
APPENDIX O

2025 PARKING ANALYSIS

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Subject:
Dana Point Harbor Revitalization PA-3 Hotel Project Parking Assessment & Parking Management Plan (PMP) – rev. 4

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.

A Parking Management Plan has also been prepared as part of this parking assessment. The primary purpose of the PMP is to minimize the Project's parking demand and optimize the efficient use of the Project's parking supply. Parking management strategies have been identified to offset the potential for parking shortages with the proposed project especially during the peak visitation season and during special events.

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 and a more recent final Commercial Core design parking update in July 2022. The Walker PMP addendum and final design parking update 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 Parking Assessment focuses on the redevelopment of PA-3 only, and replaces that portion of the parking demand analysis in the 2014 Walker PMP and final design parking update 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 Service 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 169-room hotel, referred to as the “*Surf Lodge*”. The existing marina support facilities located in the Boater Service Buildings will be relocated to dedicated ground floor spaces in the Dana House hotel.

Surf Lodge provides 169 guest rooms. The Surf Lodge will offer the following amenities for guests:

- Bar/Lounge Area – 3,896 SF (1,386 SF 1st floor and lounge + 600 SF 1st floor bar + 861 SF 1st floor kitchen + 516 SF 4th floor kitchen + 533 SF 4th floor foyer)
- Accessory Retail – 350 SF
- Fitness Center – 700 SF

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

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 25% of the bar lounge facilities patrons will be non-hotel guests.

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

- Function/Meeting Facilities – 7,452 SF (2,000 SF + 2,000 SF + 1,000 SF + 1,000 SF + 323 SF boardroom + 904 SF 4th floor seating area + 225 SF 4th floor crows nest)
- Restaurant– 8,275 SF (1,375 SF 1st floor lobby bar + 1,695 SF 1st floor banquet kitchen + 315 SF 1st floor MR bar + 3,886 SF 3rd floor indoor restaurant + 1,000 SF 3rd floor total kitchen)
- Fitness Center – 1,400 SF
- Accessory Retail – 600 SF

The pool/spa, accessory retail and fitness center are all accessory uses to the hotel and will only be used by guests of the hotel.

The function/meeting facilities include two indoor function/meeting areas that break into four smaller rooms (2 large rooms @ 2,000 SF each + 2 small rooms @ 1,000 SF each = 6,000 SF) and two outdoor function areas (2,753 SF lawn + 355 SF terrace). 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 function lawn area is the focal point of the event, the large meeting room would not be used for a separate event. Although it's unlikely that multiple events will occur simultaneously on the same day, this parking assessment conservatively assumes both function/meeting rooms will be in use at the same time, resulting in a higher estimate of parking demand.

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 25% of the rooftop terrace restaurant patrons will be non-hotel guests.

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 service 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 service floor area would require some parking. This parking will be shared with Surf Lodge guest parking and boater service 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 service building to be entirely “office” use. In reality, the boater service 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. The development of PA-3 will provide a total of 526 parking spaces will be provided with the proposed redevelopment as follows:

- Dana House - 197 surface parking spaces with 161 spaces within PA-3 (100% valet) and 36 spaces designated for overflow employee parking within the adjacent PA-2 Commercial Core parking lot. Alternatively, the adjacent PA-5 West Cove parking lot could be redesigned to accommodate 45 designated boater spaces.
- Surf Lodge – 151 total parking spaces, with 136 spaces within PA-3 (including 5 surface parking spaces and 136 covered parking spaces in the garage structure beneath Dana House) and 15 spaces designated for overflow employee parking within the adjacent PA-2 Commercial Core parking lot. Within PA-3, Surf Lodge parking will be gate controlled and hotel guests will self park.
- Dedicated Boater Parking Serving 296 Slips – 178 total parking spaces serving as conveniently located dedicated boater parking for the wet slips, including 133 gate controlled parking spaces on-site and 45 designated boater spaces either within the adjacent PA-2 Commercial Core parking lot or in the adjacent PA-5 West Cove parking lot. As shown in **Attachment B**, approximately 137 boat slips of the 296 being served have access to the dock located immediately south of the western parking lot within Commercial Core PA-2. The parking lot area in PA-2 that would be designated to provide the 45 parking spaces is conveniently located north of the 137 slips being served. The optional PA-5 West Cove parking lot location for the 45 designated boater parking spaces is also within a convenient walking distance of the boat slips being served.

Dana House includes 161 spaces that are proposed as 100% valet operations with 24-hour service. Of these valet spaces, 60 spaces will be tandem/stacked parking and 20 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, generally between 1.5% and 2.0% in order to provide sufficient drainage for water. While exceeding the General Provisions Checklist of 0.5%, this meets the CBC codes and the City code standard which is “less than 2%”.

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	7,452 SF	Yes ⁽¹⁾	4,864 SF	Partial	25%	4,864 SF
	Restaurant Total	8,275 SF	Yes ⁽²⁾	9,898 SF ⁽⁵⁾	Partial	75%	9,898 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⁾	5,898 SF	Partial	75%	5,898 SF
	Fitness Center	1,400 SF	No	1,400 SF	Yes	100%	0 SF
	Accessory Retail	600 SF	No	600 SF	Yes	100%	0 SF
	Pool and Outdoor Lawns	N.A.	No	N.A.	Yes	100%	0 SF
Surf Lodge	Standard Rooms	169 rooms	No	169 rooms	No	N.A.	169 rooms
	Bar/Lounge Total	3,896 SF	Yes	4,550 SF ⁽⁵⁾	Partial	75%	4,550 SF
	Bar/Lounge (≤ 4 KSF)	3,896 SF	Yes	4,000 SF	Partial	75%	4,000 SF
	Bar/Lounge (> 4 KSF)	0 SF	Yes ⁽³⁾	550 SF	Partial	75%	550 SF
	Fitness Center	700 SF	No	700 SF	Yes	100%	0 SF
	Accessory Retail	350 SF	No	350 SF	Yes	100%	0 SF
	Pool and Outdoor Lawns	N.A.	No	N.A.	Yes	100%	0 SF
	Boater Service 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 30% 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. There is no additional parking demand for the minor uses (i.e. fitness center, pool/spa, accessory retail) that are entirely ancillary to the hotel (i.e. used only by hotel guests) and therefore do not require parking and are not included in Table 2 since that demand has already been accounted for under the hotel guest category.

As shown in **Table 2**, the PA-3 Hotel project would be required to provide a total of 555 parking spaces (not including the dedicated boater parking) based on the parking rates outlined in the harbor code regulations. As shown in the project site plan, the project proposes to provide a total of 348 parking spaces for the hotels, hotel amenities and boater service facilities. This would be 207 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.

Additionally, the Project would provide 178 dedicated boater spaces (133 on-site and 45 in either the adjacent PA-2 lot or PA-5 West Cove lot). The total parking provided on-site within PA-3 is 430 spaces. An additional 96 parking spaces would be provided either in the immediately adjacent PA-2 Commercial Core parking lot (45 dedicated boater parking spaces and 51 hotel spaces) or the 45 dedicated boater parking spaces in the PA-5 West Cove parking lot. It should be noted that the overflow of the 96 parking spaces is allowed within the context of the DPHDR and the proposed quantity is less than the surplus amount and is not anticipated to impact other uses in PA-2 or PA-5. These spaces would be identified via striped pavement markings and signage. The total parking supply to be arranged by the Hotel Project is 526 spaces.

TABLE 2 – PA-3 HOTEL PROJECT 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	197	-131
	Meeting/Banquet	4.864 KSF	17.3 /KSF ⁽²⁾	84		
	Restaurant (≤ 4 KSF)	4.000 KSF	10 /KSF	40		
	Restaurant (> 4 KSF)	5.898 KSF	12.5 /KSF	74		
Surf Lodge	Standard Rooms	169 rooms	1 /room	169	151	-76
	Bar/Lounge (≤ 4 KSF)	4.000 KSF	10 /KSF	40		
	Bar/Lounge (> 4 KSF)	0.550 KSF	12.5 /KSF	6		
Boater Service Facilities (Office/Meeting) ⁽³⁾		3.0 KSF	4 /KSF	12		
Subtotal				555	348	-207
Dedicated Boater Parking (Wetslip Parking Zone 2)		296 slips ⁽⁴⁾	0.6 /slip	178	178 ⁽⁵⁾	0
Total				733	526	-207

⁽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⁾ The code parking rate for boater service facilities suggests a parking need similar to office space and the floor area shown is dedicated to office/meeting space. An additional 3.8 KSF is dedicated to ancillary boater service and boaters already have dedicated parking.

⁽⁴⁾ Required dedicated boater parking

⁽⁵⁾ 133 spaces located within PA-3 (on-site) and 45 spaces located either in adjacent PA-2 lot or PA-5 (West Cove)

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 (note that Dedicated Boater Parking not included in shared parking analysis): 0.60 parking spaces per boat slip
- Boater Service 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 ($1/30 \times 1/2.5 \times 1,000 = 13.3$ spaces per 1,000 SF of net seating area for guest parking) plus 1 employee space per 250 SF for net seating area ($1/250 \times 1,000 = 4.0$ spaces per 1,000 SF of net seating area for employee parking).

❖ 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 four 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 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. There is no meeting/function space at the Surf Lodge and therefore no changes in demand during special events/holidays. Also, the boater parking will remain unaffected during special events/holidays.

❖ 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” Third Edition (2020). 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

❖ 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. In addition, the fully subsidized public transit options available to employees are reflected in the 65%-75% modal split for employees. 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%
 - Restaurant – 95%
 - Bar Lounge – 80%
 - Function/Meeting – 95%
 - Employees – 65% to 70%
- 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 typical for conditions prior to the insurgence of rideshare services such as Uber and Lyft. Restaurants and bars in particular 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.

❖ 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 85 to 100 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 60 and 75 employees. It should be noted that the peak working shift does not coincide with the peak parking period and that the number of employees is lower overnight when the parking demand is at it's highest.

❖ Hotel Restaurant

- The proposed hotels include an approximate 14,448 SF of restaurant/bar/dining areas (net seating area including outdoor seating) that is specifically oriented and catered toward the hotel guests. The neighboring Commercial Core will include over 95,000 SF of dining options that are intended to serve outside visitors of the harbor. The hotel restaurants represents a small portion of the overall dining options across the entire harbor. The non-captive ratio for the restaurant uses more accurately reflect the fact the hotel restaurants primarily serve the hotel guests and

are not anticipated to attract a significant amount of visitors that are not already staying at the hotel. It should also be noted that other industry standard parking demand rates for hotels are inclusive of all ancillary uses, including restaurants, and do not account for the parking demand of these ancillary uses separately.

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 299 parking spaces. **Table 4** shows the maximum shared parking demand on a peak activity weekend is 317 parking spaces. As stated previously, the proposed parking supply for the two hotels and amenities is 348 spaces. The shared parking analysis does not include the code-required 178 dedicated boater parking that is being provided for 296 boat slips. 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 wet slips shall be maintained at 178 parking spaces.

While the development plan for the PA-3 Hotel Project includes 133 dedicated boater parking spaces on-site, which is less than the 178 spaces that are required, an additional 45 dedicated boater parking spaces will be arranged to be provided either in the nearby parking lot shown in the adjacent Commercial Core PA-2 lot or in the adjacent PA-5 West Cove parking lot. It is important to note that approximately 137 boat slips of the 296 being served have access to the dock located immediately south of the the western parking lot within Commercial Core PA-2. The parking lot area designated to provide the 45 parking spaces is conveniently located north of the 137 slips being served. If located in the West Cove, these additional dedicated boater parking spaces would also be located within 300’ but no more than 600’ of the land/dock connection point of the docks they serve in compliance with Section 14.2(i) of DPHDR.

The final design Commercial Core parking update prepared by Walker in July 2022 found that there is a public parking surplus of 147 parking spaces in PA-2 and a surplus of 133 parking spaces in Parking Zones 1 and 2 combined. At completion of the Commercial Core, 129 temporary boater parking spaces displaced from Parking Zone 2 will be located in Parking Zone 1 in the western portion of the Parking Lot 1a in PA 2. A portion (122 spaces) of these temporary boater parking spaces will be returned to Parking Zone 2 as permanent designated boater spaces in PA 3 below the Dana House Podium. At completion of the PA-3 Hotel Project, 45 of the 129 temporary boater parking spaces in PA-2 may become permanent designated boater parking spaces if located in PA-2. This would result in an adjusted parking surplus of 102 parking spaces ($147-45=102$) in PA-2. It should be noted that the overflow of the 96 parking spaces in PA-2 or 45 parking spaces in PA-5 is allowed within the context of the DPHDR and the proposed quantity is less than the surplus amount and is not anticipated to impact other uses in PA-2 or PA-5. These spaces would be identified via striped pavement markings and signage.

According to the Coastal Commission's approved CDP 5-19-0971, there are 399 required parking spaces allocated for boaters and boater services buildings within PA-5. In compliance with CDP5-19-0971, PA-5 Lot iiic will be modified and reconstructed. The reconstruction will ensure to have a minimum of the 399 required spaces; however, it can be expanded in a way that it can also accommodate the supplemental 45 spaces if necessary.

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 317 spaces should be provided for the Dana House and Surf

Lodge hotels and boater service facilities. Including the 133 on-site dedicated boater parking spaces and an additional 45 dedicated boater parking spaces in either in PA-2 or in the PA-5 West Cove lot. This totals 495 spaces required to be provided by the Project.

The proposed PA-3 Hotel Project will provide a total of 526 parking spaces (430 spaces on-site and 96 spaces either in PA-2 or PA-5 West Cove) and this results in a surplus of 49 spaces (~9.3% contingency) when compared to the peak shared parking analysis weekday demand and will result in a surplus of 31 parking spaces (~5.9% contingency) 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). Therefore the parking supply is forecast to be sufficient for the anticipate overall parking demand.

Excerpts from 2022 Updated Dana Point Harbor PMP

The following excerpts are taken from the updated 2022 *Dana Point Parking Management Plan (PMP)* for the Dana Point Harbor prepared by Walker Parking Consultants.

“Overall Findings -

Walker’s key findings from the analysis are as follows:

- *Consistent with the 2014 PMP and 2019 PMP Addendum, Walker projects that there will be a surplus of parking spaces in the Commercial Core area, compared to parking requirements and parking demand projections, when construction is completed.*
 - *The 1,475 spaces proposed to serve the public in Planning Area 2 exceeds the 1,328 spaces required (per Chapter II-14 of the Revitalization Plan and District Regulations_ for the commercial uses in Planning Area 2, which results in a 147-space surplus”*

“Commercial Uses in Commercial Core –

Consistent with the projection made in the 2014 PMP, Walker projects that 1,034± spaces (page 54 of the 2014 PMP) will be needed to serve the commercial uses (excluding boater uses) in the Commercial Core area. A additional nine (9) spaces are projected to be required or the Museum, bringing the total to 1,043± spaces recommended to serve the Commercial Corse uses. A total of 1,475 parking spaces will be provided to serve the public, as shown in Figure 2 (public parking spaces in parking facilities 1a, 1b, and 1g), which results in a 432± space surplus.

