APPENDIX L

PA 3 PARKING ASSESSMENT

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Subject:
Dana Point Harbor Revitalization PA-3 Shared Parking Assessment & Parking Management Plan (PMP)

Introduction

Michael Baker International has completed an assessment of the planned parking facilities for the redevelopment of Planning Area 3 (PA-3) within the Dana Point Harbor (DPH) complex associated with the Dana Point Harbor Revitalization (DPHR) Project. The primary purpose of this assessment is to outline the parking allocation for the various uses within PA-3 and determine if the proposed parking supply will meet the parking needs. Parking management strategies have also been identified to offset the potential for parking shortages with the proposed project.

Walker Parking Consultants prepared the *Dana Point Parking Management Plan (PMP)* for the Dana Point Harbor in April 2014 as required by Part II, Chapter 14, Section 14.6 of the Dana Point Harbor District Regulations (DPHDR) to accompany the first Coastal Development Permit for Development of the Commercial Core (CDP13-0018(I)). Walker provided an update to the PMP with an addendum in May 2019. The Walker PMP addendum addresses the consistency of revisions to CDP13-0018(I) affecting the Commercial Core approved site plan. In addition, a Transportation Demand Management (TDM) Plan was prepared by Fehr & Peers Transportation Consultants in October 2013 related to the Commercial Core. The TDM report identified trip reduction strategies that would reduce the vehicular trips associated with the Commercial Core Project.

This Shared Parking Assessment & Parking Management Plan focuses on the redevelopment of PA-3 only, and replaces that portion of the Walker PMP addendum related to PA-3 in accordance with Section 14.4 and 14.5(2) of the DPHDR. **Exhibit 1** shows the location of PA-3 within the Dana Point Harbor complex between Casitas Place and Island Way. **Exhibit 2** shows the boundary configuration for Parking Zone 2 as originally defined in the 2014 *Dana Point PMP.*

Project Description

The proposed project will redevelop Planning Area 3 (PA-3) within the Dana Point Harbor complex. The existing site consists of the Dana Point Marina Inn, two Boater Services Buildings, as well as surface parking reserved for boaters. These uses will be demolished and replaced with a 130-room hotel, referred to as *"Dana House"*, as well as a 139-room hotel, referred to as the *"Surf Lodge"*. The existing marina support facilities located in the Boater Services Buildings will be relocated to dedicated ground floor spaces in the Dana House hotel.

Surf Lodge provides 139 guest rooms. Three of the rooms will be dedicated as "dorm" type accommodations with 8 beds per room for a total of 24 beds. The remaining 136 rooms will more closely resemble typical hotel rooms. The Surf Lodge will offer the following amenities for guests:

- Bar/Lounge Area – 2,949 SF (478 SF 1st floor bar + 1,315 SF 1st floor lounge + 53 SF 4th floor prep + 54 SF 4th floor fridge + 533 SF 4th floor lounge + 516 SF 4th floor kitchen)
- Accessory Retail – 335 SF
- Fitness Center – 692 SF
- Communal Kitchen – 510 SF
- Guest Laundry – 197 SF

The accessory retail , fitness center, communal kitchen, guest laundry, and pool are all ancillary uses to the hotel and will not be used by non-guests of the hotel.

The "dorm" style hotel rooms are a relatively new type of hotel accommodations that are being offered in California and other parts of the United States. This type of hotel accommodations is more common in Europe, Australia and New Zealand. Guests often arrive in large groups and in higher occupant - type vehicles or sometimes arrive in small groups but without personal vehicles. The parking rate used for hostel-type beds is based on the findings documented in the New Zealand Transport Agency Research Report 453.

As proposed, the bar-lounge facilities located on the ground floor and 4th floor of the hotel will have limited food service and it is expected that the vast majority of the bar patrons would be hotel guests. The bar lounge is not intended to be a significant attraction for non-hotel guests however the parking needs assessment assumes that there will be some non-hotel guests visiting the bar lounge facilities.

Dana House provides 130 guest rooms, an enhanced lobby area, a pool & spa, and the following amenities for guests:

- Function/Meeting Facilities – 5,800 SF (3,800 SF + 1,000 SF + 1,000 SF)
- Full-Service Restaurant– 8,275 SF (4,875 SF indoor restaurant + 2,780 SF total kitchen)
- Fitness Center – 1,700 SF
- Accessory Retail – 575 SF

The pool/spa, accessory retail and fitness center are all accessories uses to the hotel and will not be used by non-guests of the hotel.

The function/meeting facilities include three indoor function/meeting areas (5,800 SF) and one outdoor area (3,850 SF). In addition, there are three pre-function areas that will be used to help stage the events. It is understood that the outdoor function lawn would normally be used as a supplemental staging area for attendees of the large meeting room and would not accommodate additional guests beyond those that can be accommodated in the large meeting room. In cases where the outdoor lawn area is the focal point of the event, the large meeting room would not be used for a separate event. The parking assessment conservatively assumes that there will be simultaneous events using all of the three function/meeting rooms.

As proposed, the full-service restaurant will be located on Level 3 inside Dana House and it is expected that the vast majority of the restaurant patrons would be hotel guests. As designed, the restaurant is not intended to be a significant attraction for non-hotel guests however the parking needs assessment assumes that there will be some non-hotel guests visiting the roof terrace restaurant.

Additionally, approximately 6,800 SF floor space will be dedicated for marina support facilities within the ground level of Dana House. Of this total floor area, approximately 3,800 SF is expected to be used as ancillary space for boaters (i.e. showers, lockers, laundry, vending machines). The remaining 3,000 SF will be dedicated to boater services related office/meeting space which would primarily be visited by boaters but could include some employed persons that are not current boaters. Therefore, it is conservatively assumed that 3,000 SF of the boater services floor area would require some parking. This parking will be shared with Surf Lodge guest parking and boater services office employees will be provided special cards to access parking. Note that in the 2014 *Dana Point PMP,* both the existing and proposed Harbor Program inaccurately assume the boater services building to be entirely "office" use. In reality, the boater services building provides a mix of boater amenities and boater service-related leased commercial office space and the overwhelming use of these facilities are by boaters who already have dedicated parking.

Exhibit 3A and 3B shows the proposed project conceptual site plan. Within PA-3 a total of 483 parking spaces will be provided with the proposed redevelopment as follows:

- Dana House - 175 surface parking spaces (100% valet);
- Surf Lodge – 130 total parking spaces, including 11 surface parking spaces and 119 covered parking spaces within the garage structure beneath Dana House. Surf Lodge parking will be gate controlled and hotel guests will self park;
- Dedicated Boater Parking – 178 total parking spaces serving as conveniently located dedicated boater parking for the wet slips, including 25 surface parking spaces and 153 covered parking spaces within the garage structure. Dedicated boater parking will be gate controlled and boaters will self park.

The surface parking for the *Dana House* will include 14 spaces at the front of the hotel. The remaining 161 spaces are proposed as 100% valet operations with 24-hour service. Of these valet spaces, 58 spaces will be tandem/stacked parking and 23 spaces will be parallel "double" parking. The valet drop-off & pick-up zone will be located at the front entrance to the Dana House Hotel. Appropriate wayfinding signage will be provided that will direct vehicles and guests to the valet station. The valet parking operations will be designed to not adversely impact the parking and circulation or the impede on emergency vehicle access within PA-3.

General Provisions Checklist

Parking within the Dana Point Harbor complex is subject to the requirements as outlined in the *Dana Point Harbor District Regulations* (Chapter 14, *Off-Street Parking Standards and Regulations*). Consistent with the Walker Parking Consultants PMP Addendum, the redevelopment of PA-3 will meet or exceed the general provisions as outlined in Chapter 14. **Attachment A** details the general provisions checklist and indicates the compliance that the proposed redevelopment project will have with each requirement. Item K-4 states that all ADA spaces are being designed to as minimum a grade as possible, up to -1.5% in order to provide sufficient drainage for water. While exceeding the General Provisions Checklist of 0.5%, this meets the CBC codes and all City standards.

Shared Parking Demand Assessment

The Dana Point Harbor regulations specify a parking demand rate for various uses within the harbor complex which are used to calculate the required parking demand for each individual use. Due to the specific method used for determining parking requirements for individual uses within PA-3 and within each hotel, correspondence **Table 1** is provided that shows:

1. The relationship between gross floor areas shown on the site plan and floor areas used in the shared parking analysis.
2. Minor uses or portions of uses that are ancillary to other uses and do not require parking.

TABLE 1 – DEVELOPMENT AREA SUMMARY

Project Use		Gross Quantity	Quantity Conversion Needed for Parking Analysis?	Net Quantity	Ancillary Use?	Ancillary Portion [4]	Quantity Used in Parking Analysis
Dana House	Standard Rooms	130 rooms	No	130 rooms	No	N.A.	130 rooms
	Function/Meeting	5,800 SF	Yes [1]	3,924 SF	Partial	25%	3,924 SF
	Restaurant Total	8,275 SF	Yes [2]	10,045 SF [5]	Partial	75%	10,045 SF
	Restaurant (≤ 4 KSF)	4,000 SF	Yes	4,000 SF	Partial	75%	4,000 SF
	Restaurant (> 4 KSF)	4,275 SF	Yes [2][3]	6,045 SF	Partial	75%	6,045 SF
	Fitness Center	1,700 SF	No	1,700 SF	Yes	100%	0 SF
	Accessory Retail	575 SF	No	575 SF	Yes	100%	0 SF
	Pool and Outdoor Lawns	N.A.	No	N.A.	Yes	100%	0 SF
Surf Lodge	Standard Rooms	136 rooms	No	136 rooms	No	N.A.	136 rooms
	Dorm (3 rooms with 8 bunk-beds)	48 beds	No	48 beds	No	N.A.	48 beds
	Bar/Lounge Total	2,949 SF	Yes	4,408 SF [5]	Partial	75%	4,408 SF
	Bar/Lounge (≤ 4 KSF)	2,949 SF	Yes	4,000 SF	Partial	75%	4,000 SF
	Bar/Lounge (> 4 KSF)	- SF	Yes [3]	408 SF	Partial	75%	408 SF
	Fitness Center	692 SF	No	692 SF	Yes	100%	0 SF
	Accessory Retail	335 SF	No	335 SF	Yes	100%	0 SF
	Communal Kitchen	510 SF	No	510 SF	Yes	100%	0 SF
	Guest Laundry	197 SF	No	197 SF	Yes	100%	0 SF
	Pool and Outdoor Lawns	N.A.	No	N.A.	Yes	100%	0 SF
Boater Services Facilities		6,800 SF	Yes	6,800 SF	Partial	3,800 SF	3,000 SF

[1] Net seating area is used to calculate seating capacity.
[2] Restaurant kitchen area reduced by 20% to remove area used for hotel guest room service.
[3] Gross floor areas do not include outdoor seating. Net seating area is added for the terrace service areas in Dana House restaurant and Surf Lodge bar.
[4] Non-ancillary portion is applied in shared parking analysis tables as non-captive ratio.
[5] Includes rooftop terrace seating areas

Table 2 summarizes the parking requirements for each individual use within PA-3 that requires parking. Minor uses that are entirely ancillary to the hotel (i.e. used only by hotel guests) do not require parking and are not included in Table 2.

As shown in **Table 2**, PA-3 would be required to provide a total of 696 parking spaces based on the parking rates outlined in the harbor code regulations. As shown in the project site plan, the project

proposes to provide 178 dedicated boater spaces plus a total of 305 parking spaces for the hotels, hotel amenities and boater services facilities. This would be 213 spaces short of the code requirements. However, the code requirements reflect the peak parking demand of each individual land use and does not consider the ability to share parking throughout the day and the interaction between land uses located in close proximity to each other.

TABLE 2 – PA-3 CODE PARKING REQUIREMENTS

Land Use		Intensity	Code Parking Rate [1]	Code Parking Required	Parking Provided	Code Surplus (Shortfall)
Dana House	Standard Rooms	130 rooms	1 /room	130	175	-139
	Meeting/Banquet	3.924 KSF	17.3 /KSF [2]	68		
	Restaurant (≤ 4 KSF)	4.000 KSF	10 /KSF	40		
	Restaurant (> 4 KSF)	6.045 KSF	12.5 /KSF	76		
Surf Lodge	Standard Rooms	136 rooms	1 /room	136	130	-74
	Dorm (3 rooms with 8 bunk-beds)	48 beds	0.25 /bed [4]	12		
	Bar/Lounge (≤ 4 KSF)	4.000 KSF	10 /KSF	40		
	Bar/Lounge (> 4 KSF)	0.408 KSF	12.5 /KSF	4		
Boater Services Facilities [5]		3.0 KSF	4 /KSF	12		
			Subtotal	518	305	-213
Dedicated Boater Parking (Wetslip Parking Zone 2)		296 slips [6]	0.6 /slip	178	178	0
			Total	696	483	-213

[1] Source: Dana Point Harbor Revitalization Plan & District Regulations Section 14.3
[2] Parking rate based on 1 guest per 30 SF at 2.5 persons per vehicle plus 1 employee per 250 SF at 1 person per vehicle of net seating area.
[3] Parking rate of 10 per KSF applied to first 4,000 square feet (including outdoor seating). Parking rate of 12.5 per KSF applied to area over 4,000 SF.
[4] Parking rate assumes an average of 1 parking space for every 4 beds
[5] The code parking rate for boater services facilities suggests a parking need similar to office space and does not consider whether the use may be ancillary to boaters that already have dedicated parking.
[6] Required dedicated boater parking

Consideration of these factors for the mix of land uses within PA-3 results in a more accurate overall parking need assessment that is less than the sum of the individual parking requirements for each land use. Shared parking calculations recognize that different uses often experience individual peak parking demands at unique times of day, or days of week. For the proposed project, this analysis takes into consideration the following factors for shared parking demand calculations:

- Parking Rates:

  The minimum parking rates shown in **Table 2** treats each land use as an individual, "stand-alone" component and reflect parking needs at maximum demand times.

  - Dana Point Harbor *Off-Street Parking Standards and Regulations:*
    - Hotel (standard room): 1.0 space per guest room
    - Restaurant: One (1) parking space per 100 SF (10 per 1,000 SF) up to 4,000 SF *plus* 1 parking space per 80 SF (12.5 per 1,000 SF) of gross floor area above 4,000 SF.
    - Recreational Boat Slips (Dedicated Boater Parking): 0.60 parking spaces per boat slip

- Boater Services Facility (assumed office): One (1) parking space per 250 SF (4 per 1,000 SF of gross floor area).

➢ Custom Parking Rates: (Note that DPH District Regulations, and Orange County Code of Ordinance, do not have a specific parking requirement for these land use classifications).

- Function/Meeting: 1 guest per 30 SF assumed for net meeting room seating space occupancy and average vehicle occupancy of 2.5 persons per vehicle (1/30 x 1/2.5 x 1,000 = 13.3 spaces per 1,000 SF of net seating area for guest parking) plus 1 employee space per 250 SF for net seating area (1/250 x 1,000 =4.0 spaces per 1,000 SF of net seating area for employee parking).
- Hotel (dorm style room): 0.25 space per guest bed (based on New Zealand Transport Agency Research Report 453.)

❖ Parking Demand Scenario Analyzed

➢ The parking demand scenario analyzed in this study is considered a "worst case" scenario for a weekday and weekend day since the occupancy of the hotels is assumed to be 100% and all three of the function/meeting rooms in Dana House Hotel are assumed to be utilized at the same time. This level of activity at the hotels should be considered a very rare occurrence. During the peak summer season, it is projected that the hotels would operate at approximately 80% occupancy.

➢ During Special Events/Holidays at the harbor, the hotels would operate the same as during non-event days. It is expected that the harbor-wide event would support a higher level of occupancy at the hotels but would not exceed the worst case condition analyzed in this study. Additionally, there are no harbor-wide event-related activities planned at the Dana House function facilities that could potentially exceed the activity level assumptions included in the "worst case" scenario analyzed in this study.

❖ Shared Parking Usage by Time-of-Day

➢ Shared Parking analysis recognize that different uses often experience individual peak parking demands at unique times of day, or days of week. Time-of-day parking demand distributions for various land uses within PA-3 were taken from the Urban Land Institute (ULI) "Shared Parking" Second Edition (2005). Each land use has a separate parking distribution pattern for visitors and employees.

❖ Simultaneous Shared Parking Usage (captive ratio)

➢ In order to account for the overlap of visitors and guests that visit have already parked at one land use and will not generate the need for an additional parking space when they visit/patronize another nearby land use, a captive adjustment is applied to the parking demand. For the hotel amenities such as the restaurant, bar, fitness center, and retail, these uses would be frequented almost exclusively by hotel patrons and the parking demand would be captured by the hotel parking requirements. Amenities such as the Dana House restaurant and Surf Lodge bar would also likely be patronized by harbor visitors who parked in the commercial core and are walking along the harbor. The factor applied in the shared parking analysis spreadsheet is the portion of the land use parking need that is not captive and needs to be satisfied. The following non-captive ratios were applied in the shared parking analysis:

- Restaurant and Bar/Lounge – 25% non-hotel guests
- Function/Meeting – 75% non-hotel guests

❖ Employees

- The shared parking analysis includes separate allocation of parking needs for employees. This allocation is based on (ULI) research and is defined as a proportion of the total parking rate for each land use based on typical employment characteristics of that use. ULI employee parking allocations were compared to projected employees for the proposed hotels and were found to be reasonably close. The Dana House and Surf Lodge hotels project a total of 60 to 70 employees during the highest shift between 7:00 am and 3:00 pm. The second shift from 3:00 pm to 11:00 pm would have between 40 and 55 employees.

