CITY OF DANA POINT
PLANNING COMMISSION
AGENDA REPORT

DATE: **DECEMBER 3, 2018**

TO: **DANA POINT PLANNING COMMISSION**

FROM: **COMMUNITY DEVELOPMENT DEPARTMENT**
MATT SCHNEIDER, DIRECTOR OF COMMUNITY DEVELOPMENT
SEAN NICHOLAS, SENIOR PLANNER

SUBJECT: **CONDITIONAL USE PERMIT CUP18-0004/SITE DEVELOPMENT PERMIT SDP18-0010 FOR THE DEMOLITION OF 15,733 SQUARE FEET OF PARISH HALL AND MEETING ROOMS, AND CONSTRUCTION OF A NEW 25,393 SQUARE FOOT PASTORAL CENTER, 1,803 NARTHEX ENTRY INTO THE EXISTING CHURCH, AND WALLS VISIBLE FROM THE PUBLIC RIGHT-OF-WAY GREATER THAN 30 INCHES TALL FOR ST. EDWARDS CATHOLIC CHURCH WITHIN THE COMMUNITY FACILITIES (CF) ZONING DISTRICT LOCATED AT 33926 CALLE LA PRIMAVERA**

RECOMMENDATION: That the Planning Commission adopt the attached draft resolution approving Conditional Use Permit CUP18-0004/Site Development Permit SDP18-0010 (Action Document 1).

OWNER/APPLICANT: Roman Catholic Diocese of Orange County (Owner)/Domus studio Architects (Applicant/Architect)

OWNER'S REPRESENTATIVE: David Pfeifer, Domus studio Architects

REQUEST: A request for the demolition of 15,733 square feet of parish hall and offices and development of a new 25,393 square foot Pastoral Center, 1,803 Narthex entrance to the existing church, and walls greater than 30 inches facing the public right-of-way for St. Edwards Catholic Church at 33926 Calle La Primavera.

LOCATION: 33926 Calle La Primavera (APN: 682-361-01)

NOTICE: Public Hearing notices were mailed to property owners within 1,200 feet on November 21, 2018. The same notice was published in the Dana Point News on November 23, 2018, and notices were posted

on or before November 23, 2018, at Dana Point City Hall, the Dana Point post office, the Capistrano Beach post office, and the Dana Point Library.

ENVIRONMENTAL: Pursuant to the California Environmental Quality Act (CEQA), this project is Categorically Exempt per Section 15332 (Class 32-In-Fill Development Projects) in that Class 32 exemptions provides for in-fill development projects on project sites that are 5 acres or less, are surrounded by urban uses, are consistent with all applicable General Plan designations and policies and all Zoning designations and regulations, do not have a significant effects relating to Land Uses, Habitat, Traffic, Noise, Air Quality or Water Quality and can be adequately served by all required utilities and public resources are Categorically Exempt from the provisions of CEQA.

ISSUES:

1. Is the proposal consistent with the City's adopted General Plan/Zoning Code?

2. Is the proposal compatible with and an enhancement to the surrounding neighborhood and City?

3. Does the project satisfy all the findings required pursuant to the City's Zoning Code for approving a Conditional Use Permit/Site Development Permit?

BACKGROUND: St. Edwards Catholic Church was established in 1971, and initially operated out of what is currently known as Knight Hall. Overtime, the church has evolved and incorporated a Parish School, new Sanctuary, Rectory building, Church offices, and re-purposed the original church (Knight Hall) into a Parish Center. In 2009, the Rectory was moved off-site, and that space was then converted into additional offices. These improvements have been incremental, and occurred over the last 40 years.

The goal the proposed project is to replace the 47 year old Knights Hall with a new Pastoral Center and consolidate the administrative offices/functions into the new facility.

DISCUSSION: The proposed project is located within the Community Facility (CF) zoning designation where religious uses are permitted through the approval of a Conditional Use Permit. The religious use (Church) was approved for the site in 1970, when the City was under County jurisdiction. The site is surrounded by residential development, and the site will continue to function as a religious use serving the City of Dana Point.