TABLE 3 – PA-3 HOTEL PROJECT SHARED PARKING DEMAND – WEEKDAY

Land Use	Surf Lodge				Dana House								Boater Service Facilities	PA-3 Cumulative Parking Demand	PA-3 Parking & Provided & Surplus / Deficiency
	Rooms		Bar/Lounge (<= 4 KSF)		Rooms		Function / Meeting		Restaurant (<= 4 KSF)		Restaurant (> 4 KSF)				
	169 Rooms 1.0 / room	4,000 KSF 10.0 /KSF	Guest	Emp.	0,000 KSF 12.5 /KSF	6	130 Rooms 1.0 / room	Guest	Emp.	3,232 KSF 13.3 /KSF ⁽³⁾	4,000 KSF 10.0 /KSF	4,737 KSF 12.5 /KSF	3.0 KSF ⁽⁶⁾ 4.0 /KSF		
Intensity	169	40					84		40		74		12	555	348
Parking Rate ⁽²⁾															
Maximum Parking Demand	Guest 144 Emp. 25	34	6	1	Guest 111 Emp. 20	34	6	11	0	Guest 34 Emp. 6	63	11	0	12	
Parking Demand	1.00	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	
Non-Captive Ratio	0.95	0.70	0.80	0.70	0.80	0.70	0.95	0.65	0.95	0.70	0.95	0.70	1.00	1.00	
Mode-Split															
Adjusted Parking Demand	137	18	7	4	1	1	105	14	46	12	8	4	15	8	348

Time of Day	Surf Lodge				Dana House				Boater Service Facilities	Weekday Shared Demand	Surplus / Deficiency				
	Rooms		Bar/Lounge (<= 4 KSF)		Rooms		Function / Meeting					Restaurant (<= 4 KSF)		Restaurant (> 4 KSF)	
	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.
6:00 AM	114	2	0	0	0	0	88	2	0	2	0	0	0	1	139
7:00 AM	114	5	0	1	0	1	88	4	0	4	0	2	0	2	126
8:00 AM	108	16	0	2	0	1	83	13	13	11	0	2	0	6	259
9:00 AM	96	16	0	3	0	1	74	13	25	11	0	3	0	6	259
10:00 AM	84	16	2	4	0	1	65	13	25	11	2	4	3	7	249
11:00 AM	84	16	3	4	1	1	65	13	25	11	3	4	6	7	255
12:00 PM	78	16	6	4	1	1	60	13	27	11	6	4	11	7	256
1:00 PM	78	16	6	4	1	1	60	13	27	11	6	4	11	7	256
2:00 PM	84	16	5	4	1	1	65	13	27	11	5	4	10	7	265
3:00 PM	84	16	3	3	1	1	65	13	27	11	3	3	6	6	254
4:00 PM	90	12	4	3	1	1	69	10	27	8	4	3	7	6	256
5:00 PM	96	12	6	4	1	1	74	10	41	8	6	4	11	7	289
6:00 PM	102	7	7	4	1	1	79	6	41	5	7	4	14	7	288
7:00 PM	102	4	7	4	1	1	79	3	41	3	7	4	14	7	279
8:00 PM	108	4	7	4	1	1	83	3	41	3	7	4	14	7	288
9:00 PM	114	4	7	4	1	1	88	3	41	3	7	4	14	7	299
10:00 PM	114	4	7	4	1	1	88	3	21	3	7	4	14	7	279
11:00 PM	120	2	6	4	1	1	92	2	0	2	6	4	11	6	257
12:00 AM	120	1	2	2	1	1	92	1	0	1	2	2	4	3	232

⁽¹⁾ Time of Day Distribution taken from: Urban Land Institute- "Shared Parking", Third Edition (2020)

⁽²⁾ Source: Dana Point Harbor Revitalization Plan & District Regulations Section 14.3

⁽³⁾ Parking Rate based 1 guest per 30 SF at 2.5 persons per vehicle.

⁽⁴⁾ Parking Rate based 1 employee space per 250 SF.

⁽⁵⁾ 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 HOTEL PROJECT SHARED PARKING DEMAND – WEEKEND

Land Use	Surf Lodge				Dana House								Boater Service Facilities	PA-3 Cumulative Parking Demand	PA-3 Parking Provided & Surplus / Deficiency
	Rooms	Bar/Lounge (≤4 KSF)		Rooms	Function / Meeting		Restaurant (≤4 KSF)		Restaurant (>4 KSF)						
		169 Rooms 1.0 /room	4,000 KSF 10.0 /KSF		130 Rooms 1.0 /room	3,232 KSF 13.3 /KSF ⁽³⁾	4,000 KSF 10.0 /KSF	4,737 KSF 12.5 /KSF							
Intensity	169	40	6	130	84	40	74	12				348			
Parking Rate ⁽²⁾															
Maximum Parking Demand	Guest	Emp.	Guest	Emp.	Guest	Emp.	Guest	Emp.	Guest	Emp.	Guest	Emp.			
Parking Demand	144	25	34	6	111	20	65	19	34	6	63	11			
Non-Captive Ratio	1.00	1.00	0.25	1.00	1.00	1.00	0.75	1.00	0.25	1.00	0.44	1.00			
Mode-Split	0.95	0.70	0.80	0.70	0.95	0.70	0.95	0.65	0.95	0.70	1.00	1.00			
Adjusted Parking Demand	137	18	7	4	1	1	46	12	8	4	15	8			
									0	12		348			

Time of Day	Surf Lodge				Dana House				Weekday Shared Demand		Surplus / Deficiency			
	Guest ⁽¹⁾	Emp.	Guest ⁽¹⁾	Emp.	Guest ⁽¹⁾	Emp.	Guest ⁽¹⁾	Emp.	Guest ⁽¹⁾	Emp.				
6:00 AM	119	2	0	0	92	2	0	2	0	0	0	0	217	131
7:00 AM	119	6	0	1	92	4	0	2	0	1	0	2	229	119
8:00 AM	113	17	0	2	87	13	13	7	0	2	0	3	260	88
9:00 AM	100	17	0	3	77	13	26	11	0	3	0	5	258	90
10:00 AM	88	17	0	3	68	13	26	11	0	3	0	6	238	110
11:00 AM	88	17	2	3	68	13	26	11	2	3	3	6	246	102
12:00 PM	82	17	4	3	63	13	28	11	4	3	7	6	247	103
1:00 PM	82	17	4	3	63	13	28	11	5	3	8	6	247	101
2:00 PM	88	17	4	3	68	13	28	11	4	3	7	6	256	92
3:00 PM	88	17	4	3	68	13	28	11	4	3	7	6	255	93
4:00 PM	94	12	4	3	72	10	28	11	4	3	7	6	257	91
5:00 PM	100	12	5	4	77	10	42	11	5	4	9	8	290	58
6:00 PM	107	7	7	4	82	6	42	11	8	4	13	8	302	46
7:00 PM	107	4	7	4	82	3	42	11	8	4	14	8	296	52
8:00 PM	113	4	7	4	87	3	42	11	8	4	14	8	307	41
9:00 PM	119	4	7	4	92	3	42	11	8	4	13	8	317	31
10:00 PM	119	4	7	4	92	3	21	7	8	4	13	8	292	56
11:00 PM	125	2	7	4	96	2	0	2	8	4	13	7	272	76
12:00 AM	125	1	4	2	96	1	0	2	4	2	7	4	250	98

⁽¹⁾ Time of Day Distribution taken from: Urban Land Institute- "Shared Parking", Third Edition (2020)

⁽²⁾ Source: Dana Point Harbor Revitalization Plan & District Regulations Section 14.3

⁽³⁾ Parking Rate based 1 guest per 30 SF at 2.5 persons per vehicle.

⁽⁴⁾ Parking Rate based 1 employee space per 250 SF.

⁽⁵⁾ 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 5 – PA-3 HOTEL PROJECT 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	197	-131	91	+30	95	+16
	Meeting/Banquet	4.864 KSF	84			44		53	
	Restaurant (≤ 4 KSF)	4.000 KSF	40			11		12	
	Restaurant (> 4 KSF)	5.898 KSF	74			21		21	
Surf Lodge	Standard Rooms	169 rooms	169	151	-76	118	+19	123	+15
	Bar/Lounge (≤ 4 KSF)	4.000 KSF	40			11		11	
	Bar/Lounge (> 4 KSF)	0.550 KSF	6			2		2	
Boater Support Service		3.0 3.0	12			1		0	
Subtotal			555	348	-207	299	+49	317	+31
Dedicated Boater Parking (Wetslip Parking Zone 2)		296 slips	178	178	0	178	0	178	0
Total			733	526	-207	477	+49	495	+31

Planning Area 3 Trip Generation

A preliminary trip generation estimate was prepared for the PA-3 Hotel Project project and is included in **Attachment C**. The trip generation analysis estimates a daily trip generation of 2,155 trips with 121 trips during the AM peak hour and 157 trips during the PM peak hour. The *DPHR Traffic & Parking Analysis prepared by RBF in 2006* and 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. Refer to excerpts from the EIR traffic study in **Attachment C**.

It should be noted that these peak hour trips reflect the peak hour of the adjacent roadways during the morning and evening commuting hours and not the anticipated peak inbound/outbound of the hotel itself.

Parking Management Plan/Transportation Demand Management

As previously discussed, a Transportation Demand Management (TDM) Plan was prepared by Fehr & Peers 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 D** 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 which would encourage patrons to only park once and walk from one destination to another, rather than driving. **Attachment E** includes the PA-3 development plan sheets A1-02, A1-03, and A1-11 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) will be provided on-site at the hotel porte cocheres at Dana House and the circular drop-off at Surf Lodge for passenger loading/unloading. Appropriate signage will direct hotel patrons and guests to the rideshare vehicle loading zones.

Employee Parking

The Dana House and Surf Lodge hotels project a total of 85 to 100 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 60 and 75 employees. It should be noted that the peak working shift does not coincide with the peak parking period and that the number of employees is lower overnight when the parking demand is at it's highest.

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. As noted below, hotel employees will receive fully subsidized public transit options.

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. This is consistent with DPHRP Policy 5.2.1-12 stating:

"Hotel operators shall provide hotel guests with access to a free on-demand regional service shuttle connecting to a public regional trolley or public transportation service, and hotel employees who take public transit to work shall receive fully subsidized public transit passes."

Additional incentives could include 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

Eight short-term bicycle spaces as well as 8 long-term bicycle spaces will be provided for the Surf Lodge and 14 short-term bicycle spaces and 12 long-term bicycle spaces will be provided for the Dana House hotel for a grand total of 36 bicycle spaces. See **Exhibit 3A** for bicycle storage locations. These bicycle parking facilities are provided for use by employees, hotel guests and harbor visitors. An additional 10 bike spaces will also be provided on-site for Boaters in the boater parking lot area.

Additionally, 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. Per DPHRP Policay 5.21-16 the *Surf Lodge* and *Dana House* hotels will implement a similar service:

"The hotels in Planning Area 3 shall directly offer kayak, paddle board, bicycle, and similar recreational rentals at no or discounted costs to guests of the lower costs rooms: alternatively, collaboration with nearby business or co-operatives may be allowed."

Wayfinding and Information Stations

The installation of pedestrian and bicycle wayfinding signage will be provided in or near each hotel lobby as well as near two stair access locations along the harbor Promenade. The signage should provide clear direction to key destinations within the harbor complex as well as shuttle service information. Wayfinding signage should also 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, Event Shuttle, and Hotel Shuttle

The Dana Point Trolley runs daily starting Memorial Day and continuing at least through Labor Day. For the 2024 summer period, the weekend trolley service has been extended through the month of September with extended service on weekends. The Dana Point Trolley operates on two routes (DP North and DP South) with 15-minute headways. The two routes offer four stops along Dana Point Harbor Drive and another 33 stops throughout Dana Point. The Dana Point Trolley service provides connections to other public transit serving San Clemente, Laguna Beach, Laguna Niguel and San Juan Capistrano. 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 F**.

The PA-3 Hotel Project will provide a complimentary shuttle service to other destinations/attractions within the harbor (i.e. Baby Beach, Ocean Institute, Doheny State Beach, and Commercial Core) as well as the nearby transit stop near the intersection of Dana Point Harbor Drive and Golden Lantern. The shuttle service will use all-weather golf carts and will be provided to hotel guests and boaters. The golf cart shuttle service will also be available for use to transport construction workers during the project

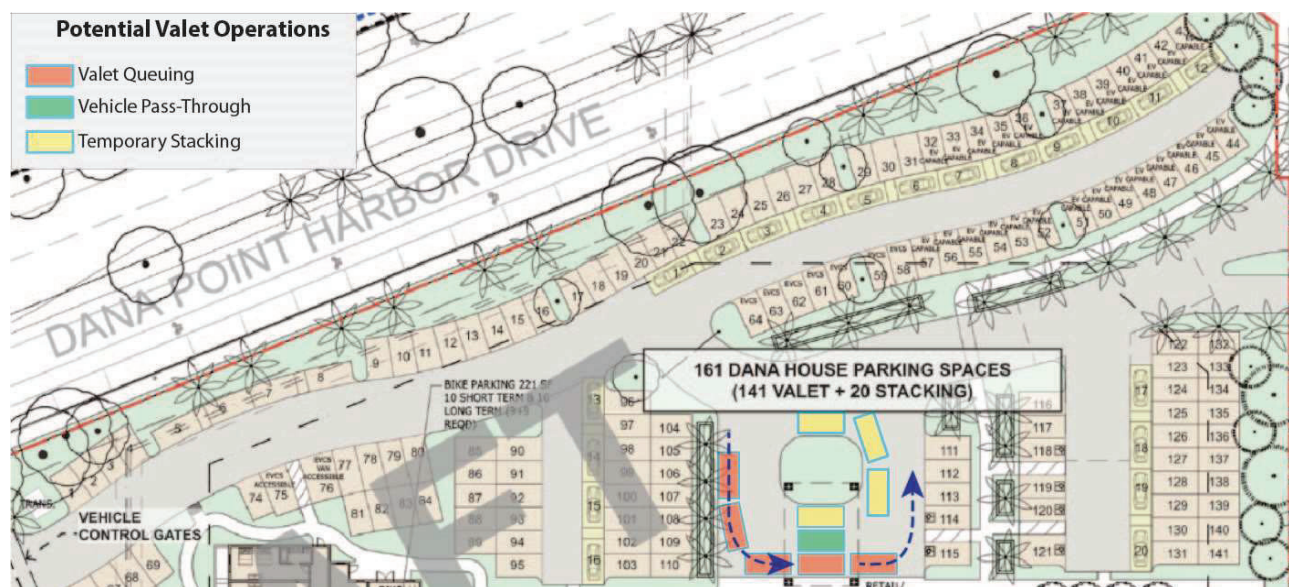
construction phase as well as employees and guests to remote off-site parking (including PA-2 and PA-5) areas at all times. The golf carts may also be used for boater service.

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 required 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 161 parking spaces with PA-3 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 operational 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 queueing. 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 temporarily queue 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 potentially blocking valet vehicle circulation. Refer to **Exhibit 3A** and the figure below.



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. As mentioned previously, it should be noted that the anticipated hotel peak arrival and departure times do not necessarily align with the peak AM and PM commuting periods of the adjacent roadways, which is recorded in the trip generation calculations shown in Attachment C.

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 136 access-controlled parking spaces. Access gates will be activated by the guest room keys. Off-site overflow employee parking will be designated via striped/marked pavement identification in PA-2. Refer to Sheet A1.02 in Attachment E.

Dedicated Boater Parking Controls

As planned for the proposed Project, dedicated boater parking will consist of 178 total spaces with 133 access controlled on-site parking spaces and 45 boater designated parking spaces either in the adjacent PA-2 Commercial Core parking lot or in the PA-5 West Cove Parking lot. For on-site boater 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.

If the remaining 45 boater parking spaces located in the adjacent PA-2 lot, 31 of the 129 temporary boater parking spaces provided during construction of the PA-3 Hotel Project would be converted to permanent dedicated boater parking spaces. If the dedicated boater parking spaces are located in the adjacent PA-5 West Cove parking lot, the PA-3 Hotel Project would construct 45 new parking spaces in the West Cove parking lot so there would be no reduction in the current West Cove parking spaces.