❖ Modal Split

- Modal splits reflect the alternative transportation methods that visitors, guests, and employees could potentially utilize instead of autos such as public transit, Transportation Networking Companies (i.e. Uber, Lyft), shuttles, bicycles, or walking. Individuals that do not drive to their destinations inherently do not require parking facilities. The following mode split estimates were applied in the shared parking analysis:
  - Hotel – 95%
  - Bar Lounge – 80%
  - Employees – 65% to 70%
  - Restaurant – 95%
  - Function/Meeting – 95%

  Note that the modal splits for the restaurant, bar lounge, and function/meeting uses are only applied to the non-hotel guest patron portion of the parking requirement. The non-auto mode of arrival percentages used in the analysis are conservative based on industry standards. Restaurants and bars are experiencing a surge in ride-sharing use by their guests and many bars are subsidizing ride-sharing fees through special smart phone applications. Recent experience shows guest arrivals by car-sharing services can be as high as 25% to 50% with the high end of the range applying to bars.

Table 3 and **Table 4** show the shared parking demand for PA-3 on an average weekday and an average weekend, respectively.

As shown in **Table 3**, the maximum shared parking demand for non-boater uses within PA-3 on a peak activity weekday is 286 parking spaces. **Table 4** shows the maximum shared parking demand on a peak activity weekend is 305 parking spaces. As stated previously, the proposed parking supply for the two hotels and amenities is 483 spaces. This does not include the dedicated boater parking (178 spaces). According to the DPH *Off-Street Parking Standards and Regulations*, "required designated boat parking shall not be used in joint-use or shared parking plans." Therefore, the parking provisions for boater wetslips shall be maintained at 178 parking spaces.

TABLE 3 – PA-3 SHARED PARKING DEMAND – WEEKDAY

Land Use	Surf Lodge						Dana House								Boater Services Facilities		PA-3 Cumulative Parking Demand	PA-3 Parking Provided & Surplus / Deficiency
	Rooms		Dorm	Bar/Lounge (≤ 4 KSF)		Bar/Lounge (> 4 KSF)		Rooms		Function / Meeting		Restaurant (≤ 4 KSF)		Restaurant (> 4 KSF)				
Intensity	136 Rooms		48 Beds	4.000 KSF		0.408 KSF		130 Rooms		3.924 KSF		4.000 KSF		6.045 KSF		3.0 KSF [6]		
Parking Rate [2]	1.0 /room		0.25 /bed [3]	10.0 /KSF		12.5 /KSF		1.0 /room		13.3 /KSF[4]	4.0 /KSF[5]	10.0 /KSF		12.5 /KSF		4.0 /KSF		
Maximum Parking Demand	136		12	40		4		130		68		40		76		12		518	305
	Guest	Emp.	-	Guest	Emp.	Guest	Emp.	Guest	Emp.	Guest	Emp.	Guest	Emp.	Guest	Emp.	Guest	Emp.		
Parking Demand	122	14	-	34	6	3	1	117	13	52	16	34	6	65	11	0	12		
Non-Captive Ratio	1.00	1.00	1.00	0.25	1.00	0.25	1.00	1.00	1.00	0.75	1.00	0.25	1.00	0.25	1.00	0.44	1.00		
Mode-Split	0.95	0.70	1.00	0.80	0.70	0.80	0.70	0.95	0.70	0.95	0.65	0.95	0.70	0.95	0.70	1.00	1.00		
Adjusted Parking Demand	116	10	12	7	4	1	1	111	9	37	10	8	4	15	8	0	12	365	305

Time of Day	Guest [1]	Emp. [1]	[1]	Guest [1]	Emp. [1]	Guest [1]	Emp. [1]	Guest [1]	Emp. [1]	Guest [1]	Emp. [1]	Guest [1]	Emp. [1]	Guest [1]	Emp. [1]	Guest	Emp.	Weekday Shared Demand	Surplus / Deficiency
6:00 AM	97	1	10	0	0	0	0	94	1	0	1	0	0	0	0	0	1	205	100
7:00 AM	97	3	10	0	1	0	1	94	3	0	3	0	1	0	2	0	4	219	86
8:00 AM	92	9	10	0	2	0	1	89	8	10	9	0	2	0	4	0	9	245	60
9:00 AM	82	9	9	0	3	0	1	79	8	20	9	0	3	0	6	0	12	241	64
10:00 AM	72	9	8	2	4	0	1	69	8	20	9	2	4	3	7	0	12	230	75
11:00 AM	72	9	8	3	4	1	1	69	8	20	9	3	4	6	7	0	12	236	69
12:00 PM	67	9	8	6	4	1	1	64	8	22	9	6	4	11	7	0	11	238	67
1:00 PM	67	9	8	6	4	1	1	64	8	22	9	6	4	11	7	0	11	238	67
2:00 PM	72	9	8	5	4	1	1	69	8	22	9	5	4	10	7	0	12	246	59
3:00 PM	72	9	8	3	3	1	1	69	8	22	9	3	3	6	6	0	12	235	70
4:00 PM	77	9	9	4	3	1	1	74	8	22	9	4	3	7	6	0	11	248	57
5:00 PM	82	7	9	6	4	1	1	79	6	33	7	6	4	11	7	0	6	269	36
6:00 PM	87	4	9	7	4	1	1	84	4	33	4	7	4	14	7	0	3	273	32
7:00 PM	87	2	9	7	4	1	1	84	2	33	2	7	4	14	7	0	2	266	39
8:00 PM	92	2	9	7	4	1	1	89	2	33	2	7	4	14	7	0	1	275	30
9:00 PM	97	2	10	7	4	1	1	94	2	33	2	7	4	14	7	0	1	286	19
10:00 PM	97	2	10	7	4	1	1	94	2	17	2	7	4	14	7	0	1	270	35
11:00 PM	102	1	10	6	4	1	1	98	1	0	1	6	4	11	6	0	0	252	53
12:00 AM	102	1	10	2	2	1	1	98	1	0	1	2	2	4	3	0	0	230	75

[1] Time of Day Distribution taken from: Urban Land Institute- "Shared Parking", Second Edition (2005)
[2] Source: Dana Point Harbor Revitalization Plan & District Regulations Section 14.3
[3] Parking Rate assumes an average of 1 parking space for every 4 beds
[4] Parking Rate based 1 guest per 30 SF at 2.5 persons per vehicle.
[5] Parking Rate based 1 employee space per 250 SF.
[6] Assumes 3.0 KSF of the 6.8 KSF would be used for meeting/office space and the remaining 3.8 KSF would be ancillary boater uses (ie showers/lockers/laundry)

TABLE 4 – PA-3 SHARED PARKING DEMAND – WEEKEND

Land Use	Surf Lodge						Dana House								Boater Services Facilities		PA-3 Cumulative Parking Demand	PA-3 Parking Provided & Surplus / Deficiency
	Rooms		Dorm	Bar/Lounge (≤ 4 KSF)		Bar/Lounge (> 4 KSF)	Rooms		Function / Meeting		Restaurant (≤ 4 KSF)		Restaurant (> 4 KSF)					
Intensity	136 Rooms		48 Beds	4.000 KSF		0.408 KSF	130 Rooms		3.924 KSF		4.000 KSF		6.045 KSF		3.0 KSF [6]			
Parking Rate [2]	1.0 /room		0.25 /bed [3]	10.0 /KSF		12.5 /KSF	1.0 /room		13.3 /KSF[4]	4.0 /KSF[5]	10.0 /KSF		12.5 /KSF		4.0 /KSF			
Maximum Parking Demand	136		12	40		4	130		68		40		76		12		518	305
	Guest	Emp.	-	Guest	Emp.	Guest Emp.	Guest	Emp.	Guest	Emp.	Guest	Emp.	Guest	Emp.	Guest	Emp.		
Parking Demand	122	14	-	34	6	3 1	117	13	52	16	34	6	65	11	0	12		
Non-Captive Ratio	1.00	1.00	1.00	0.25	1.00	0.25 1.00	1.00	1.00	0.75	1.00	0.25	1.00	0.25	1.00	0.44	1.00		
Mode-Split	0.95	0.70	1.00	0.80	0.70	0.80 0.70	0.95	0.70	0.95	0.65	0.95	0.70	0.95	0.70	1.00	1.00		
Adjusted Parking Demand	116	10	12	7	4	1 1	111	9	37	10	8	4	15	8	0	12	365	305

Time of Day	Guest [1]	Emp. [1]	[1]	Guest [1]	Emp. [1]	Guest [1]	Emp. [1]	Guest [1]	Emp. [1]	Guest [1]	Emp. [1]	Guest [1]	Emp. [1]	Guest [1]	Emp. [1]	Guest	Emp.	Weekend Shared Demand	Surplus / Deficiency
6:00 AM	101	1	10	0	0	0	0	97	1	0	1	0	0	0	0	0	0	211	94
7:00 AM	101	3	10	0	1	0	1	97	3	0	3	0	1	0	2	0	1	223	82
8:00 AM	96	9	10	0	2	0	1	92	9	11	9	0	2	0	3	0	2	246	59
9:00 AM	85	9	9	0	3	0	1	82	9	21	9	0	3	0	5	0	2	238	67
10:00 AM	75	10	8	0	3	0	1	72	9	21	10	0	3	0	6	0	2	220	85
11:00 AM	75	10	8	2	3	1	1	72	9	21	10	2	3	3	6	0	2	228	77
12:00 PM	69	10	8	4	3	1	1	67	9	23	10	4	3	7	6	0	2	227	78
1:00 PM	69	10	8	4	3	1	1	67	9	23	10	5	3	8	6	0	2	229	76
2:00 PM	75	10	8	4	3	1	1	72	9	23	10	4	3	7	6	0	2	238	67
3:00 PM	75	10	8	4	3	1	1	72	9	23	10	4	3	7	6	0	1	237	68
4:00 PM	80	9	9	4	3	1	1	77	9	23	9	4	3	7	6	0	1	246	59
5:00 PM	85	8	9	5	4	1	1	82	7	34	8	5	4	9	8	0	1	271	34
6:00 PM	91	6	10	7	4	1	1	87	6	34	6	8	4	13	8	0	1	287	18
7:00 PM	91	6	9	7	4	1	1	87	5	34	6	8	4	14	8	0	0	285	20
8:00 PM	96	6	10	7	4	1	1	92	5	34	6	8	4	14	8	0	0	296	9
9:00 PM	101	6	10	7	4	1	1	97	5	34	6	8	4	13	8	0	0	305	0
10:00 PM	101	5	10	7	4	1	1	97	5	17	5	8	4	13	8	0	0	286	19
11:00 PM	106	5	11	7	4	1	1	102	5	0	5	8	4	13	7	0	0	279	26
12:00 AM	106	3	11	4	2	1	1	102	3	0	3	4	2	7	4	0	0	253	52

[1] Time of Day Distribution taken from: Urban Land Institute- "Shared Parking", Second Edition (2005)
[2] Source: Dana Point Harbor Revitalization Plan & District Regulations Section 14.3
[3] Parking Rate assumes an average of 1 parking space for every 4 beds
[4] Parking Rate based 1 guest per 30 SF at 2.5 persons per vehicle.
[5] Parking Rate based 1 employee space per 250 SF.
[6] Assumes 3.0 KSF of the 6.8 KSF would be used for meeting/office space and the remaining 3.8 KSF would be ancillary boater uses (ie showers/lockers/laundry)

The results of the shared parking assessment were used to develop a total parking supply allocation as summarized in **Table 5**. Based on time-of-day parking demand distribution, as well as captive parking between the various uses, a minimum of 305 spaces should be provided for the Dana House and Surf Lodge hotels and boater services facilities. Including the 178 dedicated boater parking spaces results in a total parking requirement of 348 parking spaces within PA-3.

TABLE 5 – PA-3 PEAK SHARED PARKING DEMAND

Land Use		Intensity	Code Parking Required	Parking Provided	Code Surplus (Shortfall)	Shared Parking Peak Weekday Demand	Weekday Surplus (Shortfall)	Shared Parking Peak Weekend Demand	Weekend Surplus (Shortfall)
Dana House	Standard Rooms	130 rooms	130	175	-139	96	+12	102	+0
	Meeting/Banquet	3.924 KSF	68			35		40	
	Restaurant (≤ 4 KSF)	4.000 KSF	40			11		12	
	Restaurant (> 4 KSF)	6.05 KSF	76			21		21	
Surf Lodge	Standard Rooms	136 KSF	136	130	-74	99	+7	107	+0
	Dorm (3 rooms with 8 bunk-beds)	48 beds	12			10		10	
	Bar/Lounge (≤ 4 KSF)	4.000 KSF	40			11		11	
	Bar/Lounge (> 4 KSF)	0.408 KSF	4			2		2	
Boater Support Services		3.0 KSF	12			1		0	
		Subtotal	518	305	-213	286	+19	305	+0
Dedicated Boater Parking (Wetslip Parking Zone 2)		296 slips	178	178	+0	178	+0	178	+0
		Total	696	483	-213	464	+19	483	+0

The proposed redevelopment of PA-3 will provide a total of 483 parking spaces which results in a surplus of 19 spaces when compared to the peak shared parking analysis weekday demand and will meet the demand when compared to the peak shared parking analysis weekend demand. It is important to consider that the parking analysis reflects a "worst case" scenario (i.e. 100% hotel room occupancy as well as full use of function/meeting facilities). On typical peak season weekends, with the hotels operating at 80% occupancy, the parking surplus would be approximately 40 spaces. And this continues to assume all three function/meeting rooms are being used at the same time.

Parking Management Plan/Transportation Demand Management

As previously discussed, a Transportation Demand Management (TDM) Plan was prepared by Fehr & Peers Transportation Consultants in October 2013 related to the Commercial Core. The TDM report identified trip reduction strategies that would reduce the vehicular trips associated with the Commercial Core Project. While This TDM plan focused on the Commercial Core, it also included documentation of existing bicycle facilities, transit routes and shuttle information that applied to the full Harbor area. Recommended Commercial Core TDM components included the provision of funding support for:

- Weekend shuttles on PCH and a Harbor-wide Parking Shuttle;
- Festival of the Whales Event Shuttle; and
- Miscellaneous Events Shuttle.

The reduction of vehicular trips would inherently reduce the associated parking demand. The proposed redevelopment project for PA-3 will include participation in the provision of funding support for the harbor-wide shuttle program and incorporate similar strategies as identified in the Commercial Core TDM plan. See **Attachment B** for excerpts to the Fehr and Peers TDM Plan.

The most influential parking management strategy is to implement a pedestrian-oriented design throughout the harbor complex which would encourage patrons to only park once and walk from one destination to another, rather than driving. **Attachment C** includes the PA-3 development plan sheets A1-02 and A1-03 which illustrate public access provisions and service vehicle access.

The following strategies have been identified to help reduce the parking and traffic impacts within PA-3:

Designated Rideshare Pick-Up/Drop-Off Zones

Designated zones for rideshare uses (i.e. Lyft, Uber, taxi) are shown on the project plans and are provided at key locations on-site for passenger loading/unloading. Appropriate signage will direct hotel patrons and guests to the loading zones.

Time Restricted Parking

The highest priority parking spaces closest to the hotel lobbies will be restricted with time-limits. This type of restricted parking encourages high turnover for short-term visitors or those checking in to their rooms before moving their car to the parking structure. The restricted time-limits should be limited to peak hotel hours (check-in/check-out times) so that these parking areas can be utilized for longer term parking after-hours.

Employee Parking

In order to reserve the most convenient parking facilities for hotel guests, employees will be encouraged to carpool and park in the least accessible spaces. During DPH special events, employees who drive will be encouraged and offered special incentives to carpool and use alternative modes to arrive at work.

Employee Incentives

In order to reduce on-site parking needs, employees will be encouraged to use alternative modes of transportation. The *Surf Lodge* and *Dana House* hotels will provide incentives for employees who walk, ride a bicycle, carpool or take public transit or rideshare services to work. Incentives could include reimbursement (partial or full) for transit passes, entering of monthly raffles for cash or prizes, or providing a monthly stipend for employees who choose not to drive their personal autos to work. By providing such incentives, parking demand would inherently decrease due to the reduction in need for personal autos. An on-site Employee Transportation Coordinator will be appointed to direct the employee parking and trip reduction program. The goal of the parking and trip reduction program will be to meet or exceed a 30% single occupant vehicle reduction for regular hotel employees and a 35% single occupant vehicle reduction for employees supporting the function/meeting events. The function/meeting service staff will be encouraged to arrive in carpools/vanpools for the events.

Bicycle Facilities

A total of 8 short-term bicycle spaces as well as 8 long-term bicycle will be provided for each hotel for a grand total of 32 bicycle spaces. See **Exhibit 3A** for bicycle storage locations. These bicycle parking facilities are provided for use by employees, hotel guests and harbor visitors.

During the redevelopment of PA-3 any improvements to Dana Point Harbor Drive will implement the necessary Class II bicycle lane improvements which would conform to the City of Dana Point standards.