In addition to a Conditional Use Permit, the project requires a Site Development Permit. Staff has reviewed the proposed project and has found the proposal meets all applicable development standards of the Community Facility (CF) zoning designation, including but not limited to, setback, lot coverage, floor area, parking, and heights.

Table 1, is a summary of the proposed Pastoral Center:

Table 1: Proposed Pastoral Center

Building	Area
Knights Hall (Parish Center)	-8,403 SF (Demolished)
Rectory/Offices	-5,560 SF (Demolished)
Office Building A	-1,370 SF (Demolished)
Office Building B	-400 SF (Partial Demo)
Proposed Pastoral Center (New Building)	25,393 SF
Total Demolished (Old Buildings)	-15,733 SF
Total New Area for Pastoral Center	+9,660 SF

The applicant is also proposing a 1,803 square foot addition to the Sanctuary to create a new entry. The vestibule like entry, called a Narthex, allows parishioners to enter and gather inside before entering the Sanctuary itself. The added area has no proposed seating, and will not increase the overall capacity of the Sanctuary.

Table 2 summarizes applicable development standards from the Community Facilities (CF) zoning district of the Dana Point Zoning Ordinance:

Table 2: Compliance with Community Facilities (CF) Zoning District Development Standards

Development Standard	Requirement	Proposed	Compliant with Standard
Setback	20 feet from front PL	27 feet from front PL	Yes
	10 feet from interior side PL	14 feet from interior side PL (top of slope)	Yes
	20 feet from rear PL	75 feet from Narthex to PL	Yes
Height	33 foot maximum	33 feet	Yes

Development Standard	Requirement	Proposed	Compliant with Standard
Lot Coverage	35% maximum	23%	Yes
Floor Area Ratio	.4	.37	Yes
Landscape Coverage	20% minimum	21% (of project area)	Yes
Parking Required	322 parking spaces*	416 parking spaces	Yes

*Based on past approvals the site utilizes shared parking, with the Church established as the primary use. Per the City's Zoning Code the church is required to provide 1 parking stall per three (3) fixed seats. There are 965 seats in the Sanctuary and no change is proposed to that number.

CONDITIONAL USE PERMIT:

The applicant's goal for the Pastoral Center is to consolidate operations and use the property more efficiently. Currently, Church related meetings/classes occur at the school during off school hours. The proposed Pastoral Center is designed to accommodate all church related functions and meetings (e.g., faith formation program, sacramental events, etc.) eliminating the need to utilize the school. Conditions of approval have been incorporated to ensure the school, church, and Pastoral Center operations are managed to avoid traffic and parking impacts.

Parking/Traffic
As set forth below, the City hired a third party consult to conduct an updated parking study and confirmed that, consistent with past Conditional Use Permits (CUP91-01 and CUP99-08), the peak parking demand for the site is Sunday during masses. The School and Pastoral Center are ancillary to the Church and share parking. The applicant's proposal will maintain the shared parking on-site as the functions of the site occur during different peak times.

In an effort to improve on-site circulation, the applicant is proposing to remove 12 parking spaces from the front of the new Pastoral Center and Sanctuary. The proposed 93 foot long drop off/loading area will provide an area for passenger drop-offs and avoid vehicles temporarily blocking the parking lots primary access lane. The project proposes a total of 416 parking spaces on-site, 94 more spaces then the required 322 parking spaces for the primary use on-site. Table 4 provides the parking utilization and surplus during all masses (peak utilization of on-site parking). Conditions of approval 11-16 have been added to avoid potential overlap of uses on-site and ensure sufficient parking.

To analyze parking utilization and traffic, staff independently, and without applicant notification, had Linscott, Law, & Greenspan (LLG) analyze existing conditions (Church

and School activities). Table 3 summarizes the Level of Service (LOS) results, which found the project/study area operates at a LOS between A-C, which is at or above the General Plan designated threshold of LOS C.