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 wet slips 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 G** shows the proposed temporary dedicated boater parking provisions for each construction phase.

Since the timing of the reconfiguration of harbor boat slips 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. The calculation of required boater parking spaces for 296 slips is: $296 \text{ slips} \times 0.6 \text{ parking spaces per slip} = 178 \text{ boater parking spaces}$. **Attachment H** 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).

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 PA-3 Hotel Project would be required to provide a total of 555 parking spaces (not including the dedicated boater parking) based on the parking rates outlined in the harbor code regulations. The Hotel Project proposes to provide a total of 348 parking spaces for the hotels, hotel amenities and boater service facilities. Additionally, the Project would provide 178 dedicated boater spaces (133 on-site and 45 either in adjacent PA-2 lot or Pa-5 West Cove lot). The total parking provided on-site within PA-3 is 433 spaces. An additional 96 spaces, including 45 dedicated boater parking spaces, 15 Surf Lodge (employee) spaces, and 36 Dana House (employee) spaces would be provided either in the immediately

adjacent PA-2 Commercial Core parking lot or in the adjacent PA-5 West Cove lot. The total parking supply to be arranged by the Hotel Project is 526 spaces.

The minimum parking needs for the proposed development based on harbor code regulations would require the proposed project to provide a total of 733 parking spaces (555 spaces for the hotels, amenities, and boater service and 178 dedicated boater parking spaces). Therefore, there would be a deficiency of 207 spaces when applying the standards for individual permitted uses from Chapter 14 of the Dana Point Harbor District Regulations. However, when shared parking demand patterns are taken into account and non-captive ratios are applied, the parking demand drops to 477 parking spaces on a peak activity weekday (results in a surplus of 49 spaces) and 495 parking spaces on a peak activity weekend (results in a surplus of 31 spaces). 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).

In addition, the parking management strategies listed below 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 PA-3 Hotel Project 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,



Jordan Gray PE TE,
Technical Manager | 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 Point Harbor Complex - Parking Zones 1 & 2

Nov 2022

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Exhibit 2

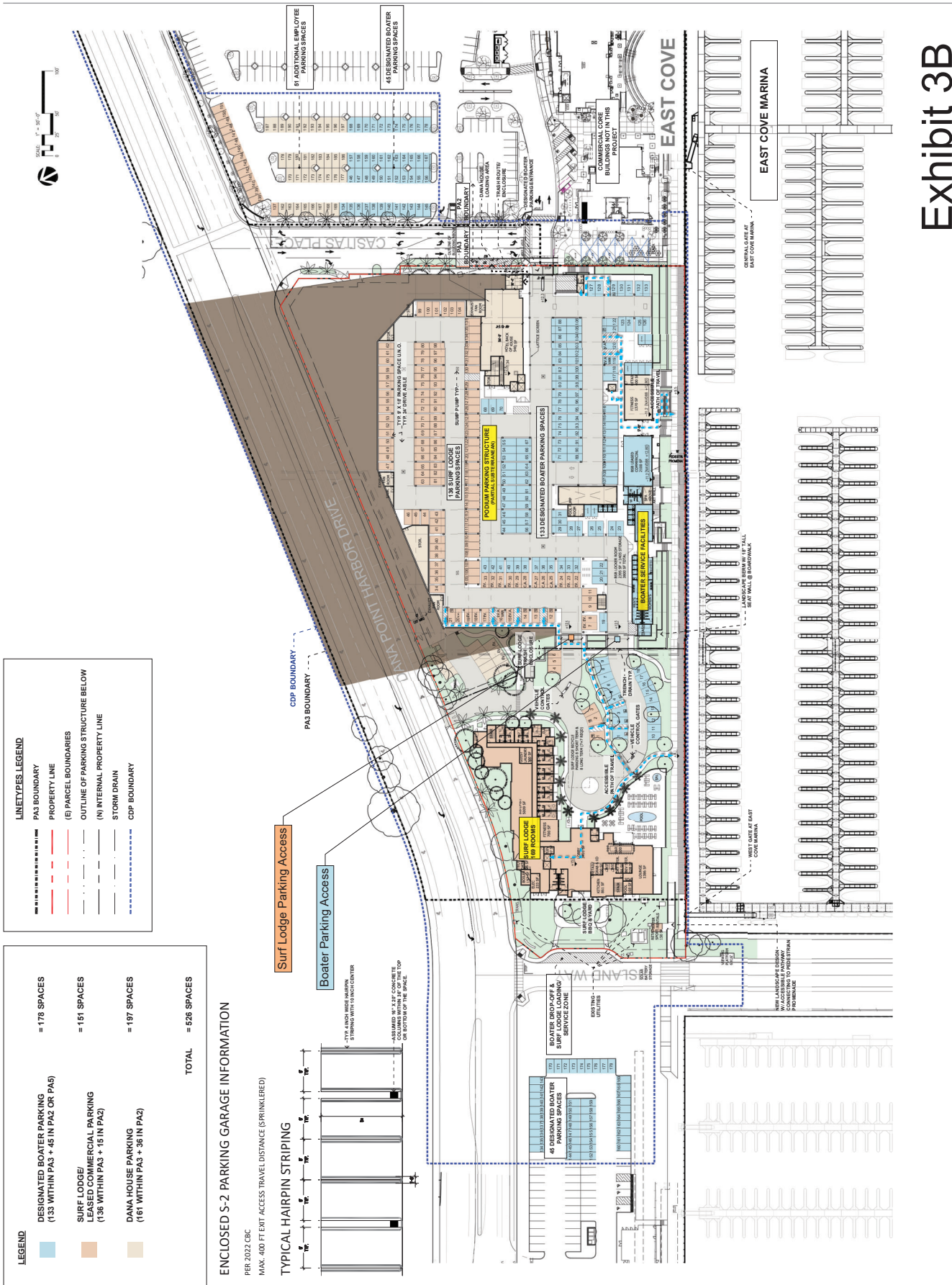


Exhibit 3B

Attachment A
General Provisions Checklist

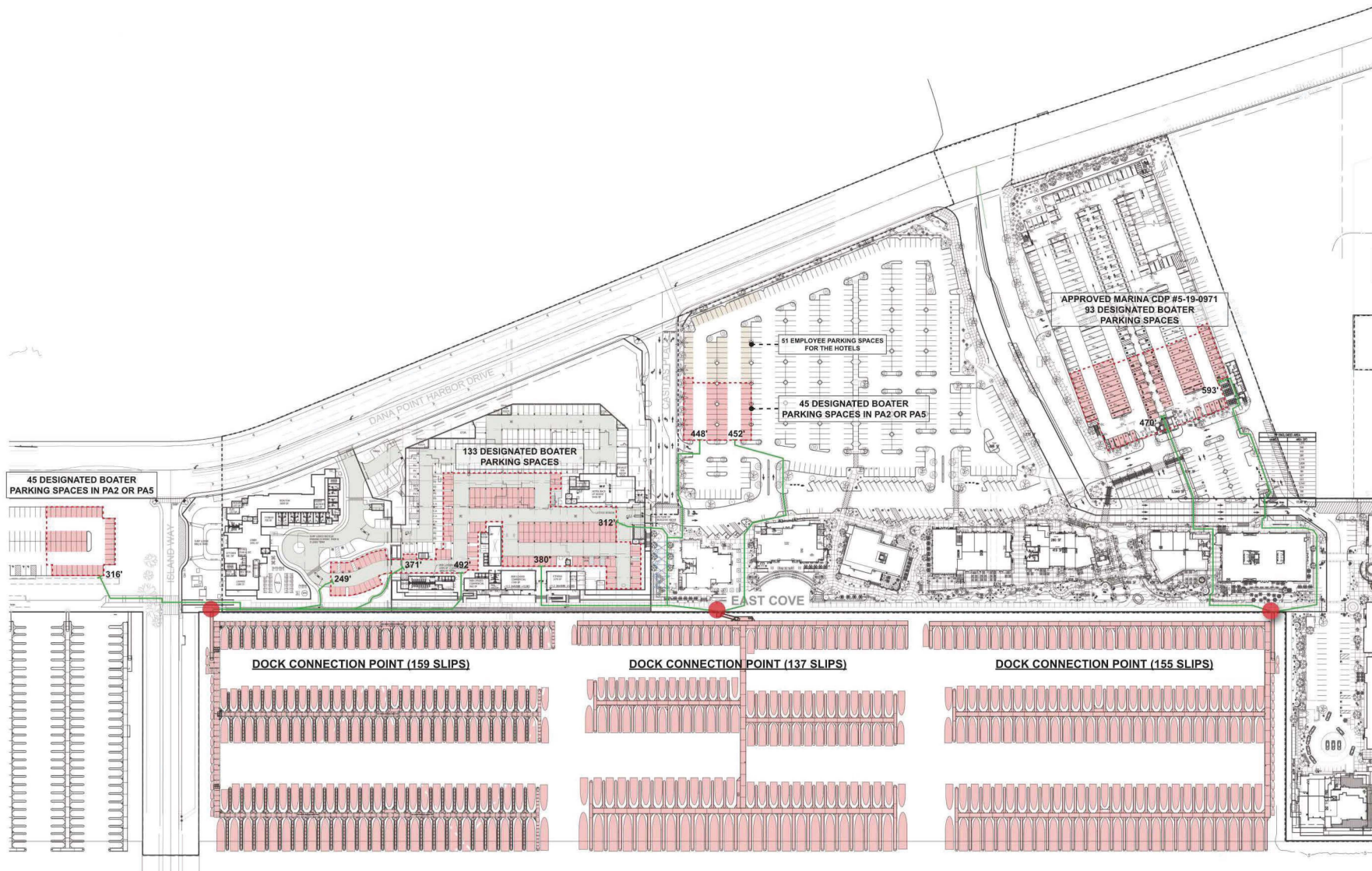
General Provisions Checklist For Hotel Planning Area 3

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: 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.	Refer to Shared Parking Analysis																								
	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: 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	1)	The maximum grades will generally provide adequate sight distance at street level and prevent vehicles from dragging on extreme grade breaks.	No parking is located on extreme grade slope. The structure consists of flat plates.																								
Yes	2)	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.																									
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 are 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: 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.	Not Applicable to PA3																								
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.																								
Yes	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: 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: Parking spaces required – The following table establishes the number of handicap parking spaces required for any parking area serving one or more land uses:	ADA parking shall be provided to satisfy local agency requirements																								
Yes	1)	<table><thead><tr><th>Total Number of Parking Spaces</th><th>Number of Handicapped Parking Spaces Required</th></tr></thead><tbody><tr><td>1-25</td><td>1</td></tr><tr><td>26-50</td><td>2</td></tr><tr><td>51-75</td><td>3</td></tr><tr><td>76-100</td><td>4</td></tr><tr><td>101-150</td><td>5</td></tr><tr><td>151-200</td><td>6</td></tr><tr><td>201-300</td><td>7</td></tr><tr><td>301-400</td><td>8</td></tr><tr><td>401-500</td><td>9</td></tr><tr><td>501-1,000</td><td>2% of stalls</td></tr><tr><td>1000+</td><td>20 required stalls, plus 1 for each 100 or fraction thereof over 1,001 stalls.</td></tr></tbody></table>	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.	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 -2.0%) to provide sufficient drainage of water. <u>This meets the CBC codes and all City standards.</u>																								
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.																								

Attachment B
Parking Zone 2 Designated Boater Parking
Access

LEGEND

TRAVEL DISTANCE FROM DOCK



R.D. OLSON
DEVELOPMENT

WATG
strategy planning architecture landscape interiors

burton



stamp | approval

key plan

6	10/30/24	EIR UPDATE
5	08/26/24	EIR UPDATE
4	11/25/20	CDP/DRAFT EIR SUBMITTAL
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		

SITE PLAN - DOCK DISTANCES

sheet title

project no. 174056 10/30/24

checked by:
drawn by:

component

sheet no. **A1-05**

Attachment C
PA-3 Hotel Trip Generation

PA-3 Hotel Trip Generation

Table 1
Proposed Hotel Development - Trip Generation Rates

Land Use	ITE Code ⁽¹⁾	Daily Trip Rate	AM Peak Hour Rate		PM Peak Hour Rate	
			Total	In : Out	Total	In : Out
Boutique Hotel	310 ⁽¹⁾	7.585 /Room	0.446 /Room	55% : 45%	0.592 /Room	51% : 49%
Select Service Hotel	310 ⁽¹⁾	8.331 /Room	0.456 /Room	56% : 44%	0.574 /Room	51% : 49%

NOTES:

⁽¹⁾ Source: ITE Trip Generation Manual, 11th Edition. Rates shown are based on fitted curve equation.

Table 2
Proposed Hotel Development - 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	986	58	32 : 26	77	39 : 38
Affordable Hotel	Standard Room	310 ⁽¹⁾	169 Rooms	1,408	77	43 : 34	97	49 : 48
Subtotal Trip Generation				2,394	135	75 : 60	174	88 : 86
Dana Point Harbor Internal Trip Capture (10%) ⁽²⁾				-239	-14	-8 : -6	-17	-9 : -9
Hotel Trip Generation Total				2,155	121	67 : 54	157	79 : 77

Notes:

⁽¹⁾ Source: ITE 11th Edition (Fitted Curve Equation)

⁽²⁾ 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	299 Rooms	2,155	121	67 : 54	157	79 : 77
Net Difference (EIR - Proposed)		-157	-58	-35 : -23	-27	-14 : -14

DANA POINT HARBOR REVITALIZATION TRAFFIC & PARKING ANALYSIS

City of Dana Point

Prepared for

**COUNTY OF ORANGE
DANA POINT HARBOR DEPARTMENT**

Prepared by

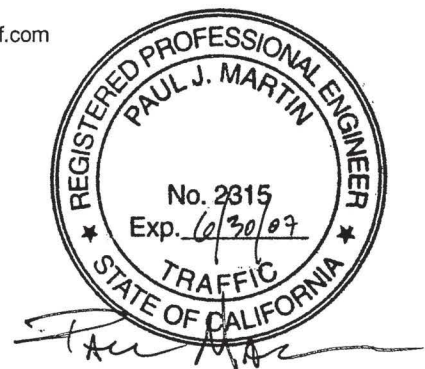


14725 ALTON PARKWAY, IRVINE, CALIFORNIA 92618-2027

CONTACT: BOB MATSON 949.855.5736 bobmatson@rbf.com

September 16, 2005

JN 10-102529



part of the new parking and waterfront retail area along the Harbor's edge. Adjacent to the commercial area is a two-level parking deck, which will provide an estimated 610 parking spaces on two levels. The upper level of the parking deck is set slightly into the ground, affording direct access from Street of the Golden Lantern; the lower level is accessed from both Street of the Golden Lantern and the adjacent surface parking lot.

Planning Area 3 – Visitor Serving

The Dana Point Harbor Revitalization Plan provides for future replacement of the Marina Inn with a new facility located in the present hotel location or relocated closer to the waterfront to promote a stronger pedestrian connection with the promenade and Festival Plaza in front of the new Commercial Core area. Although not yet designed, the new hotel is planned to provide up to a maximum of 220 guest rooms with full-service amenities, including expanded lobby area with guest services, food and beverage facilities, function and meeting room areas, ancillary retail space, a specialty restaurant, a health and fitness club, pool, and other outdoor activity facilities (sand volleyball court, etc.).