The existing Dana Point Inn provides bicycle rentals for $5 to hotel guests. It is recommended that the *Surf Lodge* and *Dana House* hotels implement a similar service.

Wayfinding Stations & Information Kiosks

The installation of pedestrian and bicycle wayfinding signage should be considered at a key location on-site along pedestrian routes that provide clear direction to key destinations within the harbor complex as well as shuttle service information. A wayfinding kiosk should also be considered on-site that would include a harbor-wide map with transit/shuttle service information and pedestrian/bicycle facilities clearly identified.

In addition, tourist brochure display stands should be installed in the *Surf Lodge* and *Dana House* hotel lobbies with lists and maps to key destinations within the harbor complex including entertainment venues, parks & public spaces, restaurants, retail shops, etc. Detailed information for local and regional transit including OCTA bus routes, Shoreline Train schedules, Dana Point Trolley and harbor shuttle information should also be provided.

Dana Point Trolley and Event Shuttle

The Dana Point Trolley runs during the summer from early June to Labor Day. The Dana Point Trolley operates on two routes with 15 minute headways. The two routes offer three stops along Dana Point Harbor Drive and another 35 stops throughout Dana Point. The trolley service provides connections to public transit serving San Clemente, Laguna Beach and Laguna Niguel. A special event harbor shuttle (i.e. Festival of the Whales) also operates along Dana Point Harbor Drive between Doheny State Beach and the Ocean Institute. Trolley and shuttle route maps are provided in **Attachment D.**

Due to COVID-19 restrictions imposed by the State of California, the trolley service was suspended during the summer of 2020. There is no indication that the trolley service will not resume in the summer of 2021 if COVID-19 restrictions are lifted.

Transportation Coordinator

According to the Fehr & Peers TDM Plan, the OC Dana Point Harbor property management services will designate a member of the property managers staff as the transportation coordinator for employees within the commercial core area (PA-1 & PA-2). A similar role should be identified for the *Surf Lodge* and *Dana House* hotels. The transportation coordinator would be responsible to provide up-to-date information to employees related to public transit routes and schedules, pedestrian and bicycle facilities maps, as well as manage any potential incentives program. The transportation coordinator(s) would also be responsible for monitoring and maintaining parking and trip reduction goals for employees.

Dana House Valet Parking Plan

As previously noted, all 175 parking spaces serving Dana House would be controlled by a valet parking operation. The Dana House vehicle arrival area (valet station porte cochere) includes sufficient pavement width (28 feet) to accommodate at least three vehicles side by side. One possible configuration would be a 9-foot right hand curb passenger loading lane, an 11-foot pass-through lane, and an 8-foot valet queueing lane. These lanes could be used for drop-off/pick-up, pass-through, and valet vehicle queuing. The right hand curb lane would be used for arriving and departing guests and during non-peak periods could also be used by carshare vehicles. Once guest have arrived and unloaded their vehicles, the valet attendant drives the car to one of the available valet parking spaces. During very busy guest or function room arrival times, the valet will have the choice to circle around the entry island and temporarily stack vehicles until vehicle arrival rates slow down sufficiently to allow the queued vehicles to be parked in a permanent valet space. At least 4 vehicles can the temporarily queued around the entry island. The passenger loading and unloading curb has room for two vehicles and the approach lane to the hotel entry curb has sufficient length to accommodate an additional 3 or 4 vehicles before blocking valet vehicle circulation.

Once vehicles are dropped off, the valet attendants will issue a vehicle claim ticket and park the vehicle. Guests picking up their vehicles will issue the attendant the vehicle claim ticket and the attendant retrieves the vehicle for the guest. Typical valet attendant processing times are 5.5 minutes to park a vehicle and 4.5 minutes to retrieve a vehicle. During peak arrival times, one attendant can process approximately 10 to 11 arriving vehicles per hour and 13 departing vehicles per hour. During the peak of the hotel, the arriving vehicles could reach 46 vehicles per hour. The departing peak is slightly lower at about 36 vehicle per hour. As long as the valet attendant staffing provide four attendants working during the peak arrival periods, they would be able to serve 40 to 44 inbound vehicles and the available queuing capacity would not be exceeded.

The management of on-site queuing during events at the onsite function/meeting venues will require the appropriate number of parking attendants to be provided to limit queuing to 4 valet queued vehicles and 4 entering vehicles or less. The shared parking analysis currently assumed 4 valet attendants will be on-site during peak periods and are included in the employee counts. An additional contingency measure is to require the valet operator to have additional valet attendants available on an "on-call" basis to respond to unusually high activity expected on a given day. The valet plan should be reviewed periodically during the first year of operation to determine the optimal number of valet attendants needed for various levels of hotel guest and event center usage.

Since the parking supply for Dana House will be controlled by the valet service operator, employees who park on site will need to coordinate with the valet operator to allow employee vehicles to be parked in the most inaccessible tandem parking spaces. In this manner, long-term employee vehicle parking will be accommodated without negatively impacting the valet operations serving guest parking. Note that employee shift changes occur at times when there is a significant surplus of parking.

Surf Lodge Parking Controls

Parking for the Surf Lodge will include 130 access controlled parking spaces. Access gates will be activated by the guest room keys.

Dedicated Boater Parking Controls

Dedicated boater parking will consist of 178 access controlled parking spaces. Access gates will be activated by key cards provided to boaters. This method of access control is the same as provided under current conditions.

Delivery Truck Access

Delivery truck access will primarily use Casitas Place to service the uses in PA-3. Here, trucks will turn left from Dana Point Harbor Drive onto Casitas Place to the designated loading zone. To exit, trucks will travel east through the PA-2 surface parking lot and use Golden Lantern Street to return to eastbound Dana Point Harbor Drive.

Truck deliveries to the Surf Lodge will be directed to turn left on Island Way and travel to the west side turn-around on the Island and then use the designated loading zone just south of Dana Point Harbor Drive. There is limited pavement width on eastbound Dana Point Harbor Drive at Island Way that can only accommodate u-turns made by passenger vehicles and smaller single-unit trucks.

Boater Parking During Construction & Temporary Operations Plan

During the construction of the hotels within PA-3, parking associated with the existing boater wetslips located in Parking Zone 2 will be affected. Portions of the existing 336 dedicated boater parking spaces located in PA-3 plus approximately 8 spaces located in PA-2 (at south end of Casitas Place) will be affected during construction. **Attachment E** shows the proposed temporary dedicated boater parking provisions for each construction phase.

Since the timing of the reconfiguration of harbor boatslips from the existing 336 slips to the proposed 296 slips is not known, the configuration of dedicated boater parking may vary depending on the prevailing slip configuration at the time the construction of planned PA-3 uses are completed. Regardless of the status of changes to the number of harbor slips, a minimum rate of 0.6 parking spaces per slip will be maintained for dedicated boater parking. **Attachment F** summarizes the dedicated boater parking provisions for Parking Zones 1 and 2 combined under three possible development phasing scenarios: A) Provisions with New Slips; B) Provisions with Existing Slips (at 0.6 spaces per slip).

Planning Area 3 Trip Generation

A preliminary trip generation estimate was prepared for PA-3 and is included in **Attachment G**. The trip generation analysis estimates a daily trip generation of 1,988 trips with 113 trips during the AM peak hour and 145 trips during the PM peak hour. The traffic study included in the Dana Point Harbor Revitalization Project EIR (dated 1/2006) analyzed a higher level of trip generation including 2,312 daily trips with 179 trips during the AM peak hour and 184 trips during the PM peak hour.

Conclusion

Due to the nature of the Dana Point Harbor with offices, restaurants, retail and entertainment venues in close proximity to one another, people travelling to the harbor are most likely visiting two or more land uses. Because of this mix of land uses, the overall parking need would be less than the sum of the individual parking requirements for each land use since the peak parking demand times for unique land uses are different and many visitors to the uses can be considered "captive". The same is true for Planning Area 3.

The proposed redevelopment of PA-3 will provide 175 parking spaces for Dana House; 11 surface parking spaces and 119 covered parking spaces within the garage structure will be provided for the Surf Lodge (130 total); 25 surface parking spaces and 153 covered parking spaces serving as dedicated boater parking for the wet-slips will be provided within the garage structure beneath Dana House (178 total). The total parking provided within PA-3 is 483 parking spaces.

The minimum parking needs based on harbor code regulations would require the project to provide a total of 696 parking spaces. Therefore, there would be a deficiency of 213 spaces per the "standalone" code requirements. However, when shared parking demand patterns are taken into account and non-captive ratios are applied, the parking demand drops to 464 parking spaces on a peak activity weekday (results in a surplus of 19 spaces) and 483 parking spaces on a peak activity weekend (supply equals demand). It is important to consider that the parking analysis reflects a "worst case" scenario (i.e. 100% hotel room occupancy as well as full use of function/meeting facilities). On typical peak season weekends with the hotels operating at 80% occupancy, the parking surplus would be approximately 40 spaces.

In addition, the parking management strategies listed below and identified in this memorandum would further reduce parking demand and make the most efficient use of available parking within PA-3. The effect of these parking management strategies have not been taken into account in the final parking demand estimations reported above.

- Designated Rideshare Pick-Up/Drop-Off Zones
- Time Restricted Parking
- Employee Parking
- Employee Incentives
- Bicycle Facilities
- Wayfinding Stations & Information Kiosks
- Transportation Coordinator

In summary, the parking proposed for the redevelopment of PA-3 will satisfy the needs for the proposed mix of uses.

If you have any questions pertaining to the analysis results summarized in this memo, please call me at (760) 603-6244.

Sincerely,

Robert A Davis

Robert Davis,
Senior Associate
Transportation Services

Not to Scale

Michael Baker INTERNATIONAL

Dana Point Harbor Complex - Planning Area 3

March 2020
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Exhibit 1

Not to Scale

Michael Baker INTERNATIONAL

Dana Poitn Harbor Complex - Parking Zone 2

March 2020
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Exhibit 2

LEGEND

	DESIGNATED BOATER PARKING	= 178 SPACES (INCLUDING 16 EV + 10 EV CAPABLE)
	SURF LODGE/ LEASED COMMERCIAL PARKING	= 130 SPACES (INCLUDING 11 EV + 7 EV CAPABLE)
	DANA HOUSE VALET PARKING	= 152 SPACES (INCLUDING 11 EV + 7 EV CAPABLE)
	DANA HOUSE VALET STACKING PARKING	= 23 SPACES
	TOTAL	= 483 SPACES

LINETYPES LEGEND

- PA-3 BOUNDARY
- PROPERTY LINE
- (E) PARCEL BOUNDARIES
- OUTLINE OF PARKING STRUCTURE BELOW
- OUTLINE OF (E) MARINA INN
- (N) INTERNAL PROPERTY LINE
- STORM DRAIN
- CDP BOUNDARY

SCALE: 1/32"=1'-0"
0 8' 16' 32' 80'

CDP BOUNDARY
PA3 BOUNDARY
PA3 BOUNDARY
PA2 BOUNDARY
DANA POINT HARBOR DRIVE
CASTAS PLACE
DANA HOUSE HOTEL PARKING ENTRANCE
(10.00' SETBACK) 10' MIN REQUIRED
DANA HOUSE LOADING ZONE FOR TRASH/SERVICE
SURF LODGE HOTEL PARKING ENTRANCE
VEHICLE CONTROL GATES
BIKE PARKING 221 SF 8 SHORT TERM & 8 LONG TERM (8+8 REQD)
152 DANA HOUSE PARKING SPACES
PROPOSED PUBLIC ACCESS & OPEN SPACE, BOATER DROP OFF, & SURF LODGE LOADING/SERVICE
SURF LODGE TRASH ENCLOSURE
130 SURF LODGE PARKING SPACES
SURF LODGE BICYCLE PARKING 8 SHORT TERM & 8 LONG TERM (7+7 REQD)
DANA HOUSE HOTEL 130 UNIT PLAN
DESIGNATED BOATER PARKING ENTRANCE
ISLAND WAY
OUTDOOR KITCHEN/BBQ
SURF LODGE HOTEL 139 UNIT PLAN
178 DESIGNATED BOATER PARKING SPACES
EXISTING UTILITIES
NEW PARK LANDSCAPE DESIGN W/ ACCESSIBLE PATHWAY CONNECTING TO PEDESTRIAN PROMENADE & NEW PRIVATE OUTDOOR KITCHEN/BBQ
STAIR DOWN TO PEDESTRIAN PROMENADE
FESTIVAL PLAZA
BOH 265 SF
HK/BOH 265 SF
SUITE
BOCCE BALL 470 SF
SALT WATER POOL 20'x75' 1500 SF
POOL SHOWERS/ RESTROOMS
SERVICE BAR
FIREPLACE 500 SF
SPA 20'x8' 160 SF
ELEV TO FITNESS, ROOFTOP AND PARKING
OUTDOOR STAIR TO L3 TERRACE
LUGGAGE VALET 135 SF
HK 145 SF
FOH 1230 SF
CHECK-IN
LOBBY
STOR 525 SF
STOR 240 SF
RETAIL/ GRAB & GO 475 SF
BANQUET KITCHEN 1252 SF
LARGE MEETING ROOM 3800 SF (2790 SF NET AREA)
WOMEN 564 SF
MEN 541 SF
STOR 125 SF
PRE-FUNCTION 1215 SF
POOL WOMEN 195 SF
POOL MEN 165 SF
PRE-FUNCTION 675 SF
OUTDOOR PRE-FUNCTION 1025 SF
MEETING ROOMS 1000 SF (567 SF NET AREA)
MEETING ROOMS 1000 SF (567 SF NET AREA)
BOARD ROOM 310 SF
TERRACE
63'x61' 3850 SF
+0.0 (NAVD88 +24.00)
+15.0
+24.0
+10.0
20' MIN FIRE ACCESS
PEDESTRIAN PROMENADE

Exhibit 3A

the original size of this sheet is 24" x 36"

DANA POINT HARBOR PARTNERS

R.D. OLSON DEVELOPMENT

WATG
strategy planning architecture landscape interiors

WARE MALCOMB

burton

TAIT SINCE 1964

stamp | approval

key plan

no.	date	issue
3	10/21/20	PLAN CHECK REVISIONS
2	05/05/20	PLAN CHECK REVISIONS
1	12/20/19	PLAN CHECK REVISIONS

issues | revisions

SITE PLAN - LEVEL 1

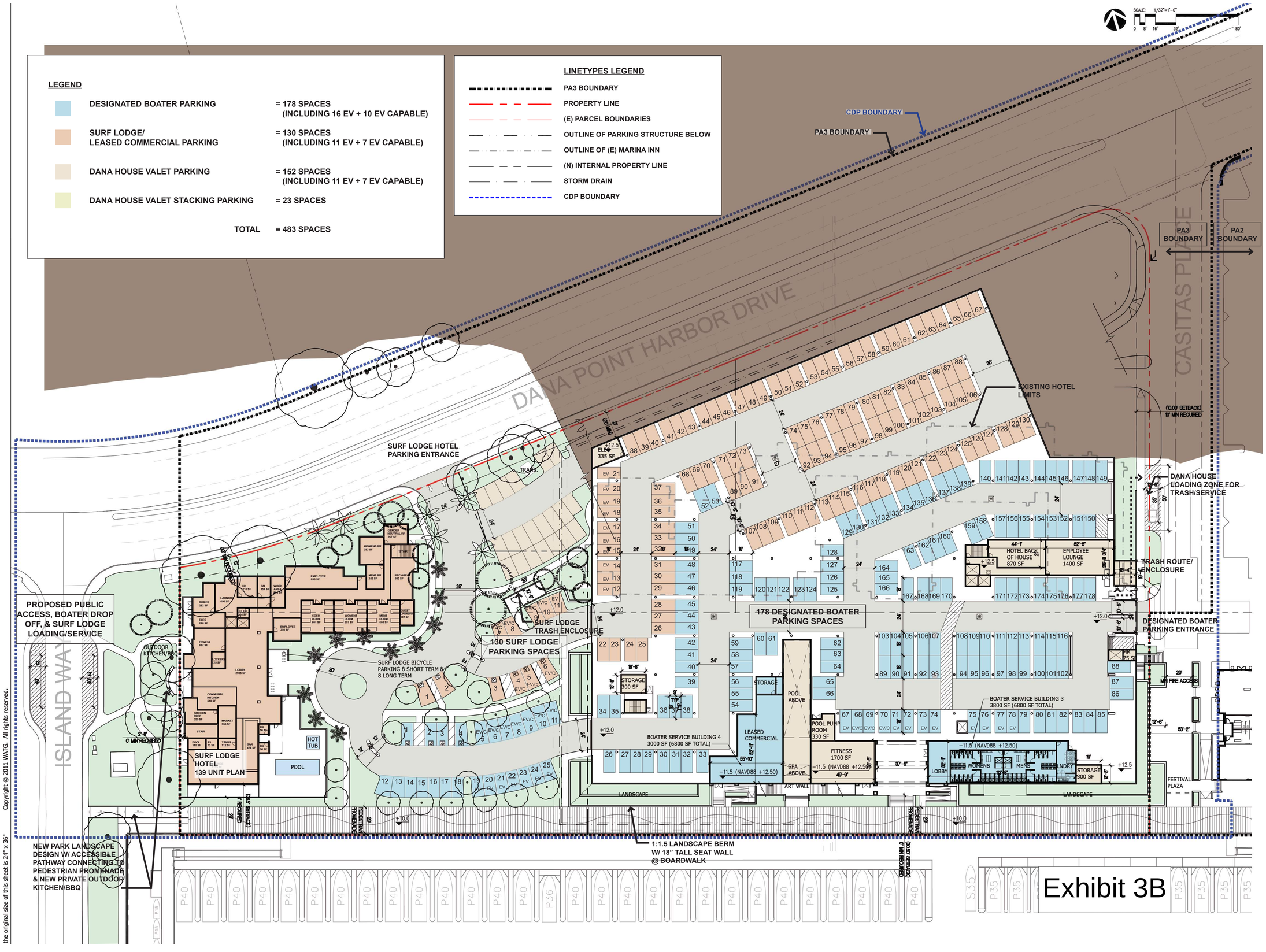
sheet title

project no. 174056 10/21/20

checked by:
drawn by:

component

sheet no. A1-01



the original size of this sheet is 24" x 36"