Table 3: Level of Service (LOS) Traffic Study Results

Intersection/Location	Existing LOS	With Proposed Project LOS	Change in LOS	Consistent with General Plan LOS
Crystal Lantern at PCH	A (AM) A (Midday) A (PM) A (Sunday)	A (AM) A (Midday) A (PM) A (Sunday)	None None None None	Yes Yes Yes Yes
Crystal Lantern at Manzanita/Calle La Primavera	A (AM) A (Midday) A (PM) A (Sunday)	A (AM) A (Midday) A (PM) A (Sunday)	None None None None	Yes Yes Yes Yes
Calle La Primavera at La Cresta Drive	A (AM) A (Midday) A (PM) A (Sunday)	A (AM) A (Midday) A (PM) A (Sunday)	None None None None	Yes Yes Yes Yes
Calle La Primavera at Outbound Driveway	A (AM) B (Midday) A (PM) B (Sunday)	A (AM) B (Midday) A (PM) B (Sunday)	None None None None	N/A* N/A* N/A* N/A*
Calle La Primavera at Pequito Drive	A (AM) A (Midday) A (PM) B (Sunday)	A (AM) A (Midday) A (PM) B (Sunday)	None None None None	Yes Yes Yes Yes
Calle La Primavera at Selva Road	B (AM) B (Midday) B (PM) C (Sunday)	B (AM) B (Midday) B (PM) C (Sunday)	None None None None	Yes Yes Yes Yes

*This is a driveway and not an intersection, thus there is no General Plan LOS.
**The inbound driveway is uncontrolled, thus the flow of traffic is continuous.

Table 4: Parking Utilization Summary

Count	Saturday 6:00pm	Sunday 8:00am	Sunday 9:30am	Sunday 11:30am	Sunday 1:00pm	Sunday 6:00pm
June 2018	261 (155 surplus*)	234 (182 surplus*)	264 (152 surplus*)	336 (80 surplus*)	199 (217 surplus*)	250 (166 surplus*)
October 2018	293 (123 surplus*)	212 (204 surplus*)	355 (61 surplus*)	365 (51 surplus*)	238 (178 surplus*)	381 (35 surplus*)

*Assuming 416 spaces if project approved

The project has also been conditioned to require the use of an overflow parking area of 107 parking spaces. The intent of this area is to provide for flex parking for special events/holidays (Easter, Christmas, etc.). When in use, the overflow parking area, combined with the dedicated parking area, would provide 519 parking spaces.

Noise

To evaluate potential noise impacts, a noise analysis was provided by iD!BRi. The analysis evaluated operations proposed for the Pastoral Center and to determine whether those operations would be in compliance with the City's Noise Ordinance. The analysis has been included as Supporting Document 6. It found that all activities occurring within the Pastoral Center will be at or below the noise levels permitted by the Noise Ordinance. This is largely due to the modern construction materials (insulation, double pane windows, etc.) utilized in the proposed Pastoral Center, which will diminish audible noise emanating from inside the building.

In addition, Conditions of Approval Nos. 17-20 address the operation of the Pastoral Center in order to further avoid noise impacts. Those Conditions prohibit exterior amplified/live music without a separate Special Event Permit, and require all doors and windows remain shut during Pastoral Center events.

Findings

Section 9.65.060 and 9.35.110 of the DPZC stipulates a minimum of six (6) findings to approve a Conditional Use Permit, requiring that the project:

1. That the proposed conditional use is consistent with the General Plan.
2. That the nature, condition, and development of adjacent uses, buildings, and structures have been considered, and the proposed conditional use will not adversely affect or be materially detrimental to the adjacent uses, buildings, or structures.

3. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and other land use development features prescribed in this Code and required by the Commission or Council in order to integrate the use with existing and planned uses in the vicinity.
4. That the applicable parking and loading requirements are excessive or inappropriate due to either the nature of the specific use(s) involved or because of special circumstances applicable to the site.
5. That the proposed parking and loading facilities, as conditioned, comply with the intent and purpose of the parking and loading regulations.
6. That the provisions of the proposed shared parking program are reasonable, accountable and enforceable.

The required findings are articulated in the attached draft Resolution identified as Action Document 1.