Planning Area 4 – Marine Commercial

The Revitalization Plan provides marine commercial land use regulations and site development standards focusing on renovations geared to enhance the quality of services, access to views, and amenities available in the Harbor. Plans also include an improved turn-around for the eastern part of the Island, resolving a major visitor and emergency response constraint. The Harbor Patrol facility is proposed to be expanded from 6,000 square feet to 7,500 square feet. The eastern tip of the Island may be considered for an entry treatment, possibly integrated into the Harbor Patrol building expansion. Additionally, the water taxi service will have pick-up/drop-off locations along the Harbor Patrol facility, Outlook Park, and the Dana Point Yacht Club. The improvements at the Dana Point Yacht Club and Dana West Yacht Club will provide storage for kayaks, rowboats, and other small craft used by the yacht clubs, as well as an increase in the overall square footage.

Planning Area 5 – Day Use Recreation

Planning Area 5 will include an expansion of the Youth and Group Facility, which currently offers meeting rooms for recreational activities, community events, and private parties, as well as sailing and ocean-related educational programs. The Youth and Group Facility will increase by approximately 6,000 square feet to a total of 17,000 square feet. There will be a water taxi pick-up/drop-off station adjacent to the Facility. Dana Point Harbor Drive will be slightly realigned adjacent to the facility to remove the existing traffic circle to improve traffic circulation and safety for park users. The pedestrian trails will integrate off-site parking spaces with on-site pedestrian circulation. Also included will be the expansion of boater service buildings by 2,000 square feet each. Additional enhancements will include picnic area improvements, upgraded restrooms, and reconfigured parking areas.

Off-site areas

To minimize the disruption of the Harbor facilities for marina users and visitors during construction operations, the County proposes implementation of a Construction Parking Management Plan. This plan will provide adequate parking facilities for boats and vehicles to offset the loss of parking in the Harbor during construction. Additionally, as part of the Construction Parking Management Plan, a combination of on- and off-site parking areas will be used for the temporary storage of boats and vehicles, and for employee parking. Two potential off-site parking locations, presently under consideration, include the South Coast Water District (SCWD) property, located north of Pacific Coast Highway and east of San Juan Creek; and the Selva Parking Lot, located near the southern terminus of Selva Road (approximately 1.5 miles west of the Harbor). Up to 250 boats could be stored at the SCWD Lot during the intermediate phase of the Revitalization Plan. The Selva Parking Lot will be utilized as an alternative site should overflow parking be needed.

Project Trip Generation

To calculate trips forecast to be generated by the proposed project ITE trip generation rates were utilized. Table 5 summarizes the *ITE* trip generation rates used to calculate the number of trips forecast to be generated by the proposed project.

Table 5
Proposed Project ITE Trip Rates

ITE Code	Units	AM Peak Hour Rates			PM Peak Hour Rates			Daily Trip Rate
		In	Out	Total	In	Out	Total	
420	Boat Berths	0.03	0.05	0.08	0.11	0.08	0.19	2.96
710	tsf	1.36	0.19	1.55	0.25	1.24	1.49	11.01
814	tsf	0.00	0.00	0.00	1.19	1.52	2.71	44.32
942	tsf	1.91	1.03	2.94	1.69	1.69	3.38	15.86 ¹
590	tsf	0.76	0.30	1.06	3.40	3.69	7.09	54.00
932	tsf	5.99	5.53	11.52	6.66	4.26	10.92	127.15
310	Occupied Rooms	0.39	0.28	0.67	0.34	0.36	0.70	8.92
931	tsf	0.66	0.15	0.81	5.02	2.47	7.49	89.95
495	tsf	0.99	0.63	1.62	0.48	1.16	1.64	22.88

Source: 2003 *ITE Trip Generation Manual*, 7th Edition

Note: tsf = thousand square feet; ¹ Saturday Daily Rate.

It should be noted this analysis assumes a conservative trip generation scenario, since it does not assume any pass-by trip discount, nor does it assume any on-site trip capture discount.

Table 6 summarizes trips generated by the existing site utilizing the trip generation rates shown in Table 5.

As shown in Table 6, the existing site conservatively generates approximately 19,198 daily trips, which includes approximately 1,016 a.m. peak hour trips and approximately 1,441 p.m. peak hour trips.

Table 7 summarizes the trips forecast to be generated by the proposed project site utilizing the trip generation rates shown in Table 5.

Table 7
Dana Point Harbor Proposed Trip Generation (Based on Planning Area)

Planning Area	Description	ITE Land Use (Code)	Size	AM			PM			ADT
				IN	OUT	TOTAL	IN	OUT	TOTAL	
1	Dry Stack Boat Storage	420	800 Slips	24	40	64	88	64	152	2,368
	Car Trailer Parking	420	230 Slips	7	12	18	25	18	44	681
	Dry Stack Boat Storage – Office	710	5.6 tsf	8	1	9	1	7	8	62
	Dry Stack Boat Storage – New Marine Retail Store	814	9.1 tsf	7	4	11	11	14	25	403
	Boat Yard Building	942	2.5 tsf	5	3	7	4	4	8	40
	Lighthouse Facility – Museum	590	2.5 tsf	2	1	3	9	9	18	135
2	BSB – Number 1 Yacht Brokerage	710	6.8 tsf	9	1	11	2	8	10	75
	BSB – Number 2 Yacht Brokerage – RELO from PA 3	710	1.8 tsf	2	0	3	0	2	3	20
	Retail/Restaurant – Retail	814	32.8 tsf	0	0	0	39	50	89	1,454
	Retail/Restaurant – Restaurant	832	78.4 tsf	470	434	903	522	334	856	9,969
Commercial Core Total				534	496	1,030	701	510	1,211	15,207
3	Hotel	310	220 OR	86	62	147	75	79	154	1,962
	Hotel Restaurant	832	2.75 tsf	16	15	32	18	12	30	350
	BSB – Number 3	710	3.3 tsf	4	1	5	1	4	5	36
	BSB – Number 4	710	3.5 tsf	5	1	5	1	4	5	39
4	Harbor Patrol Building – Harbormaster	710	7.5 tsf	10	1	12	2	9	11	83
	Beach House Restaurant	931	15 tsf	10	2	12	75	37	112	1,349
	BSB – Number D Dana West Yacht Club	495	8.6 tsf	9	5	14	4	10	14	197
	BSB – Number E	710	2.8 tsf	4	1	4	1	3	4	31
	BSB – Number F	710	2.8 tsf	4	1	4	1	3	4	31
	BSB – Number 5	710	3.3 tsf	4	1	5	1	4	5	36
	BSB – Number 6	710	3.3 tsf	4	1	5	1	4	5	36
	BSB – Number 7	710	3.3 tsf	4	1	5	1	4	5	36
	BSB – Number 8	710	3.3 tsf	4	1	5	1	4	5	36
	Dana Point Yacht Club	495	18 tsf	18	11	29	9	21	30	412
5	Youth and Group Facility	495	17 tsf	17	11	28	8	20	28	389
	BSB – Number A	710	2.8 tsf	4	1	4	1	3	4	31

Attachment D
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.

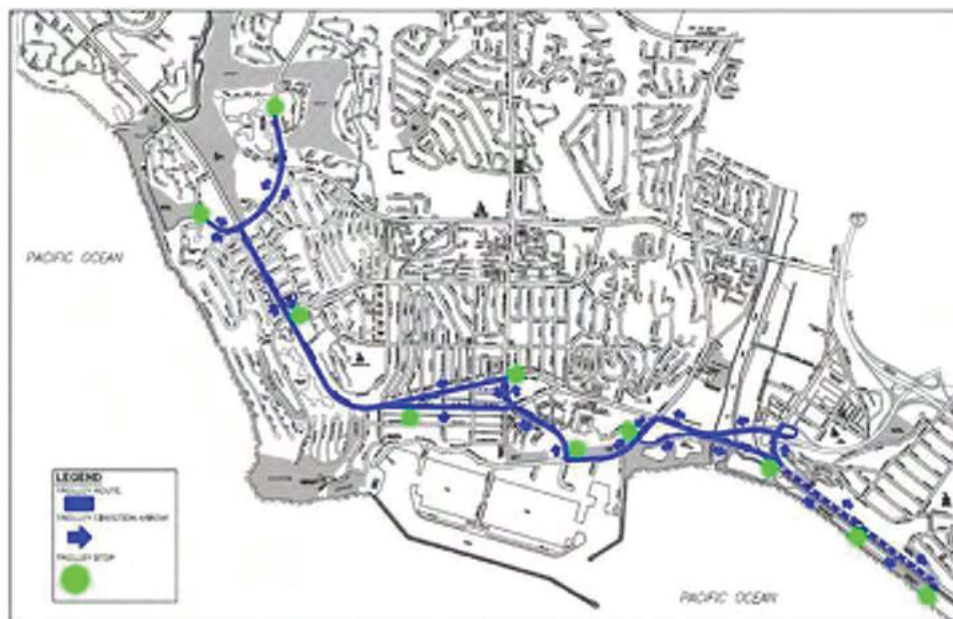
TRANSIT

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



PACIFIC OCEAN

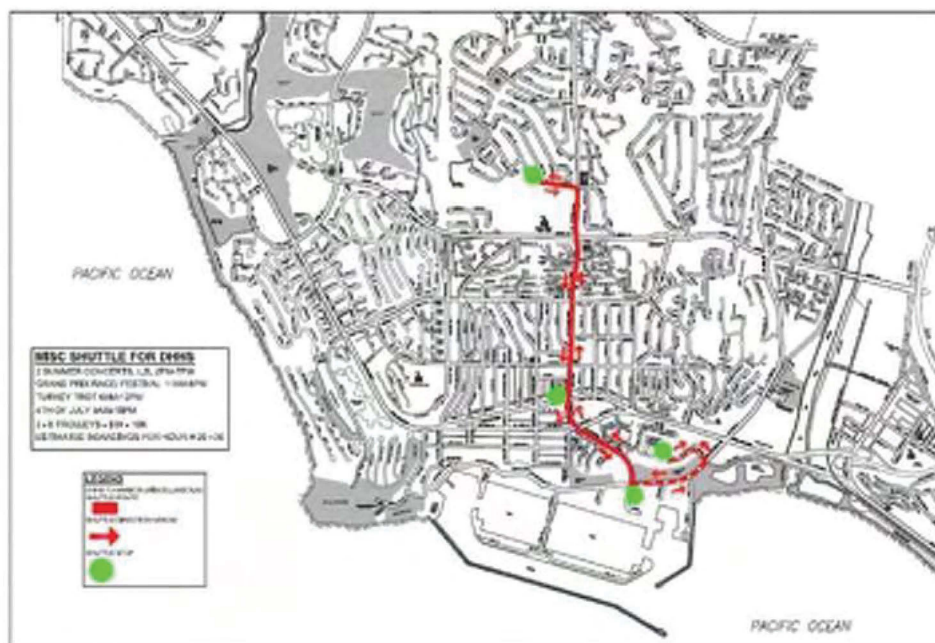
FESTIVAL OF WHALES SHUTTLE FROM 1995
 7 APPROXIMATELY 25 MINUTES
 10-15 MINUTES (SEE SCHEDULE)
 10-15 MINUTES (SEE SCHEDULE)
 10-15 MINUTES (SEE SCHEDULE)

LEGEND
 SHUTTLE STOP
 SHUTTLE ROUTE
 SHUTTLE DIRECTION

PACIFIC OCEAN

[illegible]

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

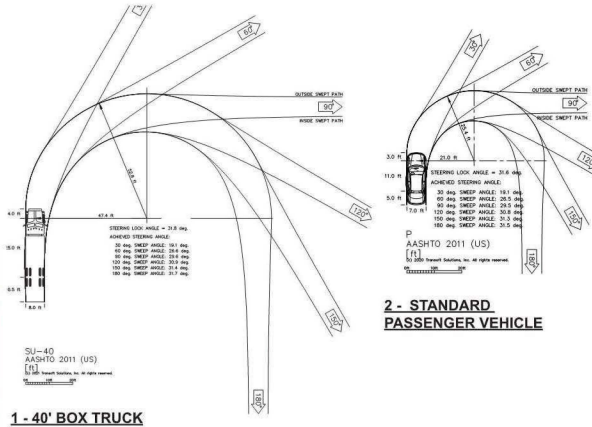


Attachment E
PA-3 Development Plan Sheets

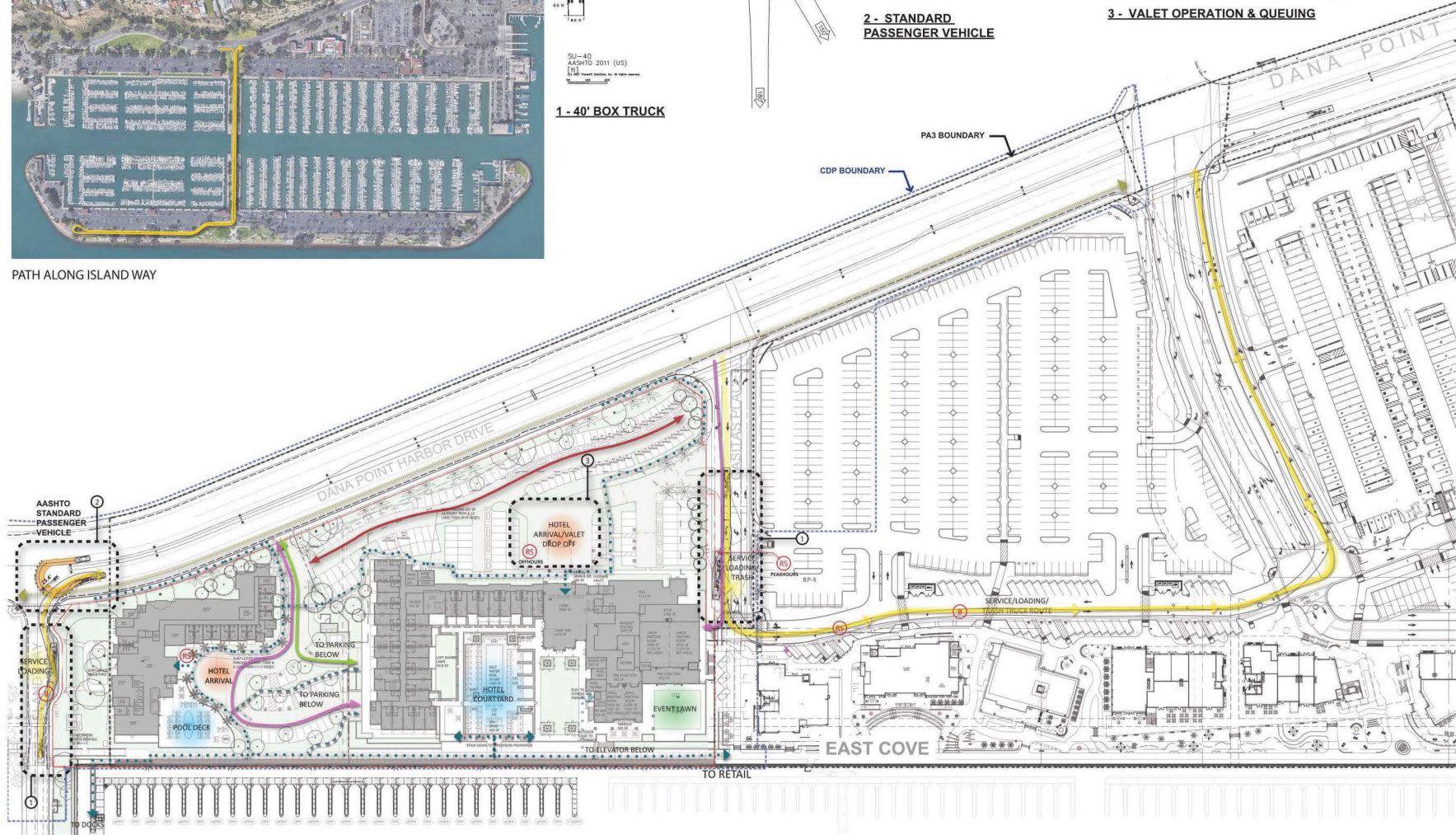
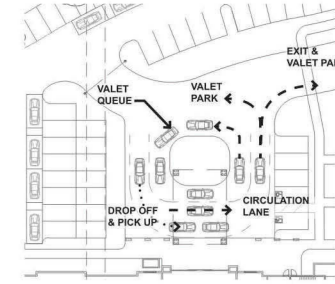
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- SERVICE ACCESS
- BICYCLE LANE
- RIDESHARE DROPOFF
- BOATER DESIGNATED DROPOFF
- DANA HOUSE VEHICULAR VALET CIRCULATION
- SURF LODGE VEHICULAR SELF PARK CIRCULATION
- DESIGNATED BOATER SELF PARK CIRCULATION



