users. Begin implementation within two years and regularly monitor progress, with the goal of implementing safety countermeasures on all safety corridors within 25 years.	Expanded to include actions toward reducing collisions and a set timeframe	<b>Policy 1.13:</b> Minimize pedestrian and vehicular conflicts.
<b>Policy 1.9</b> Support the design and implementation of traffic calming measures for motorized travel on local streets where non-motorized travel is prioritized.	Consolidated	<b>Policy 1.5:</b> 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.

Draft General Plan (proposed)	Change	Current General Plan
		<b>Policy 1.10:</b> Design local and collector streets to discourage their use as through traffic routes.
<b>Policy 1.10</b> Establish and maintain a network suitable for neighborhood electric vehicles (NEVs). Consider the potential expansion or contraction implications for the NEV network when evaluating changes in roadway design and speed limits.	New	--
<b>Policy 1.11</b> Develop and maintain a circulation system which highlights environmental amenities and scenic areas and provides public access and circulation to the harbor and shoreline.	Consolidated	<b>Policy 1.15:</b> Develop a circulation system that highlights environmental amenities and scenic areas.
<b>Policy 1.12</b> Coordinate with public agencies and apply development standards to ensure public access to the harbor and shoreline through private dedications, easements, or other methods including public transportation.	Expanded to ensure access to harbor	<b>Policy 1.16:</b> Provide public access and circulation to the shoreline, through private dedications, easements, or other methods including public transportation.
<b>Policy 1.13</b> Establish and enforce standards to ensure that new development designs, constructs, and maintains curb-side and/or off-street spaces, as applicable, for ride-share options and the temporary loading of goods and materials.	New	--
<b>Goal 2: A comprehensive and multimodal network that facilitates safe and convenient travel within the City for pedestrians and bicyclists.</b>	Streamlined	<b>Goal 5: Encourage non-motorized transportation, such as bicycle and pedestrian circulation.</b>  <b>Policy 5.12:</b> Provide for a non-vehicular circulation system that encourages mass-transit, bicycle transportation, and pedestrian circulation.
<b>Policy 2.1</b> Include improvements in the Capital Improvement Program to complete the gaps in the City's pedestrian and bicycle networks, prioritizing areas with high pedestrian and/or bicycle traffic and those that expand public access to the shoreline.	Updated to specify the program in which these alternative transportation routes and paths would be created/improved	<b>Policy 5.4:</b> 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.
<b>Policy 2.2</b> Require new development to incorporate pedestrian walkways and bicycle access to the public right-of-way and encourage both pedestrian and bicycle connectivity between adjoining developments.	Updated to specifically address new development requirements	<b>Policy 5.2:</b> Maintain existing pedestrian facilities and encourage new development to provide pedestrian walkways between developments, schools and public facilities.

Draft General Plan (proposed)	Change	Current General Plan
<b>Policy 2.3</b> Coordinate with neighboring jurisdictions and public agencies to link up existing and future pedestrian and bicycle facilities to enhance interjurisdictional connectivity and provide greater public access to the shoreline.	Updated to reflect interjurisdictional connectivity and access to natural areas	<b>Policy 5.7:</b> Explore possible link-up of trails within the City to regional trail systems.
<b>Policy 2.4</b> Encourage the provision of showers, changing rooms and an accessible and secure area for bicycle storage at all new and existing developments and public places within the Coastal Zone.	Updated to include the area this would serve	<b>Policy 5.5:</b> 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.
<b>Policy 2.5</b> Coordinate with public and private entities to augment local and regional pedestrian and bicycle networks through the safe utilization of easements, flood control channels, and public utility rights-of-way.	Consolidated and now includes collaboration with private entities	<b>Policy 5.4:</b> 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.  <b>Policy 5.6:</b> 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.
<b>Policy 2.6</b> Promote and implement public education programs that expand traffic safety awareness, enhance enforcement of speed limits, and instill road-sharing etiquette for cyclists and pedestrians. Focus program materials and implementation on safety corridors.	Expanded to clarify programming types and City's more active role	<b>Policy 5.10:</b> Encourage safe biking by supporting the clinics sponsored by the County Sheriff's Department.
<b>Policy 2.7</b> Facilitate unique non-motorized circulation methods that enhance pedestrian and bicyclist safety during City-approved special events.	Consolidated	<b>Policy 5.11:</b> Consider the provision of unique non-motorized circulation methods for special events.
<b>Policy 2.8</b> Support the use of e-bikes and other micromobility devices to expand zero-emission mobility options while applying local and state regulations to maximize the safety and comfort of all users within public spaces.	New	--
<b>Policy 2.9</b> Support the use of bicycle facilities by neighborhood electric vehicles (NEVs) when dual usage by bicycles and NEVs would be:	New	--

