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PARKING MANAGEMENT PLAN

DANA POINT HARBOR
COUNTY OF ORANGE, CA

Prepared for:
OC DANA POINT HARBOR

DECEMBER 2013
(REVISED APRIL 2014)



WALKER
PARKING CONSULTANTS



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December 16, 2013
(Revised April 21, 2014)

Mr. Brad Gross
Director, Orange County Dana Point Harbor
24650 Dana Point Harbor Drive
Dan Point, CA 92629

Re: *Parking Management Plan
Dana Point Harbor
County of Orange, California*

Dear Mr. Gross,

Walker Parking Consultants ("Walker") is pleased to submit the following final report of the Parking Management Plan for the parking supply supporting the Dana Point Harbor in the County of Orange, California.

We would like to thank PDI for their review of our draft reports which aided in preparing this final document. We look forward to beginning the next set of revisions and refinement during the DD and CD phases of the project.

We look forward to hearing from you.

Sincerely,

WALKER PARKING CONSULTANTS

Ezra D. Kramer, AICP, CPP
Project Manager/Parking Consultant

Bernard K. Lee
Parking Consultant

EDK:bkI
Enclosure

cc: Bill Koster, MVEI

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BACKGROUND

In 1968, Dana Point Harbor ("Harbor") was created in a coastal area held in trust by the County of Orange in accordance with the State of California's Tidelands Grant. Three years later the basic infrastructure and public facilities were opened on the 276.8-acre (gross) site. Since its opening, Dana Point Harbor has been recognized as one of the best small boat harbors on the west coast of the United States. The Harbor is a regional facility and consists of a variety of recreational and commercial amenities, which attract boaters, tourists, local residents and business patrons.

Facilities and amenities have been added to the Harbor throughout the years since its opening. Currently, the Harbor is comprised of a mix of land-side and water-side uses. These uses include marinas, boat storage, service, repair, launch and dock areas; ferry and charter services, watercraft sales and rental, boating clubs and associations, institutional and recreational (land and water), hotel, restaurants, retail, County sheriff's facilities, the Ocean Institute, OC Sailing and Events Center and Harbor administrative offices.

The Harbor was developed as a series of independent leaseholds by the various operators; parking was provided to serve these individual tenants. Over time however, this mindset changed and parking is now used on a shared basis depending on the demand created by users and/or events throughout the course of a day or week during different seasonal periods.

The County has proposed a revitalization of the Harbor, and prepared The Dana Point Harbor Revitalization Plan and District Regulations (Revitalization Plan) to define the program and applicable development requirements. The Revitalization Plan proposes the replacement and/or remodeling of all existing retail and restaurant buildings in the eastern portion of the Harbor and the potential construction of a combined total of approximately 30,000 additional square feet of retail and restaurant uses. The Revitalization Plan intends to provide additional parking supply (including new structured parking deck), and a dry boat storage facility. Waterside improvements include the potential rebuilding of the docks and gangways; constructing ADA access and improvements to boater service buildings; and upgrades to Harbor infrastructure.

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Because the Harbor is within the Coastal Zone boundary, as outlined in the California Coastal Act of 1976, the proposed changes in the Revitalization Plan require compliance with the provisions of the certified LCPA; landside areas are under the jurisdiction of the City of Dana Point and waterside areas of the Harbor are under the jurisdiction of the California Coastal Commission.

Walker Parking Consultants has prepared the following Parking Management Plan for Dana Point Harbor. The Parking Management Plan is intended to implement all applicable parking and traffic management policies as set forth in the Dana Point Harbor Revitalization Plan and District Regulations, including the certified Land Use Plan; the requirements of Chapters II-3 and II-14; the mitigation measures adopted as part of Final EIR numbers 591 and 613 and the applicable requirements of the County of Orange Parking Code.

The Parking Management Plan will address the following items:

- Provide a baseline for the number of slips, the number of dry boat storage spaces, the number of launch ramp spaces and the number of parking spaces which currently exist, based on legal and permitted development;
- Summarize the conditions at the present time, including hours of operation for the various users, current parking operation requirements (boaters and merchants);
- Provide current parking counts and utilization patterns;
- Provide a long-term future parking assessment (peak and non-peak);
- Provide detailed information on the modification of any Harbor parking areas to address specific user demand and/or operational methods and responsibilities for operation and enforcement;
- Provide an analysis of boater parking within allowable distances;
- Provide a prioritization of parking area use in accordance with Coastal Act policies;
- Provide an analysis of strategies for the management of shared or joint-use parking;

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- Employee parking management
- Incorporation of alternative traffic and parking management strategies to reduce demand on peak Harbor usage days or events; and
- Development of a parking management and reporting process to document ongoing operation strategies and establish management policies.

In addition, the Parking Management Plan ensures parking for priority uses including retention of designated boater parking for the existing number of slips until a Coastal Development Permit is approved for the replacement of marina docks.

BASELINE NUMBERS

The Dana Point Harbor Revitalization Plan & District Regulations state in Chapter II-14.6,

“Parking Management Plan shall also provide accurate (baseline) numbers for the number of slips in each area of the harbor, the number of dry boat storage spaces, and the number of spaces which currently exist, based on legal and permitted development. These baseline numbers shall be used in development of the parking management plan.”

In an effort to determine the current and historical baseline information for slips (available for public rental in the East and West Basins), dry boat storage, launch ramp and parking spaces within Dana Point Harbor, a detailed review of historical documents, including plans, photographs, aerial photographs and permits processed since the Harbor was established in 1970, has been undertaken. The complete Dana Point Harbor Baseline Analysis, including a 45-page visual presentation, with historic aerial photographs, tables, plans, and spreadsheets can be found in the Appendices section of this document. As clarified by Coastal Commission Staff, development existing in 1972, prior to the Coastal Act, is considered “legal & permitted”. Any “development” (as defined in the Dana Point Harbor District Regulations – Implementation Plan) after 1972 would require a Coastal Development Permit. Permits processed for development within the Harbor boundary since 1972 were requested from the Coastal Commission, the County of

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Orange and the City of Dana Point. (A spreadsheet of the information provided is attached as Exhibit B in the Baseline Analysis.) Based upon the review of these documents, the baseline for slips, dry boat storage, launch ramp and parking spaces within Dana Point Harbor are;

- 2,392 Boat Slips
- 443 Dry Boat Storage Spaces
- 371 Launch Ramp Spaces
- 3,700 Auto Parking Spaces

These numbers do not match with the actual numbers in the Harbor today, which are;

- 2,409 Boat Slips (+17)
- 516 Dry Boat Storage Spaces (+73)
- 334 Launch Ramp Spaces (-37)
- 3,962 Auto Parking Spaces (+262)

The numbers proposed for the Harbor Revitalization are;

- 2,254 to 2,409 Boat Slips
- 493 Dry Boat Storage Spaces (*minimum*)
- 334 Launch Ramp Spaces (*minimum*)
- 4,500 Auto Parking Spaces (*minimum*)

REVITALIZATION PLAN

The Dana Point Harbor Revitalization Plan defines twelve (12) Planning Areas ("PA") within the Harbor; each with a distinct character. The Planning Areas and their intended uses per the Revitalization Plan break down as follows:

- PA 1 – Marine Services Commercial
- PA 2 – Day Use Commercial
- PA 3 – Visitor Serving Commercial
- PA 4 – Marine Commercial
- PA 5 – Recreation
- PA 6 – Educational/Institutional
- PA 7 – Conservation
- PA 8 – Education Basin
- PA 9 – West Marina
- PA 10 – East Marina
- PA 11 – Marine Services
- PA 12 – Harbor Entrance

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The Revitalization Plan provides a phased approach for the implementation of site improvements. The phased construction of the Commercial Core area of the Harbor is anticipated to be completed in approximately 5 years after receiving necessary jurisdictional approvals and commencing construction. The remainder of the Revitalization Plan will have a longer implementation period of 5-20 years. Projects that fall into this category will also be subject of subsequent project-level planning analysis that will likely include an evaluation of consistency with the approved Parking Management Plan standards and requirements.

The Commercial Core project includes the northerly portion of PA 1, all of PA 2 and the parking area east of Casitas Place in PA 3. The Plan calls for:

- Replacement or remodeling of all existing retail and restaurant buildings;
- Reconfiguration of nearly all existing surface parking areas and construction of a parking deck to provide additional parking;
- New boater loading and drop-off area located on the lower parking deck level at the arrival circle;
- New dry-stack boat storage facility;
- Improvements to several boater service and public restroom buildings; and
- Reconfiguration of the Harbor entrance and intersection improvements to Dana Point Harbor Drive at Street of the Golden Lantern and at Puerto Place and at Casitas Place, in addition to removing the Embarcadero Place entrance to the Boat Launch Ramp.

In areas of the Harbor outside the Commercial Core the Revitalization Plan provides for the future improvement of many of the existing Harbor facilities as funding sources are identified and jurisdictional approvals are obtained, including the repair and/or replacement of the docks in the east and west marinas.

The Revitalization Plan has been developed with the specific intent of promoting Coastal Act compliance by enhancing public access opportunities, providing updated visitor serving commercial and marine recreational amenities,

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providing water quality improvements and promoting coastal resource preservation throughout the Harbor.

PARKING MANAGEMENT PLAN STUDY AREA

Dana Point Harbor is located in the southern portion of the City of Dana Point, California. Dana Point Harbor can be accessed by vehicle via Dana Point Harbor Drive, which can be reached primarily via Pacific Coast Highway, Street of the Golden Lantern or accessed by Cove Road at the west end of the Harbor. The Harbor is bordered by the Pacific Ocean to the south, Dana Point Headlands and Old Cove Marine Preserve to the west, Doheny State Beach to the east and a variety of commercial, hotel, residential, and public park uses to the north. The Interstate-5 freeway is located approximately two miles to the east and provides regional access to the Harbor.

The general configuration of the Harbor has three major components: a landside area adjacent to the bluffs; the island area (connected by a bridge to the landside); and marina areas consisting of boat docks, commercial fishing fleet slips, federal anchorage areas, tall ship docks adjacent to the Ocean Institute, marine service areas and fuel docks. These three components and the Planning Areas discussed above are shown on the following figure.



Figure 1: Study Area

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APPROACH AND METHODOLOGY

Section II-14.6 of the District Regulations provides an outline of the Parking Management Plan. The Parking Management plan is intended to document existing conditions, and to provide a framework for parking management moving forward. Future CDPs will need to address the District Regulations; therefore the Parking Management Plan is a tool for OC Dana Point Harbor to manage parking operational plans and provide detailed information on the modification of any Harbor parking areas to address specific user demand and/or operational methods and responsibilities for controlling, monitoring and adjusting management procedures for parking area usage.

The existing conditions land use information for the Harbor was provided with program data for the Harbor dating back to 2006 from FEIR No. 591. Parking inventory information was prepared for that same document and field verified by Walker Parking Consultants staff.

Walker was provided with various prior studies completed for the Harbor which included planning, traffic or parking data related to parking demand for the site and previously prepared projections future development plans and alternatives.

Once this information was confirmed, we made a determination whether the intended parking supply will be adequate to meet demand, and how that supply should be managed to ensure the most efficient use of the parking resources.

INTRODUCTION



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As prescribed within Section II- 14.6 of the District Regulations, we begin with a detailed description of the existing site related to land uses and regulatory standards.

DESCRIPTION OF EXISTING LAND USES

For FEIR No. 591, a parking analysis was prepared to determine existing parking supply under usage conditions occurring at the time the counts were conducted. The Harbor was divided into five (5) parking zones and a list of land uses was tabulated for each individual zone as summarized in Table 1, Existing Harbor Program. The table has been updated from the information provided in FEIR No. 591 to reflect subsequent change in PA 4 (Parking Zone V) to convert a restaurant to a Yacht Brokerage office. Each zone is intended to meet the parking requirement of the land uses within that zone to the greatest extent possible for non-peak periods of Harbor usage. This will be discussed further when requirements from Chapter II-14 are applied to the land uses.

INTRODUCTION

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Table 1: Existing Harbor Program

Zone	PA	Description	Land Use	Size
I	1	Surface Boat Storage	Boat Use	516 boat spaces
	1	BSB X	Office	2,500 s.f.
	1	Shipyards Building	Motor Vehicle Sales & Auto Repair	5,000 s.f.
	1.1	Recreational Boat Slips	Boat Use	32 slips
	2	BSB 1	Office	2,000 s.f.
	2	Retail/Restaurant – Retail Component	Retail	26,600 s.f.
	2	Retail/Restaurant – Restaurant Component	Restaurant	61,500 s.f.*
	1.1	Sport Fishing	Boat Use	Measured Use
	1.1	Charter Boat Concessions	Boat Use	49 passengers
	10	Recreational Boat Slips	Boat Use	119 slips
II	1.1	Catalina Ferry	Boat Use	Measured Use
	3	Hotel	Hotel	136 rooms
	2	BSB 2	Office	1,800 s.f.
	3	BSB 3	Office	1,800 s.f.
	3	BSB 4	Office	2,500 s.f.
III	4	Rec. Boat Slips	Boat Use	609 slips
	9	Rec. Boat Slips	Boat Use	512 slips
	5	Charter Boat Concessions	Boat Use	49 passengers
		OC Sailing and Events Center	Union Halls, Lodges, Clubs	11,000 s.f.
	5	BSB A	Office	1,800 s.f.
	5	BSB B	Office	1,800 s.f.
	5	BSB C	Office	1,800 s.f.
IV	6	Ocean Institute		Measured Use
	9 & 10	Recreational Boat Slips (from PA 9 & 10)	Boat Use	1,169 slips
	9 & 10	Commercial Boat Slips	Boat Use	15 slips
	4	Harbor Patrol Building	Office	6,000 s.f.
	4	Yacht Brokerage Offices*	Office	10,000 s.f.*
	4	BSB D – Dana West Yacht Club	Yacht Club & Storage	1,800 s.f.
	4	BSB E	Office	1,800 s.f.
	4	BSB F	Office	1,800 s.f.
	4	BSB 5	Office	2,000 s.f.
	4	BSB 6	Office	1,800 s.f.
	4	BSB 7	Office	1,800 s.f.
V	4	BSB 8	Office	1,800 s.f.
	4	Dana Point Yacht Club	Yacht Club & Storage	12,400 s.f.
V	6	Ocean Institute		Measured Use

* Recently converted from restaurant to office use.

** Including outdoor dining areas.

BSB = Boater Service Building; s.f. = square feet; gfa = gross floor area; PA = Planning Area.

Source: OC Dana Point Harbor, 2010.

Further detail for each Planning Area (land use and parking supply) is provided in the following excerpt from the Revitalization Plan.

PLANNING AREA 1

Planning Area 1 makes up the eastern boundary of the Harbor, beginning at the intersection of Pacific Coast Highway and Dana Point Harbor Drive. A large monument sign is located on the southwest corner marking the main vehicular entrance to the Harbor. Immediately south of the intersection along Dana Point Harbor Drive is the main entrance to Doheny State Beach and the entrance road (Park Lantern) leading to Lantern Bay Park and the Laguna Cliffs Marriott Resort and Spa. Lantern Bay Park and Heritage Park are local park facilities operated by the City of Dana Point and are located on the bluffs, overlooking Doheny State Beach and the eastern portion of the Harbor.

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Immediately west of the Doheny State Beach entrance and within the Harbor boundaries is the Puerto Place parking area. This paid parking area (between the hours of 6 AM to 12 AM) has a capacity of 161 cars.

Across from the Puerto Place parking area, the County of Orange operates the South Coastal Operations Administration Office and Maintenance Yard which will be relocated outside the Harbor with implementation of the Revitalization Plan. The maintenance campus includes approximately 4,120 square feet of uses, comprised of office and equipment storage building, several temporary modular units, materials storage and employee parking area. Puerto Place extends along the eastern boundary of the Anchor Marine Center that includes the entrance to the Dana Point Shipyard. The shipyard facilities are made up of administrative offices, a retail parts counter and a machine shop (approximately 5,000 square feet including Jet Ski sales, rentals and repair services) all of which are located in a two-story building adjacent to the waterfront. The Shipyard area is served by a 46 space surface lot.

The shipyard in its current configuration has a capacity to simultaneously service approximately 25 vessels in the 30 foot or less size category that is presently the most common size vessel in the Harbor (comprises approximately 75% of the total). Puerto Place terminates with a circular turn-around that has a public restroom and a small park at the breakwaters edge. A paid parking lot with 31 car spaces; park area that includes benches and the fuel dock, with a small office, sales area and small convenience store (750 square feet).