PATH ALONG ISLAND WAY



2 - STANDARD PASSENGER VEHICLE



stamp | approval

key plan

08/26/24	EIR UPDATE
11/25/20	CDP/DRAFT EIR SUBMITTAL
10/21/20	PLAN CHECK REVISIONS
05/05/20	PLAN CHECK REVISIONS
12/20/19	PLAN CHECK REVISIONS
no	date
no	issue
no	revisions

ACCESSIBLE DIAGRAMS

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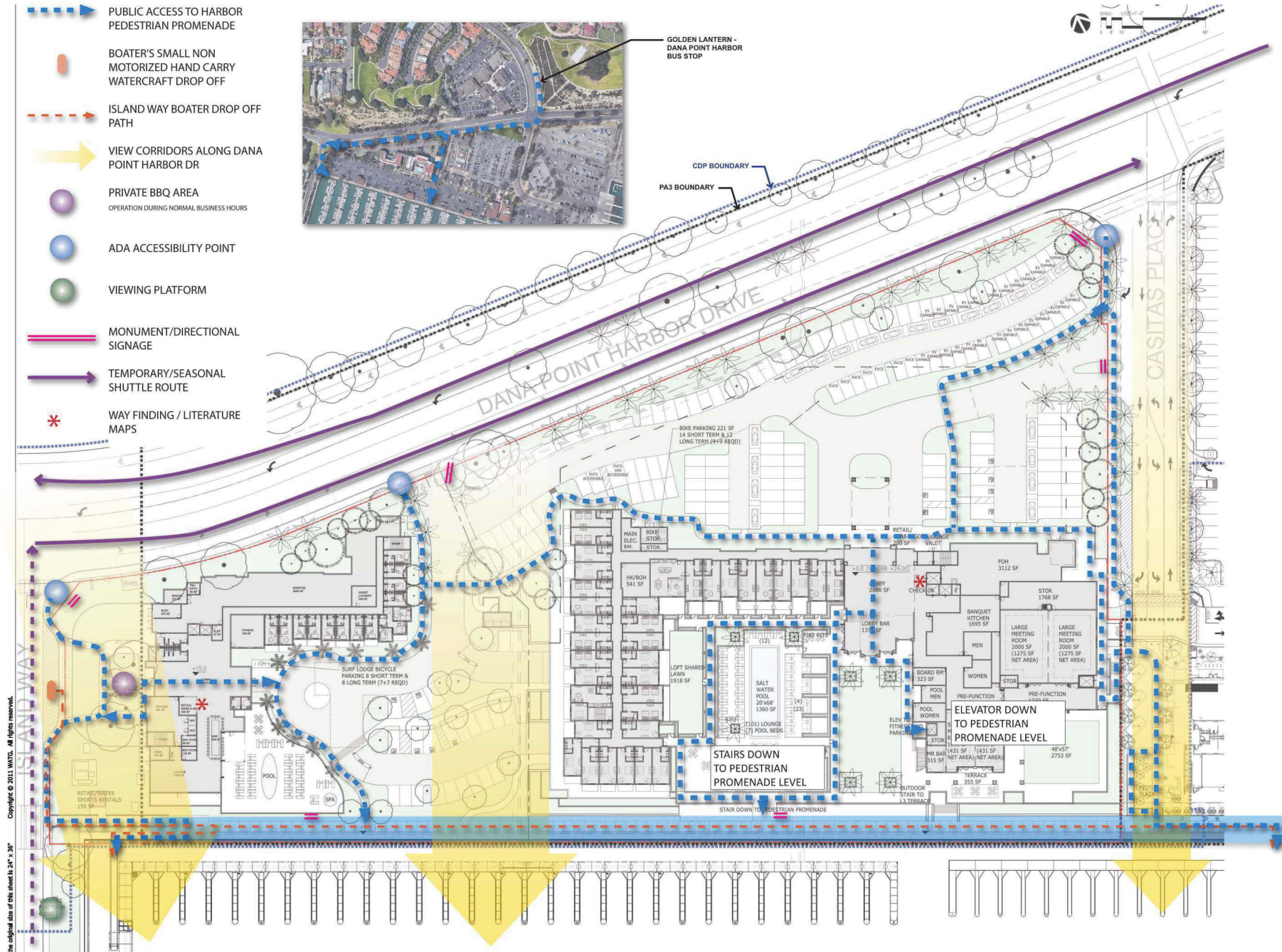
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The original size of this sheet is 34" x 36"



R.D. OLSON
DEVELOPMENT

WATG
strategy planning architecture landscape interiors

WARE MALCOMB
burton



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key plan

- 08/26/24 EIR UPDATE
- 11/25/20 CDP/DRAFT EIR SUBMITTAL
- 10/21/20 PLAN CHECK REVISIONS
- 05/05/20 PLAN CHECK REVISIONS
- 12/20/19 PLAN CHECK REVISIONS
- no. date issue
- issues | revisions

PUBLIC ACCESS DIAGRAM

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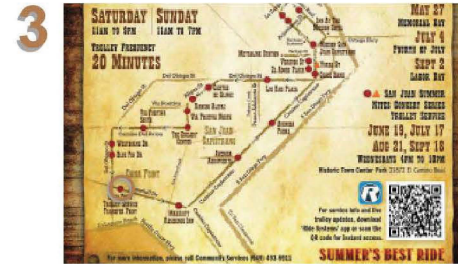
Attachment F
Trolley & Shuttle Route Maps



**LAGUNA BEACH TROLLEY
HOURS/ROUTES**



DANA POINT TROLLEY HOURS/ROUTES



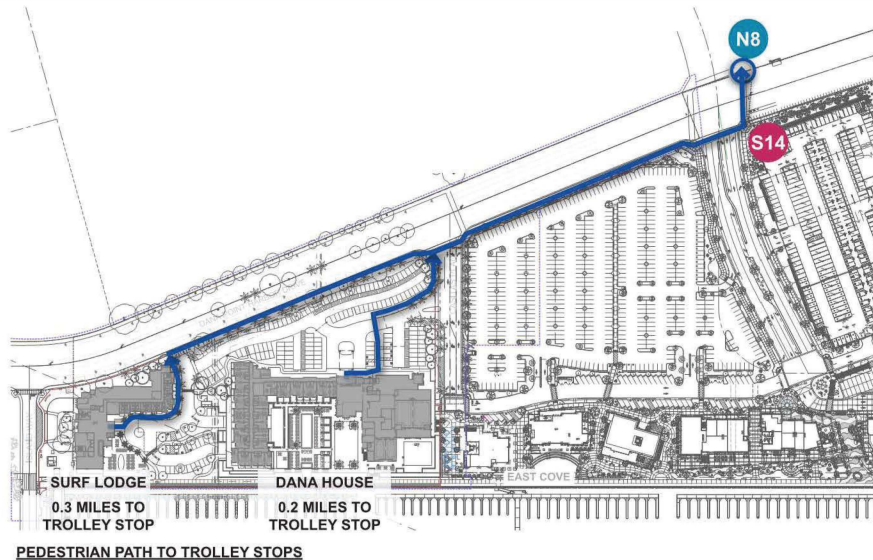
**SAN JUAN CAPISTRANO
TROLLEY HOURS/ROUTES**



**LAGUNA NIGUEL TROLLEY
HOURS/ROUTES**



**SAN CLEMENTE TROLLEY
HOURS/ROUTES**



stamp | approval

key plan

08/26/24	EIR UPDATE
11/25/20	CDP/DRAFT EIR SUBMITTAL
10/21/20	PLAN CHECK REVISIONS
05/05/20	PLAN CHECK REVISIONS
12/20/19	PLAN CHECK REVISIONS
no.	date
Issues revisions	

LOCAL COMMUNITY
ACCESSIBILITY

sheet title

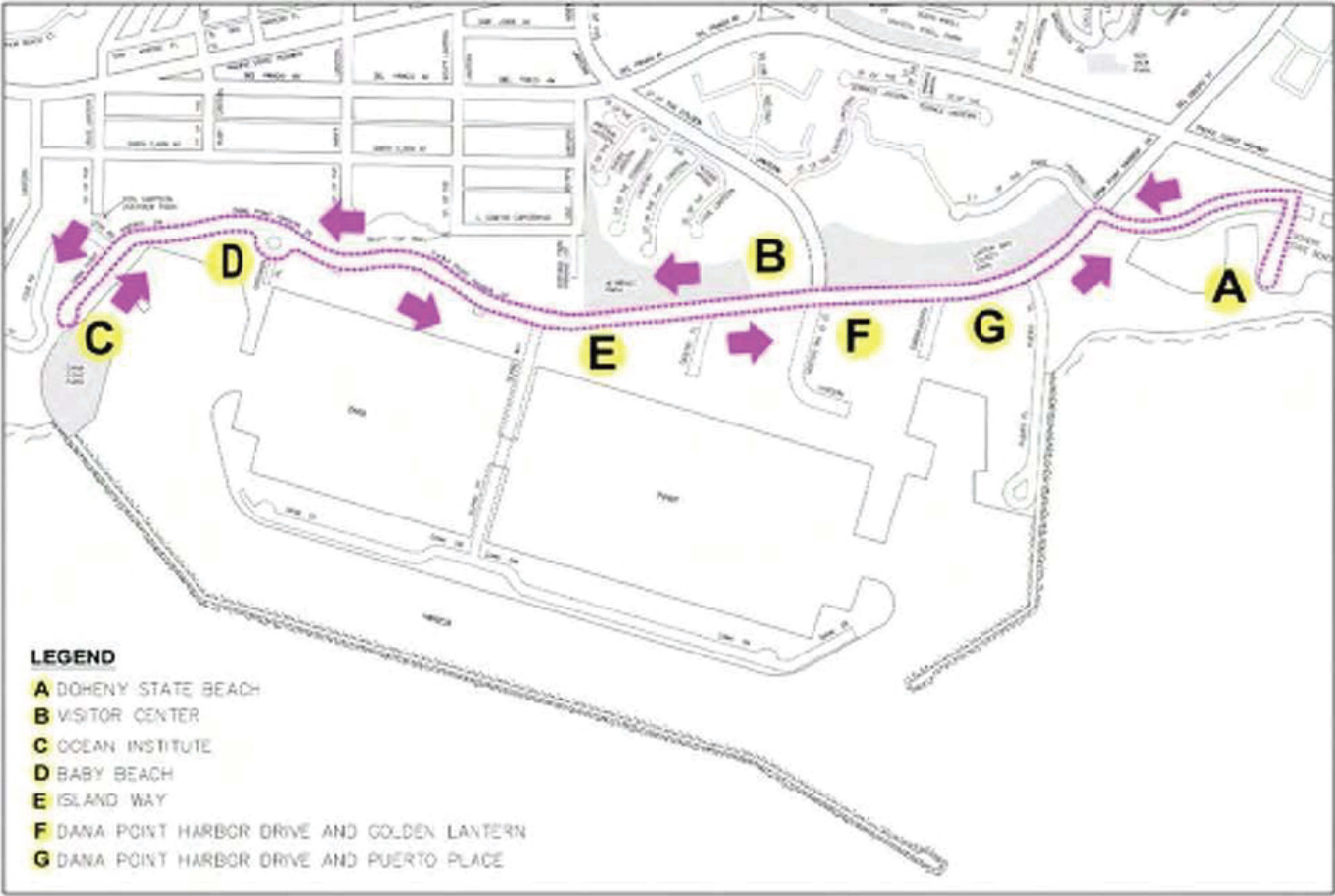
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FESTIVAL OF WHALES SHUTTLE ROUTE



