

4.1 SCOPE

This chapter sets forth the Land Use Plan policies for circulation, parking, walkways, bikeways and trails and public transit that serves Harbor visitors, guests and recreational facility users as well as circulation and parking improvements that will be implemented as part of the Dana Point Harbor Revitalization Plan. Additionally, because of the relationship between transportation and air quality, this chapter includes LCP policies for air quality.

4.2 POLICIES

4.2.1 Arterial Highways

1. The scenic highway should be linked, when possible, to regional parks, trails, wildlife areas and historical sites, greenbelts and other recreation-open space areas without being detrimental to them.

4.2.2 Local Roads and Circulation Components

1. Design safe and efficient vehicular access to streets to ensure efficient vehicular ingress and egress. (Coastal Act Section 30252)
2. Develop citywide linkages through landscaping and lighting along major street corridors. (Coastal Act Section 30251)
3. Improve the visual character of major street corridors.
4. Preserve public views from streets and public places. (Coastal Act Section 30251)
5. Develop and maintain a road system that is based upon and is in balance with the Land Use Element of the General Plan. (Coastal Action Section 30250)
6. Develop circulation system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity, maximum grades and associated features such as medians and bicycle lanes. (Coastal Act Section 30252)
7. Coordinate roadway improvements with applicable regional, State and Federal transportation plans and proposals.
8. Develop thresholds and performance standards for acceptable levels of service.

9. 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.
10. Develop a transportation network that is capable of meeting the needs of projected increases in the population and in non-residential development. (Coastal Act Section 30252)
11. Provide for the safe and expeditious transport of hazardous materials.
12. Policies related to highway circulation:
 - a. All highways shall be designed to minimize landform alterations.
 - b. Existing Cove Road will be retained as a means of access to Dana Point Harbor and Doheny State Beach.
 - c. Certain arterial highways shall be identified as transit routes; high density development should be concentrated along these routes; a convenient pedestrian access should be provided to transit stops.
 - d. Turnouts, benches and shelters shall be provided, as appropriate, at bus stops in order to maximize the safety, comfort and convenience of transit passengers.
13. Require that proposals for major new developments include a future traffic impact analysis which identifies measures to mitigate any identified project impacts. (Coastal Act Section 30250)
14. Minimize pedestrian and vehicular conflicts. (Coastal Act Section 30252)
15. Establish landscaping buffers and building setback requirements along all roads where appropriate. (Coastal Act Section 30252)
16. Develop a circulation system which highlights environmental amenities and scenic areas. (Coastal Act Section 30251)
17. Provide public access and circulation to the shoreline, through private property dedications, easements, or other methods, including public transportation. (Coastal Act Section 30211, 30212, 30212.5 & 30221)

18. Implement traffic signal coordination on arterial streets to the maximum extent practical and integrate signal coordination efforts with those of adjacent jurisdictions.
19. Implement intersection capacity improvements where feasible.
20. Provide appropriately designed and maintained roadways for the primary truck routes. (Coastal Act Section 30254)
21. Provide loading areas and accessways that are designed and located so as to avoid conflicts with efficient traffic circulation.
22. Evaluate adequacy of and maintain sufficient capacity within the Harbor for the existing and future patrons of the Harbor.
23. The maintenance and enhancement of public non-vehicular access to the shoreline will be of primary importance when evaluation future improvements in the coastal zone, both public and private.
24. Circulation enhancements, including the provision of additional visitor parking, replacement of the existing vehicle turn-around at the end of Dana Drive will resolve large vehicle and emergency access constraints in the Marine Commercial area (Planning Area 4).
25. Circulation and access improvements in Day-Use Recreation (Planning Area 5) shall include the realignment of Dana Point Harbor Drive adjacent to the Youth and Group Facility to remove the existing traffic circle to improve access for buses and emergency vehicles.

4.2.3 Parking

1. All parking facilities shall be designed to include safe and secure parking for bicycles.
2. Encourage the use of shared parking facilities, such as through parking districts or other mechanisms, in a manner that maintains and where feasible, improves public access to the coast. (Coastal Act Sections 30212.5 & 30252)

3. Adequate parking will be provided in close proximity to recreation and visitor-serving facilities.
4. Consolidate parking, where appropriate, to reduce the number of ingress and egress points onto arterials.
5. Maintain public access to the coast by providing better transit and parking opportunities. (Coastal Act Section 30252)
6. Provide sufficient off-street parking. (Coastal Act Section 30250)
7. Encourage the use of shared parking facilities, such as through parking districts or other mechanisms.
8. Additional public parking and the extension of pedestrian access to the Channel Side Tie docks shall be considered with any plans for the realignment of Dana Drive in Planning Area 4.