SITE DEVELOPMENT PERMIT:

In accordance with Section 9.71.020 of the Dana Point Zoning Code, a Site Development Permit is required for all non-residential developments exceeding 2,000 gross square feet. As discussed above, the proposed project conforms to all applicable development standards, does not change the religious use of the site, and sufficient parking is provided on-site through shared parking.

A Site Development Permit is also required for the proposed retaining wall over 30 inches in height that will be visible from the public right-of-way. The proposed wall is required to improve drainage on-site and support the proposed development. The proposed MSE retaining wall varies in height from on-grade to up to 14 feet above finished grade and is setback from Calle La Primavera to allow for landscape improvements. The proposed project includes landscape improvements throughout the project site, but there is a focus on landscaping along Calle La Primavera to soften the proposed retaining wall and help to reduce the visible massing of the wall. Staff has conditioned the project to ensure the project conforms to all landscaping requirements, and final landscape plans will be subject to 3rd party review by the City's contract landscape architect.

Findings
Section 9.71.050 of the DPZC stipulates a minimum of four (4) findings to approve a Site Development Permit:

1. *Compliance of the site design with development standards of this Code.*

2. *Suitability of the site for the proposed use and development.*

3. *Compliance with all elements of the General Plan and all applicable provisions of the Urban Design Guidelines.*

4. *Site and structural design which is appropriate for the site and function of the proposed use(s), without requiring a particular style or type of architecture.*

The required findings are articulated in the attached draft Resolution identified as Action Document 1.

California Environmental Quality Act (CEQA)

Based on staff's review, the project qualifies for a CEQA Class 32 exemption (infill development). Supporting Document 3 is the CEQA Notice of Exemption and outlines the findings associated with the Class 32 Exemption, including the following:

- Traffic: An independent traffic analysis was completed by LLG. The results of the analysis shows that with the proposed project there is no change in the level of service (LOS) of any of the intersections within the project area(Table 3 above), which typically operate at a LOS of A or B.
- Noise: A noise analysis was completed and included as Supporting Document 6. The analysis found that the proposed operations within the new building would not exceed the allowed noise levels stipulated in the Noise Ordinance. Operational conditions of approval have been added which will also help reduce potential noise impacts.
- Air Quality: The South Coast Air Quality Management District's (AQMD) CALEEMOD program was used to model potential Air Quality impacts. Based on the size of the project and thresholds set by AQMD, the project is below all of the construction and operational air quality thresholds, thus there are no Air Quality impact.
- Water Quality: A Preliminary Water Quality Management Plan (WQMP) was prepared for the project which has addressed any potential water related impacts. A condition of approval has been included requiring a Final WQMP approval prior to the issuance of any permits for the site.

OUTREACH/CORRESPONDENCE:

On May 10, 2018, City staff conducted a two and half (2 ½) hour public community meeting for residents. During that meeting, staff answered questions regarding CEQA and the

project.

In addition, the applicant hosted a public community meeting on May 29, 2018, to discuss the project and listen and respond to neighborhood concerns. The applicant has also solicited public feedback through mailers and voluntarily expanded the noticing radius for the Planning Commission Hearing from 500 feet to 1,200 feet.

At both the City and applicant community meetings, traffic, parking, and noise were the primary issues raised regarding the proposed project.

Staff has received other inquiries from neighbors outside of those meetings. Those inquiries have been primarily related to the scope of the proposed project, and whether the public hearing could be continued until January.

CONCLUSION: Based on the above analysis, staff determined that the proposed project meets the applicable development standards set forth in the Dana Point Zoning Code, and that all required findings can be made. Staff recommends that the Planning Commission adopt the attached draft resolution approving Conditional Use Permit CUP18-0004/Site Development Permit SDP18-0010, St. Edwards Catholic Church.