Attachment G
PA-3 Temporary Parking

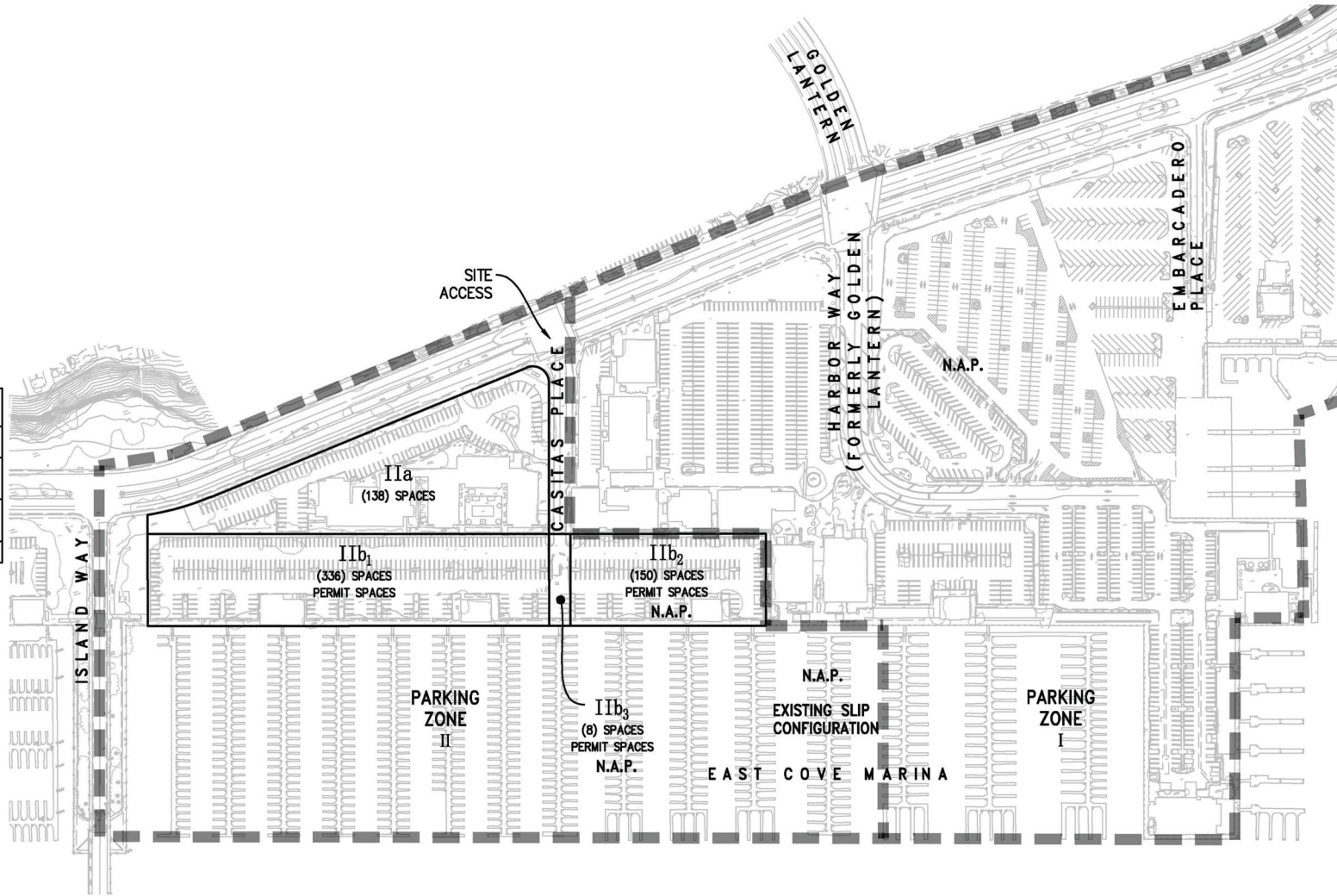
EXISTING CONDITION

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 REVITALIZATION

DANA POINT HARBOR PARTNERS, LLC



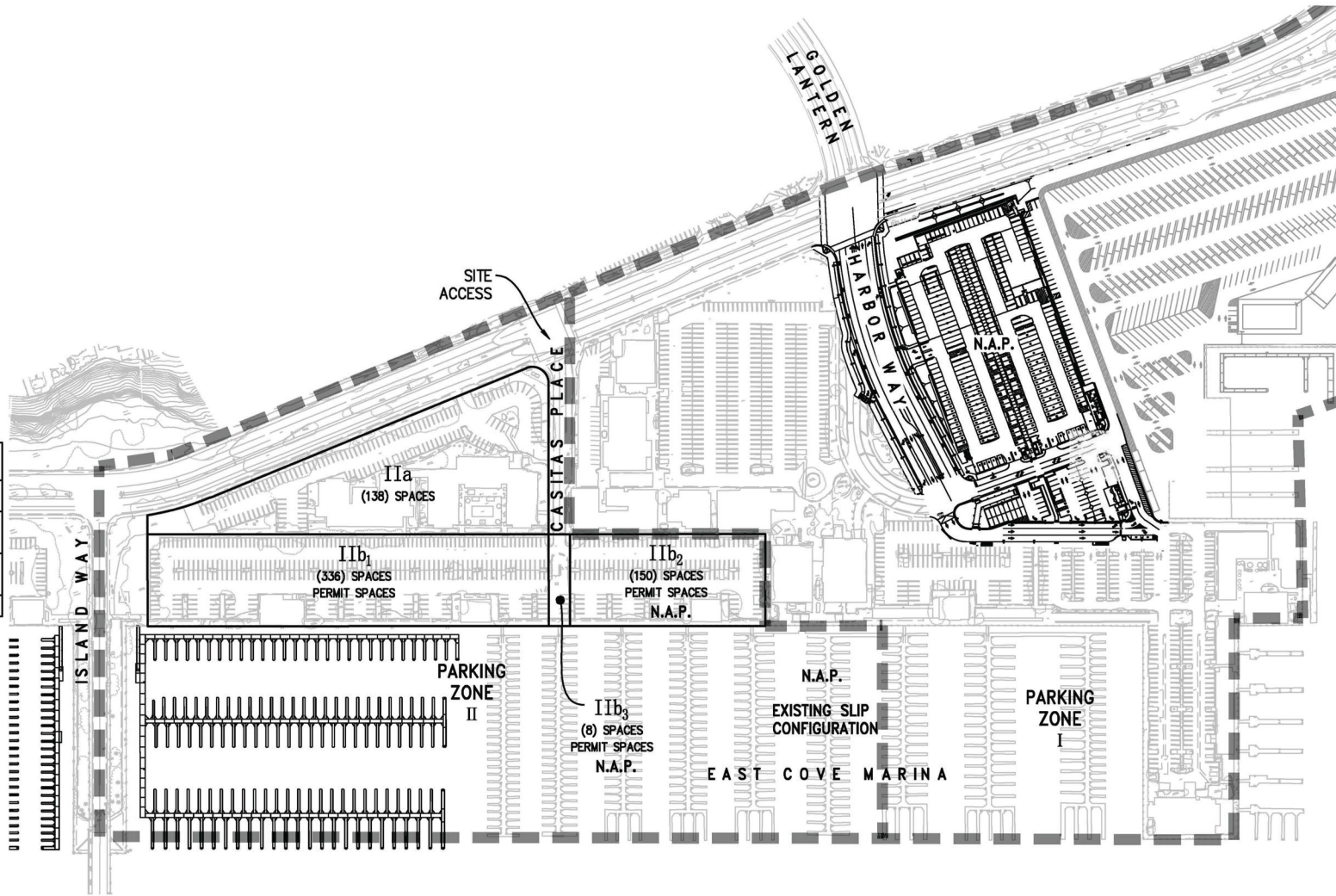
CURRENT CONDITION

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. EAST COVE SLIPS E1, E2, AND E3 HAVE BEEN INSTALLED AND PARKING STRUCTURE UNDER CONSTRUCTION.

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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DANA POINT HARBOR REVITALIZATION

DANA POINT HARBOR PARTNERS, LLC



PHASE 1

RELOCATE UTILITIES 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.

TENTATIVE CONSTRUCTION TIME DURATION AND APPROXIMATE START DATE		
PHASE 1	TARGET CONSTRUCTION DURATION: 4 MONTHS	TARGET START DATE: Q3 2025
CONSTRUCTION TIME DURATIONS AND APPROXIMATE START DATES ARE TENTATIVE AND SUBJECT TO FUTURE MODIFICATIONS		

CONSTRUCTION NOTES:

- 1. CLOSE PORTION OF AREA IIa FOR CONSTRUCTION.
- 2. CLOSE PORTION OF AREA IIb1 FOR CONSTRUCTION.
- 3. CONSTRUCT SCWD SEWER MAIN LINE ON DANA POINT HARBOR DRIVE AND CASITAS PLACE. CONSTRUCTION TO INTERMITTENTLY CLOSE ONE DRIVING LANE ON DANA POINT HARBOR DRIVE AND CASITAS PLACE. THRU TRAFFIC WILL BE MAINTAINED.

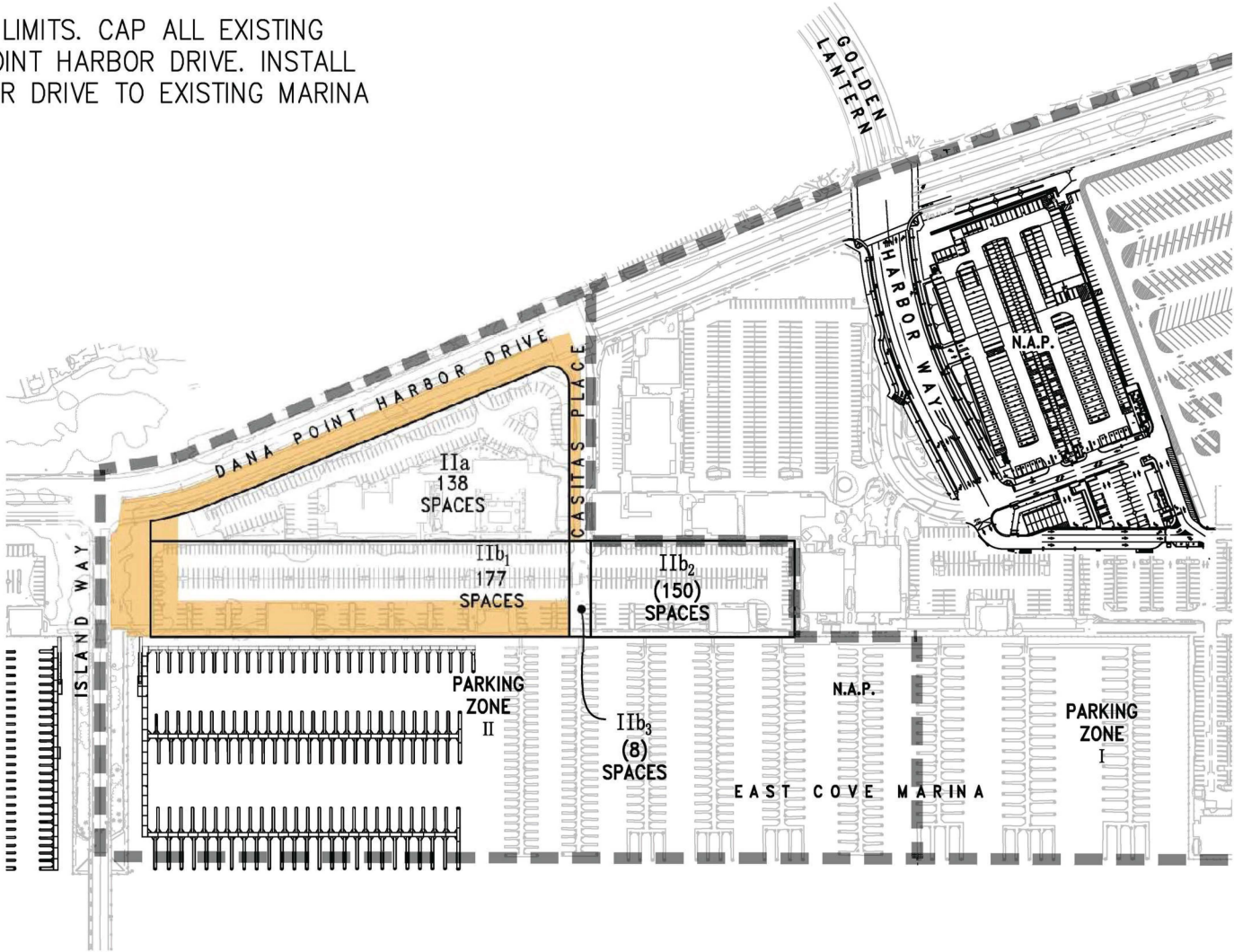
PARKING NOTES:

- 1. MAINTAIN 158 SPACES FROM AREA IIb2 AND IIb3.
- 2. MAINTAIN 138 SPACES FROM AREA IIa.
- 2. MAINTAIN 177 SPACES FROM AREA IIb1.

PHASE 1 PARKING SUMMARY - ZONE II	SPACES
AREA IIa - REMAINING MARINA INN PARKING SPACES	138
AREA IIb1 - REMAINING EXISTING DESIGNATED BOATER PARKING SPACES	177
AREA IIb2 & IIb3 PERMIT SPACES N.A.P. - NOT A PART OF PROPOSED IMPROVEMENTS	158
TOTAL PHASE 1 (ZONE II) PARKING AVAILABLE	473

*REQUIRED TEMPORARY BOATING PARKING BASED ON PROVISIONS WITH EXISTING AND NEW SLIPS (AT 0.6 SPACES PER SLIP) = 281 SPACES

- PARKING ZONE BOUNDARY
- AREA UNDER CONSTRUCTION



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DANA POINT HARBOR REVITALIZATION

DANA POINT HARBOR PARTNERS, LLC

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PROPERTIES

 R.D. OLSON
DEVELOPMENT

 BELLWETHER
FINANCIAL GROUP

PHASE 2

DEMOLISH ALL EXISTING IMPROVEMENTS WITHIN THE HIGHLIGHTED LIMITS. CAP ALL EXISTING UTILITIES AT THE RIGHT OF WAY TO DANA POINT HARBOR DRIVE. CONSTRUCT NEW SURF LODGE HOTEL AND DANA HOUSE HOTEL.

TENTATIVE CONSTRUCTION TIME DURATION AND APPROXIMATE START DATE		
PHASE 2	TARGET CONSTRUCTION DURATION: 18 MONTHS	TARGET START DATE: Q3 2025
CONSTRUCTION TIME DURATIONS AND APPROXIMATE START DATES ARE TENTATIVE AND SUBJECT TO FUTURE MODIFICATIONS		

CONSTRUCTION NOTES:

- 1. CLOSE AREA IIa FOR CONSTRUCTION.
- 2. CLOSE AREA IIb1 FOR CONSTRUCTION.
- 3. CONSTRUCT DSM SOIL MITIGATION AT HOTELS AND CONSTRUCT HOTELS.
- 4. ADD SHUTTLE SERVICE BETWEEN THE ISLAND TEMPORARY PARKING AREAS AND THE WHARF.

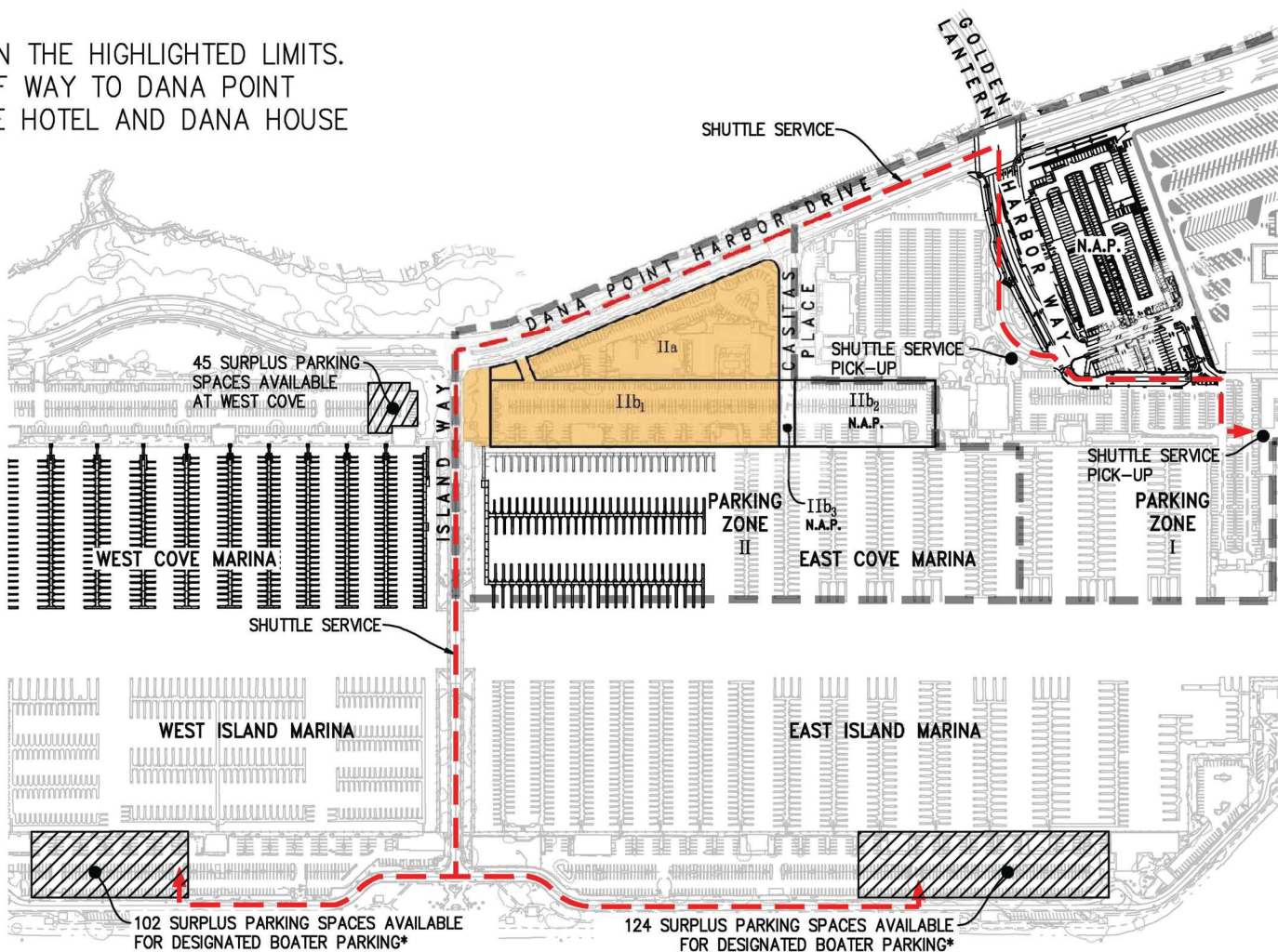
PARKING NOTES:

- 1. MAINTAIN 158 SPACES FROM AREA IIb2 AND IIb3.
- 2. ADD 226 SPACES TO SURPLUS ISLAND PARKING AT EAST AND WEST ISLANDS.
- 3. ADD 45 SPACES TO SURPLUS PARKING AT WEST COVE.