Immediately west of Puerto Place on Dana Point Harbor Drive is the Embarcadero Marina entrance, consisting of a two-lane, one-way roadway with card-key and fee-paid control gate access. The Embarcadero Marina facilities include a large surface parking lot for vehicles with boat trailers (183 spaces, note that vehicle with trailer spaces are not considered in the parking supply), 13 boat wash-down spaces, trash dumpsters, boat launch ramps with three floating docks and Embarcadero Boat Rentals. Embarcadero Marina offices are housed in a two-story building. The facility also includes a boat launch hoist. Users of the facility presently exit using Street of the Golden Lantern and Dana Point Harbor Drive. There are 58 "Car Only" parking spaces within the Embarcadero Marina.

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Planning Area 1 currently has a total capacity of accommodating up to 296 cars in the various parking areas, 183 vehicle with trailer and launch ramp spaces (including 13 wash-down spaces) and 516 boats in the surface storage areas.

PLANNING AREA 2

Planning Area 2 (between Embarcadero Place and Casitas Place), presently includes Mariner's Village (directly east of Casitas Place), Mariner's Alley and Dana Wharf. A total of approximately 26,600 square feet of retail and 51,300¹ square feet of restaurant uses are presently located in Planning Area 2. Primary access to the retail shops and restaurants is from the Street of the Golden Lantern.

Mariner's Village and Mariner's Alley uses consist primarily of small retail specialty shops and restaurants. Mariner's Village and Mariner's Alley are served by a 313-space lot and a 35-space lot.

Businesses that make up the Dana Wharf area of the Harbor consist primarily of various small retail shops, boater services (including Sport Fishing and Catalina Ferry Service) and restaurants. The adjacent Dana Wharf parking area has a capacity of 178 spaces with narrow isles, making access by large delivery trucks and emergency vehicles problematic. Parking is also available along Dana Wharf in a two-bay, one-way configuration that yields 105 spaces.

Adjacent to the boardwalk, between Mariner's Village and Dana Wharf, a Boater Service Building (No. 1) provides boater facilities such as restrooms with showers and laundry washing facilities and 2,000 SF of office space for yacht brokers. This building and additional uses are served by a gated 121-space surface parking lot.

Another parking lot is provided adjacent to the Embarcadero Marina (Planning Area 1) for use by Sport fishing visitors, and then by other area visitors later in the day. This lot has a capacity of 127 spaces.

Planning Area 2 currently has a total capacity of accommodating up to 879 cars in the various parking areas,

¹ Plus approximately 10,200 SF of outdoor dining spaces.

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including designated boater parking and up to 130 vehicles with trailers in a portion of the launch ramp parking lot.

PLANNING AREA 3

The Marina Inn provides overnight accommodations consisting of a total of 136 guest rooms and limited guest amenities that includes outdoor pool and deck area, three meeting rooms totaling approximately 2,000 square feet and a small lobby, located at the main entrance, accessed by a driveway from Casitas Place and Dana Point Harbor Drive.

Adjacent to the docks of the East Marina are three (3) Boater Service Buildings (Numbers 2, 3 and 4) that provide boater restrooms with showers and laundry facilities, including clothes washer and dryer and office space. Boater Service Buildings 2 and 3 are approximately 3,600 square feet in size and Boater Service Building No. 4 located adjacent to Island Way is 5,000 square feet in size.

Planning Area 3 currently has a total capacity of accommodating up to 629 cars, including a portion of the parking area located immediately adjacent to the East Marina that is designated boater parking. Some areas immediately adjacent to the Boater Service Buildings have also been equipped with storage racks for hand launch vessels. A portion of one parking area is used on a regular basis to accommodate ferry passengers to Catalina Island, or Sport fishing dependent upon the season. Both of these uses are allocated parking on the basis of operational agreements and are referred to as "measured uses" based on parking requirements using historical parking activity for each use.

PLANNING AREA 4

The Island Area (accessed by a two-lane bridge extending across the marinas) includes a number of Harbor-related uses, accessed via Dana Point Harbor Drive by Island Way and is comprised of the Dana Point Yacht Club (12,400 sq. ft.), Dana West Yacht Club (3,600 square feet), Yacht Brokerage Offices (10,000 square feet) and Orange County Sheriff Harbor Patrol offices (6,000 square feet).

Adjacent to the slips along the length of the Island are a total of seven (7) Boater Service Buildings (D, E, F, 5, 6, 7 and 8), each approximately 3,600 square feet in size, with the exception of Boater Service Building 5 which is 4,000 square feet. The buildings presently provide office space, yacht

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and sailing clubs (Dana West Yacht Club and Aventura Sailing Association), boater restrooms, locker rooms with showers, clothes washers and dryers. Located immediately adjacent to the Boater Service Buildings in the boater parking lots are racks for housing kayaks and other small boats. The Island also includes a linear park with meandering walking paths, turf and picnic areas, benches and public restrooms located throughout.

Planning Area 4 currently has a total capacity of accommodating up to 1,303 cars, including that portion of the parking area located immediately adjacent to the docks which includes designated boater parking. The existing 95 parking spaces in the Marina Commercial area that supports access to recreational amenities (e.g., walkways, park and public picnic areas, green space, fishing and potential new hand launch areas) shall not be reduced. Parking time limits shall be adequate to allow use of the recreational amenities and significant changes in public parking rates or time limits will require approval of a CDP in accordance with the requirements imposed by the Coastal Commission.

PLANNING AREA 5

Recreational facilities include the OC Sailing and Events Center, Baby Beach (provides hand launching of non-motorized crafts), a public fishing pier, restrooms and large picnic area. These activity areas are popular location for picnics, beach activities, beginner sailing and hand launching of small vessels as well as group gatherings of all types. The OC Sailing and Events Center totals approximately 11,000 square feet in size and is located on the west side of the Dana Point Harbor. Built in 1985 to serve as a center for education and recreation for water activities, the building is used for classes, meetings, programs and special events. The office building has two stories with conference rooms and management offices on the second level.

Adjacent to the northern portion of the West Marina are a total of three (3) Boater Service Buildings (A, B and C), each approximately 3,600 square feet in size. The buildings presently provide boater restrooms, locker rooms with showers and clothes washers and dryers and office space. In the upper level of the Boater Service Building C, located adjacent to Island Way, the County of Orange – Dana Point Harbor Department (OC Dana Point Harbor) has its

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headquarters. Charter boat concessions are also located in Planning Area 5.

Planning Area 5 currently has a total capacity of accommodating up to 736 cars, including that portion of the parking area located immediately adjacent to the docks that is designated for use by boaters. Located in several of the parking lots, racks for housing kayaks and other small boats are provided.

PLANNING AREA 6

The Ocean Institute is located in the westernmost portion of the Harbor, providing a unique educational campus, situated adjacent to the Old Cove Marine Preserve. The Ocean Institute consists of a total of approximately 32,000 square feet of small buildings.

The parking area adjacent to the Ocean Institute includes parking for 110 cars and provides public restrooms and pedestrian walkways connecting with other areas of the Harbor, including the large boat docks and nearby fishing pier. The Ocean Institute also serves as the principle point of access to the Old Cove Marine Preserve. Currently the general public accesses the Marine Preserve primarily via the Harbor walk (along the seawall) or by using an emergency access road located along the western edge of the main Ocean Institute building. The Ocean Institute is allocated parking on the basis of an operational agreement and is referred to as a “measured use” based on parking requirement using historical parking activity.

PLANNING AREA 7

Planning Area 7 is Conservation/Open Space including high bluffs and cliffs that have been a landmark for Dana Point since sailors first discovered the area. There is no off street parking in Planning Area 7.

PLANNING AREA 8

The Educational Basin is a water area located in the western most portion of Dana Point Harbor and includes a federal anchorage area, tall boat docks adjacent to the Ocean Institute, and an ADA accessible public fishing pier. The Educational Basin is frequently used by individuals or groups hand launching vessels from Baby Beach and by the sailing and education programs held at OC Sailing and Events Center.

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PLANNING AREAS 9, 10, 11 & 12

Marinas include the West Marina (Planning Area 9), the East Marina (Planning Area 10), East Turning Basin with a fuel dock/bait receiver (Planning Area 11) and the Planning Area 12 includes the East Turning Basin, fuel dock, bait receiver, sport fishing docks, Catalina Express docks, launch ramp docks, Embarcadero docks and the shipyard docks, Harbor entrance and the outer channel.

The interior basins provide berthing for 2,409 small-crafts. A variety of public, commercial and educational ancillary facilities and recreation amenities, some of which are lease operated, occupy the areas adjacent to the mooring areas and waterways.

OC Dana Point Harbor is directly responsible for operation and maintenance of all boating facilities within the Harbor. The Orange County Sheriff Harbor Patrol docks are located near the entrance to the East Basin.

The West Basin Guest Docks are located near the entrance to the West Boat Basin. This transient berthing area contains 42 slips. Dock space is at the OC Sailing and Events Center located on the interior aspect of the West Basin.

PARKING REQUIREMENTS

The off-street parking requirements for the Dana Point Revitalization Plan are found in Chapter II-14. The following provisions must be met as part the Parking Management Plan.

PURPOSE AND INTENT

Provide parking facilities of sufficient capacity and adequate proximity to manage traffic congestion, provide safe and convenient facilities for motorists and pedestrians and assure that required land area is provided for parking facilities for higher priority water dependent and park uses. To satisfy these objectives, joint use and shared parking is proposed to be continued.

GENERAL PROVISIONS

Except as otherwise specified in the Dana Point Harbor District Regulations, off-street parking for the Dana Point Harbor shall be in accordance with the following standards:

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Location of off-street parking – Required parking spaces shall be located in close proximity to the use or uses they serve.

Joint-use or shared parking – This comprehensive Parking Management Plan has been prepared to demonstrate the aggregate total of otherwise required parking spaces is adequate for the range of commercial and recreational uses proposed and that designated boater parking shall not be used in association with any proposed joint-use or shared parking plans. The Parking Management Plan also provides operational guidelines for the use of 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:

- The facility may be used only during the non-peak Harbor season (October 1 through May, but excluding Memorial Day weekend).
- The facility may be used only for other boating uses (e.g., sport fishing, whale watching, cruises, charter boat concessions and commercial ferry service).
- At no time shall the total number of parking spaces used exceed twenty percent (20%) of the spaces in the boat launch ramp facility.
- None of the spaces immediately adjacent to the boat launching area shall be used.

Accessibility and usability – All parking (on-street and off-street) shall be fully and independently usable and accessible. Existing surface parking areas may be re-striped to improve efficiencies in parking stall configuration.

Maximum grades permitted – All parking facilities will be designed and constructed to conform to Chapter II-14 guidelines.

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.

Paving – All permanent paved areas shall be maintained with asphaltic concrete, cement concrete, decorative

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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.

Lighting – All parking facilities will be designed and constructed to conform to Dana Point Harbor District Regulations, Chapter II-14 guidelines.

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 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.
- 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.
- 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

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minimum of ninety-three (93) surface boat storage spaces.

Bicycle Parking – All parking facilities shall be designed to include safe and secure parking for bicycles.

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:

Table 2: Handicapped Parking Requirements

Total Number of Parking Spaces	Number of Handicapped Parking Spaces Required
1-4	0
5-40	1
41-80	2
81-120	3
121-160	4
161-300	5
301-400	6
401-500	7
Over 500	1 for each 200 additional spaces

Source: Dana Point Harbor Revitalization Plan and District Regulations, Section II-14.3, Standards for Individual Permitted Uses (Approved by the California Coastal Commission on January 12, 2011 and effectively certified on October 6, 2011.

- 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.
- 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

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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.

- 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. Signage will include the message, “Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically-handicapped persons may be towed away at the owner’s 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.
- 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.

STANDARDS FOR INDIVIDUAL PERMITTED USES

The following standards delineate the minimum facilities required for the listed individual permitted uses:

Table 3: Minimum Parking Requirements

Land Use	Minimum Parking Requirement
Dry boat storage	0.25 parking spaces per boat
Recreational boat slips and end/side tie facilities	0.60 parking spaces per boat slip or side tie
Commercial fishing boat slips and side tie facilities	Two (2) parking spaces per boat slip or side tie
Sport fishing, charter boat concessions and passenger ferry	One (1) parking space per three (3) passengers
Boater Services Buildings, County Harbor Patrol and OC Dana Point Harbor offices	One (1) parking space per 250 SF of GFA
Retail and service commercial stores	One (1) parking space per 200 SF of GFA
Restaurants	One (1) parking space per 100 SF up to 4,000 SF plus one (1) parking space per 80 SF of GFA above 4,000 SF
Hotel, motel	One (1) parking space per guest room
Yacht clubs and sailing associations	Four (4) parking spaces per 1,000 SF of GFA
OC Sailing and Events Center	One (1) parking space per 75 SF of GFA

Source: OC Dana Point Harbor, 2013.

Any changes to these standards shall require a Local Coastal Program Amendment. Parking requirements for other uses not referenced above shall be determined as in accordance with the provisions of Section 11-14.4 of the Revitalization Plan District Regulations.

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APPROVAL OF THE PARKING MANAGEMENT PLAN

A reduction in the aggregate total of otherwise required parking spaces for principal uses within Dana Point Harbor shall be based on the following findings:

- Modifications shall not have a negative impact on parking for commercial, visitor-serving, boater, parks or other recreational uses.
- Joint-use or shared parking facilities shall be located in close proximity to the land and/or water uses they serve.
- A Detailed Parking Plan or Amendment, showing all shared parking facilities and the current level of utilization shall be approved as part of a Coastal Development Permit for the development proposing to include joint-use or shared parking.
- Permit approval shall be conditional upon providing evidence to the Director, OC Dana Point Harbor that a joint-use or shared use agreement is in place.
- Subsequent individual uses which result in a parking demand more than is provided by the existing parking shall be required to provide additional parking adequate to meet the demand and/or provide alternative means to meet the parking demand through a Coastal Development Permit and prepare a revision to the Detailed Parking Plan for approval by the Director, OC Dana Point Harbor.

EXCEPTION AND/OR MODIFICATIONS TO OFF-STREET PARKING REQUIREMENTS

The provisions of the off-street parking requirements are intended to meet the demands for off-street parking under most conditions. Where, because of the nature of the use involved or other relevant circumstances, the parking ratio requirements found above are considered to be excessive or deficient, an exception or modification to these provisions may be approved in accordance with Section II-14.5 of the Dana Point Harbor Revitalization Plan and District Regulations.

ANTICIPATED FUTURE GROWTH

Because all of the land uses described in the preceding section exist and are currently established businesses, it is assumed that they will continue to operate in a similar fashion following the approval of the Parking Management Plan. Activity patterns with regard to usage will remain

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roughly the same, as will parking demand. Once various portions of the Revitalization Plan are completed there may be short-term changes in activity, but this is common for all land uses – new and refurbished facilities generate curiosity which eventually subsides and the business operates similar to the past. Expansions or completely new land uses are assumed to provide the only sustained increase in activity. Those changes will be discussed within the Long-Term Future Parking Assessment.

EXISTING PARKING CONDITIONS



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**EXISTING PARKING
 CONDITIONS**

Within the following section we will describe the existing parking supply and demand, including within individual parking areas and within each of the Harbor Planning Areas. We also provide a description of the existing utilization patterns in terms of occupancy of the parking supply (parking demand or utilization survey) for both typical and peak Harbor usage periods (including weekday and weekend days). Lastly, we provide an assessment of operational practices for parking area management.

CURRENT PARKING REQUIREMENTS

In the prior section we discussed the various land use and water use elements that makeup of Dana Point Harbor. We also highlighted the off-street parking requirements for the area. Here, we combine those elements to calculate the current parking requirements in terms of minimum quantity required.