Sean Nicholas, AICP
Senior Planner

Matt Schneider
Director of Community Development

ACTION DOCUMENT:

1. Draft Planning Commission Resolution 18-12-03-XX

SUPPORTING DOCUMENTS:

2. Vicinity Map
3. CEQA Exemption form
4. Operation/Project Narrative
5. Proposed area breakdown
6. Noise Analysis
7. Parking/Traffic Study (excerpted)
8. Proposed plans

Action Document 1 Draft Planning Commission Resolution 18-12-03-XX

RESOLUTION NO. 18-12-03-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DANA POINT, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT CUP18-0004 AND SITE DEVELOPMENT PERMIT SDP18-0010 FOR THE DEMOLITION OF 15,733 SQUARE FEET OF PARISH HALL AND MEETING ROOMS, AND CONSTRUCTION OF A NEW 25,393 SQUARE FOOT PASTORAL CENTER, 1,803 NARTHEX ENTRY INTO THE EXISTING CHURCH, AND RETAINING WALL VISIBLE FROM THE PUBLIC RIGHT-OF-WAY GREATER THAN 30 INCHES TALL FOR ST. EDWARDS CATHOLIC CHURCH LOCATED AT 33926 CALLE LA PRIMAVERA

The Planning Commission for the City of Dana Point does hereby resolve as follows:

WHEREAS, Roman Catholic Diocese of Orange County (the "Owner"), owns the real property commonly referred to as 33926 Calle La Primavera (APN: 682-631-01) (the "Property"); and

WHEREAS, the Owners caused to be filed a verified application for a Conditional Use Permit and Site Development Permit for the demolition of 15,733 square feet of parish hall and offices and development of a new 25,393 square foot Pastoral Center, 1,803 Narthex (vestibule) entrance to the existing church, and retaining wall greater than 30 inches facing the public right-of-way for St. Edwards Catholic Church; and

WHEREAS, said verified application constitutes a request as provided by Title 9 of the Dana Point Municipal Code; and

WHEREAS, the Planning Commission did, on the 3rd day of December, 2018, hold a duly noticed public hearing as prescribed by law to consider said request; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), the project is Categorically Exempt per Section 15332 (Class 32-In-fill Development Projects) in that Class 32 exemptions provides for in-fill development projects as specified in the Notice of Exemption; and

WHEREAS, at said public hearing, upon hearing and considering all testimony and arguments, if any, of all persons desiring to be heard, said Commission considered all factors relating to Conditional Use Permit CUP18-0004 and Site Development Permit SDP18-0010.

NOW, THEREFORE, BE IT HEREBY RESOLVED by the Planning Commission of the City of Dana Point as follows;

A) That the above recitations are true and correct and incorporated herein by reference;

Findings:

B) Based on the evidence presented at the public hearing, the Planning Commission adopts the following findings and approves Conditional Use Permit CUP18-0004, subject to conditions:

1) That the proposed conditional use is consistent with the General Plan, **in that, the project supports Land Use Goal 1 to achieve a desirable mixture of land uses to meet residential, commercial, industrial, recreational, open space, cultural and public service needs of the City residents. Additionally, Land Use Goal 3 directs the growth of the community so as to maintain and improve the quality of life, and associated Policy 3.6 which encourages patterns of development necessary to minimize air pollution and vehicle miles traveled, thus by having cultural and religious facilities incorporated into the neighborhood is consistent with the General Plan.**

2) That the nature, condition, and development of adjacent uses, buildings, and structures have been considered, and the proposed conditional use will not adversely affect or be materially detrimental to the adjacent uses, buildings, or structures, **in that, the proposed development is consistent with all applicable development requirements of the DPZC, and continues the existing primary use of a Church on-site. The project will allow for the church to operate independently from the school while sharing the parking resources, but not overlapping use, space, or events.**

3) That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and other land use development features prescribed in this Code and required by the Commission in order to integrate the use with existing and planned uses in the vicinity, **in that, the site has operated as a church within the residential neighborhood since 1971, and the project will not modify or change the use of the site. All of the various improvements associated with the proposed project are consistent with the development standards set forth in the DPZC, and consistent with the**

architecture of the site. Landscaping and wall improvements have been included as part of the project, and all walls are screened from Calle la Primavera as required.