4.2.4 Bikeways and Trails

1. Encourage safe and convenient bicycle and pedestrian access throughout the community. (Coastal Act Sections 30210-212.5, 30250, 30252)
2. Develop stronger pedestrian, bicycle and visual linkages between public spaces and along the shoreline and bluffs. (Coastal Act Sections 30210, 30212)
3. 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.
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. (Coastal Act Section 30213)
5. Support and coordinate the development and maintenance of bikeways and trails in conjunction with the master plans of the appropriate agencies.

6. Encourage safe biking by supporting the clinics sponsored by the County Sheriff's Department.
7. Consider the provision of unique non-motorized circulation methods for special events.
8. To develop recreationally pleasant bikeways to the beaches.

4.2.5 Transit

1. Transit service and pedestrian / bicycle trails shall be encouraged in order to reduce the demand for parking.
2. Encourage new development which facilitates transit services, provides for non-automobile circulation and minimizes vehicle miles traveled. (Coastal Act 30252)
3. Encourage the implementation of employer Transportation Demand Management (TDM) requirements included in the Southern California Air Quality Management District's Regulation XV of the Air Quality Management Plan. Participate in regional efforts to implement (TDM) requirements.
4. Promote ridesharing through publicity and provision of information to the public.
5. Require new development to fund transit facilities, such as bus shelters and turn-outs, where deemed necessary.
6. Ensure accessibility of public transportation for elderly and disabled persons.
7. Encourage employers to reduce vehicular trips by offering employee incentives.
8. Promote new development that is designed in a manner that: (1) facilitates provision or extension of transit service; (2) provides on-site commercial and recreational facilities to discourage mid-day travel; and (3) provides non-automobile circulation within the development. (Coastal Act Section 30213 & 30252)
9. Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use by residents and/or visitors.

10. Encourage the provision of safe, attractive and clearly identifiable transit stops and related high quality pedestrian facilities throughout the community. (Coastal Act Section 30252)
11. Provide for a non-vehicular circulation system that encourages mass-transit, bicycle transportation, pedestrian circulation. (Coastal Act Section 30252, 30253)
12. Work with the Orange County Transit District (OCTD) and other appropriate agencies to provide express transportation to regional airports.

4.2.6 Air Quality

1. Encourage patterns of development necessary to minimize air pollution and vehicle miles traveled. (Coastal Act Section 30250)
2. Provide commercial areas that are conducive to pedestrian and bicycle circulation.
3. Encourage bicycle/trail systems to reduce air pollution.
4. Consider the development of shuttle systems, train or transit facilities, to help reduce vehicular trips and air pollution.

4.3 PROJECT DESIGN FEATURES AND REQUIREMENTS

1. The construction phasing plan for the Commercial Core includes early construction of the parking deck and ramp, augmenting parking for Harbor visitors and boaters.
2. A seasonal water taxi service may be incorporated throughout the Harbor to reduce average daily trips (ADT's) during peak Harbor usage hours.
3. Dana Point Harbor Drive at the west end of the Harbor in front of the Youth & Group Facility may be realigned in the future to provide improved road circulation.
4. Dedicated boater drop-off areas and parking are provided in the Commercial Core.
5. Enhanced lighting for streets, parking lots and pedestrian walkways will be implemented with Revitalization Plan improvements.