Table 4: Current Parking Requirement

Zone	PA	Description	Land Use	Parking Requirement	Size	Required Spaces
I	1	Surface Boat Storage	Boat Use ²	0.25 per boat	516 boat spaces	129
	1	Dry Stack Boat Storage	Boat Use	0.25 per boat	0	0
	1	BSB X	Office	1 per 250 s.f. of gfa	2,500 s.f.	10
	1	Shipyard Building	Motor Vehicle Sales & Auto Repair	1 per 400 s.f. of gfa	5,000 s.f.	13
	11	Recreational Boat Slips	Boat Use ²	0.6 per boat slip	32 slips	19
	2	BSB 1	Office	1 per 250 s.f. of gfa	2,000 s.f.	8
	2	Retail/Restaurant – Retail Component	Retail	1 per 200 s.f. of gfa	26,600 s.f.	133
	2	Retail/Restaurant – Restaurant Component ⁶	Restaurant	1 per 100 s.f. up to 4,000 s.f. plus 1 per each 80 s.f. above 4,000 s.f.	61,500 s.f.	666
	11	Sport Fishing	Boat Use	Measured Use		125
	11	Charter Boat Concessions	Boat Use	1 per 3 passengers	49	16
	10	Recreational Boat Slips	Boat Use ²	0.6 per boat slip	119 slips	71
		Total				1,190
Zone	PA	Description	Land Use	Parking Requirement	Size	Required Spaces
II	11	Catalina Ferry	Boat Use	Measured Use		120
	3	Hotel	Hotel	1 per guest unit	136 rooms	136
	2	BSB 2	Office	1 per 250 s.f. of gfa	1,800 s.f.	7
	3	BSB 3	Office	1 per 250 s.f. of gfa	1,800 s.f.	7
	3	BSB 4	Office	1 per 250 s.f. of gfa	2,500 s.f.	10
	4	Rec. Boat Slips	Boat Use	0.6 per boat slip	609 slips	365
	Total				645	
Zone	PA	Description	Land Use	Parking Requirement	Size	Required Spaces
III	9	Rec. Boat Slips	Boat Use ²	0.6 per boat slip	512 slips	307
	5	Charter Boat Concessions	Boat Use	1 per 3 passengers	49	16
		OC Sailing and Events Center	Union Halls, Lodges, Clubs	1 per 75 s.f. of gfa	11,000 s.f.	147
	5	BSB A	Office	1 per 250 s.f. of gfa	1,800 s.f.	7
	5	BSB B	Office	1 per 250 s.f. of gfa	1,800 s.f.	7
	5	BSB C	Office	1 per 250 s.f. of gfa	1,800 s.f.	7
	6	Ocean Institute ³				20
	Total				511	

- continued on following page -

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Zone	PA	Description	Land Use	Parking Requirement	Size	Required Spaces	
IV	9 & 10	Recreational Boat Slips (from PA 9 & 10)	Boat Use ²	0.6 per boat slip	1,169 slips	701	
	9 & 10	Commercial Boat Slips	Boat Use ²	2 per boat slip	15 slips	30	
	4	Harbor Patrol Building	Office	1 per 250 s.f. of gfa	6,000 s.f.	24	
	4	Yacht Brokerage Offices	Office	1 per 250 s.f. of gfa	10,000 s.f.	40	
	4	BSB D – Dana West Yacht Club	Yacht Club & Storage ²	4 per 1,000 s.f.	1,800 s.f.	7	
	4	BSB E	Office	1 per 250 s.f. of gfa	1,800 s.f.	7	
	4	BSB F	Office	1 per 250 s.f. of gfa	1,800 s.f.	7	
	4	BSB 5	Office	1 per 250 s.f. of gfa	2,000 s.f.	8	
	4	BSB 6	Office	1 per 250 s.f. of gfa	1,800 s.f.	7	
	4	BSB 7	Office	1 per 250 s.f. of gfa	1,800 s.f.	7	
	4	BSB 8	Office	1 per 250 s.f. of gfa	1,800 s.f.	7	
	4	Dana Point Yacht Club	Yacht Club & Storage ²	4 per 1,000 s.f.	12,400 s.f.	50	
		Total					895

Zone	PA	Description	Land Use	Parking Requirement	Size	Required Spaces
V	6	Ocean Institute ³				110
	Total					110

						3,351
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BSB = Boater Service Building; s.f. = square feet; gfa = gross floor area; PA = Planning Area.
¹ This total does not include the car with trailer spaces provided for the boat launch ramp, or the on-street parking along a portion of Dana Point Harbor Drive.
² Rates are based on City of Los Angeles Planning and Zoning Code, Section 12.21, 9/13/2000 revision, and California Department of Boating and Waterways standards.
³ Total number of parking spaces required, based on *Traffic and Parking Study for the Orange County Marine Institute Expansion* (January 27, 2000).
⁴ Current summertime peak-hour operations
⁵ Rates are based on California Department of Boating and Waterways standards.
⁶ The parking requirement is calculated on a restaurant by restaurant basis, not an aggregate total. The restaurant square footage includes outdoor patio/dining areas.
⁷ On-street parking is also available on Dana Point Drive (62 spaces) and the Street of the Golden Lantern (65 spaces). These spaces are not included in the "Provided Spaces" column.

Source: OC Dana Point Harbor, 2013.

Therefore, the current parking requirement as calculated by specific individual land uses for Dana Point Harbor is 3,351 parking spaces.

EXISTING PARKING SUPPLY

Using the land use and parking information by sub-areas or parking zones, a shared parking model can be developed to estimate how parking spaces typically serve multiple uses and the thereby potentially reduce the total number of spaces required to compare to the same uses in a traditional stand-alone condition. These Parking Zones may contain one or more individual parking lots. The following figure shows the individual parking lots that make up each of the defined parking zones, followed by a detailed description by Planning Area.



Figure 2: Existing Parking Supply

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PARKING ZONE I – 1,184 SPACES

- Ia – 313 spaces with a 4-hour limit for Harbor users.
- Ib – 127 spaces. Gate controlled. This lot is currently used for sport fishing customers. Once the morning sport fishing boats have departed, approximately 12 noon, this gate is lifted and parking in this lot is open to any Harbor user.
- Ic – 58 “Car Only” spaces located inside of the gated launch ramp parking area. These spaces are for boaters coming to the launch ramp without a trailer or the surface storage area.
- Id – 161 spaces located off of Puerto Place. This is a pay & display lot for Harbor users.
- Ie – 46 spaces for the shipyard and other businesses located within the 1.6 acre leased parcel including surface boat storage customers, PWC rental & sales and kayak rental.
- If – 31 spaces located near the end of Puerto Place. This is a pay & display lot for Harbor users.
- Ig – 105 spaces with a 4-hour limit located on the Dana Wharf for Harbor users.
- Ih – 35 spaces with a 1-hour limit for Harbor users.
- Ii – 121 spaces. Gate controlled. For authorized boaters and merchants. (119 boats @0.6 = 72 spaces)
- Ij – 178 spaces with a 4-hour limit located near Dana Wharf for Harbor users.
- Ik – 9 spaces. 3 of these spaces have a 15 minute limit for boaters at the Embarcadero Marina. The other 6 are without a time limit and are located along the bulkhead for Embarcadero customers.

PARKING ZONE II – 629 SPACES

- IIa – 139 spaces for hotel users. Guests display parking passes on dashboards.
- IIb – 490 spaces. Gate controlled. For authorized boaters and merchants. Up to a maximum of 120 spaces allocated for Catalina Express passengers who pay for parking in excess of 4 hours or overnight.

PARKING ZONE III – 736 SPACES

- IIIa – 125 spaces for the Harbor users (including Baby Beach users, human powered craft users, OC Sailing and Events Center users and charter boat concession passengers).
- IIIb – 37 spaces for the Harbor users (including Baby Beach users, human powered craft launch users, OC



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Sailing and Events Center users and charter boat concession passengers).

- IIIc – 392 spaces. Gate controlled. Designated for boaters with slips in the west basin on the cove side and users of the boater service buildings. This lot is also available for limited use during special events.
- IIIId – 109 spaces for the Harbor users (including Fishing Pier users, Baby Beach users, human powered craft launch users, OC Sailing and Events Center users and charter boat concession passengers).
- IIIe – 73 spaces for the Harbor users (including Fishing Pier users, Baby Beach users, human powered craft launch users, OC Sailing and Events Center users and charter boat concession passengers). Included 20 spaces for Ocean Institute overflow parking, if needed.

PARKING ZONE IV – 1,303 SPACES

- IVa – 376 spaces. Gate controlled. Designated for boaters with slips in the west basin on the island or users of the boater service buildings. This lot is also available for limited use during special events.
- IVb – 552 spaces. Gate controlled. Designated for boaters with slips in the east basin on the island, or users of the boater service buildings. This lot is also available for limited use during special events.
- IVc – 76 spaces for the Yachts Brokerage Offices and Harbor users.
- IVd – 66 spaces for Harbor Patrol and the Harbor users. No parking is allowed between midnight and 6AM.
- IVe – 19 spaces for the Harbor users. No parking is allowed between midnight and 6AM.
- IVf – 19 spaces for the Harbor users. No parking is allowed between midnight and 6AM.
- IVg – 19 spaces for the Harbor users. No parking is allowed between midnight and 6AM.
- IVh – 19 spaces for the Harbor users. No parking is allowed between midnight and 6AM.
- IVi – 19 spaces for the Harbor users. No parking is allowed between midnight and 6AM.
- IVj – 138 spaces for the DPYC and Harbor users.

PARKING ZONE V – 110 SPACES

- Va – 110 spaces for the Ocean Institute.



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In total there are 3,962 off-street parking spaces located throughout Dana Point Harbor. In addition, on-street parking is also available on Dana Point Harbor Drive (62 spaces) and the Street of the Golden Lantern (65 spaces). These spaces are in addition to the parking spaces noted above.

OBSERVED PARKING DEMAND

The parking demand levels in Dana Point Harbor have been consistent for many years. A traffic study was performed by Fehr & Peers to compare traffic volumes calculated for FEIR No. 591 in 2004 and the Commercial Core CDP in 2012. The FEIR, traffic volumes observed in 2004 were used to project 2012 traffic volumes. The FEIR traffic volumes projected for 2012 were nearly identical to 2004 volumes and below the volumes projected in the EIR Base Year Forecast for 2012.

Because traffic volumes and parking volumes are intrinsically linked, it is believed that the parking occupancy counts performed and recorded by Katz, Okitsu & Associates in the summer of 2006 reflect the existing parking demand characteristics (occupancy and length of stay) of Dana Point Harbor. The following information was provided by Katz, Okitsu & Associates.

KATZ, OKITSU & ASSOCIATES PARKING OCCUPANCY STUDY

The parking occupancy was conducted in the summer of 2006 to determine the extent of the parking demand during the summer in various Harbor parking lots. It was conducted on four days during the peak summer season (three Saturdays and one Sunday) to determine the peak occupancy of each lot. In addition, the study collected license plate information to identify length of stay, space turnover, and vehicle relocation information for the days tested for Mariner's Village and Dana Wharf lots. The conclusions of the study are summarized below:

Parking Occupancy Findings

- Peak parking occupancy of the Harbor parking lots occurs at 3PM on a summer Saturday
- Overall parking occupancy of the Harbor parking lots peaks at 73%
- Occupancy of the Mariner's Village Lots (Lots Ia and Ih) and Dana Wharf Lots (Lots Ig and Ij) peaks at 99-100%

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- Dana Wharf Southeast Lot (SE end of Lot Ij) occupancy peaks at 110% at 7PM due to valet parking
- Lot IIb peaked at 73% occupancy
- Lot Ii peaked at 80% occupancy
- The Island Lots (Lots IVa and IVb) and West Marina Lot (Lot IIIc) peaked at between 45% to 55% occupancy
- The Marina Inn West Lot (Lot IIa) was 57% occupied at the peak time
- Dana Drive (Lots IVe – IVi) peaked at 100% occupancy
- Dana Point Harbor Drive had the lowest occupancy, peaking at 25% occupied at 7PM
- Lot Ib (which was an Employee Only Lot in 2006) was 92% occupied at the peak time and has been observed at over 100% occupied at other times (vehicles parked in makeshift spaces, which are not striped)

The study shows that parking in the Commercial Core (Mariner's Village and Dana Wharf) is fully utilized on a typical summer Saturday, reaching 99% to 100% in all lots in this area. Parking is also near full occupancy in Lot Ib and along Dana Drive (Lots IVe through IVi). There are several lots where a significant number of parking spaces are available during the peak times. These include Lot IIb (136 spaces), the Island Lots IVa and IVb (463 spaces), the Marina Inn West Lot IIa (20 spaces), and Dana Point Harbor Drive (46 spaces).

It should be noted that all lots in the same area (i.e., Commercial Core) generally peak at the same time. Some lots, such as Dana Drive may peak at different times when the surrounding land use near the lot is different than in the Commercial Core.

Figure 3 on the following page illustrates parking lot occupancy in the Harbor area during the peak day and time (Saturday, July 15, 2006, 3PM).

Parking Duration/Turnover Findings

The parking duration/turnover survey revealed the following findings:

- Lot Ia had an average duration of stay of 1.7 hours
- Lot Ii had an average duration of stay of 3.7 hours
- Lot Ig had an average duration of stay of 1.9 hours



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- Lot Ij had an average duration of stay of 3.7 hours
- Lots IVe, IVf, IVg, IVh and IVi had average stay duration of 1.6 hours, indicating that a 4-hour limit will have no impact on parking conditions. A 2-hour limit imposed on about 2/3 of these spaces would likely be effective in reducing demand
- Space Turnover was generally about 3-5 vehicles per day per stall in the Mariner's Village Lots (Lot Ia and Lot Ii), Dana Wharf Lots (Lot Ig and Lot Ij), and Dana Drive Lots (Lots IVe through IVi)
- A significant number of vehicles exceeded the posted time limit in Lot Ia and Lot Ii, indicating the need for more enforcement
- A significant number of vehicles exceeded the posted time limit in Lot Ig and Lot Ij (140 in Lot Ig, and 67 in Lot Ij), however many were in "Blue Dot" (sport fishing) spaces which in 2006 allowed for sport fishing parking in excess of posted time limits
- There was some relocation of vehicles (generally 10-15 per day) within Lot Ia and Lot Ig, perhaps to avoid tire marking
- Vehicles exceeding posted time limits far exceeded vehicles relocated

Figure 3 on the following page illustrates parking lot duration of stay in the Harbor area on the peak day (Saturday, July 15, 2006).

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ASSESSMENT OF PARKING OPERATIONAL PRACTICES

We looked at existing management policies, which include:

- Minimum parking requirements
- Segmenting supply for various user groups
- Access control for various user groups
- Time restrictions
- Parking Rates/Fees
- Enforcement
- Seasonal Variations
- Special Event Parking Planning and Management

Largely, the existing management policies work well for Dana Point Harbor as they have been developed and adjusted over time. Length of stay is roughly what it should be for each of the parking supplies, as evidenced in the prior section. Parking adequacy is somewhat of an issue for peak weekends and summer months, which may be more of a supply issue under current conditions. This can be corrected by providing more parking for some of the commercial uses or by shifting employees to a more remote parking supply for peak weekends. There may also be some boaters parking within the commercial supply which could be corrected with access control equipment or more diligent enforcement. Those lots shown as red in Figure 3 would require additional scrutiny as described within this section.

MINIMUM PARKING REQUIREMENTS

Based on Walker's experience with other marine settings, the minimum parking requirements for land uses at Dana Point Harbor are appropriate. Under most conditions the parking supply is adequate to meet parking demand. For special event situations, remote parking is utilized to supplement on-site supply, which continues to be an appropriate use of resources. The location of these remote lots is discussed within "6) Event Parking Management" of Design and Operational Plans.

SEGMENTING SUPPLY FOR VARIOUS USER GROUPS

The parking supply is currently limited more based on location to amenities than it is due to restriction for various users (signage for specific user groups or permit types). As required, the parking supply for each use is located in close proximity to that use, which is a natural deterrent in most cases and ensures appropriate users.

Figure 4: Examples of Segmented Parking Supply



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Although signage and access control equipment are in place in some lots, Harbor staff maintains control over the parking supply, and shifts demand and allows access to various lots on an as-needed basis. General allocations work well under most conditions; adjustments are made as appropriate.

Those lots which have the highest peaks (from Figure 3) should be, and are, enforced more frequently than others to keep long-term users (employees and boaters) from using them because they likely have protected parking elsewhere which leaves those areas vacant while diminishing the supply available to those visiting the commercial tenants. If lots consistently go above 90% occupancy during peak summer (June, July, August and September) weekends a change in tactic to shift users to appropriate supply may be necessary, including gated and paid parking (with validation for short-term users). Note that the overall observed parking demand for peak (non-event) weekends was 73%, so spaces are available and therefore parking shortfalls would be localized and can be cured through management practices alone by shifting users (without building additional supply).