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1	12/20/19	PLAN CHECK REVISIONS

issues | revisions

SITE PLAN - PODIUM LEVEL

sheet title

project no. 174056 10/21/20

checked by:

drawn by:

component

sheet no. A1-00

Michael Baker
INTERNATIONAL

Attachment A
General Provisions Checklist

General Provisions Checklist For Hotel Planning Area 3

Compliance	Section	Except as otherwise specified in these Dana Point Harbor District Regulations, off-street parking for the Dana Point Harbor shall be in accordance with the following provisions and regulations:	Method of Compliance
Yes	a)	Location of off-street parking – Required parking spaces shall be located in close proximity to the use or uses they serve as described in an approved Coastal Development Permit.	Parking spaces in the Hotel Planning Area 3 are provided in that area, and spaces to serve the boating uses are provided in designated areas within close proximity of each designated use.
Yes	b)	Joint-use or shared parking – In recognition of the unique characteristics of the Harbor and its uses, a comprehensive Parking Management Plan may be processed with a Coastal Development Permit to demonstrate the aggregate total of otherwise required parking spaces is adequate for the range of commercial and recreational uses proposed. Required designated boater parking shall not be used in joint-use or shared parking plans. The public boat launch ramp facility may be included as part of a joint-use or shared parking plan when all of the following criteria are satisfied:	Refer to Shared Parking Analysis
	1)	The facility may be used only during the non-peak Harbor season (October 1 through May, but excluding Memorial Day weekend).	
	2)	The facility may be used only for other boating uses (e.g., sport fishing, whale watching, cruises, charter boat concessions and commercial ferry service).	
	3)	At no time shall the total number of parking spaces used exceed twenty percent (20%) of the spaces in the boat launch ramp facility.	
	4)	None of the spaces immediately adjacent to the boat launching area shall be used.	
Yes	c)	Accessibility and usability – All parking (on-street and off-street) shall be fully and independently usable and accessible and in conformance with LUP Chapter I-6, Public Access and Recreation and specifically Exhibit I-6-1, Dana Point Harbor Coastal Access. Existing surface parking areas may be re- stripped to improve efficiencies in parking stall configuration.	Current Plan satisfied LUP Chapter 1-6
	d)	Maximum grades permitted:	
Yes	1)	Wherever access is taken from a street, alley or driveway to an off-street parking area serving commercial or community facilities, the driveway or other vehicular accessway shall have a maximum grade of plus fifteen percent (15%) or a minus two percent (-2%), measured from the street, alley or driveway grade along the driveway centerline for a distance of not more than eighteen (18) feet. Exceptions may be approved by the County of Orange in consultation with the City of Dana Point Public Works Director for conditions where physical design prevents such extreme grade breaks and provides safe sight distance.	All driveways meet the grade requirements.
Yes	2)	The maximum grades will generally provide adequate sight distance at street level and prevent vehicles from dragging on extreme grade breaks. Exceptions may be approved by the County of Orange in consultation with the City of Dana Point Public Works Director for conditions where physical design prevents such extreme grade breaks and provides safe sight distance.	No parking is located on extreme grade slope. The structure consists of flat plates.
Yes	3)	Off-street parking spaces and the abutting parking aisles shall have a maximum grade of five percent (5%). Said grade shall be measured across the parking space and the abutting parking aisle in any direction.	No parking space is located on grades exceeding 5%.
Yes	4)	Ramps or driveways providing vehicular access within the interior of an off-street parking area located beyond eighteen (18) feet from the ultimate right-of- way line of a street, alley or driveway shall have a maximum slope of plus or minus twenty percent (20%). When such a ramp or driveway slopes exceed plus or minus ten percent (10%), the ramp or driveway design shall include transitions not less than eight (8) feet in length, having a slope equal to one-half the ramp slope. When parking is provided on a ramp, the maximum slope shall not exceed six percent (6%).	The drive ramps do not exceed 20% slope.
Yes	e)	Parking area notices and directional instructions – Parking area notices, each not to exceed two (2) square feet in area and directional instructions lettered on the paved surface of driveways and parking areas are permitted for parking facilities serving commercial and other public uses. Such parking notices may contain the name of the tenant of a building or land use and only such words or symbols that are directly related or essential to parking, enforcement or the direction of vehicular traffic within the parking area.	Parking area notices where provided will conform with this requirement.
Yes	f)	Paving – All permanent paved areas shall be maintained with asphaltic concrete, cement concrete, decorative concrete pavers or other all-weather, non- erodible, hard surfacing. Temporary parking spaces, driveways and maneuvering areas may use decomposed granite or other stable, all-weather surfacing.	All permanent parking areas will have asphaltic or concrete surfaces.
Yes	g)	Lighting – Lights shall be designed and located so that direct rays are aimed downward onto the site.	Lighting conforms with this requirement
NA	h)	Commercial Development Phasing – New commercial development shall be phased such that required parking for higher priority uses (e.g., marina boat slips, public boat launch facility, surface boat storage, beach, picnic and parks) is provided and maintained. Parking for these higher priority uses shall be provided as follows:	Not Applicable to PA3
NA		Commercial Core Area – The first Coastal Development Permit for new development of the Commercial Core shall be required to demonstrate as part of the CDP that required land area has been reserved for parking for higher priority uses located within the Commercial Core area (e.g., designated boater parking, public launch ramp facility and boat storage), in the quantity and location required in Section II-14.2 (j). The CDP shall also require that the parking for the higher priority uses within the Commercial Core shall be constructed and open for use prior to the occupancy of the new Commercial Core development.	
Yes		Marine Service Commercial, Marine Commercial and Recreation Areas – The location and amount of new development adjacent to park and beach areas shall not adversely impact public use of the low cost water oriented recreation, park and beach uses by ensuring that adequate parking spaces are maintained for these uses. Accordingly, all Coastal Development Permits for new development in Planning Areas 1, 4 and 5 shall demonstrate that the intensity of the proposed development and the proposed hours of operation will not adversely impact public use of the beach or park area within the Planning Area.	All boater parking will be temporarily relocated during construction. Minimum required boater parking spaces will be maintained for the duration of construction.
	i)	Parking for marina boat slips, the public launch ramp facility and dry boat storage – shall be provided in the amounts and locations as follows:	
Yes		Designated Boater Parking – Parking for 2,409 boat slips shall be provided at a minimum ratio of 0.60 parking spaces per slip or end tie unless a net loss of slips is authorized by a Coastal Development Permit. Boater parking shall be located as close as possible to the land/dock connection point of the docks they serve. Typically, the boater parking spaces should be within 300 feet of the land/dock connection point of the docks they serve, but where adherence to this standard is infeasible, the parking spaces shall be within a maximum of 600 feet of the land/dock connection point of the docks they serve. Mitigation measures should be provided to assist boaters with transport of passengers, equipment and provisions from parked vehicles to boats the land/dock connection point of the docks they serve in cases where the distance between parking spaces and the docks exceeds 300 feet and/or where there are other factors present which make such transport difficult.	Boater permit parking provided meets the required ratio and 300 feet/600 feet requirement.
NA		Public Launch Ramp Facility – There shall be no net loss of the existing three hundred thirty-four (334) vehicle with trailer parking spaces. Redesign and expand the existing five and seven-tenths (5.7) acre boat launch facility to maximize the number of vehicle with trailer parking spaces meeting minimum California Department of Boating and Waterways guidelines (10 by 40 feet). Some large and smaller vehicle with trailer parking spaces shall also be provided in adequate amount to meet demand as determined through the Coastal Development Permit process.	Not Applicable to PA3
NA		Dry Boat Storage – Maintain space for at least four hundred ninety-three (493) boats to be stored on dry land in Planning Area 1; 400 of these spaces may be provided in a dry stack storage facility. Maintain a minimum of ninety-three (93) surface boat storage spaces, that can accommodate vessels that cannot be stored in a dry stack storage building within the Harbor at all times; additional space shall be provided where feasible.	Not Applicable to PA3
Yes	j)	Bicycle Parking – All parking facilities shall be designed to include safe and secure parking for bicycles.	Bicycle parking shall be identified on final construction plans consistent with local agency requirements
Yes	k)	ADA Parking Facilities – Public accommodations or facilities, including commercial and other public uses shall provide parking spaces for the physically handicapped in compliance with the following provisions:	ADA parking shall be provided to satisfy local agency requirements
Yes	1)	Parking spaces required – The following table establishes the number of handicap parking spaces required for any parking area serving one or more land uses:	Plan exceeds ADA requirements and will conform to most recent CALGreen (formerly California Green Building Standards Code) requirements.

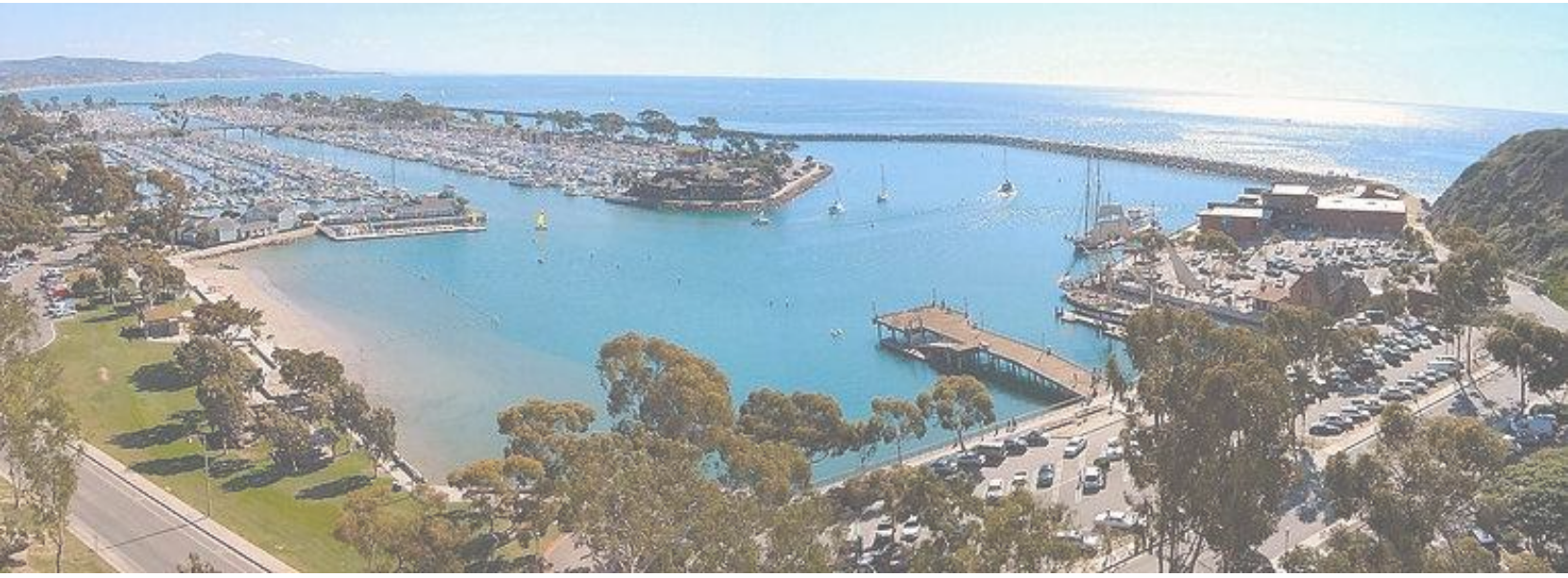
Total Number of Parking Spaces	Number of Handicapped Parking Spaces Required
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-400	8
401-500	9
501-1,000	2% of stalls
1000+	20 required stalls, plus 1 for each 100 or fraction thereof over 1,001 stalls.

Yes	2)	Parking space size – Physically handicapped parking spaces shall be located as near as practical to a primary entrance. If only one space is provided, it shall be fourteen (14) feet wide and outlined to provide a nine (9) foot parking area and a five (5) foot loading and unloading area. When more than one space is provided in lieu of providing a fourteen (14) foot-wide space for each parking space, two spaces can be provided within a twenty-three (23) foot- wide area lined to provide a nine (9) foot parking area on each side of a five (5) foot loading and unloading area in the center. The minimum length of each parking space shall be eighteen (18) feet.	Plan complies with minimum parking space size.
Yes	3)	Arrangement of parking spaces – In each parking area a bumper or curb shall be provided and located to prevent encroachment of other cars over the required width of walkways. Also, the space shall be located so that a handicapped person is not compelled to wheel or walk behind parked cars other than their own. Pedestrian ways which are accessible to the physically handicapped shall be provided from each such parking space to the related facilities, including curb cuts or ramps as needed. Ramps shall not encroach into any parking space except where such encroachment into the length of any handicapped space does not limit the handicapped person's ability to leave or enter their vehicle.	Current site plan satisfies requirements to protect pedestrian circulation within parking lots.
No	4)	Slope of parking spaces – Surface slopes of parking spaces for the physically handicapped shall be the minimum possible and shall not exceed one-half percent (0.5%) in any direction.	Details for grading shall be addressed in final Construction Plans. ADA spaces are being designed to minimum grade as possible (up to -1.5%) to provide sufficient drainage of water. This meets the CBC codes and all City standards.
Yes	5)	Identification – Each parking space reserved for the handicapped shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text or equal, displaying the International Symbol of Accessibility. This sign shall not be smaller than seventy (70) square inches in area and shall be centered at the interior end of the parking space at a minimum height of eighty (80) inches from the bottom of the sign to the parking space finished grade, or centered on the wall at the interior end of the parking space at a minimum height of thirty-six (36) inches from the parking space finished grade, ground or sidewalk. A sign shall also be posted, in a conspicuous place, at each entrance to the off-street parking facility, not less than seventeen (17) inches by twenty-two (22) inches in size with lettering not less than one (1) inch in height, which clearly and conspicuously states the following: "Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically-handicapped persons may be towed away at the owners expense." The surface of each parking space shall have a surface identification duplicating the symbol of accessibility in blue paint, at least three (3) sq. ft. in area.	Appropriate signage and pavement markings will be provided for accessible parking spaces.
Yes	6)	Parking structures – Entrances to and vertical clearances within parking structures shall have a minimum vertical clearance of 8 feet, 2 inches where required for accessibility to handicap parking spaces.	Final construction plans for parking structure shall show compliance on first level entrances.

Michael Baker
INTERNATIONAL

Attachment B
Excerpts from DPH Revitalization TDM Plan (Fehr & Peers, 2013)

Transportation Demand Management Plan for the Dana Point Harbor Revitalization Plan



Prepared by:

FEHR PEERS

600 Wilshire Blvd., Suite 1050

Los Angeles, CA 90017

October 2013

4. TDM PLAN RECOMMENDED FOR IMPLEMENTATION

The TDM measures recommended for implementation are in three primary areas: transit, pedestrian/bicycle, and employment TDM strategies. Because of the unique nature of the Harbor, traditional employment based TDM strategies have less applicability and benefit, so this plan focuses on other strategies that would have greater benefit.

TRANSIT

Transit 1. Provide Local Match Funding Support for Harbor Event/Parking Shuttle

In spring 2013, the City of Dana Point submitted a grant application to OCTA for the Project 'V' Community-Based Transit/Circulators grant. The application detailed five proposed shuttle routes, four of which will have connections to or near the Harbor as , illustrated in Figures 4A through 4D. These include a route that would operate from Dana Hills High School to Dana Point Harbor for summer weekends and special events. The shuttle would provide east/west circulation along Dana Point Harbor Drive, providing mobility opportunities for visitors who choose to park once and travel around the Harbor without driving. It would also serve riders who choose to park at Dana Hills High School, and take the shuttle to the Harbor, thereby reducing auto trips at the Harbor, and potentially reducing vehicle emissions and excess vehicle miles traveled. In support of this route, the Harbor has agreed to designate any savings realized from the elimination of special events shuttles (funded by the Harbor) to assist with a portion of the 10% financial match required by OCTA. The grant application is pending. The Harbor will evaluate future funding opportunities once grant funds are exhausted.