PHASE 2 PARKING SUMMARY - ZONE II	SPACES
DISPLACED DESIGNATED BOATER PARKING SPACES AT SURPLUS ISLAND	226
WEST COVE SURPLUS SPACES	45
AREA IIb2 & IIb3 PERMIT SPACES N.A.P. - NOT A PART OF PROPOSED IMPROVEMENTS	158
TOTAL PHASE 2 (ZONE II) PARKING AVAILABLE	429

*REQUIRED TEMPORARY BOATING PARKING BASED ON PROVISIONS WITH EXISTING AND SLIPS (AT 0.6 SPACES PER SLIP) = 281 SPACES

- PARKING ZONE BOUNDARY
- SHUTTLE SERVICE CIRCULATION
- AREA UNDER CONSTRUCTION PER THIS 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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DANA POINT HARBOR REVITALIZATION

DANA POINT HARBOR PARTNERS, LLC



PHASE 3
OPEN SURF LODGE HOTEL FOR BUSINESS
AND CONTINUE CONSTRUCTION OF DANA
LODGE HOTEL.

TENTATIVE CONSTRUCTION TIME DURATION AND APPROXIMATE START DATE		
PHASE 3	TARGET CONSTRUCTION DURATION: 8 MONTHS	TARGET START DATE: Q2 2027

*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.

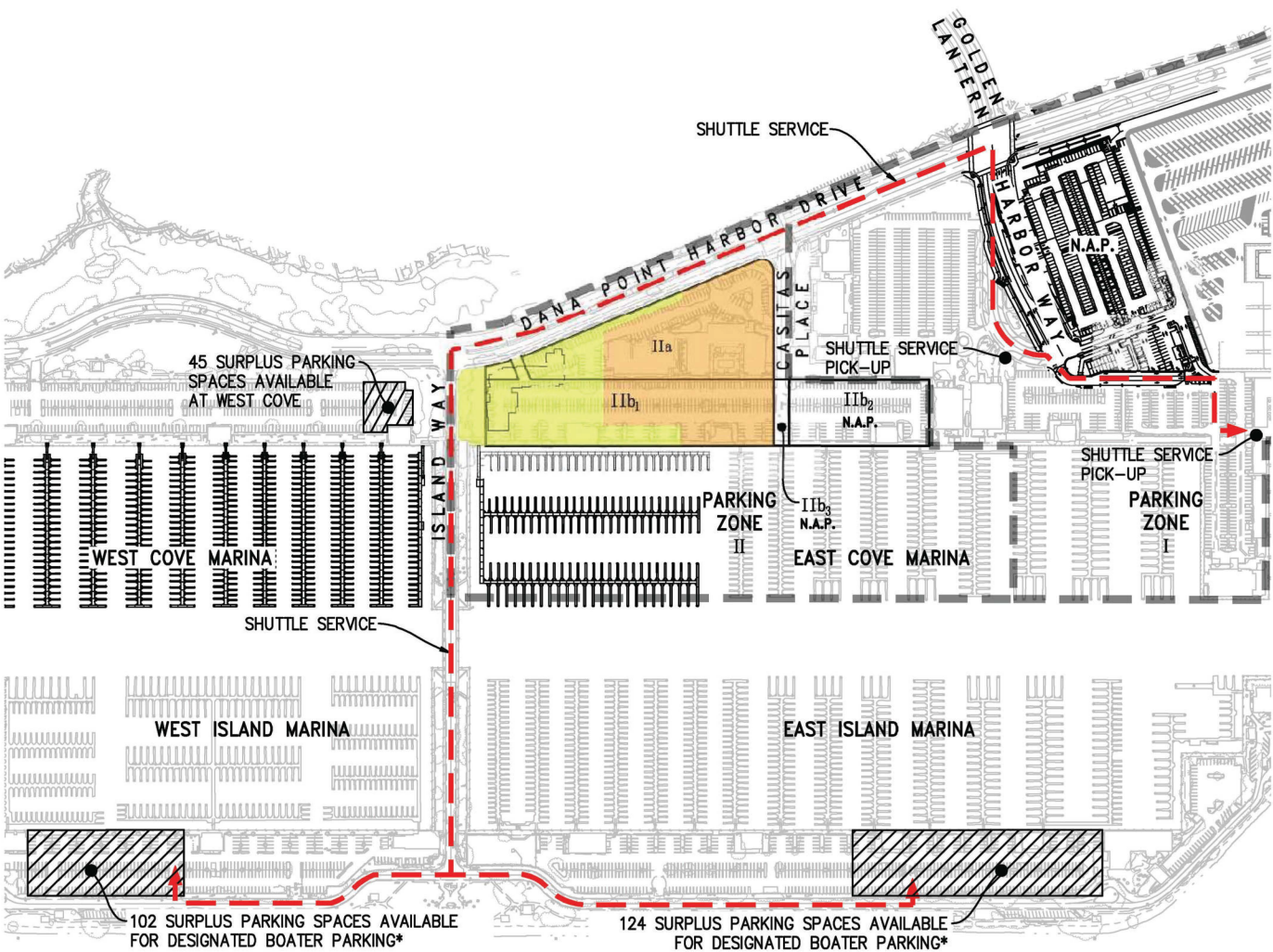
PARKING NOTES:

1. MAINTAIN 18 SPACES FROM THE NEWLY CONSTRUCTED SURF LODGE HOTEL.
2. 45 SPACES WEST COVE SURPLUS SPACES AT PA5 FOR SURF LODGE.
3. MAINTAIN 158 SPACES FROM AREA IIb2 AND IIb3.
4. MAINTAIN 226 SPACES TO SURPLUS ISLAND PARKING AT EAST AND WEST ISLANDS, INCLUDING 51 SPACES FOR SURF LODGE.

PHASE 2 PARKING SUMMARY - ZONE II	SPACES
NEWLY CONSTRUCTED SURF LODGE HOTEL PARKING SPACES	18
DISPLACED DESIGNATED BOATER PARKING SPACES AT SURPLUS ISLAND	226
WEST COVE SURPLUS SPACES	45
AREA IIb2 & IIb3 PERMIT SPACES N.A.P. - NOT A PART OF PROPOSED IMPROVEMENTS	158
TOTAL PHASE 2 (ZONE II) PARKING AVAILABLE	447

*REQUIRED TEMPORARY BOATING PARKING BASED ON PROVISIONS WITH EXISTING AND NEW SLIPS (AT 0.6 SPACES PER SLIP) = 281 SPACES

- PARKING ZONE BOUNDARY
- SHUTTLE SERVICE CIRCULATION
- AREA UNDER CONSTRUCTION PER THIS PHASE
- AREA 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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DANA POINT HARBOR PARTNERS, LLC

BWP BURNHAM IWARD PROPERTIES

R.D. OLSON DEVELOPMENT

BELLWETHER FINANCIAL GROUP

PHASE 4

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 4	TARGET CONSTRUCTION DURATION: 6 MONTHS	TARGET START DATE: Q1 2028

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

CONSTRUCTION NOTES:

- 1. OPEN DANA HOUSE HOTEL FOR BUSINESS. 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.

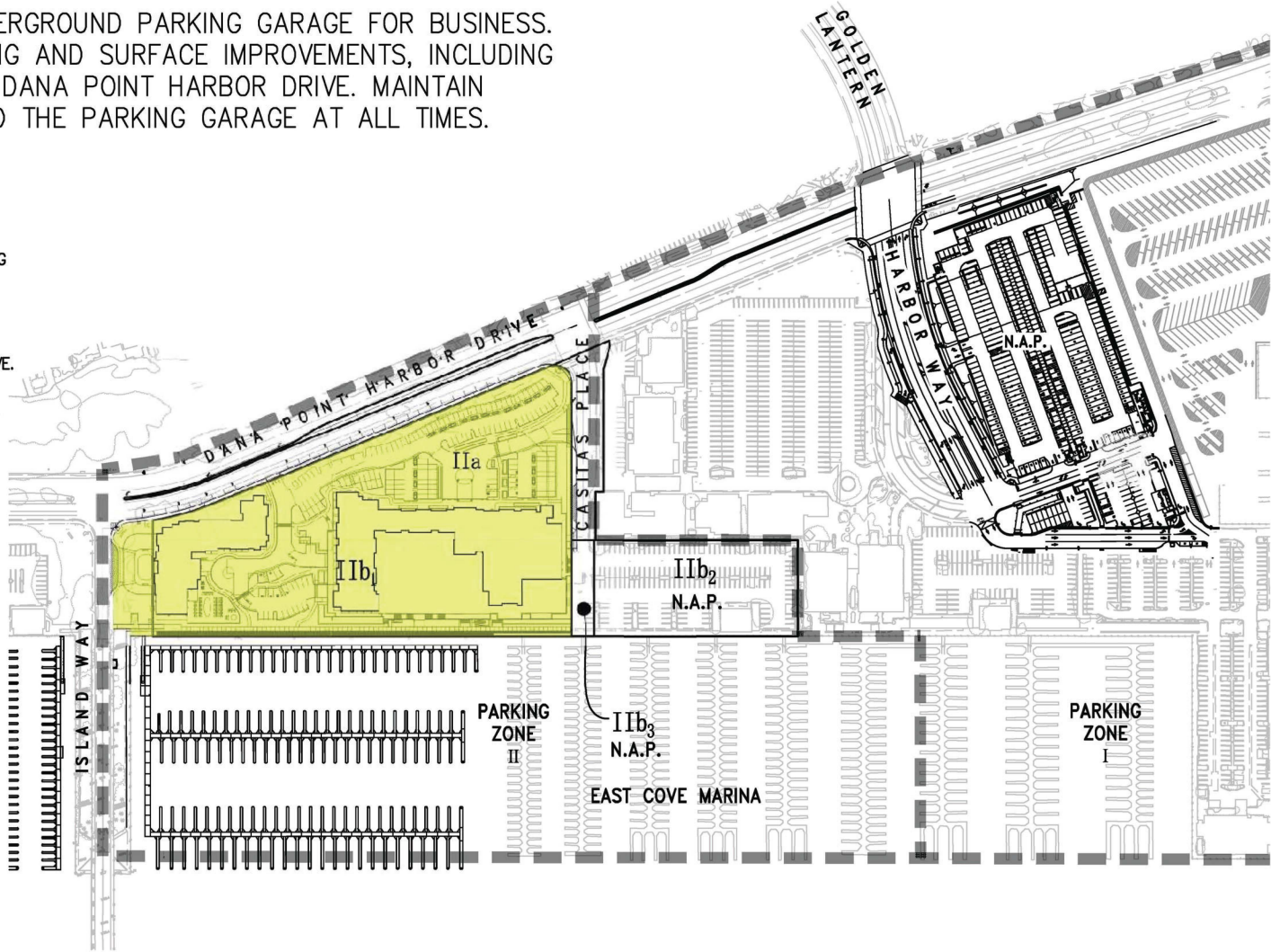
PARKING NOTES:

- 1. A TOTAL OF 526 PARKING SPACES WILL BE PROVIDED AFTER DANA HOUSE HOTEL AND THE SURF LODGE OPEN FOR BUSINESS.
 - 1.1. DANA HOUSE HOTEL – 197 TOTAL PARKING SPACES (161 WITHIN PA3 AND 36 IN PA2)
 - 1.2. SURF LODGE HOTEL – 151 TOTAL PARKING SPACES (5 SURFACE AND 131 COVERED WITHIN THE PARKING GARAGE BELOW DANA HOUSE HOTEL AND 15 IN PA2 OR PA5)
 - 1.3. DEDICATED BOATER PARKING – 178 TOTAL PARKING SPACES (18 SURFACE AND 115 COVERED WITHIN THE PARKING GARAGE BELOW DANA HOUSE HOTEL AND 45 TOTAL PARKING SPACES TO BE MAINTAINED IN PA2 OR PA5)

PHASE 3 PARKING SUMMARY - ZONE II	SPACES
SURF LODGE HOTEL PARKING SPACES (TOTAL)	151
DANA HOUSE HOTEL PARKING SPACES (TOTAL)	197
DEDICATED BOATER PARKING SPACES (TOTAL) – FINAL CONDITION PER APPROVED PMP (2014 AND ADDENDUM)	178
TOTAL PHASE 3 (ZONE II) PARKING AVAILABLE	526

*REQUIRED TEMPORARY BOATING PARKING BASED ON PROVISIONS WITH EXISTING AND NEW SLIPS (AT 0.6 SPACES PER SLIP) = 291 SPACES

- PARKING ZONE BOUNDARY
- AREA OPEN FOR BUSINESS AFTER CONSTRUCTION PER PREVIOUS PHASES



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DANA POINT HARBOR PARTNERS, LLC



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FINANCIAL GROUP

PHASE 5

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 5	TARGET CONSTRUCTION DURATION: 6 MONTHS	TARGET START DATE: Q1 2028

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

CONSTRUCTION NOTES:

1. OPEN DANA HOUSE HOTEL FOR BUSINESS. 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.

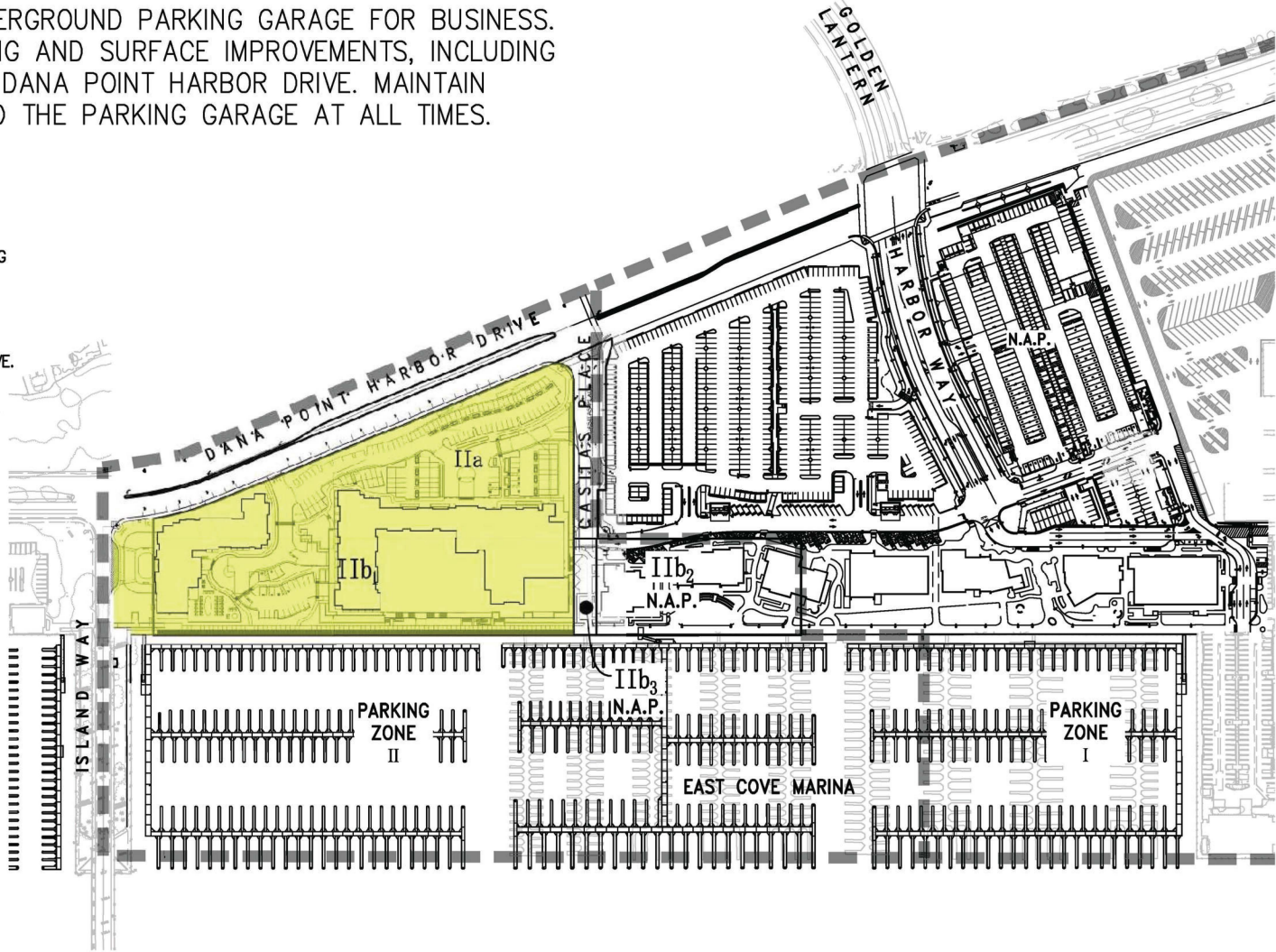
PARKING NOTES:

1. A TOTAL OF 526 PARKING SPACES WILL BE PROVIDED AFTER DANA HOUSE HOTEL AND THE SURF LODGE OPEN FOR BUSINESS.
 - 1.1. DANA HOUSE HOTEL – 197 TOTAL PARKING SPACES (161 WITHIN PA3 AND 36 IN PA2)
 - 1.2. SURF LODGE HOTEL – 151 TOTAL PARKING SPACES (5 SURFACE AND 131 COVERED WITHIN THE PARKING GARAGE BELOW DANA HOUSE HOTEL AND 15 IN PA2 OR PA5)
 - 1.3. DEDICATED BOATER PARKING – 178 TOTAL PARKING SPACES (18 SURFACE AND 115 COVERED WITHIN THE PARKING GARAGE BELOW DANA HOUSE HOTEL AND 45 TOTAL PARKING SPACES TO BE MAINTAINED IN PA2 OR PA5)

PHASE 3 PARKING SUMMARY - ZONE II	SPACES
SURF LODGE HOTEL PARKING SPACES (TOTAL)	151
DANA HOUSE HOTEL PARKING SPACES (TOTAL)	197
DEDICATED BOATER PARKING SPACES (TOTAL) – FINAL CONDITION PER APPROVED PMP (2014 AND ADDENDUM)	178
TOTAL PHASE 3 (ZONE II) PARKING AVAILABLE	526

*REQUIRED TEMPORARY BOATING PARKING BASED ON PROVISIONS WITH NEW SLIPS (AT 0.6 SPACES PER SLIP) = 271 SPACES

- PARKING ZONE BOUNDARY
- AREA OPEN FOR BUSINESS AFTER CONSTRUCTION PER PREVIOUS PHASES



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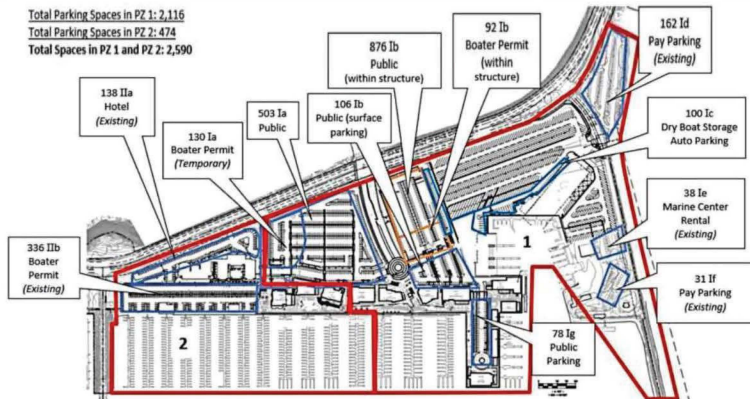
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Attachment H
Dedicated Boater Parking

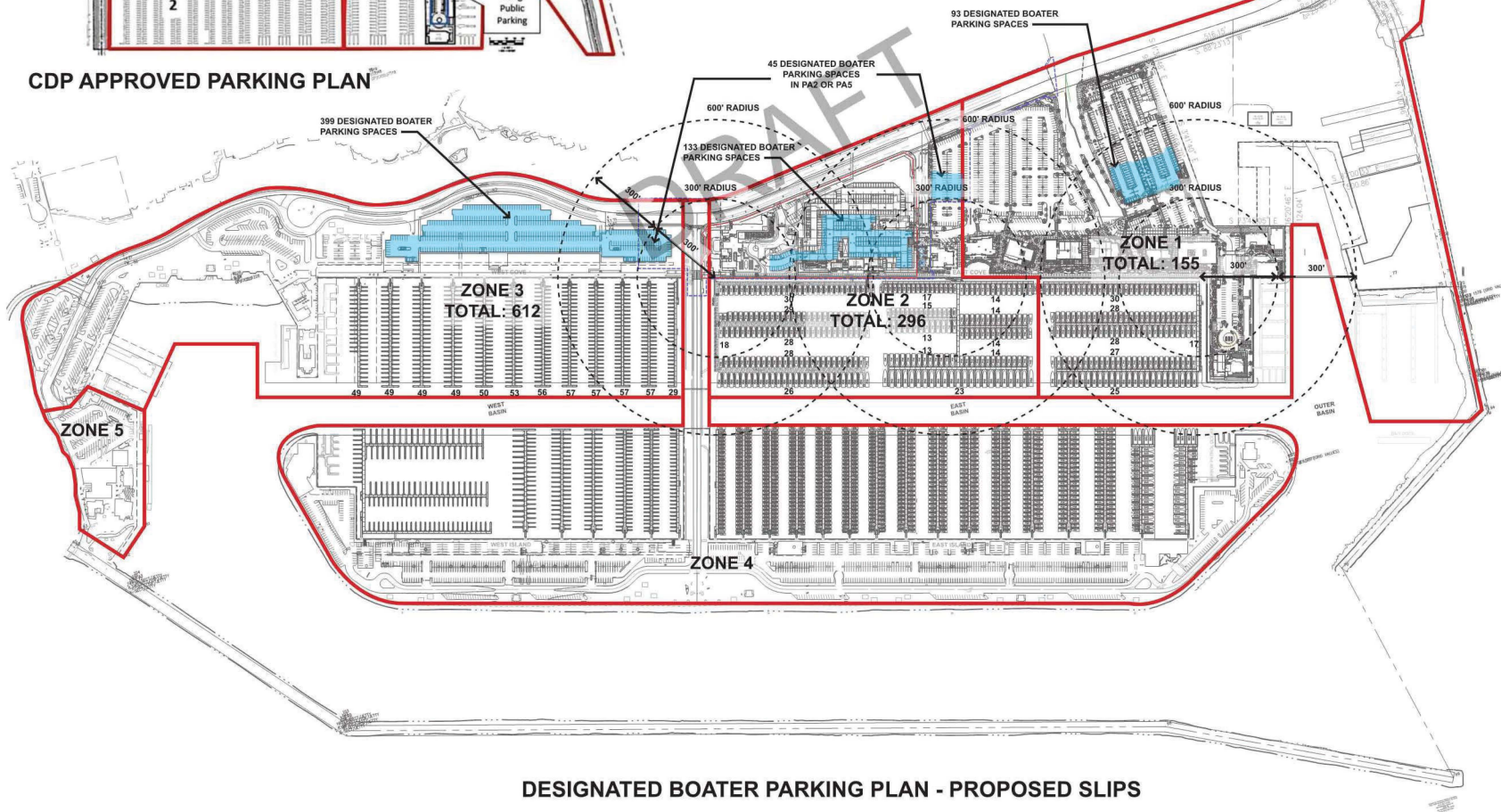
Total Parking Spaces in PZ 1: 2,116
Total Parking Spaces in PZ 2: 474
Total Spaces in PZ 1 and PZ 2: 2,590



CDP APPROVED PARKING PLAN

DESIGNATED BOATER PARKING CALCULATION - PARKING ZONE 1 & 2			
	TOTAL SLIPS	*FACTOR	PARKING REQUIRED
ZONE 1 (155) + ZONE 2 (296) + ZONE 3 (612)	1063	0.6 PARKING SPACES/ BOAT SLIP	638
TOTAL DESIGNATED BOATER PARKING PROVIDED IN ZONE 1, 2, & 3:			93 + 178 + 444 = 715

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



DESIGNATED BOATER PARKING PLAN - PROPOSED SLIPS



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DEVELOPMENT

WATG
strategy planning architecture landscape interiors

burton



stamp | approval

key plan

5	08/26/24	EIR UPDATE
4	11/25/20	CDP/DRAFT EIR SUBMITTAL
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		

DESIGNATED BOATER PARKING
PLAN - PROPOSED SLIPS

sheet title

project no. 174056

08/26/24

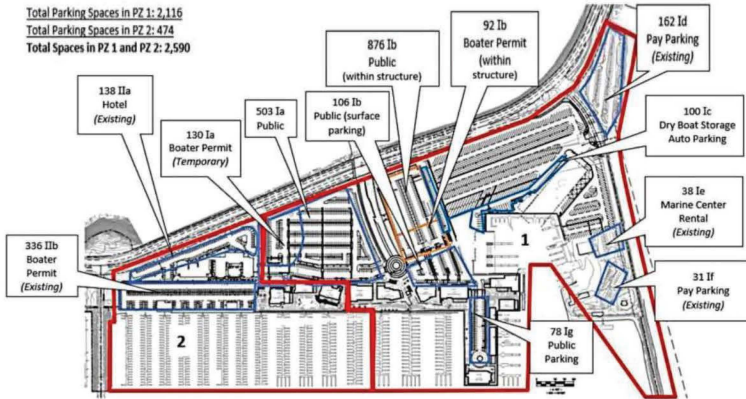
checked by:
drawn by:

component

sheet no.

A1-07A

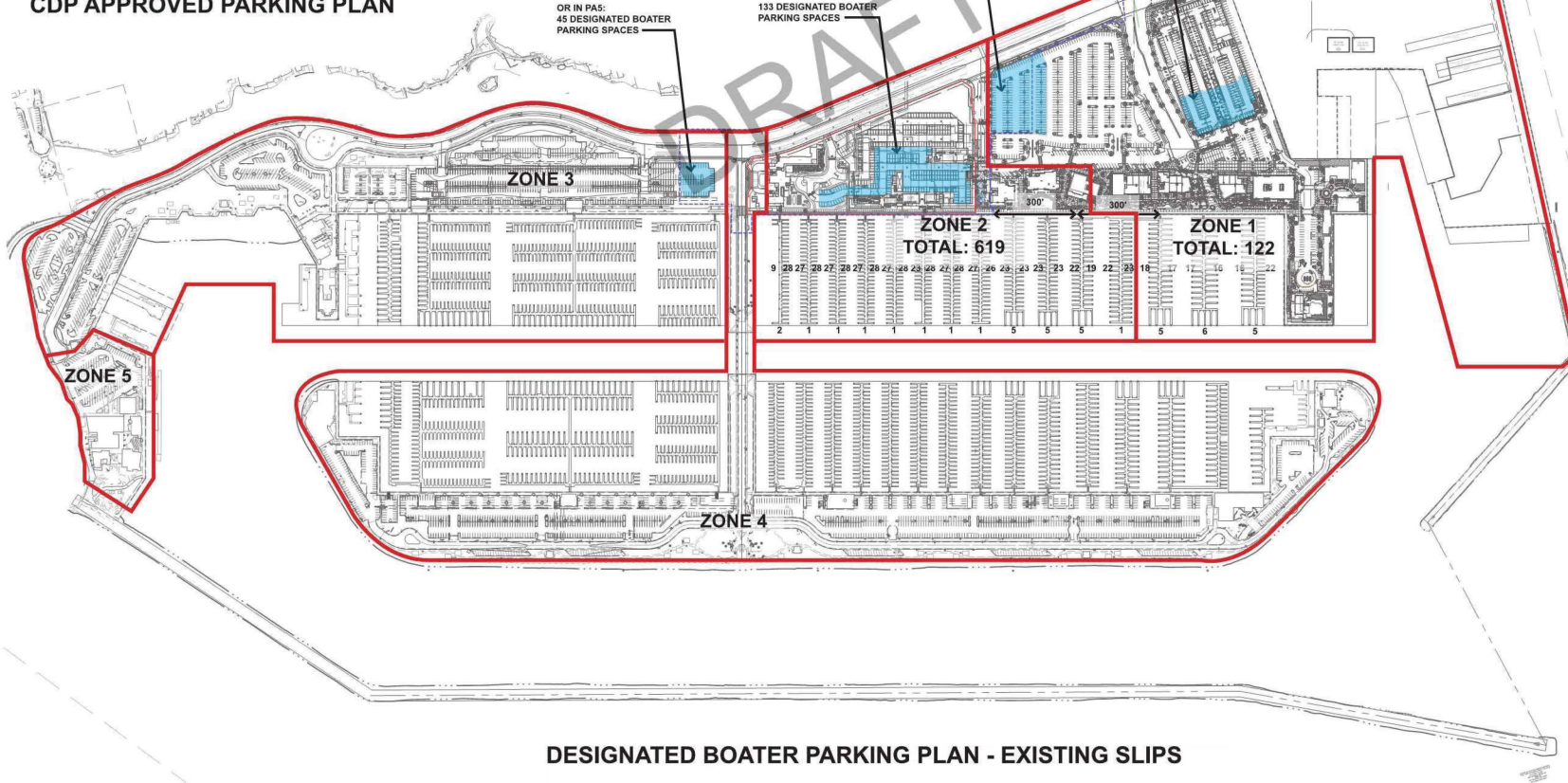
Total Parking Spaces in PZ 1: 2,116
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Total Spaces in PZ 1 and PZ 2: 2,590



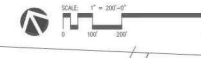
CDP APPROVED PARKING PLAN

DESIGNATED BOATER PARKING CALCULATION - PARKING ZONE 1 & 2			
	TOTAL SLIPS	*FACTOR	PARKING REQUIRED
ZONE 1 (122) + ZONE 2 (619)	741	0.6 PARKING SPACES/ BOAT SLIP	445
TOTAL DESIGNATED BOATER PARKING PROVIDED IN ZONE 1 & ZONE 2:			133 + 45 + 174** + 93 = 445

* BASED ON LCP REQUIREMENTS (SECTION 14.3.2) OF 0.6 DEDICATED BOATER SPACES PER SLIP
** ONLY 130 TEMP AT FINISH OF CONSTRUCTION. 44 SPACES WOULD REVERT BACK



DESIGNATED BOATER PARKING PLAN - EXISTING SLIPS



stamp | approval

key plan

08/26/24	EIR UPDATE
11/25/20	CDP/DRAFT EIR SUBMITTAL
10/21/20	PLAN CHECK REVISIONS
05/05/20	PLAN CHECK REVISIONS
12/20/19	PLAN CHECK REVISIONS
NO	DATE
ISSUES	REVISIONS

DESIGNATED BOATER PARKING PLAN - EXISTING SLIPS

sheet title

project no. 174056

08/26/24

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