ACCESS CONTROL FOR VARIOUS USER GROUPS

Similar to segmenting supply using signage for specific user groups and permit types, some of the lots have access control equipment in place. The majority of access controlled entries have a keycard access and/or a keypad which allows the parker to enter a code, or to call marina management staff to gain entry. These systems are somewhat antiquated, but are adequate for the operation.

If access control systems were to be replaced today, we would recommend replacing them with systems that retain existing functionality (proximity card reader access and intercom system for dialing marina management staff).

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Figure 5: Examples of Access Control



Source: Walker Parking Consultants, 2012.

TIME RESTRICTIONS

Time restrictions are required at specific lot locations throughout the Harbor to discourage extended use, but also require some enforcement. Largely, the parking supply is located near the intended land uses, and therefore proximity protects the parking supply. But, some of the parking supply does need to be protected. Some of the supply is signed and/or access controlled for designated boater parking. Other parking supply is open to anyone; this is the supply that requires time limits. And while proximity plays a part, during the busiest weekends this parking supply

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is most likely to experience a parking shortfall. Time restrictions are put in place in the lots serving Mariner's Village and Dana Wharf, and along the streets. These restrictions are aimed at keeping employees out of the visitors supply as well as shifting long-term parkers (e.g., sport fishers, charter passengers, ferry passengers) to their appropriate and designated parking supply; otherwise their protected supply may have vacant spaces while this public supply experiences a parking shortfall.

Figure 6: Examples of Time Restrictions



Source: Walker Parking Consultants, 2012.

PARKING RATES/FEES

The two lots at Dana Point Harbor nearest Doheny State Beach are designated as pay lots. The rate at these parking lots is \$1.00 per hour with no maximum (up to \$18.00 from 6AM to 12 Midnight). These rates are consistent with hourly rates charged in similar settings throughout Orange County and Los Angeles County and for most users below the flat rate charged for parking at the adjacent Doheny State Beach. The Catalina Express lot charges \$12.00 per day.



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ENFORCEMENT

Time restrictions are currently posted as enforced from 7AM until 7PM. During special events these hours are extended through additional signage and policies are more strictly enforced to ensure parking is available for its intended users. The Harbor employs community service officers who monitor the Harbor for fire lane and ADA enforcement, and boater lots. Enforcement activities are also provided by community service officer.

A second group of enforcement officers exist, known as VIPS (Volunteers in Police Service). VIPS bike or walk the Harbor and supplement the community service officers, but also look at the Pay & Display machines and time limits in the commercial lots for compliance.

VALET OPERATION

The valet parking program operates at Dana Wharf within Lot Ig. The small footprint of this lot does not allow for stacking of vehicles. The operator may have up to twenty parking spaces blocked off by cones to set those spaces aside for their use. The valet program also operates in Mariner's Village within Lot Ia. The operation utilizes open spaces within Lot Ia but does not use cones.

SEASONAL VARIATIONS

Seasonal variation in activity level for the amenities at Dana Point Harbor also impact how parking is generated by those amenities. The peak period runs for the summer months of June, July, August, and September. On typical weekends, the remainder of the year generally has less activity. As such, more restrictive parking policies are not enforced as tightly during non-peak months as they are during peak summer weekends. Officially, the parking policies for non-event, non-peak periods are the same for non-event, peak weekends, which allows the Harbor management to be flexible with enforcement. This flexibility allows for policies to be enforced on odd occasions when parking demand is higher than expected during off-peak periods, if there is a need (i.e., sportfishing when fish are running).

The Catalina Ferry is a Harbor use that experiences seasonal variations in parking demand. Under the terms of an existing operations agreement, 120 spaces are provided to these users in Lot IIb. During the summer peak for the Harbor ferry passengers also utilize Lot IVc which currently serves the adjacent yacht brokerage offices. Lot IVc contains 76



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spaces, but only 17 spaces may be designated as tenant-only, and those must be open to the public after business hours, on the weekends and during holidays.

Aside from typical seasonal activity, there are, at times, less defined periods of greater activity related to sea life migrations. Sport fishing activity increases when the fish are running, but the dates and duration of these runs vary from year to year, which in turn impacts activity and parking demand. Similarly, whale watching is impacted by whale migrations; whale watchers and the parking demand they generate vary based on the timing and duration of the migration. These events cannot be planned specifically, but as both are a measured use there are limits to the number of commercial boat trips that take place, which in turn limits the parking demand generation. For non-event weekends there is generally availability within the lots on the island, and the lowest recorded average occupancy was in Lot IVb. Drop-offs could occur near the commercial boat concessions, and final long-term parking for sport fishers and whale watchers would be designated in Lot IVb or other underutilized parking within the Harbor.

For all large events OC Dana Point Harbor personnel will contact any potentially impacted parties and discuss overflow parking. Impacts on any single land use are mitigated to the extent possible, and documented for use in planning for future similar occurrences.

SPECIAL EVENT PARKING PLANNING AND MANAGEMENT

Dana Point Harbor staff has been dealing with parking during special event conditions at the Harbor since its inception. Large outdoor events are common in similar venues throughout Southern California. Numerous small public and private events occur at the Harbor almost weekly, but have limited impact on the parking supply as they are not compounded with tourist and local interest. But the Harbor is also host to several large events on an annual basis that do impact the parking supply. Special Events are defined by the Dana Point Harbor District Regulations (Chapter II-3, General Regulation 10). Annually occurring special events include:

- Festival of the Whales (March)
- The Wag-a-Thon (April)
- The Dana Point Harbor Boat Show (June)
- Fourth of July Celebration (July)
- Tall Ships Festival (September)

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- Turkey Trot Run (November)
- Holiday Boat Parade (December)

For each event the Harbor prepares a special event plan, which may or may not be revised from the prior year. Within the appendices we have included a copy of the draft special event plan for the Fourth of July Celebration for 2012. The special event plan consists of shuttle transportation information, parking locations for any displaced Harbor parkers (e.g. employees, Catalina Express passengers, etc.), off-site lot locations and staffing of those lots, and valet parking information (whether it will still be available or not).

The goal of this special event plan is to recommend operational methods and responsibilities for controlling, monitoring, and adjusting management procedures for parking area usage. We've provided a special event parking results/feedback form which provides a framework of the items that must be considered beforehand, documents how the event was run, how the parking supply and management fared, and identifies best practices for the event, lessons learned from issues that arose, and proposed solutions to those issues. Documenting these special events all in the same format is the first step in creating truly comprehensive plans that track successes and failures and can be adjusted, as appropriate. We believe this approach will assist OC Dana Point Harbor staff as they attempt to resolve issues that may arise in the future by suggesting that problems, potentially impacted by numerous variable within the Harbor, can be foreseen. Parking for many of these special events has been operated the same way for years, but may not have a paper record of successes and failures.

Information for the public is made available on the Dana Point Harbor website, emailed to the Harbor interest list, and passed along to any affiliated public or private party. The information sent generally includes a detailed description of the parking program, a map identifying off-site parking locations and a shuttle schedule during the days of the event. A sample has been provided in the appendices. Similar information bulletins are created for the other large events.

The appendix includes a draft special event plan from last 4th of July, the Special Event Parking Results/Feedback Form

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that Walker prepared, and information provided to the public regarding event parking and shuttles.

CHANGES TO PARKING POLICY

On occasion changes must be made to the general parking policies (time and user group restrictions, etc.) that manage the Harbor's parking supply. This includes special events and the occasional change in land use type for a lease hold. When this occurs, OC Dana Point Harbor staff convenes a meeting which includes OC Dana Point Harbor staff, marina facilities managers and merchant and boaters group stakeholders. This group meets to discuss the issues as they arise and OC Dana Point Harbor implements changes based upon the discussions at these meetings.

Typical day parking demand does not reach capacity, so any small impacts may be dealt with as they arise with no official change to policy. The capacity of the Harbor parking supply allows for this flexibility.

LONG-TERM FUTURE PARKING ASSESSMENT



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**LONG-TERM FUTURE
 PARKING ASSESSMENT**

In this section we provide descriptions of the various components that affect parking dynamics throughout the Dana Point Harbor. Our findings will provide detailed estimations and assessments of parking demand in the future. We also include a summary of methodology used in the preparation of the demand forecasts.

PROGRAM DATA – PLANNING AREAS 1, 2 AND 11

The primary impact on parking dynamics at Dana Point Harbor center around the changes in amenities proposed in the Revitalization Plan. The majority of these changes impact Parking Zone I, which contains Planning Areas 1 and 2, and portions of Planning Areas 3, 10 and 11. In the following tables (Table 5, Table 6 and Table 7) we present the proposed changes to Parking Zone I. The possible disruption to businesses during construction of the improvements will be covered in subsequent sections.

PLANNING AREA 1

At completion, Planning Area 1 will have a new Dry Boat Storage Building, surface dry boat storage, launch ramp parking for vehicles with trailers, and a Marine Services Building including office and retail space as presented below.

Table 5: Proposed Program – Planning Area 1

Planning Area 1		Vehicles with Trailers Spaces	
Dry Boat Storage		10x30	14
Dry Stack Building Spaces	390	10x35	8
Surface Storage:		10x40	56
10x25	7	10x45	193
10x30	86	10x50	44
10x35	12	12x40	1
Total Dry Storage Spaces	495	12x45	2
Required Dry Storage Spaces	493	12x50	18
Delta (Spaces)	2	Total Vehicle with Trailer Spaces	336
Marine Services Building		Required Vehicle with Trailer Spaces	334
Office Area	5,600 SF	Delta	2
Retail Area	2,000 SF		
Total Area	7,600 SF		

Source: MVEI, 2013.

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The Dry Stack Building and Surface Boat Storage require a combined 124 spaces. Planning Area 1 also includes the Shipyard Building (5,000 SF) which has a parking requirement of 13 spaces. The Office space requires 23 parking spaces. The Retail portion of Planning Area 1 will be discussed in further detail within the Shared Parking Analysis.

PLANNING AREA 2

Planning Area 2 will still be the core for retail and restaurant space. The Dana Wharf Area buildings will not change much, but some of the parking supply that serves them in Lot Ij will be shifted into a parking deck nearby while Lot Ig will remain, but will lose some spaces.

Table 6: Proposed Program – Planning Area 2 Wharf Area

Planning Area 2 Wharf Area						
Tenant Space	Interior Area SF	Outdoor Patio SF	Total Area SF	Total Area by Tenant Type		
				Retail SF	Restaurant SF	Office SF
Restaurant 1	9,375	2,112	11,487		11,487	
Restaurant 2	1,572	1,112	2,684		2,684	
Restaurant 3	1,911		1,911		1,911	
Retail 1	1,140		1,140	1,140		
Retail 2	1,322		1,322	1,322		
Retail 3	3,643		3,643	3,643		
Restaurant 4	5,337	850	6,187		6,187	
Restaurant 5	1,930	654	2,584		2,584	
Restaurant 6	514		514		514	
Restaurant 7	1,890		1,890		1,890	
Total	28,634	4,728	33,362	6,105	27,257	0

Source: MVEI, 2013.

The Mariner's Village retail and restaurant buildings will be replaced and expanded. The areas will be served by a new parking deck and surface parking located west of Golden Lantern. The existing surface parking lot will be expanded from the current configuration to encompass former building pads for Mariner's Village.

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Table 7: Proposed Program – Planning Area 2 Mariner's Village

Planning Area 2 Mariner's Village						
Building	Interior	Outdoor	Total	Total Area by Tenant Type		
	Area SF	Patio SF	Area SF	Retail SF	Restaurant SF*	Office SF
6	10,041	0	10,041	3,332	0	6,709
7	17,372	1,665	19,037	6,674	12,363	0
8	22,697	3,522	26,219	6,305	19,914	0
9	21,088	1,907	22,995	7,533	15,462	0
10	10,000	1,000	11,000	0	11,000	0
11	4,004	1,000	5,004	0	5,004	0
Total	85,202	9,094	94,296	23,844	63,743	6,709

*Including Outdoor Dining

Source: MVEI, 2013.

Planning Area 2 also includes Boat Slips, Sport Fishing, and Charter Boat Concessions. The 117 Boat Slips in the Planning Area 2 require 70 parking spaces. Sport Fishing (375 passengers) requires 125 spaces. The Charter Boat Concessions (48 passengers) require 16 spaces. The Office space requires 28 parking spaces. The Retail portion of Planning Area 2 will be discussed in further detail within the Shared Parking Analysis.

PLANNING AREA 11

Parking demand generated by some of the water-related uses is envisioned to be provided within Parking Zone I. Specifically, Recreational Boat Slips (32 slips) found in Planning Area 11 would require 19 spaces.

PROJECTION STUDY – METHODOLOGY

With the revitalization program provided above, we can project parking demand under these proposed future conditions. The projection study assumes variations in activity throughout the day using a shared parking approach for some of the land uses; a percentage of the base ratio will reflect activity levels as they change throughout the day.

The projection study using shared parking methodology is limited by the Dana Point Harbor Revitalization Plan and District Regulations, Chapter II-14 restrictions for the protection of boater parking. Boater parking is a higher priority use and held separate from the analysis and added back at the end. We have also removed the office space from the shared parking analysis as this space may not

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generate activity the same as a typical office would. For the land uses not considered in the shared parking analysis the requirement is considered to meet the parking demand and any cushion of spaces required for that use. The requirements are as follows:

PA 1

- Dry Stack Building – 98 spaces
- Surface Boat Storage – 26 spaces
- Shipyard Building – 13 spaces
- Office Space – 23 spaces

PA 2

- Boat Slips – 70 spaces
- Sport Fishing – 125 spaces
- Charter Boat Concessions – 16 spaces
- Office Space – 28 spaces

PA 3

- Boat Slips – 147 spaces

PA 11

- Recreational Boat Slips – 19 spaces

We will calibrate the model using historical land use program data and parking occupancy counts from 2006.

SHARED PARKING APPROACH

Shared parking is based on the use of a single parking space to serve two or more individual land uses without conflict or encroachment excluding spaces designated for boater parking. The ability to share parking spaces is the result of two conditions:

1. Variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and
2. Relationships among the land uses that result in visiting multiple land uses on the same auto trip.

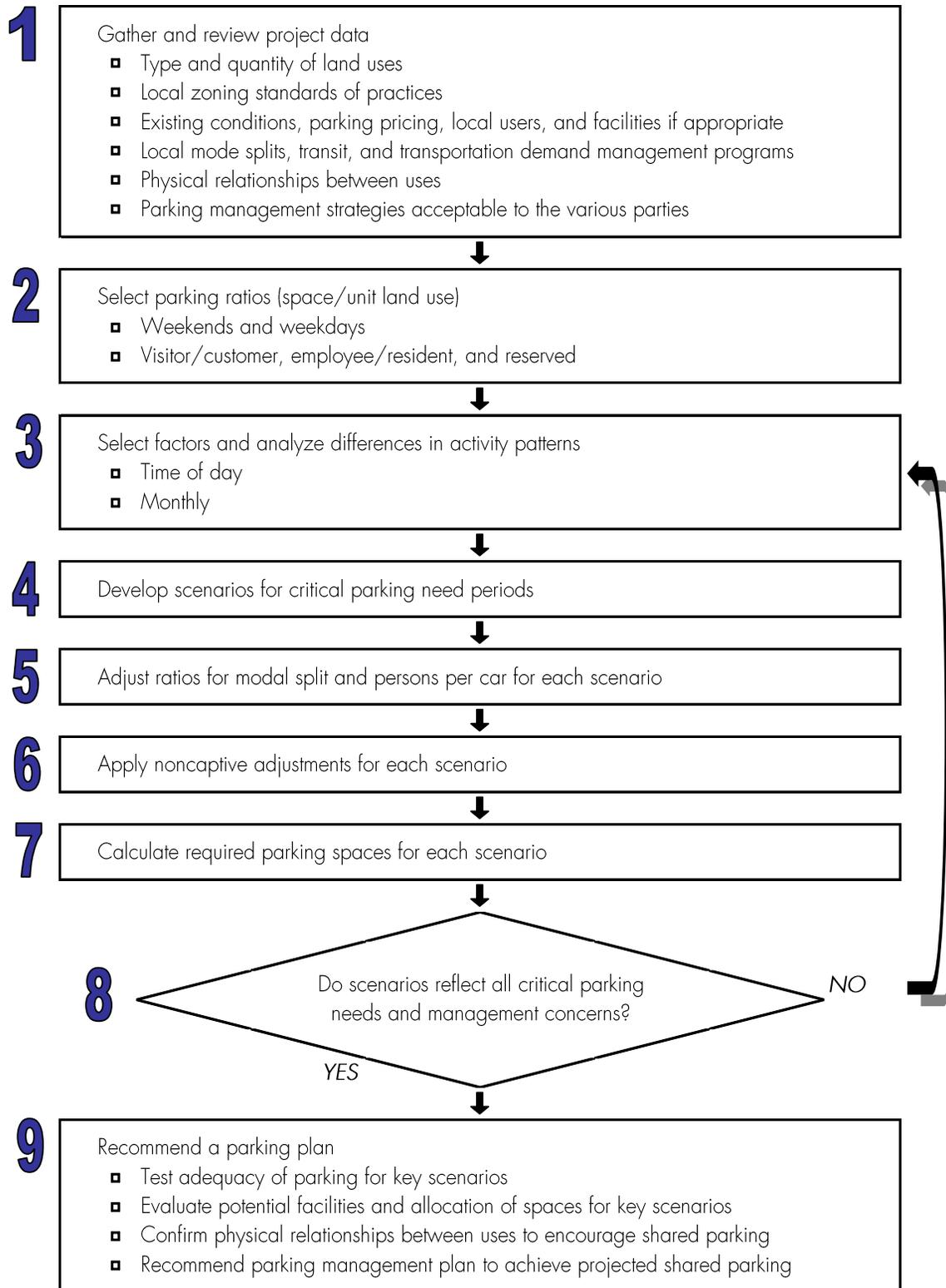
The key goal of a shared parking analysis is to quantify the number of parking spaces that is adequate to support a mix of non-priority land uses (priority uses include designated boater parking, boat launch ramp and surface boat storage). For this study Dana Point Harbor will be providing parking at or above the minimum parking requirements in Chapter II-14 of the Revitalization Plan District Regulations.