Draft General Plan (proposed)	Change	Current General Plan
<ul style="list-style-type: none"> <li>- safe for all users, including pedestrians and motorists;</li> <li>- necessary to enable NEVs to cross roadways that would otherwise be inaccessible and would connect directly to NEV-accessible roadways; and</li> <li>- visually prominent through signage and roadway markings.</li> </ul>		
<b>Goal 3. A safe and convenient public transportation system that expands mobility options for residents, visitors, and workers to travel within and around Dana Point.</b>	<b>Consolidated</b>	<b>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.</b>
<b>Policy 3.1</b> Coordinate with OCTA and advocate on behalf of the Dana Point community for efficient and convenient regional and local bus service.	Restructured to focus on collaboration with local transit authority to improve public transportation; refined to reflect appropriate agency authority and responsibility	<p><b>Policy 4.1:</b> Support the efforts of the appropriate agencies to provide additional local and express bus service to the Dana Point community, and to provide additional park-and-ride lots near the 1-5 freeway.</p> <p><b>Policy 4.3:</b> Ensure accessibility of public transportation for elderly and disabled persons.</p> <p><b>Policy 4.8:</b> Require noise impact studies prior to approval of new public transportation routes through residential communities.</p>
<b>Policy 3.2</b> Maintain safe, clean, comfortable, well-lit, and rider-friendly transit stops that are well marked and visible to transit users and motorists.	Refined and strengthened	<b>Policy 4.7:</b> Encourage the provision of safe, attractive and clearly identifiable transit stops and related high quality pedestrian facilities throughout the community.
<b>Policy 3.3</b> Coordinate with OCTA and pursue options to fund expansions in the frequency and duration of trolley service to decrease vehicle miles traveled, reduce congestion along roadways and in parking areas, and spur additional economic development activity.	New	--
<b>Policy 3.4</b> Encourage new development and apply development standards that promote the usage of public transit services and minimize vehicle miles traveled for all users, especially those that are elderly or disabled.	Consolidated	<p><b>Policy 4.2:</b> Require new development to fund transit facilities, such as bus shelters and turn-outs, where deemed necessary.</p> <p><b>Policy 4.4:</b> Encourage employers to reduce vehicular trips by offering employee incentives.</p>

Draft General Plan (proposed)	Change	Current General Plan
		<p><b>Policy 4.5:</b> Promote new development that is designed in a manner that (1) facilitates provision or extension of transit service, (2) provides on-site commercial and recreational facilities to discourage mid-day travel, and (3) provides non-automobile circulation within the development.</p> <p><b>Policy 4.6:</b> Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use by residents and/or visitors.</p>
<b>Policy 3.5</b> Coordinate with federal and regional transportation agencies to maintain and enhance resident access to passenger rail facilities.	Consolidated	<b>Policy 1.8:</b> Working with the appropriate entities to improve rail and other public transit systems to serve the resident and visitor population of the area.
<b>Goal 4: Standards and facilities that provide safe, convenient, and well-designed parking areas.</b>		<b>GOAL 6: Provide for well-designed and convenient parking facilities.</b>
<b>Policy 4.1</b> Consolidate parking, where appropriate, to reduce the number of ingress and egress points onto arterials.	Retain	<b>Policy 6.1:</b> Consolidate parking, where appropriate, to reduce the number of ingress and egress points onto arterials.
<b>Policy 4.2</b> Maintain public access to the coast by promoting an effective combination of transit services and parking opportunities.	Retain	<b>Policy 6.2:</b> Maintain public access to the coast by providing better transit and parking opportunities.
<b>Policy 4.3</b> Establish and enforce parking standards/regulations and provide public facilities to ensure sufficient parking and adequate access for public safety and emergency services. Continue to ensure parking in the public right-of-way is maintained and provided based on the needs of surrounding development.	Expanded	<b>Policy 6.3:</b> Provide sufficient off-street parking.
<b>Policy 4.4</b> Encourage the use of shared parking facilities, such as through parking districts or other mechanisms.	Retain	<b>Policy 6.4:</b> Encourage the use of shared parking facilities, such as through parking districts or other mechanisms.
<b>Policy 4.5</b> As appropriate, support the conversion of regular parking spaces to spaces suitable for neighborhood electric vehicles and/or bicycles.	New	--