6. Existing surface parking may be restriped to improve efficiencies in parking stall configuration.
7. The Dana Point Harbor Revitalization Signage Plan includes recommendations on signage throughout the Harbor to reduce pedestrian / vehicle conflicts (i.e., no crossing signs).
8. Prior to the approval of any grading permit, the Dana Point Harbor Department shall prepare a Parking Management Plan (PMP) that ensures public access will be retained and to reduce construction congestion / conflicts.
9. The Dana Point Harbor Department shall prepare and process encroachment permits for any project work (e.g., street widening, emergency access improvements, storm drain construction, street connections, etc.) occurring in any City of Dana Point right-of-way.
10. The County shall install all underground traffic signal conduits (e.g., signals, phones, power, loop detectors, etc.) needed for future traffic signal construction and for future interconnection with adjacent intersections.
11. The Dana Point Harbor Department shall provide a construction sign program to direct Harbor visitors and boaters to available parking.
12. The Dana Point Harbor Department shall prepare a Construction Management Plan that includes the locations for shuttle drop-off areas, the relocations of public transit facilities and provisions for valet service (in the event construction activities do not allow for convenient parking adjacent to existing businesses). The Construction Management Plan shall also establish access locations for construction equipment, separate from those used by the general public.
13. The Dana Point Harbor Department shall prepare a Traffic Management Plan (TMP) to include a provision for use of off-site locations for parking for peak Harbor use periods.
14. If asbestos-containing materials (ACMs) are located during construction activities, abatement of the asbestos shall be completed prior to any demolition activities that will disturb ACMs or create an airborne asbestos hazard.

15. Lead-based paint removal shall be performed in accordance with California Code of Regulations Title 8, Section 1532.1, which provides for exposure limits, exposure monitoring and mandates good working practices by workers exposed to lead.
16. All finishing products used on-site shall meet applicable SCAQMD regulations for solvent content, as required by SCAQMD Rule 1102 and 1171.
17. Prior to the issuance of any building or grading permits, the Dana Point Harbor Department shall prepare or obtain an acoustical analysis report and appropriate plans which demonstrate that the noise levels generated by Harbor land uses during their operation shall be controlled in compliance with the Orange County Codified Ordinance, Division 6 (Noise Control). The report shall be prepared under the supervision of a County-certified acoustical consultant and shall describe the noise generation potential of the use during its operation and the noise mitigation measures, if needed which shall be included in the plans and specifications for the project to assure compliance with the Orange County Codified Ordinance, Division 6 (Noise Control).
18. Prior to approval of project plans, the Dana Point Harbor Department shall confirm that the plans and specifications stipulate that stockpiling and vehicle staging areas shall be located as far as practical from noise-sensitive receptors during construction activities.
19. The Dana Point Harbor Department shall confirm that grading and drainage plans are reviewed with a geotechnical report and that the plans that include the following notes:
 - a. All construction vehicles and equipment, fixed or mobile and operated within 1,000 feet of a dwelling shall be equipped with proper operation and maintained mufflers;
 - b. All operations shall comply with the County's Noise Ordinance; and
 - c. Stockpiling and/or vehicle staging areas shall be located as practicable from dwellings.
20. To reduce long-term operation emissions from area sources (by implementing energy conservation measures and by reducing motor vehicle emissions) the following measure shall be implemented:
 - Install energy-efficient street lighting on the site; and
 - Landscape with native or drought-resistant species to reduce water consumption and provide passive solar benefits, where feasible.

21. The design of the dry-stack boat storage building includes covered areas for boat maintenance, where dust collection systems may be used to reduce the amount of particulates released into the atmosphere.
22. Reduction of vehicle trips is achieved by implementing the Transportation Management Plan, including:
 - Shuttle service to off-site (remote) parking areas;
 - Shuttle service to regional visitor attractions and for hotel guests;
 - Seasonal water taxi service;
 - Visitor boat slips and dingy docks located near restaurants and retail areas; and
 - Phased construction of the Revitalization Plan improvements will minimize the size of areas subject to disruption from construction activities.
23. In order to reduce operational energy usage and reduce energy production air emissions, Harbor projects are required to comply with Title 24 of the California Code of Regulations established by the California Energy Commission regarding energy conservation standards.
24. Prior to project plan approval, plans shall be prepared indicating the use of Transportation Management Plan (TMP) such as preferential parking for vanpooling/carpooling, subsidy for transit passes or vanpooling/carpooling, flextime work schedules and bike racks shall be incorporated into the design of the Harbor. A TMP shall be prepared for implementation prior to issuance of building permits.
25. Should asbestos be determined to be present within the existing structures, the project shall comply with SCAQMD Rule 1403, Asbestos Emission From Demolition/Renovation Activities, during the demolition process.

4.4 COASTAL ACT CONSISTENCY

Coastal Act §30252 provides in part¹:

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service . . . (2) providing non-automotive circulation within the development; (3) providing adequate parking facilities or providing

¹ Other provisions of Coastal Act §30252 are discussed in other relevant Chapters.