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Shared parking considers the types, quantities and user groups of land uses for a development, as well as site and market specific characteristics. The analysis begins with those quantities being multiplied by parking generation ratios (or Base Ratios). Adjustments (Modal Split and Non-captive) for each user group are then applied for morning, afternoon, and evening time periods based on a site and market analysis. Further adjustments are applied based on hourly and monthly activity factors for each user group. The shared parking model is structured to identify a peak parking demand period for both weekday and weekend conditions. The peak condition for the Harbor has already been identified as summer weekends.

Figure 7 outlines the ULI Shared Parking Methodology.

Figure 7: ULI Shared Parking Methodology



Source: Urban Land Institute - Shared Parking, 2nd Edition, 2005.



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SHARED PARKING ANALYSIS – PROJECT SITE APPLICATION

Because we are using a computer model to identify the peak periods, the order of steps is slightly different than that of Figure 7. Modal split and non-captive adjustments are made before any time of day or month of year adjustments are applied. If we were not using a computer model we would need to calculate several peak periods using hourly and monthly adjustments, then test each by applying modal split and non-captive adjustments. The model eliminates the need to calculate and test several periods as this is calculated internally within the model. The model generates the peak weekday and weekend periods and overall parking demand as the output.

Within the parking industry there are a few publications that provide statistical data regarding parking demand generation, but only the Urban Land Institute's *Shared Parking* provides a recommended methodology along with data sets for projecting shared parking demand. Therefore, we use the ULI-approved base parking ratios and ULI-approved monthly/hourly adjustments. We will also make adjustments to calibrate the model based on historical information from the 2006 parking occupancy counts and program data.

1) DATA COLLECTION

The first step in the analysis is to understand the Harbor itself, its geographic surroundings, and the demographics of visitors and employees of the land uses on site. To create the model we will use the existing land use data from Table 1 for the retail and restaurant component of Planning Area 2 and calibrate it using the occupancy counts from parking supplies that serve those land uses.

Other information used to establish the peak shared parking scenario includes:

- Limited transit service at the site.
- Dana Point Harbor is somewhat isolated and is its own destination.
- Weather and seasonality have impact on activity levels at the Harbor.
- Employee parking

Walker looked at parking occupancy counts for the following lots as provided in the 2006 study:

- Dana Wharf Lot Southeast (Ig) – 105 Spaces

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- Dana Wharf Lot Northwest (Ij) – 178 Spaces
- Sport fishing Lot (Ib) – 127 Spaces
- Mariner's Village Lot East (Ia) – 313 Spaces
- Mariner's Village Lot West (Ih) – 35 Spaces

IIb considered but not in 2006 study

The following existing land use quantities from Planning Area 2 were utilized:

- Retail Square Footage – 26,600 SF of GFA
- Restaurant Square Footage – 61,500 SF of GFA*
*Including outdoor dining

2) PARKING BASE RATIOS:

The minimum parking requirement ratio for retail space is 1 space per 200 SF of GFA, or 5 spaces per 1,000 SF ("Ksf"). The minimum parking requirement for restaurant is a bit more complex and is calculated on a tenant-by-tenant basis; the requirement is 1 space per 100 SF of GFA (or 10 spaces per Ksf) for the first 4,000 SF, plus 1 space per 80 SF of GFA (or 12.5 spaces per Ksf) above 4,000 SF. For the purposes of this study we will assume a static ratio for restaurant of 11 spaces per Ksf. These ratios are consistent with parking industry publications for these land uses. Within the shared parking model ratios for employees and visitors to retail and restaurant break down as follows:

- Retail Ratio – 80% Visitor, 20% Employee
- Restaurant Ratio – 85% Visitor, 15% Employee

Using this information we calculate the following base ratios.

Table 8: Base Ratios

Retail Visitor – 4.0 spaces per Ksf
Retail Employee – 1.0 spaces per Ksf
Restaurant Visitor – 9.35 spaces per Ksf
Restaurant Employee – 1.65 spaces per Ksf

Source: Walker Parking Consultants, 2012.

3) MODAL SPLIT ADJUSTMENT

Modal split considers the mode of transportation that guests, visitors and employees would use to arrive at the development. Due to the limited transit in the area and the types of land use considered we take no modal split adjustment. We believe that some of the activity for these land uses is generated by visitors already at the Harbor,

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which will be covered in the non-captive adjustment as some of those visitors will simply walk or bike to the lots serving these land uses.

4) NON-CAPTIVE ADJUSTMENT

A non-captive adjustment takes into account any crossover in user groups that does not necessarily adjust that user's length of stay (if not a reserved parking space). For Dana Point Harbor there would be some impact from this factor as those with boats in the Harbor may shop or dine in the restaurants. Similarly, day visitors to the other amenities may stop into a restaurant for a meal or a snack, as well as visit retail businesses. We must consider that the parking lots at the Harbor are not all truly shared, so if a person with a space designated to them in a West Marina parking lot drives to dinner or to retail, that would not result in a reduction.

5) CHRONOLOGICAL FACTORS

i) Time of Day Factors

The 2006 study provided limited time of day information. That information is also combined between employees and visitors of both the retail and restaurant space. Therefore, we will do our best to calibrate the model using the time of day factors, keeping in mind that our goal is to identify the peak period and calibrate for that condition.

ii) Monthly Factors

There is very little variation that can be correlated from the occupancy counts coming from the June, July and August of 2006 data points. According to anecdotal evidence we will consider "summer" (June, July, August, and September) to be the peak period for both of these land uses. The retail outlets at the Harbor are not impacted as heavily as traditional retail by the pre-Christmas increase in activity. Again, the goal is to calculate the peak period, so providing calculations for any time outside of the summer peak would be extraneous.

6) PEAK PARKING CALCULATION

We already know the peak parking demand for the historical land uses. We simply add peak demand for the five surface lots (Lot Ig, Lot Ij, Lot Ib, Lot Ia and Lot Ih) less those vehicles believed to be in the lots for Sport fishing. We averaged across the three Saturdays that were studied to

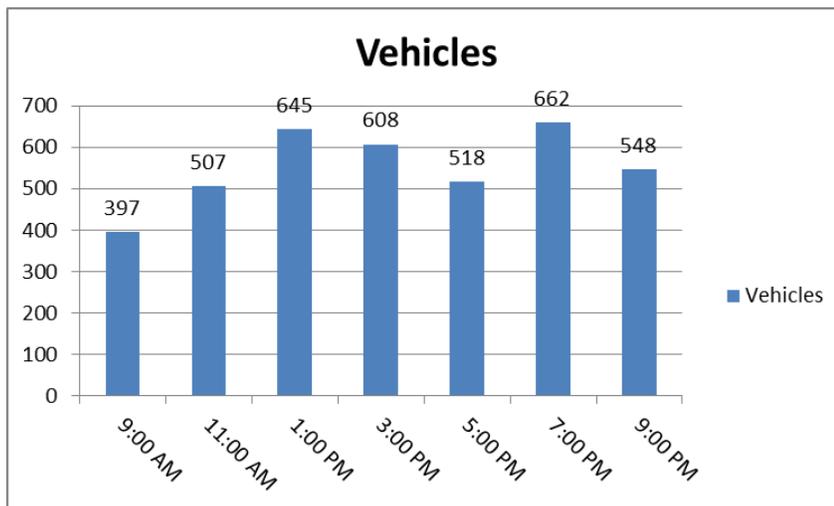
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devise a trend in the data and show how parking accumulated throughout the day. For each Saturday we removed a number of vehicles believed to be associated with Sport fishing found in Lot Ib. We subtracted the number of vehicles in the lot at the 9AM count from the counts for the rest of the day.

The peak parking demand period for the parking lots serving the commercial buildings is driven largely by restaurant demand. It will continue to be driven largely by restaurant demand as the most significant increase to the program comes in the form of restaurant square footage.

The following figure shows the vehicle volume for the surface lots serving the commercial areas of the Harbor averaged across the three (3) studied Saturdays. The shared parking model will be calibrated as much as possible to follow this general trend and reflect the primary and secondary peak.

Figure 8: 2006 Parking Demand for Harbor Commercial Uses



Source: Walker Parking Consultants, 2012.

With the model calibrated based on these counts, we can now enter the program data for the proposed project, which is provided below:

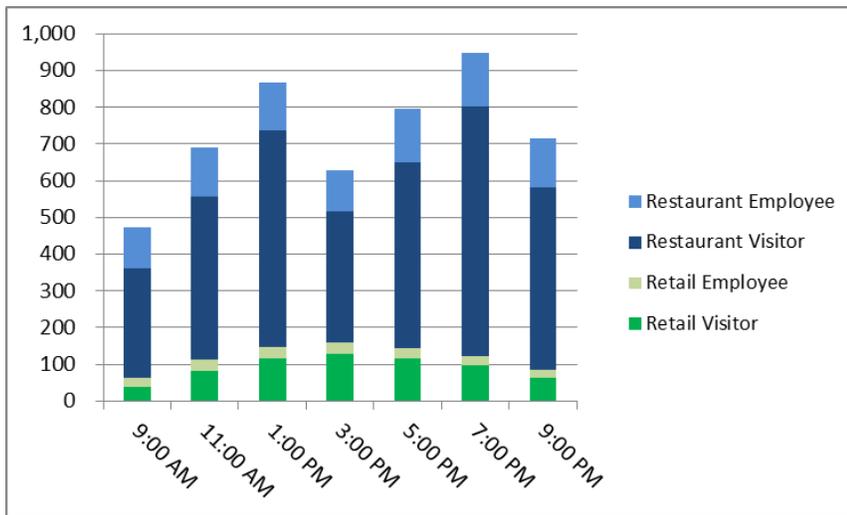
- Retail Square Footage – 31,949 SF of GFA
 - Restaurant Square Footage – 91,000 SF of GFA*
- *Including outdoor dining

Peak parking demand for these land uses is projected by applying the base ratios calculated above by the land use quantities. Then time of day adjustments and non-captive

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adjustments are made. The model calculates parking demand for each land use from 6:00AM until midnight for both weekdays and weekend days. Figure 9 provides the projected parking demand by land use and user group.

Figure 9: Projected Parking Demand for Commercial Uses



Land Use/User Group	9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM	9:00 PM
Retail Visitor	38	83	115	128	115	96	64
Retail Employee	24	30	32	32	30	26	21
Restaurant Visitor	298	445	590	357	505	679	496
Restaurant Employee	113	131	131	112	146	146	135
TOTAL DEMAND	473	689	868	629	796	947	716

Source: Walker Parking Consultants, 2013.

7) PEAK PARKING SCENARIO

A small contingency is also provided when planning for parking supply to support these land uses; we suggest an additional 5% for employee parking and an additional 10% for visitor parking. The result is a parking supply of ±853 spaces for visitors and ±181 spaces for employees, for a total of ±1,034 spaces to adequately supply for the parking demand plus the contingency.

FINDINGS

We project that the proposed retail and restaurant portions of the Revitalization Plan in Parking Zone I will generate roughly 947 vehicles on a peak summer Saturday evening. Providing a small cushion in the parking supply proposed to serve these land uses and user group results in a design for at least ±1,034 spaces.

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We then add back the land and water uses that were held separate from the Shared Parking analysis.

PA 1 (160 spaces)

- Dry Stack Building – 98 spaces
- Surface Boat Storage – 26 spaces
- Shipyard Building – 13 spaces
- Office Space – 23 spaces

PA 2 (239 spaces)

- Boat Slips – 70 spaces
- Sport Fishing – 125 spaces
- Charter Boat Concessions – 16 spaces
- Office Space – 28 spaces

PA 3 (147 spaces)

- Boat Slips – 147 spaces

PA 11 (19 spaces)

- Recreational Boat Slips – 19 spaces

Combined the parking need would be $\pm 1,599$ ($1,034 + 160 + 239 + 147 + 19 = 1,599$). Current plans show 1,729 spaces will be provided at project completion to serve these land uses, which results in a ± 130 space surplus.

DESIGN AND OPERATIONAL PLANS



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DESIGN AND OPERATIONAL PLANS

In this section we provide detailed information on the modification of any Harbor parking areas. Any removed or new parking supply will be discussed. We will also provide information related to the following parking area design criteria which include:

1. Satisfy the provisions and requirements as contained in the General Provisions of the Revitalization Plan parking chapter.
2. Maintain designated parking ratios as contained in the Standards for Individual Permitted Uses of this Chapter.
3. Provide designated boater parking areas within three-hundred (300) feet of the land/dock connection point of the docks the parking spaces serve, but where adherence to this standard is infeasible, no greater than six-hundred (600) feet.
4. Phase new commercial development such that required parking for higher priority uses (i.e., designated boater parking, boat launch ramp and surface boat storage) is provided adequately.
5. Ensure that parking areas outside of the Commercial Core are not used to meet the parking demand for new development inside of the Commercial Core.
6. Provide management strategies during significant special events and/or periods of peak Harbor usage.
7. Consolidate individual parking areas whenever possible to minimize the number of driveways on major streets.
8. Reducing the demand for parking by including transportation demand management ("TDM") programs.
9. Allow for the use of parking areas for valet service.

1) GENERAL PROVISIONS OF THE REVITALIZATION PLAN

The general provisions of the Revitalization Plan parking requirements are fairly detailed. As such, we have provided a tabular format to indicate whether or not these provisions have been met in the design of the parking supply.

Table 9: General Provisions Checklist

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:
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.
	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:
Yes	b1)	The facility may be used only during the non-peak Harbor season (October 1 through May, but excluding Memorial Day weekend).
Yes	b2)	The facility may be used only for other boating uses (e.g., sport fishing, whale watching, cruises, charter boat concessions and commercial ferry service).
Yes	b3)	At no time shall the total number of parking spaces used exceed twenty percent (20%) of the spaces in the boat launch ramp facility.
Yes	b4)	None of the spaces immediately adjacent to the boat launching area shall be used.
Yes	c)	Accessibility and usability – All parking (on-street and off-street) shall be fully and independently usable and accessible and in conformance with LUP Chapter I-6, Public Access and Recreation and specifically Exhibit I-6-1, Dana Point Harbor Coastal Access. Existing surface parking areas may be re-stripped to improve efficiencies in parking stall configuration.
	d)	Maximum grades permitted:
Yes	d1)	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.
Yes	d2)	The maximum grades will generally provide adequate sight distance at street level and prevent vehicles from dragging on extreme grade breaks. Exceptions may be approved by the County of Orange in consultation with the City of Dana Point Public Works Director for conditions where physical design prevents such extreme grade breaks and provides safe sight distance.
Yes	d3)	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.
Yes	d4)	Ramps or driveways providing vehicular access within the interior of an off-street parking area located beyond eighteen (18) feet from the ultimate right-of-way line of a street, alley or driveway shall have a maximum slope of plus or minus twenty percent (20%). When such a ramp or driveway slopes exceed plus or minus ten percent (10%), the ramp or driveway design shall include transitions not less than eight (8) feet in length, having a slope equal to one-half the ramp slope. When parking is provided on a ramp, the maximum slope shall not exceed six percent (6%).
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.
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.
Yes	g)	Lighting – Lights shall be designed and located so that direct rays are aimed downward onto the site.
	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:
Yes		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.