Targeted population: Visitors, Employees (if any live along proposed shuttle routes)

Figure 4A – PCH Weekend Shuttle Proposed Route

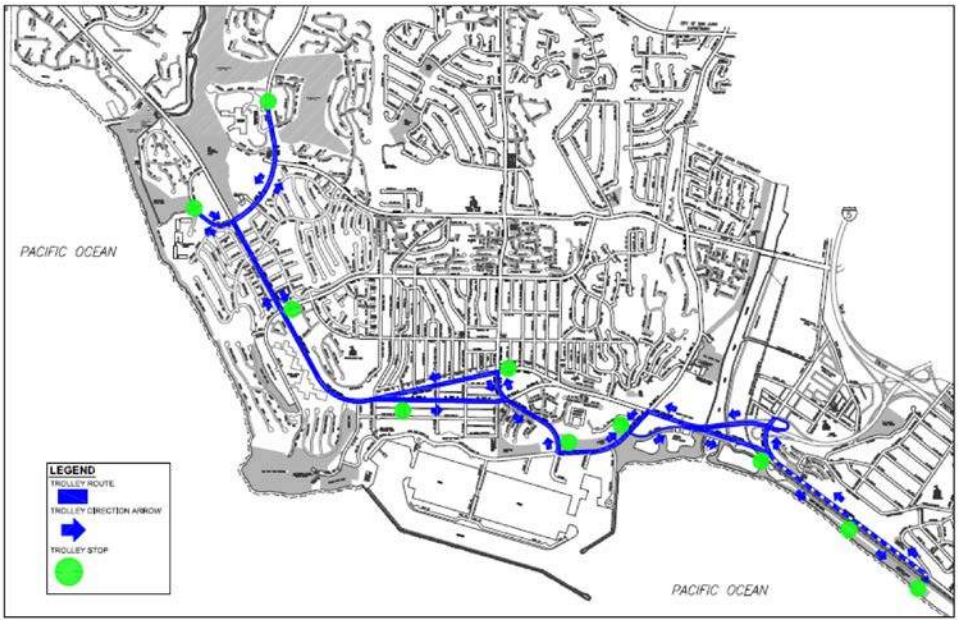


Figure 4B – Harbor Weekend Shuttle Proposed Route

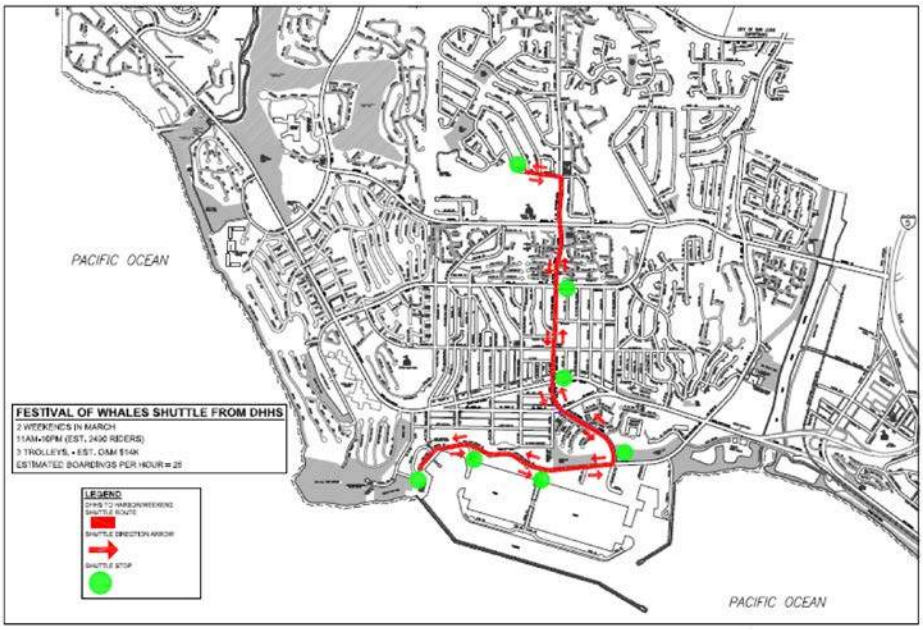


Figure 4C – Festival of Whales Shuttle Proposed Route

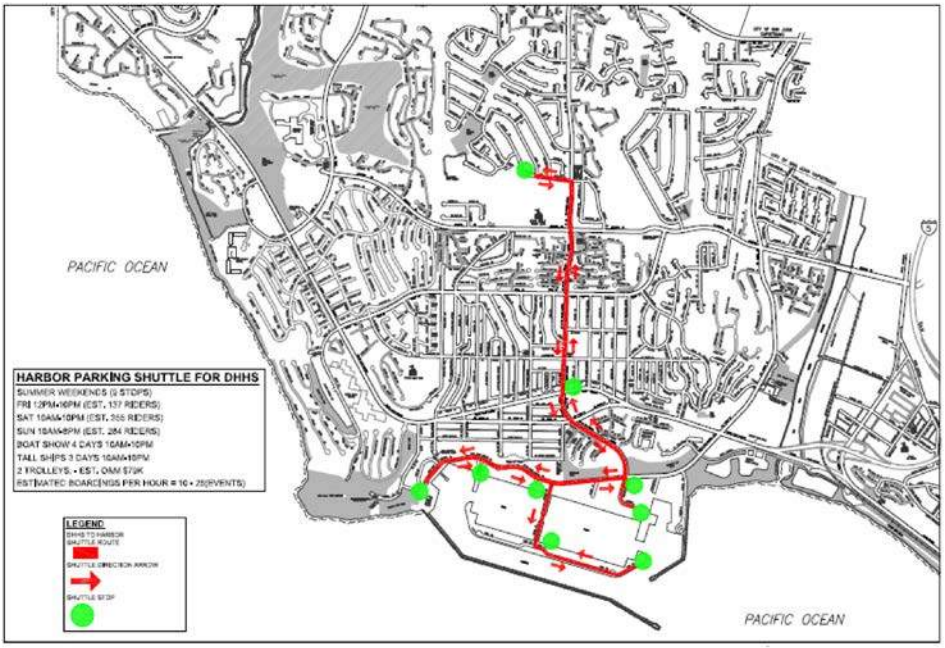
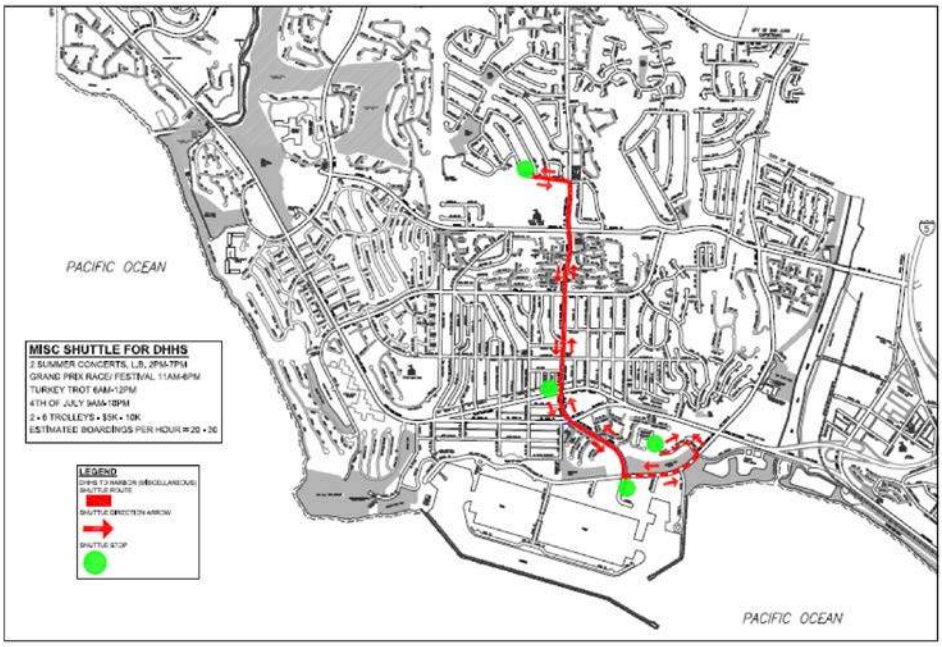


Figure 4D – Miscellaneous Events Shuttle Proposed Route



Transit 2. Implement a Pedestrian Wayfinding System to Direct Visitors and Employees to Public Transit Stop on Golden Lantern; If Harbor Shuttle Service is Implemented Include Those Stops in Wayfinding Plan

One of the barriers to transit usage at the Harbor is that the existing transit stop on Golden Lantern has minimal signage, so employees and visitors may not realize that OCTA transit actually serves the Harbor. To address this barrier, pedestrian wayfinding signage should be implemented that provides clear direction from central areas of the Commercial Core to bus stops.

If the City's OCTA grant application is successful, wayfinding to weekend shuttle stops should be included as well.

Targeted population: Visitors and employees

Transit 3. Install Map Kiosks in Prominent Locations that Provide a Map and Schedule of Area Public Transit

In Tandem with strategy *Transit 2*, install one or more kiosks in high visibility locations similar to the examples shown in Figure 5, that provide a Harbor vicinity map illustrating the location of public transit stops (and shuttle stops if implemented), with a walking path identified. Kiosks should include a larger regional map indicating the destinations served by public transit, and should include published OCTA route schedule and service hours information. Candidate kiosk locations are illustrated in Figure 6.

Targeted population: Visitors

Michael Baker
INTERNATIONAL

Attachment C
PA-3 Development Plan Sheets

PEDESTRIAN ACCESS

SERVICE ACCESS

BICYCLE LANE

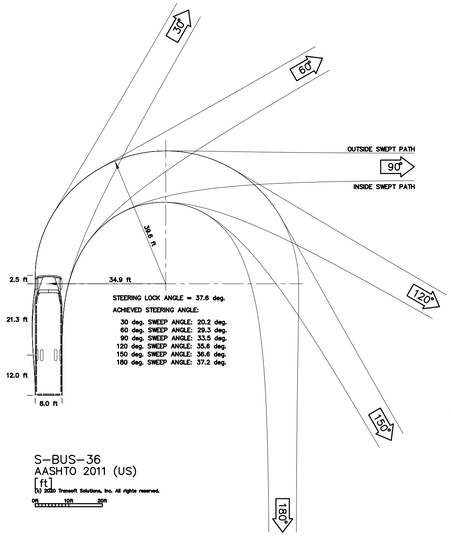
RS RIDESHARE DROPOFF

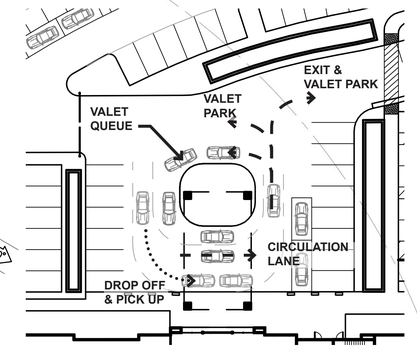
DANA HOUSE VEHICULAR VALET CIRCULATION

SURF LODGE VEHICULAR SELF PARK CIRCULATION

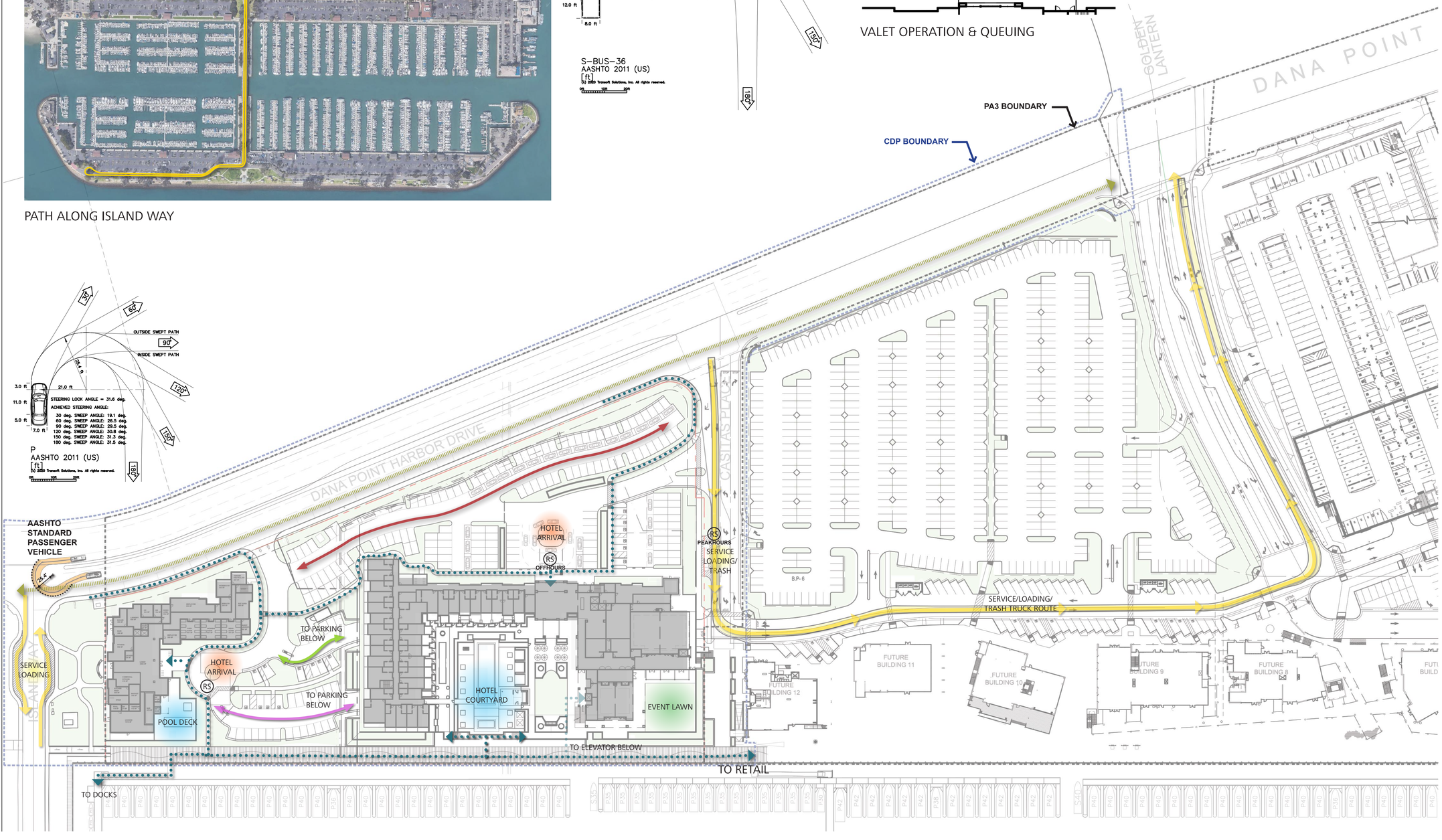
DESIGNATED BOATER SELF PARK CIRCULATION

PATH ALONG ISLAND WAY





VALET OPERATION & QUEUING



SCALE: 1" = 60'-0"
0 15' 30' 60' 150'

DANA POINT HARBOR PARTNERS

R.D. OLSON DEVELOPMENT

WATG
strategy planning architecture landscape interiors

WARE MALCOMB

burton

TAIT SINCE 1964

stamp | approval

key plan

3 10/21/20 PLAN CHECK REVISIONS
2 05/05/20 PLAN CHECK REVISIONS
1 12/20/19 PLAN CHECK REVISIONS
no. date issue
issues | revisions

ACCESS DIAGRAMS

sheet title

project no. 174056 10/21/20

checked by:
drawn by:

component

sheet no. A1-02

the original size of this sheet is 24" x 36"

PUBLIC ACCESS TO HARBOR
PEDESTRIAN PROMENADE

CDP BOUNDARY

PA3 BOUNDARY

DANA POINT HARBOR DRIVE

CASITAS PLACE

ISLAND WAY

STAIRS DOWN
TO PEDESTRIAN
PROMENADE LEVEL

ELEVATOR DOWN
TO PEDESTRIAN
PROMENADE LEVEL

P40 P40 P40 P40 P40 P40 P40 P40 P40 P40 P40 P40 P40 P36 P40 P40 P40 P40 P40 P40 P40 P40 P40 P40 P40 P40 P40

P15 P15

S35 P35 P35 P35 P35 P35 P35 P35 P35 P35 P35 P35 P35

the original size of this sheet is 24" x 36"