## ECONOMIC DEVELOPMENT ELEMENT

Draft General Plan (proposed)	Change	Current General Plan
<b>GOAL 1. Coordinated and purposeful investments in economic development projects and programs that contribute to the community's quality of life and that capitalize and build on Dana Point's strengths as an overnight destination.</b>	Updated to more clearly define intended outcomes	<b>GOAL 2. Develop a strategy for promoting the types of businesses and industries desired by the community.</b>
<b>Policy 1.1</b> Incorporate economic development objectives and projects in the City of Dana Point's Strategic Plan. Consider relevant economic sectors, partnerships, marketing, and communications that enhance the City's economic vitality and contribute to Dana Point's unique sense of place.	Updated to reflect the City's preferred direction for economic development	<b>Policy 2.2:</b> Coordinate local programs with regional programs for economic development.  <b>Policy 2.4:</b> Pursue methods to promote economic development opportunities beneficial to the City of Dana Point.
<b>Policy 1.2</b> Invest in the City's economic development program to maintain and enhance the attractiveness of Dana Point for private investment that leads to the retention and expansion of existing businesses, attraction of businesses from elsewhere, and the fostering of business startups. Support and attract local entrepreneurs that work remotely and live in Dana Point.	Expanded and refined	<b>Policy 2.6:</b> 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.  <b>Policy 2.9:</b> Encourage new business to locate in Dana Point.
<b>Policy 1.3</b> Focus economic development efforts on those businesses and economic sectors that can be competitive in a higher-cost environment, recognizing that not every business and not every type of store or service can afford the real estate costs in oceanfront communities.	Refined based on new direction	<b>GOAL 4. Promote development to meet the retail needs of the community.</b>  <b>Policy 4.1</b> Promote development of retail uses which serve local needs and diversify the selection of conveniently located goods and services.  <b>GOAL 5. Encourage development to meet visitor needs.</b>
<b>Policy 1.4</b> Support streamlined regulations that facilitate business establishment and operations.	Refined	<b>Policy 2.8:</b> The City will endorse and support the creation of a good business oriented infrastructure.
<b>Policy 1.5</b> Build upon economic assets such as the coastal setting, natural beauty, beach accessibility, nearby freeway access, and the local resident and tourism base.	New	--
<b>Goal 2. Continued leadership as a world-class destination that provides an authentic coastal experience rooted in the City's surf culture and maritime heritage.</b>	Based on new vision and recent studies	--

Draft General Plan (proposed)	Change	Current General Plan
<b>Policy 2.1</b> Coordinate with the County of Orange and the operators of Dana Point Harbor to ensure that Dana Point Harbor has facilities and capacity that optimize community benefits for locals and visitors, and serves as a premier destination.	Moved from Circulation Element	--
<b>Policy 2.2</b> Coordinate with the State of California and County of Orange to ensure that Doheny State Beach, Salt Creek Beach, Strands Beach, and Capistrano Beach are maintained to reinforce the City's surf culture and have sufficient facilities and capacity to host events for residents and visitors.	Updated to be more specific	<b>Policy 2.7:</b> Assure that local amenities and open spaces are maintained and expanded in order to assist and attract new businesses and promote economic vitality.
<b>Policy 2.3</b> Collaborate with local resorts and hotels to ensure the City's economic development efforts continue to effectively promote and enhance Dana Point's image and role as a unique and desirable destination.	Refined	<b>Policy 3.5:</b> Promote conference and visitor activities to ensure the long term viability of this major revenue generator.
<b>Policy 2.4</b> Collaborate with local artists and organizations to incorporate public art and cultural activities into the urban environment and community events in a manner that enriches the City's cultural identity, attracts visitors, and supports local businesses and entrepreneurs.	Added based on updated Vision and importance of arts and culture to the City's economy	--
<b>GOAL 3: Mixed-use development that expands the quantity and type of housing so long as it is integrated with commercial uses and provides exceptional physical design, high quality public amenities, and multi-modal mobility systems.</b>	<b>Updated to reflect new policy direction in support of future development</b>	--
<b>Policy 3.1</b> A general plan amendment may permit the introduction of residential into a site or area that is currently designated for commercial development when necessary to keep existing commercial uses and/or to make new commercial development financially feasible.	New	--
<b>Policy 3.2</b> To introduce residential on a site that is currently designated for commercial development and is five acres or larger, require special zoning and an appropriate amount and type of commercial uses necessary to meet the needs of residents and achieve the desired character in accordance with the City's Strategic Plan.	New	--
<b>Policy 3.3</b> Mixed-use plans and projects must employ site designs and amenities that facilitate accessibility, walkability, and bicycle	New	--

Draft General Plan (proposed)	Change	Current General Plan
usage within and around the project area, especially between commercial, residential, and public realm areas.		
<b>Policy 3.4</b> Encourage opportunities to redevelop Monarch Bay Plaza to create a vibrant, integrated, mixed-use area that provides a resilient commercial center with retail, a range of residential intensities, publicly-accessible open space and gathering areas, as well as other commercial uses to the extent they are complimentary and economically viable, such as professional office, medical office, and hospitality.	New	--
<b>Policy 3.5</b> In the area currently designated for commercial uses along Coast Highway east of Doheny Village, consider the appropriate blend of hospitality, retail, recreation, and residential uses needed to stimulate development and support public realm improvements.	New	--

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

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

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

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

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

**Outdated due to changes in state law**

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