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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.																				
	i)	Parking for marina boat slips, the public launch ramp facility and dry boat storage – shall be provided in the amounts and locations as follows:																				
Yes		Designated Boater Parking – Parking for 2,409 boat slips shall be provided at a minimum ratio of 0.60 parking spaces per slip or end tie unless a net loss of slips is authorized by a Coastal Development Permit. Boater parking shall be located as close as possible to the land/dock connection point of the docks they serve. Typically, the boater parking spaces should be within 300 feet of the land/dock connection point of the docks they serve, but where adherence to this standard is infeasible, the parking spaces shall be within a maximum of 600 feet of the land/dock connection point of the docks they serve. Mitigation measures should be provided to assist boaters with transport of passengers, equipment and provisions from parked vehicles to boats the land/dock connection point of the docks they serve in cases where the distance between parking spaces and the docks exceeds 300 feet and/or where there are other factors present which make such transport difficult.																				
Yes		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.																				
Yes		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.																				
Yes	j)	Bicycle Parking – All parking facilities shall be designed to include safe and secure parking for bicycles.																				
	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:																				
Yes	k1)	Parking spaces required – The following table establishes the number of handicap parking spaces required for any parking area serving one or more land uses:																				
		<table border="1"> <thead> <tr> <th>Total Number of Parking Spaces</th> <th>1-4</th> <th>5-40</th> <th>41-80</th> <th>81-120</th> <th>121-160</th> <th>161-300</th> <th>301-400</th> <th>401-500</th> <th>Over 500</th> </tr> </thead> <tbody> <tr> <td>Number of Handicapped Parking Spaces Required</td> <td>0</td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> <td>7</td> <td>1 for each 200 additional spaces</td> </tr> </tbody> </table>	Total Number of Parking Spaces	1-4	5-40	41-80	81-120	121-160	161-300	301-400	401-500	Over 500	Number of Handicapped Parking Spaces Required	0	1	2	3	4	5	6	7	1 for each 200 additional spaces
Total Number of Parking Spaces	1-4	5-40	41-80	81-120	121-160	161-300	301-400	401-500	Over 500													
Number of Handicapped Parking Spaces Required	0	1	2	3	4	5	6	7	1 for each 200 additional spaces													
Yes	k2)	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.																				
Yes	k3)	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.																				
Yes	k4)	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.																				
Yes	k5)	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.																				
Yes	k6)	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.																				

Source: Walker Parking Consultants, 2012.

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2) MAINTAIN DESIGNATED PARKING RATIOS

Maintaining designated parking ratios is a function of determining the minimum parking requirements for the proposed program and comparing that to the proposed parking supply.

PARKING REQUIREMENT – FUTURE CONDITION

The minimum parking requirements for individual permitted uses are found in Chapter II-14 of the Revitalization Plan & District Regulations. These parking requirements are calculated solely by applying the minimum requirements suggested in the District Regulations to the program data as shown in the following table for Parking Zone I. These minimum requirements vary from parking demand projections provided in the Long Term Future Parking Assessment section of the report.

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Table 10: Parking Requirements – Parking Zone I

Planning Area 1												
Land Use			Parking Requirement Metric				Parking Required					
			Retail SF	Restaurant SF	Office SF	Other	Retail	Restaurant	Office	Other		
Dry Stack Building	390	Boat Storage Capacity				390					98	
Surface	105	Boat Storage Capacity				105					26	
Vehicles with Trailers	336	Vehicles with Trailer Spaces										
Marine Services Building												
Office Area	5,600	Square Feet of GFA			5,600					23		
Retail Area	2,000	Square Feet of GFA	2,000				10					
Shipyards Building												
	5,000	Square Feet of GFA									13	
Total			2,000	0	5,600	N/A	10	0	23		137	
il 46 are from the Shipyards Lot										Total Parking Req'd		170

Planning Area 2													
Tenant Space or Land Use				Parking Requirement Metric				Parking Required					
Interior Area	Outdoor Patio	Total Area		Retail	Restaurant	Office	Other	Retail	Restaurant	Office	Other		
Wharf Area:													
Restaurant Uses	22,529	4,728	27,257	0	27,257	0	0	0	300	0	0		
Retail Uses	6,105	0	6,105	6,105	0	0	0	32	0	0	0		
New Mariner's Village:													
Restaurant Uses	54,649	9,094	63,743	0	63,743	0	0	0	716	0	0		
Retail Uses	23,844	0	23,844	23,844	0	0	0	131	0	0	0		
Office Uses	6,709	0	6,709	0	0	6,709	0	0	0	28	0		
Water-related Land Uses													
Boat Slips		Boat Slips					117				70		
Charter Boats		Passenger Capacity					48				16		
Sport Fishing		Passenger Capacity					375				125		
Total			113,836	13,822	127,658	29,949	91,000	6,709	N/A	163	1,016	28	211
										Total Parking Req'd		1,418	

Planning Area 11												
Land Use			Parking Requirement Metric				Parking Required					
			Retail SF	Restaurant SF	Office SF	Other	Retail	Restaurant	Office	Other		
Recreational Boat Slips		Boat Slips				32					19	
										Total Parking Req'd		19

Parking Zone I Summary Requirements												
Planning Area				Retail	Restaurants	Office	Other	Retail	Restaurant	Office	Other	
PA 1				2,000	0	5,600	N/A	10	0	23	137	
PA 2				29,949	91,000	6,709	N/A	163	1,016	28	211	
PA 11				0	0	0	32	0	0	0	19	
Total				31,949	91,000	12,309	N/A	173	1,016	51	367	
										Total Parking Req'd		1,607

Source: Walker Parking Consultants, 2013.

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PROPOSED PARKING SUPPLY

The majority of the Harbor parking supply will go unaltered due to the Harbor Revitalization Plan, which has a focus nearest Parking Zone I, with some impact on Parking Zone II. The impact in Parking Zone II is limited to a new layout for Lot IIb, after removal of a boater service building. In Parking Zone I, all lots aside from Lot Id and Lot If are proposed to change. The following figure shows the individual parking lots that make up each of the defined parking zones, followed by a detailed description by Planning Area.



Figure 10: Proposed Parking Supply



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PARKING ZONE I – 1,729 SPACES

- Ia – 483 spaces with a 4-hour limit for Harbor users. During the non-peak season months of January, February, March, April, May, October, November and December spaces are allocated for sport fishing passengers.
- Ib – 776 spaces in the parking deck and podium with a 4-hour limit for Harbor users. Also includes spaces for boater parking in the lower level of the parking deck closest to the water.
- Ic – 117 “Car Only” spaces. For boaters using the dry stack storage building or the surface storage area.
- Id – 161 spaces located off of Puerto Place. This is a pay & display lot for Harbor users.
- Ie – 46 spaces for the shipyard.
- If – 31 spaces located near the end of Puerto Place. This is a pay & display lot for Harbor users.
- Ig – 95 spaces with a 4-hour limit located on the Dana Wharf for Harbor users.
- Ih – 20 spaces with a 1-hour limit for Harbor users.

PARKING ZONE II – 622 SPACES

- IIa – 139 spaces for hotel users.
- IIb – 483 spaces. Gate controlled. Card keys are issued to some boaters and some Harbor merchants. Designated for boaters with slips in the east basin on the cove side. Some spaces (100)² designated for Catalina Express passengers who pay to park in this lot during the non-peak season months of January, February, March, April, May, October, November and December. During the peak season months of June, July, August and September, sport fishing passengers (100) can park in this lot for a fee. Catalina Ferry passengers park in Lot IVb during the peak season months.

PARKING ZONE III – 736 SPACES

- IIIa – 125 spaces for the Harbor users (including Baby Beach users, human powered craft launch users, OC Sailing and Events Center users and charter boat concession passengers).
- IIIb – 37 spaces for the Harbor users (including Baby Beach users, human powered craft launch users, OC

² An additional 20 spaces are available in Lot IIIc.



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Sailing and Events Center users and charter boat concession passengers).

- IIIc – 392 spaces. Gate controlled. Restricted to boaters with slips in the west basin on the cove side and users of the boater service buildings. Some spaces (20) can be used for Catalina Express passengers who pay to park in this lot during the non-peak season months of January, February, March, April, May, October, November and December. During the peak season months of June, July, August and September, some sport fishing passengers (27) can park in this lot. This lot is also available for limited use during special events.
- IIIId – 109 spaces for the Harbor users (including Fishing Pier users, Baby Beach users, human powered craft launch users, OC Sailing and Events Center users and charter boat concession passengers).
- IIIe – 73 spaces for the Harbor users (including Fishing Pier users, Baby Beach users, human powered craft launch users, OC Sailing and Events Center users and charter boat concession passengers). Includes 20 spaces for Ocean Institute overflow parking, if needed.

PARKING ZONE IV – 1303 SPACES

- IVa 376 spaces. Gated controlled. Restricted to boaters with slips in the west basin on the island.
- IVb 552 spaces. Gate controlled. Restricted to boaters with slips in the east basin on the island, or users of the boater service buildings. Up to 120 Catalina Ferry passengers can pay to park in this lot during the peak season months of June, July, August and September.
- IVc 76 spaces for Yacht Brokerage Offices and Harbor users.
- IVd 66 spaces for Harbor Patrol and Harbor users.
- IVe 19 spaces for Harbor users.
- IVf 19 spaces for Harbor users.
- IVg 19 spaces for Harbor users.
- IVh 19 spaces for Harbor users.
- IVi 19 spaces for Harbor users.
- IVj 138 spaces for Yacht Club and Harbor users.

PARKING ZONE V – 110 SPACES

- Va 110 spaces for the Ocean Institute.



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In total there are proposed to be 4,500 off-street parking spaces located throughout Dana Point Harbor. In addition, the on-street parking available on Dana Point Harbor Drive (62 spaces) and the Street of the Golden Lantern (65 spaces) will remain. In total, Dana Point Harbor is served by 4,627 on-site parking spaces.

3) 300/600 FOOT PROXIMITY FOR BOATER PARKING

Very little is actually changing at the Harbor as it relates to boater slips and available parking supply. Those slips located adjacent to the Commercial Core in Planning Area 10 will utilize parking spaces on the lower level of the parking deck along the eastern wall – the parking spaces nearest to their boat slips.

4) PHASING OF NEW COMMERCIAL DEVELOPMENT

The construction of the new Commercial Core will occur in multiple phases over a period of 5 years. The most recent draft construction phasing plan suggests the following order of events:

- Phase 1A: Casitas Place Intersection and Road Work
- Phase 1B: Puerto Place Intersection and Dana Point Harbor Drive Road Work
- Phase 2: New Parking Deck
- Phase 3A & 3B: Existing Wharf Renovation
- Phase 4A: New Commercial Core (Buildings 6, 7, 8 & 9, Podium Parking & Festival Plaza)
- Phase 4B: East Storage Lot and Dry Stack Boat Storage Building Pad
- Phase 4C: East Launch Ramp Lot
- Phase 4D: North Launch Ramp Lot
- Phase 4E: South Launch Ramp Lot
- Phase 4F: New Restaurants and Restroom (Buildings 10, 11 & 12)
- Phase 5: Dry Stack Boat Storage Building
- Phase 4G: North Parking Lot and Golden Lantern Intersection

Some construction phases above overlap. The order of the start of construction is shown. For a more detailed analysis of construction phasing refer to the Construction Management Plan in the appendices of this document.

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Given this phasing order, street and intersection improvements will be the first step of construction. Next, the parking deck will be built. The retail and restaurant space will not be built until the parking deck is completed in order to provide adequate parking during construction.

During deck construction the site will lose spaces in Lot Ib, but from provided plans, all other lots may remain open. Some parkers may be temporarily shifted to nearby lots during this sub-phase of construction.

Remodel of the existing Wharf will commence during construction of the parking deck. This will remove Lot Ig (4-hour limit spaces). The parking spaces lost during this phase of construction will be replaced by the addition of the parking deck once complete.

Once the remodel of the Wharf is complete construction of the commercial buildings and podium parking will begin. This will remove Lot Ii (access controlled spaces) and Lot Ij (4-hour parking spaces).

A few months later, work will begin in PA 1 where the east parking lot (dry boat storage and vehicle with trailer parking) will be impacted as the new dry boat storage building pad is prepared. The surface lot will be built in a new layout.

During construction, 516 dry boat storage spaces will remain available to boaters. These spaces will be located on-site and/or off-site depending on the phase of construction. EIR 591 identified two possible off-site locations for dry boat storage. These included the County of Orange owned Selva Parking Lot located west of the Harbor and the South Coast Water District (SCWD) owned property south of Stonehill Drive. Since that time, other possible nearby locations have been evaluated in addition to these two locations. The actual location(s) that will be used for temporary off-site boat storage will be determined based on availability and convenience at the time of construction.

Once these improvements have been made, the remainder of Lot Ic, aside from the boat launch area, will be renovated for vehicles with trailers.

The final steps in this part of the construction phasing plan are the north parking lot and improvements to the Golden Lantern intersection.

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The dry stack boat storage building will be independently phased.

For a detailed description of the phased construction plan, refer to the construction management plan in the appendices to this document.

5) PARKING DEMAND/REQUIREMENTS FOR COMMERCIAL CORE MET THEREIN

Based on the numbers provided, the Parking Zone I is proposed to have a parking supply of 1,729 spaces. The minimum parking requirements for Parking Zone I are 1,607 spaces, which results in a surplus of 122 spaces. The following table provides a detailed breakdown for Parking Zone I.

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Table 11: Parking Zone I Parking Requirement / Provided Parking

Planning Area 1			Parking Requirement Metric				Parking Required				Parking Provided		
Land Use			Retail SF	Restaurant SF	Office SF	Other	Retail	Restaurant	Office	Other			
Dry Stack Building	390	Boat Storage Capacity				390				98			
Surface	105	Boat Storage Capacity				105				26			
Vehicles with Trailers	336	Vehicles with Trailer Spaces											
Marine Services Building													
Office Area	5,600	Square Feet of GFA			5,600				23				
Retail Area	2,000	Square Feet of GFA	2,000				10						
Shipyard Building	5,000	Square Feet of GFA								13			
Total			2,000	0	5,600	N/A	10	0	23	137			
146 are from the Shipyard Lot										Total Parking Req'd		170	355

Planning Area 2				Parking Requirement Metric				Parking Required				Parking Provided	
Tenant Space or Land Use	Interior Area	Outdoor Patio	Total Area	Retail	Restaurant	Office	Other	Retail	Restaurant	Office	Other		
Wharf Area:													
Restaurant Uses	22,529	4,728	27,257	0	27,257	0	0	0	300	0	0		
Retail Uses	6,105	0	6,105	6,105	0	0	0	32	0	0	0		
New Mariner's Village:													
Restaurant Uses	54,649	9,094	63,743	0	63,743	0	0	0	716	0	0		
Retail Uses	23,844	0	23,844	23,844	0	0	0	131	0	0	0		
Office Uses	6,709	0	6,709	0	0	6,709	0	0	0	28	0		
Water-related Land Uses													
Boat Slips		Boat Slips					117				70		
Charter Boats		Passenger Capacity					48				16		
Sport Fishing		Passenger Capacity					375				125		
Total	113,836	13,822	127,658	29,949	91,000	6,709	N/A	163	1,016	28	211		
										Total Parking Req'd	1,418		1,374

Planning Area 11			Parking Requirement Metric				Parking Required				Parking Provided	
Land Use			Retail SF	Restaurant SF	Office SF	Other	Retail	Restaurant	Office	Other		
Recreational Boat Slips		Boat Slips				32				19	0	
										Total Parking Req'd	19	0

Parking Zone I Summary Requirements											
Planning Area			Retail	Restaurants	Office	Other	Retail	Restaurant	Office	Other	Provided
PA 1			2,000	0	5,600	N/A	10	0	23	137	355
PA 2			29,949	91,000	6,709	N/A	163	1,016	28	211	1,374
PA 11			0	0	0	32	0	0	0	19	0
Total			31,949	91,000	12,309	N/A	173	1,016	51	367	1,729
										Total Parking Req'd	1,607

Source: Walker Parking Consultants, 2013.