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key plan

no.	date	issue
3	10/21/20	PLAN CHECK REVISIONS
2	05/05/20	PLAN CHECK REVISIONS
1	12/20/19	PLAN CHECK REVISIONS

issues | revisions

PUBLIC ACCESS DIAGRAM

sheet title

project no. 174056 10/21/20

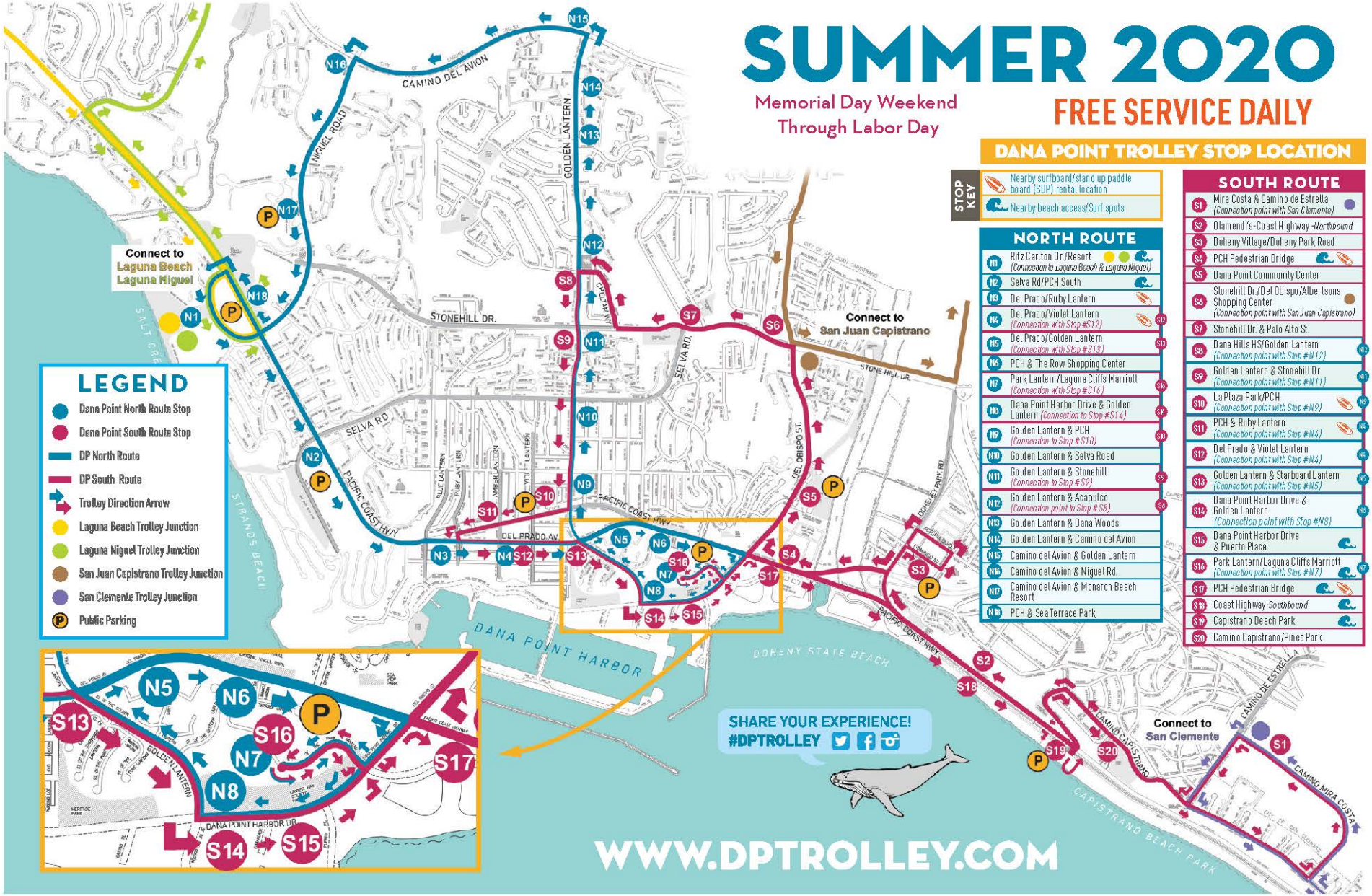
checked by:
drawn by:

component

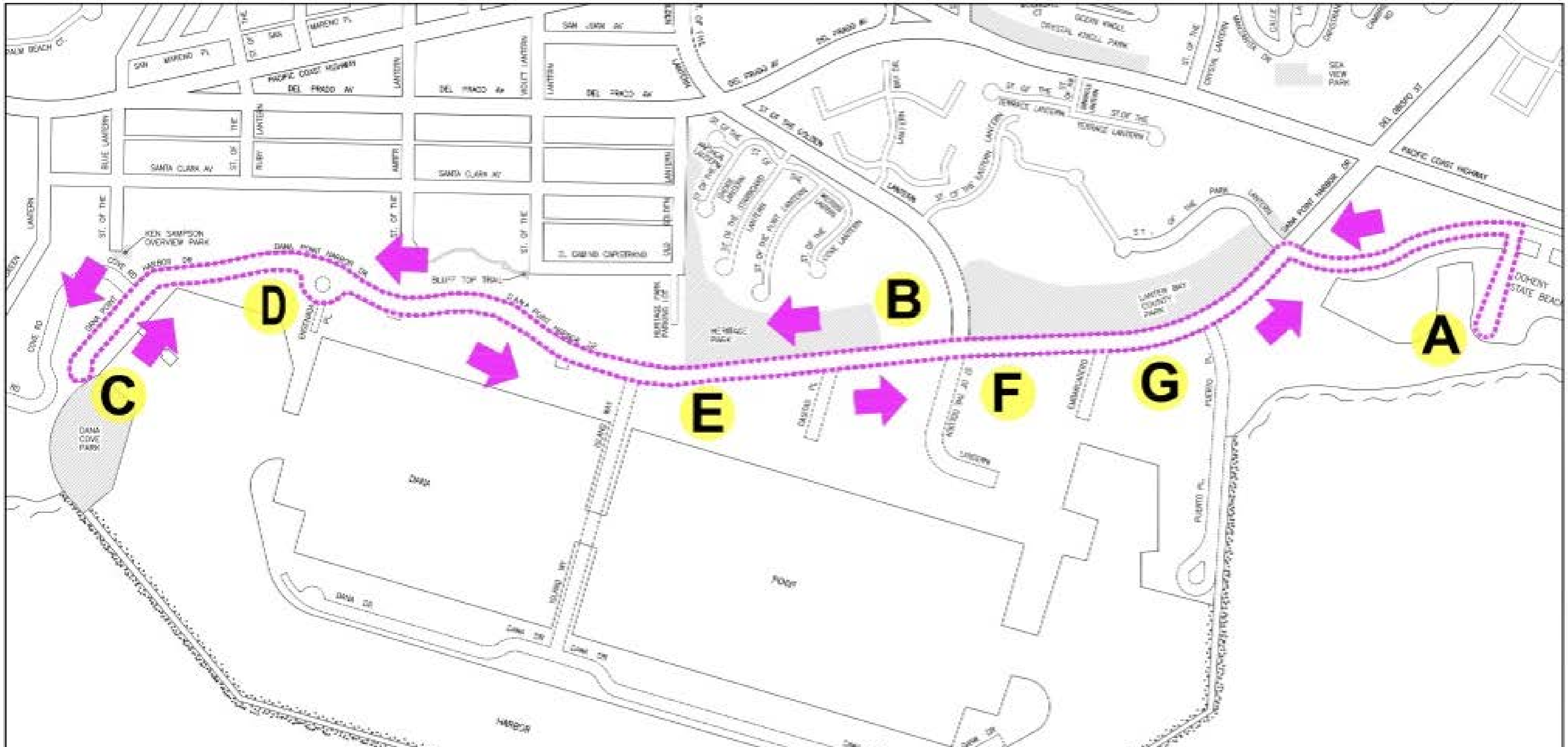
sheet no. A1-03

Michael Baker
INTERNATIONAL

Attachment D
Trolley & Shuttle Route Maps


SUMMER 2020
Memorial Day Weekend
Through Labor Day
FREE SERVICE DAILY
DANA POINT TROLLEY STOP LOCATION
STOP KEY
Nearby surfboard/stand up paddle board (SUP) rental location
Nearby beach access/Surf spots
NORTH ROUTE
N1 Ritz Carlton Dr./Resort (Connection to Laguna Beach & Laguna Niguel)
N2 Selva Rd/PCH South
N3 Del Prado/Ruby Lantern
N4 Del Prado/Violet Lantern (Connection with Stop #S12)
N5 Del Prado/Golden Lantern (Connection with Stop #S13)
N6 PCH & The Row Shopping Center
N7 Park Lantern/Laguna Cliffs Marriott (Connection with Stop #S16)
N8 Dana Point Harbor Drive & Golden Lantern (Connection to Stop #S14)
N9 Golden Lantern & PCH (Connection to Stop #S10)
N10 Golden Lantern & Selva Road
N11 Golden Lantern & Stonehill (Connection to Stop #S9)
N12 Golden Lantern & Acapulco (Connection point to Stop #S8)
N13 Golden Lantern & Dana Woods
N14 Golden Lantern & Camino del Avion
N15 Camino del Avion & Golden Lantern
N16 Camino del Avion & Niguel Rd.
N17 Camino del Avion & Monarch Beach Resort
N18 PCH & Sea Terrace Park
SOUTH ROUTE
S1 Mira Costa & Camino de Estrella (Connection point with San Clemente)
S2 Olamendi's-Coast Highway -Northbound
S3 Doheny Village/Doheny Park Road
S4 PCH Pedestrian Bridge
S5 Dana Point Community Center
S6 Stonehill Dr./Del Obispo/Albertsons Shopping Center (Connection point with San Juan Capistrano)
S7 Stonehill Dr. & Palo Alto St.
S8 Dana Hills HS/Golden Lantern (Connection point with Stop #N12)
S9 Golden Lantern & Stonehill Dr. (Connection point with Stop #N11)
S10 La Plaza Park/PCH (Connection point with Stop #N9)
S11 PCH & Ruby Lantern (Connection point with Stop #N4)
S12 Del Prado & Violet Lantern (Connection point with Stop #N4)
S13 Golden Lantern & Starboard Lantern (Connection point with Stop #N5)
S14 Dana Point Harbor Drive & Golden Lantern (Connection point with Stop #N8)
S15 Dana Point Harbor Drive & Puerto Place
S16 Park Lantern/Laguna Cliffs Marriott (Connection point with Stop #N7)
S17 PCH Pedestrian Bridge
S18 Coast Highway-Southbound
S19 Capistrano Beach Park
S20 Camino Capistrano/Pines Park
LEGEND
Dana Point North Route Stop
Dana Point South Route Stop
DP North Route
DP South Route
Trolley Direction Arrow
Laguna Beach Trolley Junction
Laguna Niguel Trolley Junction
San Juan Capistrano Trolley Junction
San Clemente Trolley Junction
Public Parking
Connect to Laguna Beach Laguna Niguel
Connect to San Juan Capistrano
Connect to San Clemente
SHARE YOUR EXPERIENCE!
#DPTROLLEY
WWW.DPTROLLEY.COM
CAMINO DEL AVION
MIGUEL ROAD
GOLDEN LANTERN
STONEHILL DR.
SELVA RD.
PACIFIC COAST HWY
DEL PRADO AV
DEL OBISPO ST.
DANA POINT HARBOR
DOHENY STATE BEACH
CAPISTRANO BEACH PARK
DANA POINT HARBOR DR
CAMINO MIRA COSTA
CAMINO CAPISTRANO

FESTIVAL OF WHALES SHUTTLE ROUTE



LEGEND

- **A** DOHENY STATE BEACH
- **B** VISITOR CENTER
- **C** OCEAN INSTITUTE
- **D** BABY BEACH
- **E** ISLAND WAY
- **F** DANA POINT HARBOR DRIVE AND GOLDEN LANTERN
- **G** DANA POINT HARBOR DRIVE AND PUERTO PLACE

Michael Baker
INTERNATIONAL

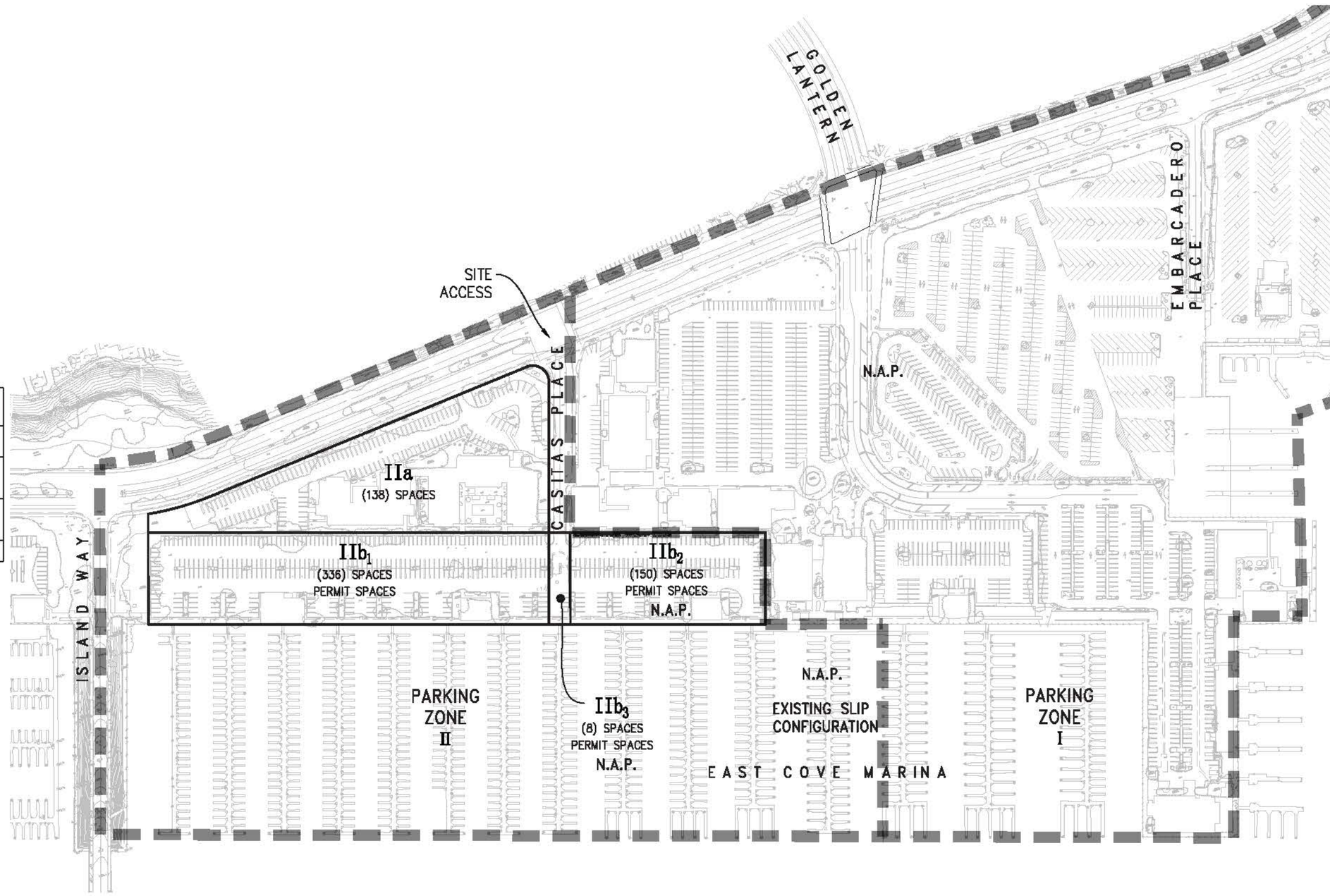
Attachment E
PA-3 Temporary Parking

EXISTING CONDITION

THE DEPICTED EXISTING PARKING COUNTS ARE PER MICHAEL BAKER INTERNATIONAL, INC. FIELD COUNTS DATED AUGUST 2018. MINOR CHANGES ARE REFLECTED FROM THE EXISTING COASTAL DEVELOPMENT PERMIT (DP) PARKING COUNTS UNDERTAKEN AS PART OF THE ORIGINAL DANA POINT HARBOR REVITALIZATION PLAN.

PERMIT SPACE NOTE:
THE IDENTIFIED EXISTING "PERMIT SPACES" ARE IN PARKING AREAS THAT ARE GATE CONTROLLED. THE TERM "PERMIT" IS USED IN THE IDENTIFICATION OF PARKING SPACES ASSIGNED TO AND/OR ALLOCATED TO THESE PARKING AREAS. UNLESS OTHERWISE IDENTIFIED THESE SPACES ARE ALLOCATED TO DESIGNATED BOATER PARKING FOR BOAT SLIPS.

EXISTING CONDITION PARKING SUMMARY - ZONE II	SPACES
LOT IIa EXISTING AUTO PARKING SPACES	138
LOT IIb1 PERMIT SPACES DESIGNATED BOATER PARKING SPACES	336
LOT IIb2 & IIb3 PERMIT SPACES N.A.P. – NOT A PART OF PROPOSED IMPROVEMENTS	158
TOTAL EXISTING (ZONE II) PARKING AVAILABLE	632



PARKING ZONE BOUNDARY

(#) EXISTING SPACES

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CONSTRUCTION PHASING & CONSTRUCTION MANAGEMENT PARKING PLAN

DANA POINT HARBOR HOTELS

DANA POINT HARBOR PARTNERS, LLC

BWP BURNHAM | WARD PROPERTIES · R.D.OLSON DEVELOPMENT · BELLWETHER FINANCIAL GROUP

PHASE 1

DEMOLISH ALL EXISTING IMPROVEMENTS WITHIN THE HIGHLIGHTED LIMITS. CAP ALL EXISTING UTILITIES AT THE RIGHT OF WAY TO DANA POINT HARBOR DRIVE. INSTALL NEW STORM DRAIN FROM DANA POINT HARBOR DRIVE TO EXISTING MARINA OUTLET. CONSTRUCT NEW SURF LODGE HOTEL AND MAINTAIN MARINA INN ACCESS AND BUSINESS DURING CONSTRUCTION.