*substitute means of serving the development with public transportation, (4)
assuring the potential for public transit for high intensity uses . . .*

Coastal Act §30212.5 provides that:

Whenever appropriate and feasible, public facilities, including parking areas of facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise of overcrowding or overuse by the public of any single area.

The overarching goal of ensuring that new development maintains and enhances public access to the coast, as required by Coastal Act §30212, is carried out through the planned regional circulation improvements required by the affected agencies. Exhibit 4-1, *Dana Point Harbor Arterial Highways*, shows the roadway system serving the Dana Point Harbor and surrounding land uses.

Dana Point Harbor Drive is a four-lane divided roadway trending in an east-west direction to the turn-around located adjacent to the Youth and Group Facility, where the road transitions to a 2-lane, non-divided roadway; on-street parking is provided in some locations. The posted speed limit is 25 mph for the segment between Cove Road and the Street of the Golden Lantern and 30 mph on the divided segment between Street of the Golden Lantern and Pacific Coast Highway.

Street of the Golden Lantern is a four to six-lane divided roadway trending in a north-south direction; on-street parking is provided north of Dana Point Harbor Drive. The posted speed limit is 30 mph north of Dana Point Harbor Drive and 25 mph inside the Harbor entry. Puerto Place, Casitas Place and Island Way are all two-lane undivided roadways trending in a north-south direction; on-street parking is prohibited and a posted maximum speed of 25 mph.

The County of Orange Master Plan of Bikeways identifies Dana Point Harbor Drive as a Class II Bikeway (bike lane). Class II Bikeways provide a restricted right-of-way in the established paved area of highways designated for the exclusive or semi-exclusive use of bicycles, with through travel by motor vehicles or pedestrians prohibited, but permit motor vehicle parking and cross-flows by pedestrians and motorists.

In response to Coastal Act goals, the Dana Point Harbor Revitalization Plan and District Regulations requires that traffic and parking improvements be implemented to provide for local road improvements and therefore coastal access benefits beyond the potential impacts caused by the Revitalization Plan. The design of the future Commercial Core area emphasizes a pedestrian oriented environment designed to take full advantage of