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Based on the Shared Parking Analysis for the Retail and Restaurant land uses and adding back the minimum requirements for all other uses in Parking Zone I, parking demand is projected to be $\pm 1,599$ spaces. Compared to a proposed parking supply of 1,729 there would be a surplus of ± 130 spaces.

6) VALET OPERATION

The valet parking program will be operated at the following four locations in the Commercial Core area:

- Dana Wharf (entry to parking Lot Ig)
- Commercial Core Arrival Circle (second parking deck level)
- Adjacent to Building 10 (driveway to parking Lot Ia)
- Adjacent to Building 1

Prior to and during valet service hours, the valet operators may have up to 20 parking spaces reserved for each drop-off location in adjacent parking lots using cones to set aside individual spaces for valet use. The valet parking operation shall not adversely impact the parking and internal circulation of the Commercial Core or encroach into any required fire lane access areas in a manner meeting the approval of the Director, OC Dana Point Harbor.

7) EVENT PARKING MANAGEMENT

As noted prior within this report, OC Dana Point Harbor manages the majority of the parking supply; each leasehold does not control their own parking with the exception of the shipyard, Ocean Institute, and Nordhaven Yachts. This allows for more flexible management of the parking supply for special events. The Harbor utilizes both active and passive management techniques to effectively handle the spike in parking demand for these events. Passive management techniques include posting parking information on the Harbor website as well as any other event-related website. This information includes remote parking locations and shuttle schedules at a minimum. Shuttles are provided and all remote lots are staffed during the hours of shuttle operation. On-site, staff directs parkers to available parking supply intended for their use (based on used group).



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CURRENT SHUTTLE SERVICES

During special events at Dana Point Harbor, shuttle services are provided in order to take advantage of available off-site parking and to provide alternative modes of transportation within the Harbor itself. These shuttle operations vary depending on the needs of the specific event. Per the Dana Point Harbor District Regulations Chapter 11-3, General Regulations, the implementation of a shuttle service from on-site and/or off-site Harbor parking areas shall be offered to the public free of charge for any temporary event requiring a Coastal Development Permit, which identifies the need for shuttle service. Below you will find a description of the current shuttle operations provided in Dana Point Harbor throughout the year. These descriptions are representative of what has occurred in the past and are subject to change as needed.

FESTIVAL OF WHALES

The Festival of Whales takes place each year on two weekends in March. A shuttle runs each of these four days from 10am to 5pm, to provide easy access to underutilized parking lots in the Harbor, circulation within the Harbor itself and to off-site parking areas. Shuttle stops include;

- Street of the Violet Lantern and Pacific Coast Highway (off-site)
- Mariner's Village
- Dana Wharf
- Baby Beach
- Ocean Institute
- Doheny State Beach (off-site)
- Dana Hills High School (off-site, only on the day of the concert)

DANA POINT HARBOR BOAT SHOW

The Dana Point Harbor Boat Show takes place each year in May for four days (Thursday, Friday, Saturday & Sunday). A shuttle runs within the Harbor to provide easy access to underutilized parking lots in the Harbor each of these four days from ½ an hour prior to the start of the show, to ½ hour after the show ends. The shuttle stops every 10 minutes at the following locations;

- Dana West Marina – Cove side
- Dana West Marina – Island side
- Parking lot at the corner of Dana Point Harbor Drive & Puerto Place

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4TH OF JULY

A parking shuttle runs on the 4th of July from 10AM to 11PM, to provide easy access to off-site parking areas. Shuttle stops include;

- Dana Hills High School
- Main entrance of the Harbor @ the corner of Street of the Golden Lantern and Dana Point Harbor Drive

A separate Harbor shuttle also runs on the 4th of July from 10AM to 9PM, to provide easy access to underutilized parking lots throughout the Harbor and to provide circulation within the Harbor and the adjacent Doheny State Beach. Shuttle stops include;

- OC Sailing & Events Center / Baby Beach / Ocean Institute
- Mariner's Village
- Doheny State Beach

TALL SHIPS FESTIVAL

The Tall Ships Festival takes place each year on three days in September (Friday, Saturday & Sunday). A shuttle runs each of these three days from 10am to 8pm, to provide easy access to underutilized parking lots in the Harbor, circulation within the Harbor itself and to off-site parking areas. Shuttle stops include;

- County parking lot @ Selva Road and Pacific Coast Highway (off-site)
- Ocean Institute
- Baby Beach
- OC Sailing & Events Center
- Main entrance of the Harbor @ the corner of Street of the Golden Lantern and Dana Point Harbor Drive
- Dana Hills High School (off-site, only on the day of the concert)

The goal of this Parking Management Plan is to recommend operational methods and responsibilities for controlling, monitoring, and adjusting management procedures for parking area usage. We've provided a Special Event Parking Plan Form (within the appendix) which provides a framework of the items that must be considered beforehand, documents how the event was run, how the parking supply and management fared, and identifies best practices for the event, lessons learned from issues that arose, and proposed solutions to those issues.

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Documenting these special events all in the same format is the first step in creating truly comprehensive plans that track successes and failures and can be adjusted, as appropriate. We believe this approach will assist OC Dana Point Harbor staff as they attempt to resolve issues that may arise in the future by suggesting that problems, potentially impacted by numerous variable within the Harbor, can be foreseen. Parking for many of these special events has been operated the same way for years, but may not have a paper record of successes and failures.

For reference, the appendix includes a draft parking management plan from last 4th of July, the Special Event Parking Plan Form, and information provided to the public regarding event parking and shuttles.

8) HOTEL REDEVELOPMENT CONCERNS

Parking Zone II contains Planning Area 3 and provides parking to some of the water uses in Planning Area 10 (recreational boat slips). The parking within this zone consists of Lot IIa and Lot IIb. Lot IIa is set aside for Marina Inn guests and is 139 spaces in size. Lot IIb is 490 spaces and serves the recreational boat slips and the Catalina Ferry.

There are a total of 609 boat slips served by Parking Zone II supply; these slips require 365 parking spaces at a ratio of 0.60 spaces per slip. The minimum requirement for the hotel is tied to the number of hotel rooms on a one-to-one basis; therefore, 136 spaces are required for the existing hotel. The Catalina Ferry is a measured use and requires 120 spaces. Boater Service Buildings also have a parking requirement of 24 spaces.

Given the combined requirements of 645 spaces, and the total supply of 629 spaces the supply is currently deficient according to the new minimum requirements by 16 spaces. However, in the proposed plan, some Catalina Ferry spaces (20) will be moved to parking Lot IIIc during the non-peak season and all Ferry spaces (120) will be moved to Lot IVa and Lot IVb during the peak season. (Parking Zone IV has a 333 space surplus).

Plans for a new hotel could happen in future phases, but have yet to be designed. The current supply is sufficient for the hotel and for the boaters. Shifting Catalina Ferry

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passengers to Parking Zone IV should work well under the current and proposed future condition, but may need to be reconsidered depending on design for the hotel and the parking intended to serve it.

9) CONSOLIDATION OF PARKING SUPPLY

Future CDPs for various changes to Dana Point Harbor may include consolidation of parking supply. Because these CDPs have yet to be submitted it is unclear whether this will be possible. Caution should be exercised when removing entries and exits from the main roadways, as shifting vehicular traffic may impact the number of pedestrian interactions with rerouted vehicles; a balance should be established to maintain pedestrian and bicycles linkage throughout the Harbor to the extent possible.

10) TRANSPORTATION DEMAND MANAGEMENT ("TDM") PROGRAM.

The term "TDM" is a set of simple strategies that when implemented can result in more efficient use of transportation (parking and transit) resources by reducing the use of single occupant vehicles (SOVs). These techniques for decreasing parking demand are collectively known as TDM.

The TDM Plan for the Dana Point Harbor Revitalization has been prepared by Fehr & Peers Transportation Consultants and is available under separate cover.

CONSTRUCTION AND TEMPORARY
OPERATIONS PLANS



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In this section we describe operational and parking management practices to ensure public and boater access will be provided to all Harbor facilities and businesses to the extent they can be safely accessed during construction activities and reduce parking congestion/conflicts. The plans also include the locations of shuttle drop-off areas, relocation of public transit facilities.

CONSTRUCTION AND TEMPORARY OPERATIONS PLANS

CONSTRUCTION MANAGEMENT PLAN

The construction of the new Commercial Core will occur in multiple phases over a period of 5 years. The most recent draft construction phasing plan suggests the following order of events:

- Phase 1A: Casitas Place Intersection and Road Work
- Phase 1B: Puerto Place Intersection and Dana Point Harbor Drive Road Work
- Phase 2: New Parking Deck
- Phase 3A & 3B: Existing Wharf Renovation
- Phase 4A: New Commercial Core (Buildings 6, 7, 8 & 9, Podium Parking & Festival Plaza)
- Phase 4B: East Storage Lot and Dry Stack Boat Storage Building Pad
- Phase 4C: East Launch Ramp Lot
- Phase 4D: North Launch Ramp Lot
- Phase 4E: South Launch Ramp Lot
- Phase 4F: New Restaurants and Restroom (Buildings 10, 11 & 12)
- Phase 5: Dry Stack Boat Storage Building
- Phase 4G: North Parking Lot and Golden Lantern Intersection

Some construction phases above overlap. The order of the start of construction is shown. For a more detailed analysis of construction phasing refer to the Construction Management Plan in the appendices of this document.

Given this phasing order, street and intersection improvements will be the first step of construction. Next, the parking deck will be built. The retail and restaurant space will not be built until the parking deck is completed in order to provide adequate parking during construction.

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During deck construction the site will lose spaces in Lot Ib, but from provided plans, all other lots may remain open. Some parkers may be temporarily shifted to nearby lots during this sub-phase of construction.

Remodel of the existing Wharf will commence during construction of the parking deck. This will remove Lot Ig (4-hour limit spaces). The parking spaces lost during this phase of construction will be replaced by the addition of the parking deck once complete.

Once the remodel of the Wharf is complete construction of the commercial buildings and podium parking will begin. This will remove Lot Ii (access controlled spaces) and Lot Ij (4-hour parking spaces).

A few months later, work will begin in PA 1 where the east parking lot (dry boat storage and vehicle with trailer parking) will be impacted as the new dry boat storage building pad is prepared. The surface lot will be built in a new layout.

During construction, 516 dry boat storage spaces will remain available to boaters. These spaces will be located on-site and/or off-site depending on the phase of construction. EIR 591 identified two possible off-site locations for dry boat storage. These included the County of Orange owned Selva Parking Lot located west of the Harbor and the South Coast Water District (SCWD) owned property south of Stonehill Drive. Since that time, other possible nearby locations have been evaluated in addition to these two locations. The actual location(s) that will be used for temporary off-site boat storage will be determined based on availability and convenience at the time of construction.

Once these improvements have been made, the remainder of Lot Ic, aside from the boat launch area, will be renovated for vehicles with trailers.

The dry stack boat storage building will be constructed next. The final steps in this part of the construction phasing plan are the north parking lot and improvements to the Golden Lantern intersection.

In the event of temporary closures, alternate routes and clear directional signage shall be provided. Access to the Marine Services Commercial and designated boater parking

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areas shall be maintained during all construction phases to the greatest extent feasible.

A Construction Management Phasing Plan is included in the appendices of this document and includes configuration of construction staging areas, temporary access routes and parking areas and will be submitted with Coastal Development Permit (CDP) application(s) in accordance with the requirements of Chapter II-14 of the District Regulations. It should be noted that parking will be constructed ahead of commercial improvements, which means that parking will be overbuilt until subsequent sub-phases are completed. Also, most of the impacted parking areas during any given sub-phase are also tied to the commercial space that is being renovated or newly built, so no parking demand is being generated from that space.

Any subsequent changes to the attached Construction Management Phasing Plan shall also be consistent with these regulations and shall be incorporated into all applicable construction plans submitted for review and approval prior to issuance of Grading and/or Building Permits by the County of Orange.

SUMMARY OF RECOMMENDATIONS,
CONCLUSIONS AND IMPLEMENTATION
SCHEDULE



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In this section we describe potential options for ongoing monitoring/reporting to increase parking area utilization and minimize congestion or operational inefficiencies.

RECOMMENDATIONS

The Harbor has effectively managed the parking supply for years, and understands the ebb and flow due to activity levels of various user groups and events. Staff is very well organized when it comes to parking. For the majority of the supply, which is unaffected by the Commercial Core construction, we believe that the existing management techniques are appropriate. These management techniques are described in the Assessment of Parking Operational Practices.

Regarding parking for the Commercial Core, we believe that this supply should be protected better than it has been in the past. This is evidenced through parking occupancy and duration studies. Posted time limits and user designations are sufficient for the majority of periods and lots throughout the Harbor, but the commercial areas do need additional protection from those who are provided parking elsewhere on the site. Historically, this parking supply has been nearest to full occupancy during peak summer Saturdays. It is likely that some boat users or commercial employees are using these lots under current conditions which removes those spaces from available supply for Commercial Core visitors while many boater designated parking spaces sit vacant. Simply putting the same time restrictions in place may not be enough to shift these users to their intended (and protected) parking supply as is evident from the 2006 study. A gated and validated (or timed free exit) equipment option should be considered as renovation of many Harbor lots is taking place. Additional signage should also be provided to direct those who come to the Harbor for non-commercial uses to other, more appropriate parking supplies. Because the Commercial Core parking lots are easily found upon entry to the Harbor, they may be the parking supply by default for those who are not familiar with the Harbor.

SUMMARY OF RECOMMENDATIONS, CONCLUSIONS AND IMPLEMENTATION SCHEDULE

WALKER PROJECT # 37-8265.01

CONCLUSIONS

The changes to the Harbor under the Revitalization Plan do not actually provide for a large change in land use or a major disruption to normal operation outside of PA1 and PA2. Most of the changes involve updating existing land uses as well as an expansion for some in PA2. Therefore our analysis focused on Parking Zone I which includes PA1 and PA2. We estimate an approximately 130 space surplus in Parking Zone I during peak periods.

Given that so many of the provisions and requirements protect boater parking there is limited impact on the rest of the Harbor if these provisions and requirements are adhered to, which is evidenced in this document. The Construction Management Phasing Plan provides for adequate parking throughout the construction period to avoid a shortfall of parking within the Commercial Core that could potentially spill over into adjacent parking supply for other uses.

IMPLEMENTATION SCHEDULE

The implementation schedule is not based on dates at this point, but based on trigger points. The first trigger point is upon approval of the Parking Management Plan as part of the overall Coastal Development Permit for the Harbor Revitalization. Intersection improvements are the first order of business, closely followed by removal of some current surface dry boat storage to make way for the parking deck.

During construction, 516 dry boat storage spaces will remain available to boaters. These spaces will be located on-site and/or off-site depending on the phase of construction. EIR 591 identified two possible off-site locations for dry boat storage. These included the County of Orange owned Selva Parking Lot located west of the Harbor and the South Coast Water District (SCWD) owned property south of Stonehill Drive. Since that time, other possible nearby locations have been evaluated in addition to these two locations. The actual location(s) that will be used for temporary off-site boat storage will be determined based on availability and convenience at the time of construction.

Once the parking deck is complete there will be adequate parking for the renovation of existing buildings, new commercial buildings, and any displaced parking. These

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building renovations and new commercial buildings will be constructed roughly at the same time as the surface boat storage and vehicle with trailer lots will be constructed. Once the commercial buildings are completed, existing tenants will be moved into their new space and the old buildings will be demolished. The former pads will be converted into surface parking. The dry stack boat storage building will be constructed at this same time. A detailed implementation schedule is included in the Construction Management Phasing Plan included in the appendices to this document.

Construction management and revisions to the Parking Management Plan as a result of changes in the configuration of individual parking areas for specific projects would be subject to approval of individual CDPs as outlined in the Dana Point Harbor District Regulations.

As for management of the parking supply, most of the supply throughout the Harbor goes unchanged and should remain that way. We do believe that a gated option may be required in the future to protect the Commercial Core parking for its intended users. Therefore during discussions regarding design for access points to this supply the required lane widths should be considered.