4) That the applicable parking and loading requirements are excessive or inappropriate due to either the nature of the specific use(s) involved or because of special circumstances applicable to the site **in that, the site has had shared parking throughout the evolution of the uses on-site. Due to the special circumstances applicable to the operations of the uses on-site, none of the uses peak demand operate at the same time, and requiring the parking for all uses individually would not be feasible. The approved operations, and additional operational conditions placed on the project are meant to address the unique nature of the mix of uses and ensure parking availability for all uses on-site.**

5) That the proposed parking and loading facilities, as conditioned, comply with the intent and purpose of the parking and loading regulations **in that, the intent and purpose of parking regulations have been met by providing parking for the primary use on-site at peak utilization. Additionally, a parking utilization study was completed for the project which confirmed at peak use there was sufficient parking provided on-site for the various peak utilization times.**

6) That the provisions of the proposed shared parking program are reasonable, accountable and enforceable **in that, the site will continue shared parking approved pursuant to the previous Conditional Use Permit approvals, CUP91-01 and CUP99-08, and based on an updated independent analysis of peak parking demand there is sufficient parking on-site for the primary use, and operational conditions of approval are in place to ensure that uses operate at varying peak times so ancillary uses have sufficient parking. The independent verification and additional operational conditions show the shared parking program is working and continues to be enforceable in the future.**

C) Based on the evidence presented at the public hearing, the Planning Commission adopts the following findings and approves Site Development Permit SDP18-0010, subject to conditions:

1) That the site design is in compliance with the development standards of the DPZC, **in that, the development of the project, including the proposed retaining wall, is consistent with all of the development standards of the DPZC. No Variances or other exceptions are required to develop the project as proposed, and the applicant is proposing new landscaping along Calle La Primavera to reduce the visibility of the proposed wall.**

2) That the site is suitable for the proposed use and development, **in that, the project site has been utilized primarily as a Catholic Church since 1971, and the proposed project will not alter that use. As when it was approved, religious use of the site is a conditionally permitted use, and received the necessary approvals in 1970 from the County of Orange. The proposed walls have been designed to be setback from Calle La Primavera so there will be space for new landscaping to screen the retaining wall.**

3) That the project is in compliance with all elements of the General Plan and all applicable provision of the Urban Design Guidelines, **in that, the applicant is proposing utilizing high quality materials with a color scheme that will blend with the existing sanctuary**.

4) That the site and structural design is appropriate for the site and function of the proposed use, without requiring a particular style or type of architecture, **in that, the applicant is proposing utilizing high quality materials with a color scheme that will blend with the existing sanctuary**.

A. <u>General</u>:

1. Approval of this application is to allow the demolition of 15,733 square feet, and develop a new 25,393 square foot Pastoral Center and 1,803 Narthex Entry and a new retaining wall greater than 30 inches in height visible from the public right-of-way. Subsequent submittals for this project shall be in substantial compliance with the plans presented to the Planning Commission, and in compliance with the applicable provisions of the Dana Point General Plan/Local Coastal Program, and the Dana Point Zoning Code.

2. This discretionary permit(s) will become void two (2) years following the effective date of the approval if the privileges authorized are not implemented or utilized or, if construction work is involved, such work is not commenced with such two (2) year time period or; the Director of Community Development or the Planning Commission, as applicable grants an extension of time. Such time extensions shall be requested in writing by the applicant or authorized agent prior to the expiration of the initial two-year approval period, or any subsequently approved time extensions.

3. The application is approved for the location and design of the uses, structures, features, and materials, shown on the approved plans. Any relocation, alteration, or addition to any use, structure, feature, or material, not specifically approved by this application, will nullify this approving action. If any changes are proposed regarding the location or alteration to the appearance or use of any structure, an amendment to this permit shall be submitted for approval by the Director of Community Development. If the Director of Community Development determines that the proposed change complies with the provisions and the spirit and intent of this approval action, and that the action would have been the same for the amendment as for the approved plans, they may approve the amendment without requiring a new public hearing.

4. Failure to abide by and faithfully comply with any and all conditions attached to the granting of this permit shall constitute grounds for revocation of said permit.