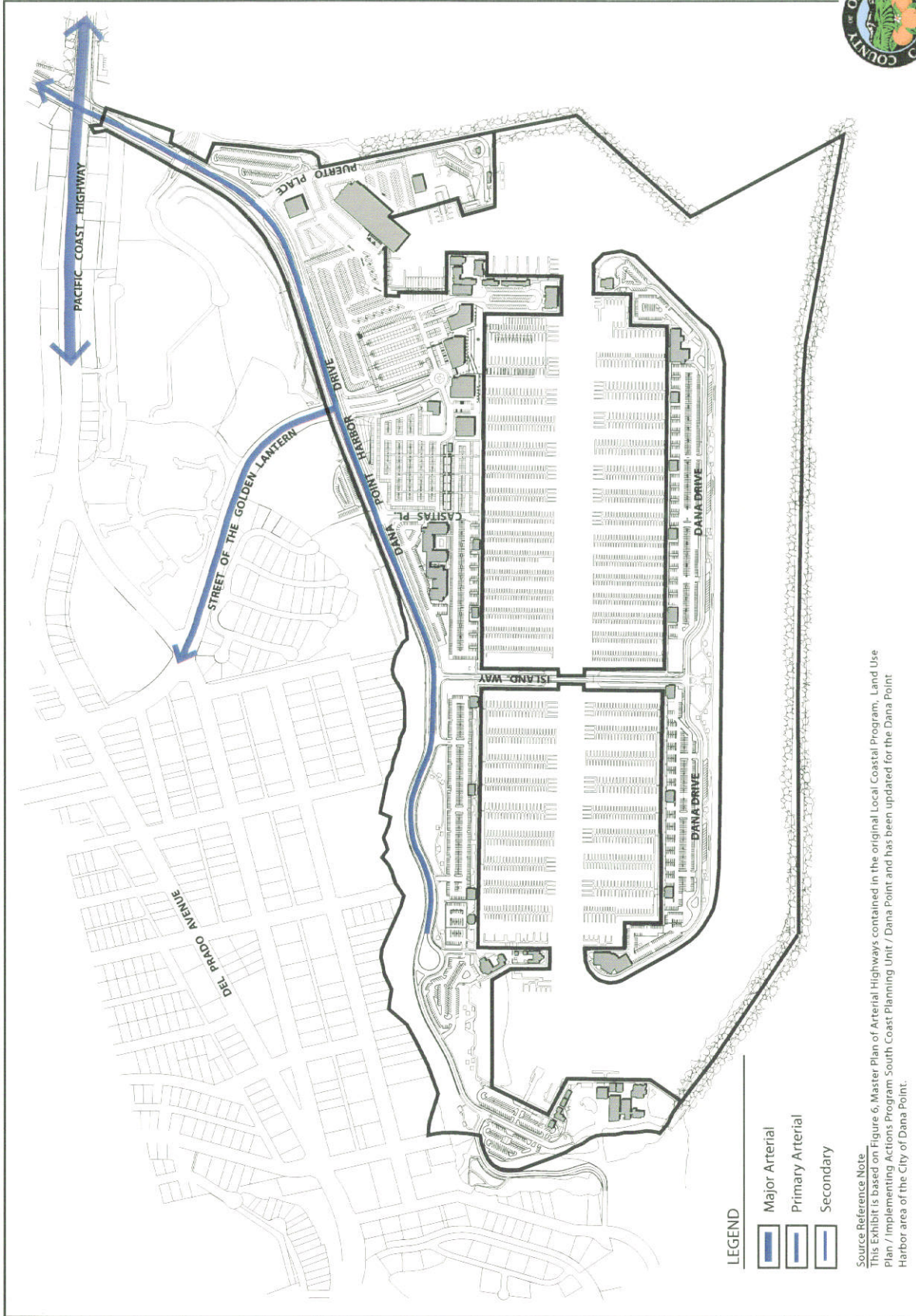


Exhibit 4-1

DANA POINT HARBOR ARTERIAL HIGHWAYS

Dana Point Harbor REVITALIZATION PLAN & DISTRICT REGULATIONS

Supplemental Text



11-2007



the Harbor's unique setting and promote better access to parking, retail businesses, restaurants and boater facilities. Two critical components of the proposed Revitalization Plan improvements are the creation of a centralized Festival Plaza and Pedestrian Promenades along the waterfront. The Festival Plaza, to be comprised of landscaping, specialized pavement and seating will be located at the southern terminus of the Street of the Golden Lantern. Consistent with the Revitalization design goals established by the Dana Point Harbor Advisory Committee, the Festival Plaza adds a significant central gathering space for Harbor-wide events and outdoor entertainment surrounded by Harbor merchants and restaurateurs.

The other central component to providing a strong pedestrian-orientation for the Harbor is the creation of Pedestrian Promenades that serve to link the land uses located throughout the Commercial Core area. As envisioned in the Harbor Revitalization Plan, a continuous Pedestrian Promenade (varying in width from 15 to 50-feet as measured from the Harbor bulkhead) will be created between Island Way and the businesses located on Dana Wharf. To provide a safer and more convenient connection between the Marina Inn, visitor and boater parking areas and the businesses located in the Commercial Core, a secondary Pedestrian Promenade will be created as part of a new linear park.

The Vehicular circulation system throughout the Commercial Core will be significantly enhanced by providing dedicated parking areas to serve the merchants, restaurants, surface boat storage and boater needs. Additionally, to assist boaters with loading and unloading of supplies and guests, several short-stay boater drop-off areas will be provided in close proximity to the marinas edge.

As part of the Dana Point Harbor Revitalization Plan, a parking analysis was prepared to determine existing parking supply uses and Harbor activity areas and to forecast whether adequate parking can be provided based on planned improvements. As indicated by the parking study, the Harbor presently has a parking capacity of 3,983 spaces total and with the modifications and improvements included in the Dana Point Harbor Revitalization Plan; the number of spaces available will be increased by 582, for a total of 4,565 spaces.

To minimize the disruption of traffic and parking facilities in and around the Harbor for marina users and visitors during construction activities, a Construction Management Plan will provide alternative strategies that include use of a combination of on- and off-site parking areas to be utilized for the temporary storage of boats, vehicles and employee parking. During significant special events or periods of peak Harbor usage, Harbor visitors and guest parking at off-site locations will be linked by using regularly scheduled shuttle transportation.