Additionally, further study could be undertaken in the future to select an appropriate access control system that could allow for free parking for the first four hours. Tickets could be processed as visitors are leaving either through the use of pay-on-foot pay stations or pay-in-lane (lower throughput). Boaters could utilize a proximity keycard to gain access and to exit. If access control equipment were to be introduced, it may allow for reduced enforcement staffing. Equipment for various lots throughout the Harbor that use access control now is somewhat dated. If a new system were put in place across the entire supply it could be managed actively from a single point, which could be on-site or remote.

APPENDICES



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Fourth of July Parking 2012

Overview

- Four intra-Harbor shuttles will be utilized, along with nine busses (City of Dana Point).
- One (1) van and two (2) golf carts (Employee, Boater Cargo, Catalina Express and Visitor/Intra-Harbor).
- Merchant/Restaurant employees will be directed to the Dana Hills High School Lot July 4.
- Catalina Express parking will be suspended from East Basin Marina Cove Lot from July 4 through July 8 and relocated to the Nordhavn parking, the one acre (OA) contiguous to Embarcadero and the Marina Inn West End Lot.
- All Marina Lots will have appropriate parking security at gates on July 4.
- Valet Parking will be discontinued on July 4.
- Parking Enforcement will be in place for Wednesday July 4.

Shuttle Transportation

1. Dana Point Harbor Association Shuttle:

- July 4 only; 10AM to 8PM.
- DPH Association is providing four (4) shuttle buses through Best Transportation (Fourth Shuttle comes online on July 4 at 10AM).
- Shuttles provide transportation within the Harbor along designated shuttle route; traversing Dana Point Harbor Drive stopping at Ocean Institute, Baby Beach, crossing over to the Island-West Basin going into the Dana West Yacht Club parking, then to Dana Point Yacht Club; driving to East Basin-Island stopping in front of Nordhavn Yachts and then Aventura Sailing, exiting to Dana Drive, to Mariner's Village stopping in front of Harpoon Henry's and continuing down Puerto Place, then stopping at Little Doheny Beach.
- At 8PM two (2) Shuttles will go to Ocean Institute to pick up their passengers (at OI expense).
- Shuttle for public, boaters and employees.

2. City of Dana Point Shuttle:

- July 4 only; 8AM to 11PM.
- City providing nine (9) busses.
- Transportation from remote parking at Dana Hills High School to corner of Dana Point Harbor Drive & Golden Lantern.
- For public, employees and boater overflow.

Anyone attempting to drive a private vehicle to the Harbor July 1 through 8 is encouraged to carpool or use public transportation.

3. Boater Cargo Shuttle:
 - July 4 only 10AM to 5PM.
 - Golf carts provided by OC Dana Point Harbor, staff by DPMC/DWM.
 - Pick-up Dana Point Harbor Drive and Island Way; Drop off as close as possible to destination.
 - If demand at the primary pick-up location is non-existent, carts to go to East & West Basin Lots to seek customers needing assistance.
4. Catalina Express Shuttle:
 - Serving the Nordhavn lot; exact shuttle schedule dependent upon timing of multi-day passengers' trips (to be determined by Dana Wharf Sportfishing).

Merchant Employee Parking @ Dana Hills High School

1. July 4.
 - Employees with shifts starting after 10AM are to park at Dana Hills High School parking lot and take the Dana Hills High School Shuttle/Bus to Golden Lantern & Dana Point Harbor Drive; City busses will have the last DHHS pick up into Harbor at 8:30PM and will not be available for return back up to DHHS from Harbor until after the fireworks.
2. Golden Lantern – drop off/pick up at yellow curb near Harpoon Henry's driveway/loading area.
3. Employees are to be notified by business owners; Kim Tilly is to provide notification materials-business owners responsible for copying and disseminating information to employees.

Catalina Express Parking

1. July 4 through July 8 Catalina Express multi-day parking will be discontinued from East Marina Cove Lot and relocated to the Nordhavn lot (not to exceed 60 spaces), to the one acre (not to exceed 40 spaces) and the Marina Inn West End Lot (not to exceed 40 spaces). Entry to the one acre lot is through the Embarcadero/Launch Ramp gate (Embarcadero Place off Dana Point Harbor Drive).
2. July 4 short term Catalina Express parking will be relocated to the Dana Wharf Sportfishing parking lot.
3. Gate attendant for the one acre lot for 1.5 hours prior to Catalina Express trip departure or at time of Catalina Express arrival. Gate attendant at Nordhavn lot will be provided, only if it is required (based upon multi-day passenger schedules).
4. July 4 –two (2) DPHA Shuttles will transition at 9 PM to Dana Wharf to help with overflow Catalina Express passengers.
5. Vintage Marina Partners to staff gate at entrance to the one acre lot as needed in addition to the hours stated above.

Dana Hills High School Golden Lantern Lot Public Parking

1. July 4 only; 10AM to 11PM.
2. Lot for all public including merchant employees and boater guests.
3. Transportation provided by City of Dana Point.
4. Drop off at Golden Lantern and Dana Point Harbor Drive.

5. Last DHHS pick up into Harbor is at 8:30PM due to fireworks, busses will line up and be ready to shuttle passengers back to DHHS after fireworks.

Lot Staffing:

- **East Basin Marina Lot 1** (Golden Lantern, east of Harpoon Henry’s)
 - DPMC Attendant – Wed. 8AM-5PM
 - Security Personnel – Wed. 8AM-11PM
- **East Basin Marina Lot 2** (Casitas Place, south of Harbor Grill)
 - DPMC Attendant – 8AM-4PM
 - Security Personnel – Wed. 8AM-11PM
- **East Basin Marina Lot 3** (Island side, Dana Drive, east of bridge)
 - DPMC Attendants – Wed. 7AM-4PM.
 - Security Personnel – Wed. 8AM-11PM
- **West Basin Marina Lot 1** (Cove side, west of bridge)
 - DWM Attendants (2) – Wed. 7AM-11PM
- **West Basin Marina Lot 2** (Island side, Dana Drive, west of bridge).
 - DWM Attendants (2) – Wed. 7AM-11PM
- **Dana Wharf Sportfishing Lot** (former Employee Lot)
 - One attendant (provided by DPMC) 6AM-3PM on July 4
- **One Acre (contiguous to Embarcadero)**
 - Gate attendant for the one acre (OA) lot for 1.5 hours prior to Catalina Express trip departure or at time of Catalina Express arrival. Entry to the lot is through the Embarcadero/Launch Ramp gate off Dana Point Harbor Drive.

CATALINA EXPRESS SCHEDULE		IN	OUT	HOURS
DEPART	7:45AM	6:15AM	7:45AM	1:30
ARRIVAL	11:15AM	10:15AM	11:45AM	1:30
DEPART	11:55AM	10:25AM	11:55AM	1:30
ARRIVAL	3:30PM	3:30PM	5:00PM	1:30
DEPART	5:00PM	3:30PM	5:00PM	1:30
ARRIVAL	8:30PM	8:30PM	10:00PM	1:30

Valet Parking:

- No valet parking on July 4
- Dana Wharf Valet: normal valet service on Friday, Saturday and Sunday July 6, 7 & 8.
- Mariner’s Village Valet: valet service on Friday, Saturday and Sunday July 6, 7 & 8.

All valet use of parking areas is subject to space availability; if a lot’s capacity reaches 90%, valet parking is to be halted.

The Overview summarizes basic information about each core component of the special event parking plan. A page break should be used at the end of the Overview.

SPECIAL EVENT PARKING PLAN
[EVENT NAME], [EVENT DATE(S), TIME(S)]

"Comment" refers reader to points that are detailed later in the plan



Overview

1. Event Dates/Times

Day and Date	Begin	End	Comment
Saturday mm/dd/yy	5:00 AM	10:00 PM	

2. Transportation Used

Description (number)	Provider	Hours of Operation				Headway in minutes	Comment
		Date	Begin	End			
shuttles (4); buses (9)	City of Dana Point	07/04/13	10:00 AM	8:00 PM		15	
Van (1); Golf carts (2)							

3. Remote Lots Needed

Lot Name	Location	Dates	Begin	End	User Groups	Comment
Dana Hills High School Golden Lantern Lot	[Physical address]	07/04/13	10:00 AM	8:00 PM	All public	

4. Event Staffing Needs

Lot Name	Category (number)	Date	Projected Hours	Projected OT	Provider	Comment
East Basin Marina 1-3	Attendants (3)	07/04/13	24	0	DPMC	
	Security (3)		24	0		
West Basin Marina 1-3	Attendants (4)	07/04/13	32	0	DWM	
Dana Wharf Sportsfishing	Attendant (1)	07/04/13	8	0	DPMC	
OA Gate	Attendant (1)	07/04/13	8	1		

5. Impact on Tenants

Tenant	Category	Date	Begin	End	Impact	Comment
All Merchants	Employees with shifts starting after 10 AM	07/04/13	10:00 AM	8:00 PM	Park at Dana Hills High School Golden Lantern Lot	

6. Changes to Standard Operations

Component	Change	Date	Begin	End	Provider	Comment
Valet Service	Discontinued	07/04/13	10:00 AM	8:00 PM	All public	
Enforcement	In Place	07/04/15	10:00 AM	8:00 PM		

POINTS OF CONTACT [FOR INTERNAL USE ONLY]

Name	Email	Office	Cell	Area of Responsibility
Jane Doe	j.doe@email,.address.com	(714) 123-1234	(714) 123-4567	Event planning
				Transportation
				Remote Lots
				Staffing
				Tenants/Community Relations
				Enforcement
				Valet Parking

The Points of Contact list is for internal use only.

"Area of responsibility" should correspond to specific points in the special event parking plan on an event-by-event basis.

1. **EVENT DATE/TIMES** [This section is for additional comments on the special event.]
 - 1.A. Individual sub points may refer to specific scheduling requirements for a designated facility.

2. **TRANSPORTATION USED** [This section is for additional comments on transportation needs]
 - 2.A. Individual sub points may refer to specific providers,
 - 2.A.1. the numbers and types of vehicles, and
 - 2.A.2. their schedules.

3. **REMOTE LOTS NEEDED** [This section is for additional comments on which lots will be used for the special events.]
 - 3.A. This section may include information on operational and maintenance issues for each lot.
 - 3.B. This section should include scheduling information for each lot.

4. **EVENT STAFFING NEEDS** [This section is for additional comments on staffing needs for the events.]
 - 4.A. This section may include staff schedules for specific lots.
 - 4.B. This section may include projected number of shifts, regular hours, and OT hours for the special event.
 - 4.C. This section may include additional information pertaining to specific requirements (e.g. dress code) for a special event.

5. **IMPACT ON TENANTS** [This section provided details on where tenants will parking during the special event.]
 - 5.A. Individual sub points may refer to specific tenants, or
 - 5.B. Discuss means by which the impact will be communicated to tenants.

6. **CHANGES TO STANDARD OPERATIONS** [This section details how the parking system will operate differently during the special event.]
 - 6.A. Individual sub points may highlight specific changes to typical operations (e.g. Catalina Express parking).

7. **BEST PRACTICES** [This section is for listing three objectives, practices, or points of interest from previous special events that worked well and should be continued.]

BEST PRACTICES
1.
2.
3.

8. **LESSONS LEARNED** [This section lists three objectives or practices or "mistakes" that were made at a previous special event and should be avoided.]

LESSONS LEARNED
1.
2.
3.

9. **PROPOSED SOLUTIONS** [This section is for developing solutions that address the Lessons Learned.

PROPOSED SOLUTIONS
1.
2.
3.

SPECIAL EVENT DATA [This section is for documenting key metrics and information on a given special event. It should be filled out by the person who managed the parking system during the special event.]

- PEAK PARKING DEMAND

PEAK DEMAND	TIME	NUMBER OF VEHICLES	ADEQUATE
PROJECTED (THIS YEAR)			<input type="checkbox"/> YES <input type="checkbox"/> NO
ACTUAL (THIS YEAR)			<input type="checkbox"/> YES <input type="checkbox"/> NO
ACTUAL (LAST YEAR)			<input type="checkbox"/> YES <input type="checkbox"/> NO

- STAFFING

STAFF TYPE	NUMBER	TOTAL HOURS	ADEQUATE	COMMENT
ATTENDANT			<input type="checkbox"/> YES <input type="checkbox"/> NO	
ENFORCEMENT			<input type="checkbox"/> YES <input type="checkbox"/> NO	
VALET			<input type="checkbox"/> YES <input type="checkbox"/> NO	
SUPERVISORS			<input type="checkbox"/> YES <input type="checkbox"/> NO	
MANAGERS			<input type="checkbox"/> YES <input type="checkbox"/> NO	

- TRANSPORTATION

VEHICLE TYPE	NUMBER	PROVIDER	ADEQUATE	COMMENT
BUSES			<input type="checkbox"/> YES <input type="checkbox"/> NO	
SHUTTLES			<input type="checkbox"/> YES <input type="checkbox"/> NO	
VANS			<input type="checkbox"/> YES <input type="checkbox"/> NO	
GOLF CARTS			<input type="checkbox"/> YES <input type="checkbox"/> NO	

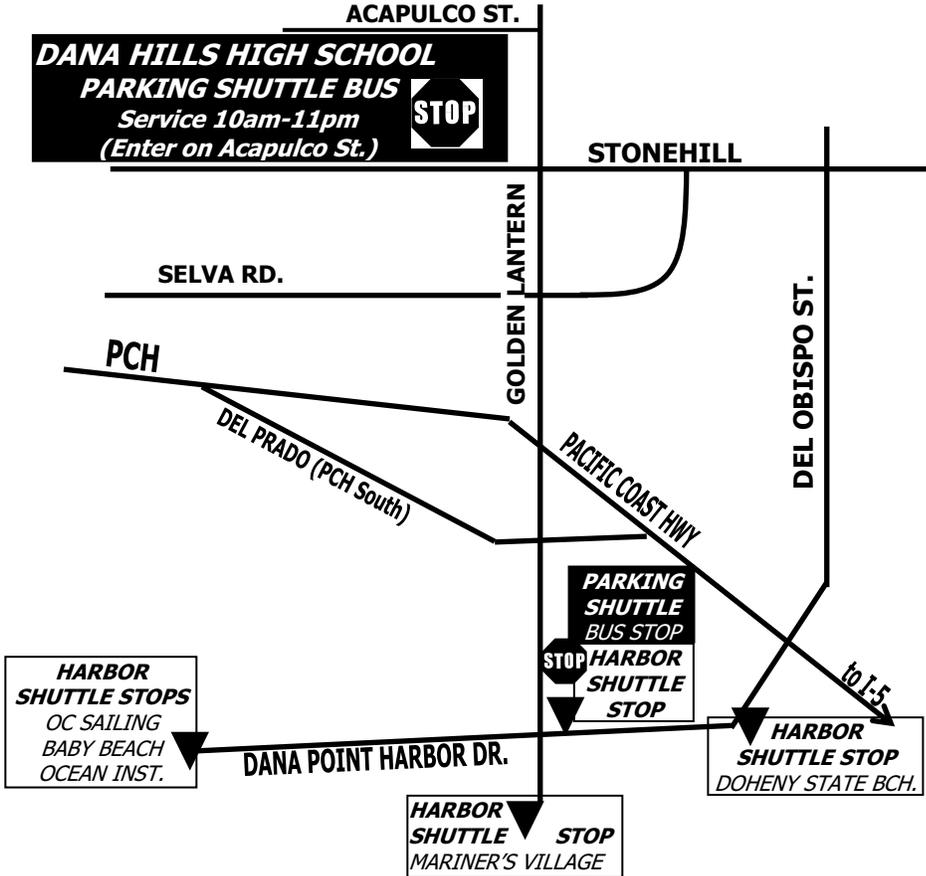
- BEST PRACTICES

BEST PRACTICES
1.
2.
3.

- LESSONS LEARNED

LESSONS LEARNED
1.
2.
3.

4th OF JULY PARKING & HARBOR SHUTTLES



STOP - PARKING SHUTTLE: To/from Dana Hills High School. Stops ONLY at the corner of Harbor Drive & Golden Lantern. Buses run approximately every 10-15 minutes from 10am-11pm. No service from 9pm - 9:30pm due to fireworks. LAST SHUTTLE FROM HARBOR TO DHHS IS 11pm!!

▼ - HARBOR SHUTTLE: Runs throughout Harbor ONLY. Stops at Ocean Institute, Baby Beach, Mariner’s Village, Doheny Beach 10am-9pm.

QUESTIONS? **City of Dana Point (949) 248-3530**
Please note – offices / phones will not be open Friday, July 4.
In case of Emergency, call 911.