TENTATIVE CONSTRUCTION TIME DURATION AND APPROXIMATE START DATE		
PHASE 1	TARGET CONSTRUCTION DURATION: 12 MONTHS	TARGET START DATE: JULY 2022

*CONSTRUCTION TIME DURATIONS AND APPROXIMATE START DATES ARE TENTATIVE AND SUBJECT TO FUTURE MODIFICATIONS

CONSTRUCTION NOTES:

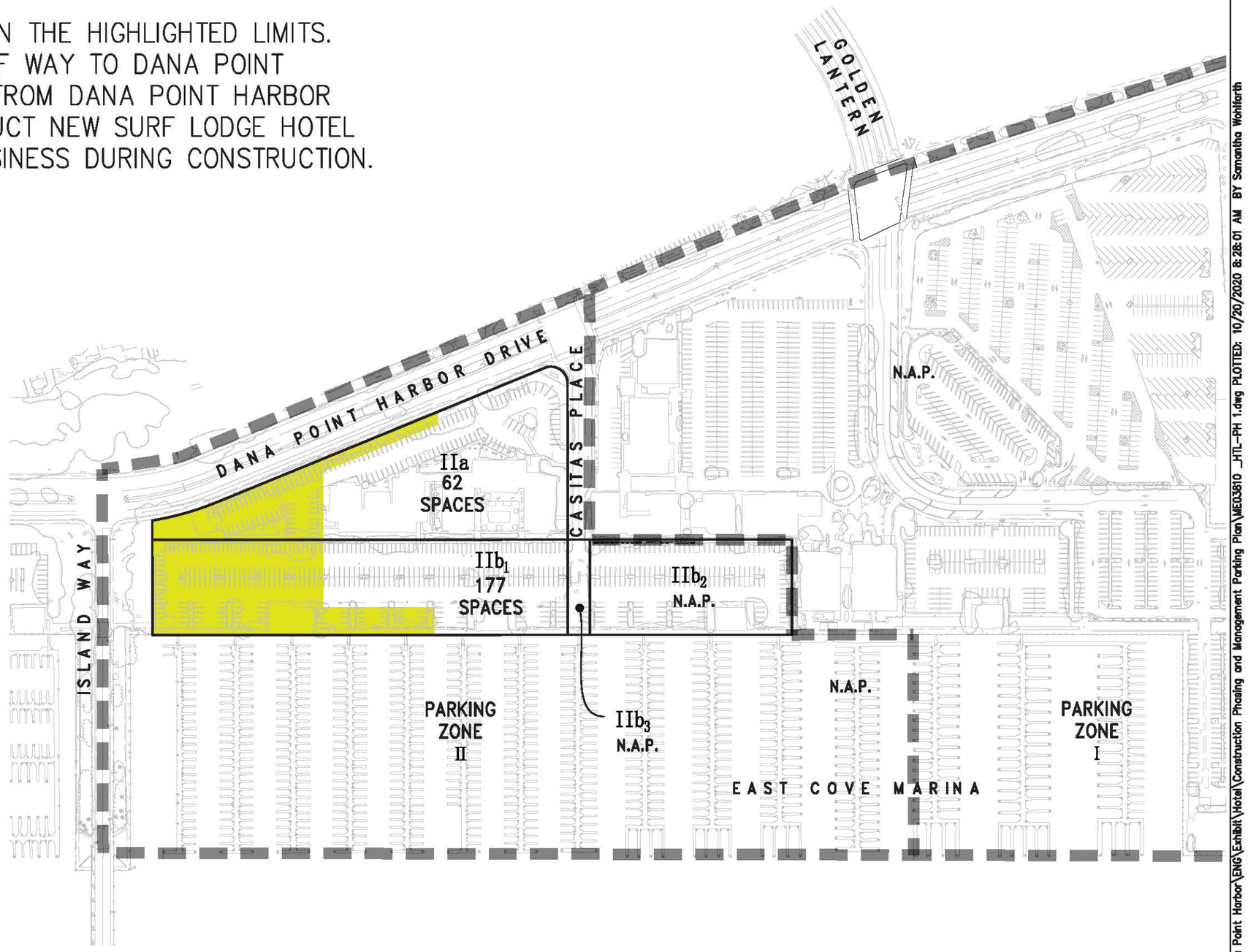
1. CLOSE PORTION OF LOT IIa FOR CONSTRUCTION.
2. CLOSE PORTION OF LOT IIB FOR CONSTRUCTION.

PARKING NOTES:

1. MAINTAIN 158 SPACES FROM LOT IIb2 AND IIb3.
2. MAINTAIN 62 SPACES FROM LOT IIa.
2. MAINTAIN 177 SPACES FROM LOT IIb1.

PHASE 1 PARKING SUMMARY - ZONE II	SPACES
LOT IIa – REMAINING MARINA INN PARKING SPACES	62
LOT IIb1 – REMAINING EXISTING DESIGNATED BOATER PARKING SPACES	177
LOT IIb2 & IIb3 PERMIT SPACES N.A.P. – NOT A PART OF PROPOSED IMPROVEMENTS	158
TOTAL PHASE 1 (ZONE II) PARKING AVAILABLE	397

*REQUIRED TEMPORARY BOATING PARKING BASED ON PROVISIONS WITH EXISTING SLIPS (AT 0.6 SPACES PER SLIP) = 347 SPACES



PARKING ZONE BOUNDARY

LOTS UNDER CONSTRUCTION

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DANA POINT HARBOR HOTELS

DANA POINT HARBOR PARTNERS, LLC

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PHASE 2

OPEN SURF LODGE HOTEL FOR BUSINESS AND MAINTAIN ACCESS DURING CONSTRUCTION. DEMOLISH ALL EXISTING IMPROVEMENTS WITHIN THE HIGHLIGHTED LIMITS. CAP ALL EXISTING UTILITIES AT THE RIGHT OF WAY TO DANA POINT HARBOR DRIVE.

TENTATIVE CONSTRUCTION TIME DURATION AND APPROXIMATE START DATE		
PHASE 2	TARGET CONSTRUCTION DURATION: 18 MONTHS	TARGET START DATE: JULY 2023

*CONSTRUCTION TIME DURATIONS AND APPROXIMATE START DATES ARE TENTATIVE AND SUBJECT TO FUTURE MODIFICATIONS

CONSTRUCTION NOTES:

1. OPEN SURF LODGE HOTEL FOR BUSINESS. MAINTAIN ACCESS DURING CONSTRUCTION.
2. CLOSE PORTION OF LOT IIa FOR CONSTRUCTION.
3. CLOSE PORTION OF LOT IIB FOR CONSTRUCTION.
4. ADD SHUTTLE SERVICE BETWEEN THE ISLAND TEMPORARY PARKING AREAS AND THE WHARF.

PARKING NOTES:

1. MAINTAIN 55 SPACES FROM THE NEWLY CONSTRUCTED SURF LODGE HOTEL.
2. MAINTAIN 158 SPACES FROM LOT IIb2 AND IIb3.
3. ADD 226 SPACES TO SURPLUS ISLAND PARKING AT EAST AND WEST ISLANDS.

PHASE 2 PARKING SUMMARY - ZONE II	SPACES
NEWLY CONSTRUCTED SURF LODGE HOTEL PARKING SPACES	55
DISPLACED DESIGNATED BOATER PARKING SPACES AT SURPLUS ISLAND	226
LOT IIb2 & IIb3 PERMIT SPACES N.A.P. – NOT A PART OF PROPOSED IMPROVEMENTS	158
TOTAL PHASE 2 (ZONE II) PARKING AVAILABLE	439

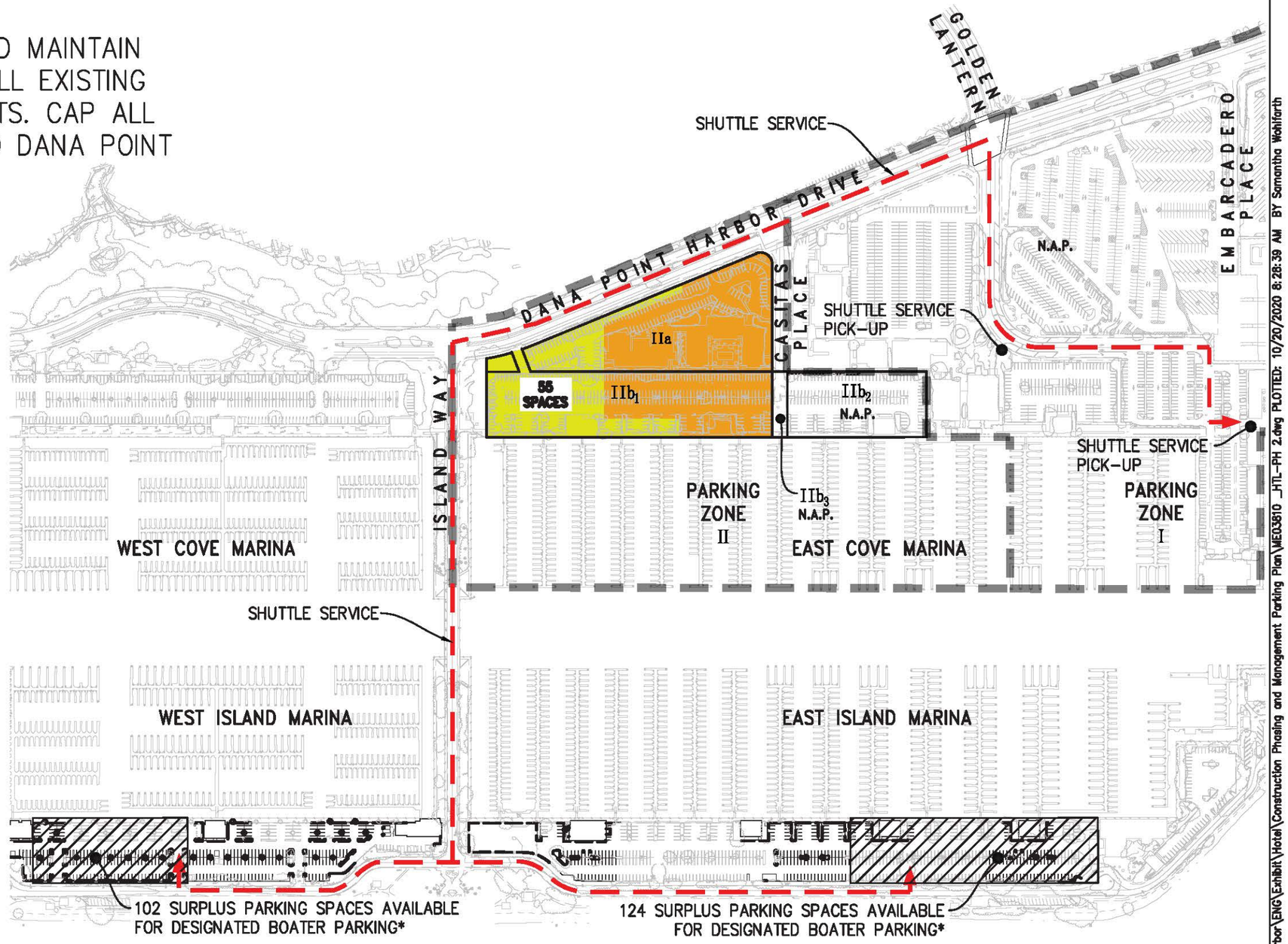
*REQUIRED TEMPORARY BOATING PARKING BASED ON PROVISIONS WITH EXISTING SLIPS (AT 0.6 SPACES PER SLIP) = 347 SPACES

PARKING ZONE BOUNDARY

SHUTTLE SERVICE CIRCULATION

LOT UNDER CONSTRUCTION PER THIS PHASE

LOT OPEN FOR BUSINESS AFTER CONSTRUCTION PER PREVIOUS PHASE



*AT THE TIME OF PHASE 2 KICK OFF, THE PARKING GARAGE WITHIN THE COMMERCIAL CORE DEVELOPMENT WILL HAVE COMPLETED CONSTRUCTION. THEREFORE, THE COMMERCIAL CORE DESIGNATED BOATER PARKING SPACES WILL BE WITHIN THE PARKING GARAGE AND THE SURPLUS ISLAND PARKING WILL BE DESIGNATED FOR THE HOTEL DEDICATED BOATER PARKING STALLS ONLY.

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CONSTRUCTION PHASING & CONSTRUCTION MANAGEMENT PARKING PLAN

DANA POINT HARBOR HOTELS

DANA POINT HARBOR PARTNERS, LLC

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PHASE 3

OPEN DANA HOUSE HOTEL AND THE UNDERGROUND PARKING GARAGE FOR BUSINESS. COMPLETE CONSTRUCTION OF LANDSCAPING AND SURFACE IMPROVEMENTS, INCLUDING CASITAS PLACE AND THE MEDIAN ALONG DANA POINT HARBOR DRIVE. MAINTAIN ACCESS TO BOTH HOTEL BUSINESSES AND THE PARKING GARAGE AT ALL TIMES.

TENTATIVE CONSTRUCTION TIME DURATION AND APPROXIMATE START DATE		
PHASE 3	TARGET CONSTRUCTION DURATION: 6 MONTHS	TARGET START DATE: JANUARY 2025

*CONSTRUCTION TIME DURATIONS AND APPROXIMATE START DATES ARE TENTATIVE AND SUBJECT TO FUTURE MODIFICATIONS

CONSTRUCTION NOTES:

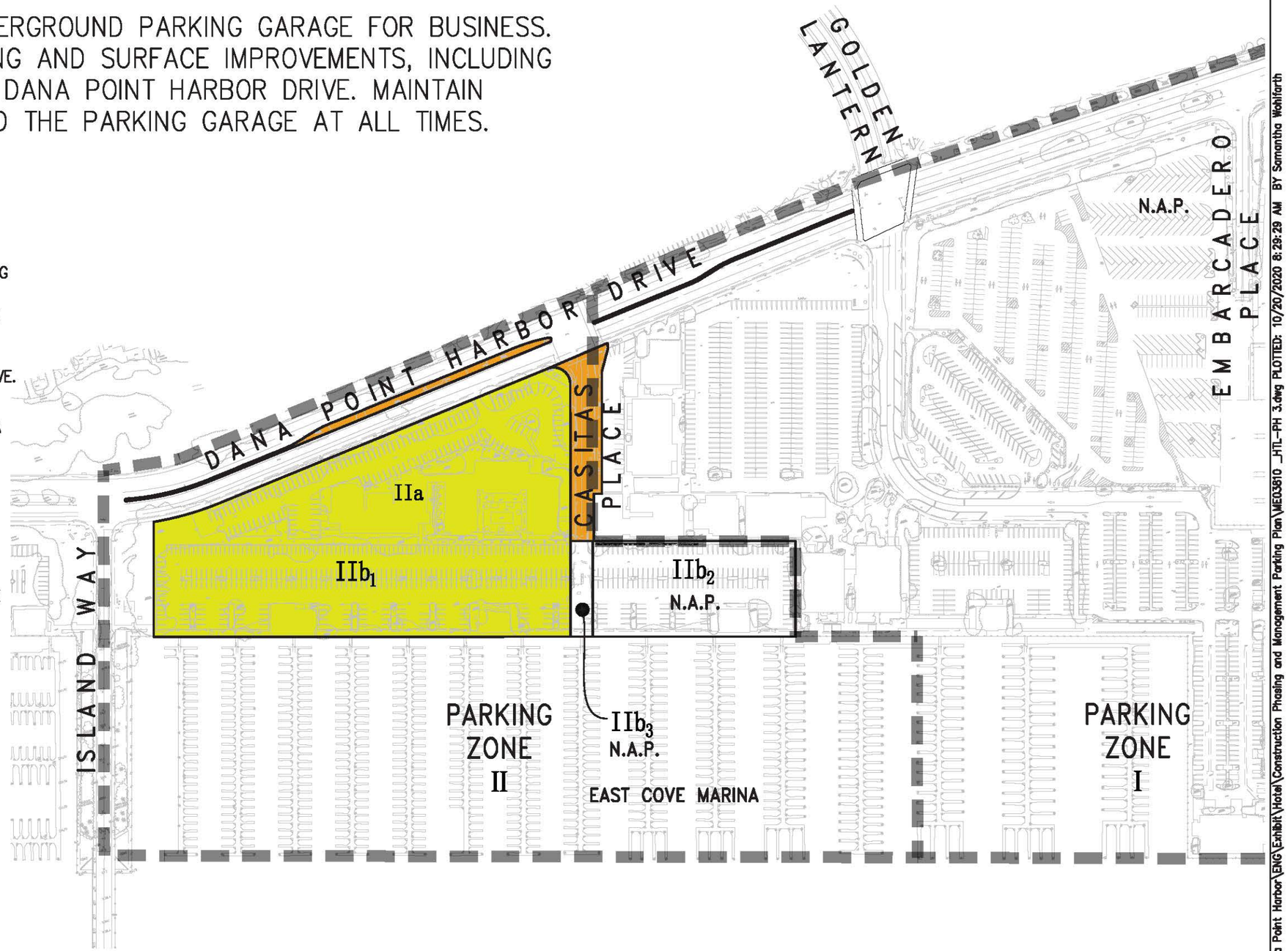
1. OPEN DANA HOUSE HOTEL FOR BUSNIESS. MAINTAIN ACCESS DURING THE FINAL PHASE OF CONSTRUCTION.
2. MAINTAIN ACCESS AND BUSINESS OPERATIONS TO THE SURF LODGE HOTEL DURING CONSTRUCTION.
3. COMPLETE FINAL SURFACE IMPROVEMENTS OF THE SITE INCLUDING CASITAS PLACE AND THE MEDIAN ALONG DANA POINT HARBOR DRIVE.

PARKING NOTES:

1. A TOTAL OF 482 PARKING SPACES WILL BE PROVIDED AFTER DANA HOUSE HOTEL AND THE SURF LODGE OPEN FOR BUSINESS.
   - 1.1. DANA HOUSE HOTEL – 179 SURFACE PARKING SPACES (100% VALET)
   - 1.2. SURF LODGE HOTEL – 125 TOTAL PARKING SPACES (14 SURFACE AND 111 COVERED WITHIN THE PARKING GARAGE BELOW DANA HOUSE HOTEL)
   - 1.3. DEDICATED BOATER PARKING – 178 TOTAL PARKING SPACES (25 SURFACE AND 153 COVERED WITHIN THE PARKING GARAGE BELOW DANA HOUSE HOTEL)

PHASE 3 PARKING SUMMARY - ZONE II	SPACES
SURF LODGE HOTEL PARKING SPACES (TOTAL)	125
DANA HOUSE HOTEL PARKING SPACES (TOTAL)	179
DEDICATED BOATER PARKING SPACES (TOTAL) – FINAL CONDITION PER APPROVED PMP (2014 AND ADDENDUM)	178
TOTAL PHASE 3 (ZONE II) PARKING AVAILABLE	482

*REQUIRED TEMPORARY BOATING PARKING BASED ON PROVISIONS WITH EXISTING SLIPS (AT 0.6 SPACES PER SLIP) = 347 SPACES



PARKING ZONE BOUNDARY

LOTS UNDER CONSTRUCTION PER THIS PHASE

LOTS OPEN FOR BUSINESS AFTER CONSTRUCTION PER PREVIOUS PHASES

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CONSTRUCTION PHASING & CONSTRUCTION MANAGEMENT PARKING PLAN

DANA POINT HARBOR HOTELS

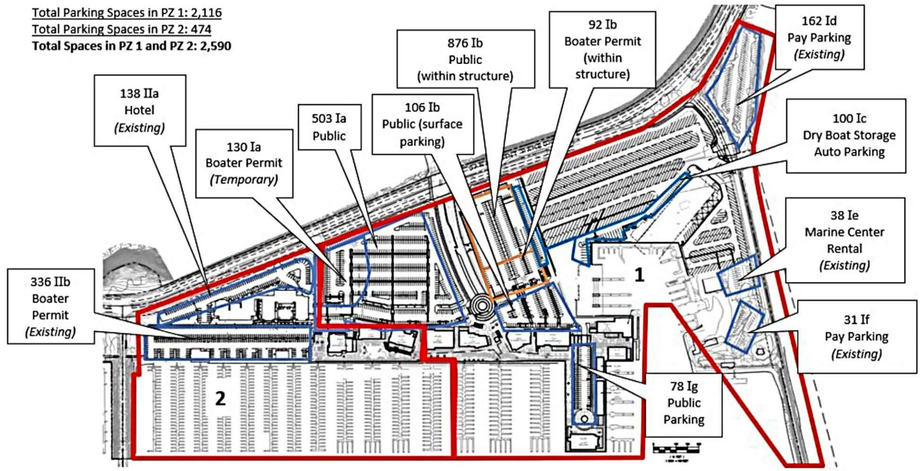
DANA POINT HARBOR PARTNERS, LLC

BWP BURNHAM | WARD PROPERTIES · R.D. OLSON DEVELOPMENT · BELLWETHER FINANCIAL GROUP

Michael Baker
INTERNATIONAL

Attachment F
Dedicated Boater Parking

Total Parking Spaces in PZ 1: 2,116
Total Parking Spaces in PZ 2: 474
Total Spaces in PZ 1 and PZ 2: 2,590

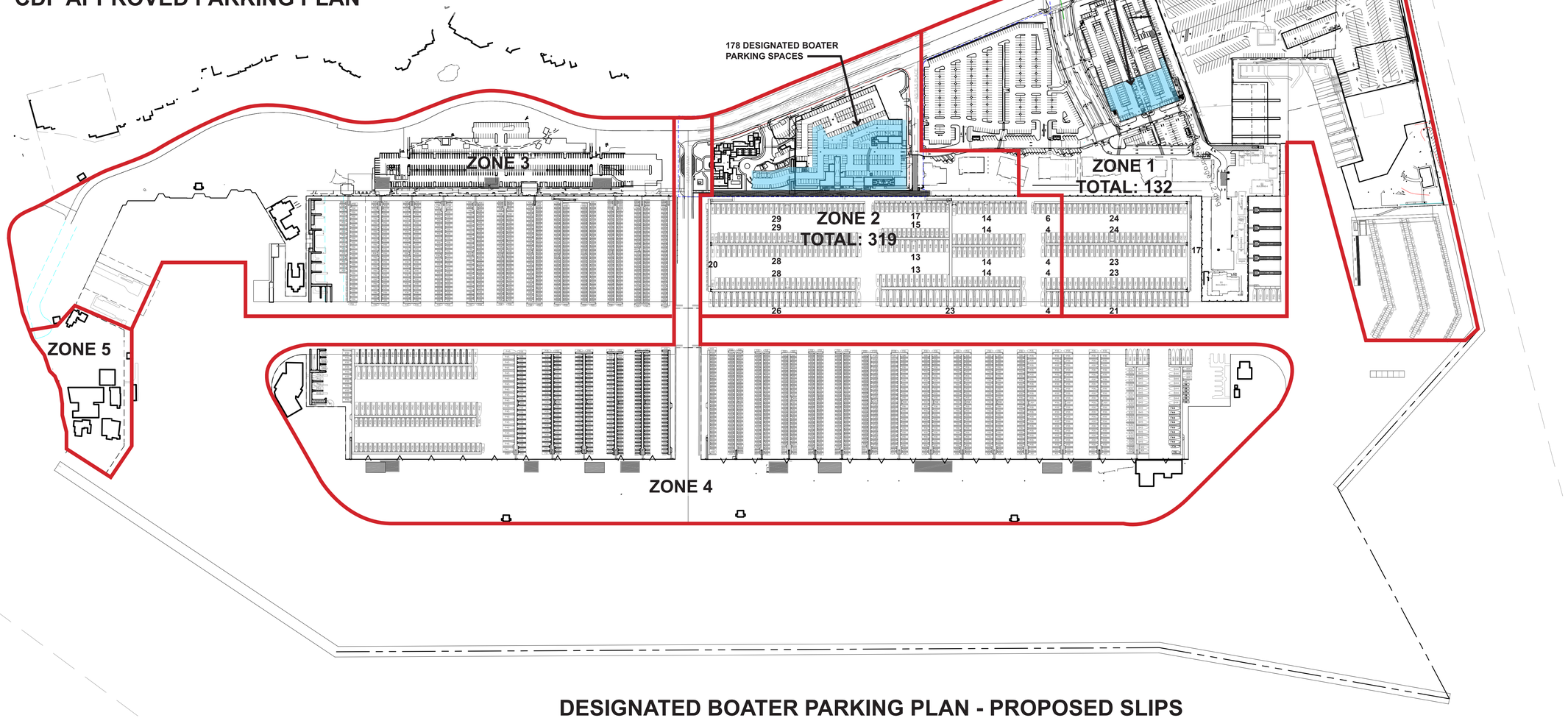


DESIGNATED BOATER PARKING CALCULATION - PARKING ZONE 1 & 2			
	TOTAL SLIPS	*FACTOR	PARKING REQUIRED
ZONE 1 (132) + ZONE 2 (319)	451	0.6 PARKING SPACES/ BOAT SLIP	271
TOTAL DESIGNATED BOATER PARKING PROVIDED IN ZONE 1 & ZONE 2:			178 + 93 = 271

* BASED ON LCP REQUIREMENTS (SECTION 14.3
2) OF 0.6 DEDICATED BOATER SPACES PER SLIP

SCALE: 1" = 200'-0"
0 100' 200' 500'

CDP APPROVED PARKING PLAN



DESIGNATED BOATER PARKING PLAN - PROPOSED SLIPS

the original size of this sheet is 24" x 36"

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key plan

no.	date	issue
3	10/21/20	PLAN CHECK REVISIONS
2	05/05/20	PLAN CHECK REVISIONS
1	12/20/19	PLAN CHECK REVISIONS

issues | revisions

DESIGNATED BOATER PARKING PLAN

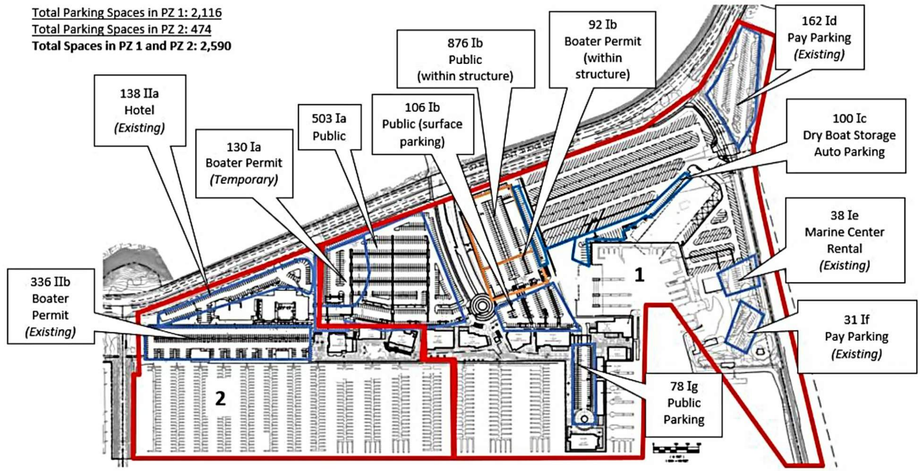
sheet title

project no. 174056 10/21/20

checked by:
drawn by:
component

sheet no. A1-07A

Total Parking Spaces in PZ 1: 2,116
Total Parking Spaces in PZ 2: 474
Total Spaces in PZ 1 and PZ 2: 2,590

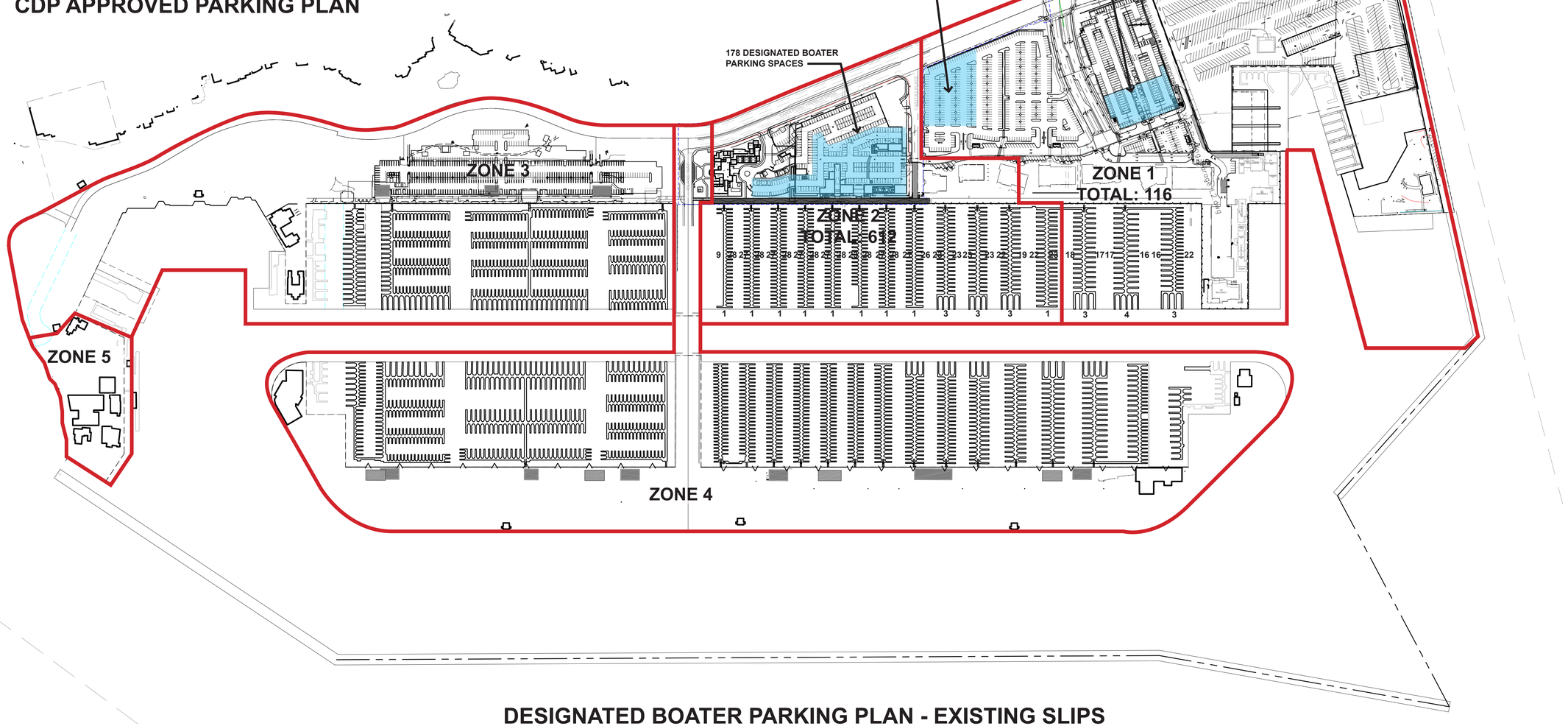


DESIGNATED BOATER PARKING CALCULATION - PARKING ZONE 1 & 2			
	TOTAL SLIPS	*FACTOR	PARKING REQUIRED
ZONE 1 (116) + ZONE 2 (612)	728	0.6 PARKING SPACES/ BOAT SLIP	436
TOTAL DESIGNATED BOATER PARKING PROVIDED IN ZONE 1 & ZONE 2:			178 + 166 + 93 = 437

* BASED ON LCP REQUIREMENTS (SECTION 14.3
2) OF 0.6 DEDICATED BOATER SPACES PER SLIP

SCALE: 1" = 200'-0"
0 100' 200' 500'

CDP APPROVED PARKING PLAN



DESIGNATED BOATER PARKING PLAN - EXISTING SLIPS

the original size of this sheet is 24" x 36"

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DESIGNATED BOATER PARKING PLAN

sheet title

project no. 174056 10/21/20

checked by:
drawn by:

component

sheet no. A1-07B

Michael Baker
INTERNATIONAL

Attachment G
PA-3 Hotel Trip Generation

PA-3 Hotel Trip Generation

Table 1
Proposed Hotel Development Trip Generation Rates

Land Use	ITE Code	Daily Trip Rate	AM Peak Hour Rate		PM Peak Hour Rate	
			Total	In : Out	Total	In : Out
Boutique Hotel	310 [1]	8.008 /Room	0.462 /Room	58% : 42%	0.546 /Room	51% : 49%
Select Service Hotel	310 [1]	8.147 /Room	0.463 /Room	59% : 41%	0.559 /Room	51% : 49%
Hostel	[2]	2.5 /Bed	0.14 /Bed	50% : 50%	0.6 /Bed	50% : 50%

NOTES:

[1] Source: ITE Trip Generation Manual, 10th Edition. Rates shown are based on fitted curve equation.

[2] Source: NZ Transport Agency Research Report 453. *Trips and parking related to land use.*

Table 2
Proposed DPH Hotel Trip Generation

Land Use		ITE Code	Intensity	Daily Trips	AM Peak Hour Trips		PM Peak Hour Trips	
					Total	In : Out	Total	In : Out
Boutique Hotel		310[1]	130 Rooms	1,041	60	35 : 25	71	36 : 35
Affordable Hotel	Standard Room	310[1]	136 Rooms	1,108	63	37 : 26	76	39 : 37
	Hostel	[2]	24 Beds	60	3	1 : 2	14	7 : 7
Subtotal Trip Generation				2,209	126	73 : 53	161	82 : 79
Dana Point Harbor Internal Trip Capture (10%)[3]				-221	-13	-7 : -5	-16	-9 : -8
Hotel Trip Generation Total				1,988	113	66 : 48	145	73 : 71

Notes:

[1] Source: ITE 10th Edition (Fitted Curve Equation)

[2] Source: NZ Transport Agency Research Report 453. *Trips and parking related to land use.*

[3] Internal capture conservatively assumed to be 10%, however a major portion of the trips will likely be made within the Dana Point Harbor Complex

Table 3
Trip Generation Comparison Summary

Land Use	Intensity	Daily Trips	AM Peak Hour Trips		PM Peak Hour Trips	
			Total	In : Out	Total	In : Out
EIR Hotel & Specialty Restaurant	220 Rooms	2,312	179	102 : 77	184	93 : 91
Proposed Hotels	269 Rooms	1,988	113	66 : 48	145	73 : 71
Net Difference		-324	-66	-36 : -29	-39	-20 : -20