5. The Owner or any successor-in-interest shall defend, indemnify, and hold harmless the City of Dana Point ("CITY"), its agents, officers, or employees from any claim, action, or proceeding against the CITY, its agents, officers, or employees to attack, set aside, void, or annul an approval or any other action of the CITY, its advisory agencies, appeal boards, or legislative body concerning the project. Owner's duty to defend, indemnify, and hold harmless the City shall include paying the CITY's attorney fees, costs and expenses incurred concerning the claim, action, or proceeding.

   The Owner or any successor-in-interest shall further protect, defend, indemnify and hold harmless the City, its officers, employees, and agents from any and all claims, actions, or proceedings against the City, its offers, employees, or agents arising out of or resulting from the negligence of the Owner or the Owner's agents, employees, or contractors. Owner's duty to defend, indemnify, and hold harmless

the City shall include paying the CITY's attorney fees, costs and expenses incurred concerning the claim, action, or proceeding. The Owner shall also reimburse the City for City Attorney fees and costs associated with the review of the proposed project and any other related documentation.

6. The Owner and Owner's successors in interest shall be fully responsible for knowing and complying with all conditions of approval, including making known the conditions to City staff for future governmental permits or actions on the project site.

7. This resolution shall be copied in its entirety, placed directly onto a separate plan sheet behind the cover sheet of any plans submitted to the City of Dana Point Building/Safety and Engineering Division for plan check for Building and Grading Permits.

8. The Owner and Owner's successors in interest shall be responsible for payment of all applicable fees along with reimbursement for all City expense in ensuring compliance with these conditions.

9. The construction site shall be posted with signage indicating that construction shall not commence before 7:00 a.m. and must cease by 8:00 p.m., Monday through Saturday, and no construction activity is permitted on Sundays or Federal holidays.

10. All applicable conditions of approval from previous Conditional Use Permits are still applicable and in effect.

11. The City maintains the right to modify or rescind the Conditional Use Permit (and conditions contained herein) pursuant to Dana Point Zoning Code Section 9.61.120, and the provisions set forth therein.

12. The Pastoral Center shall be limited to one reception/memorial/sacramental activity per day, except for Christmas and Easter Holidays.

13. No reception/memorial/sacramental event shall occur in the Pastoral Center during scheduled mass or school drop-off and pick-up times without the utilization of the overflow/flex parking area.

14. In order to ensure adequate parking, Church related events/meetings shall be limited to the Pastoral Center.

15. Reception/memorial occurring within the Pastoral Center shall be scheduled to begin a minimum of 30 minutes after the conclusion of an

unrelated Mass in the Sanctuary to avoid potential parking and traffic impacts.

16. Prior to issuance of construction building permits for the Pastoral Center, the applicant shall submit a circulation and parking plan for the flex/overflow parking area. The plan shall indicate the holidays/events (Christmas, Easter, etc.) the overflow parking area will be activated and operation procedures to maximize its use. The plan shall be reviewed and approved by the Directors of Public Works and Community Development, or their designees.

17. All doors and windows shall remain shut during reception/memorial/sacramental event/meeting within the Pastoral Center.

18. All receptions/memorial/sacramental event/meeting held in the Pastoral Center shall end by 10:00pm, except for midnight mass at Christmas and Easter vigil, with all cleanup being completed by 11:00pm. Any remaining cleanup shall not begin again until the following day after 7:00am.

19. No exterior amplified noise/live entertainment shall be permitted without approval of a separate Special Event Permit pursuant to Dana Point Zoning Code Section 9.71.040.

20. All uses shall comply with the provisions of the City's Noise Ordinance at all times.

21. 965 seats is the total approved number of seats within the Sanctuary. No seating is approved within the Narthex addition

22. The applicant shall ensure that no activities take place contrary to the public health, safety and welfare.

23. All exterior building lights shall be aesthetically consistent with the approved architecture and proportionally consistent with the area for which they are located. All exterior light sources shall have light cutoffs to avoid light trespass and offsite glare.

24. Deliveries and refuse collection shall be prohibited between the hours of 10:00 P.M. and 7:00 A.M. daily, unless otherwise approved by the Director of Community Development.

25. During Construction, the applicant shall be permitted to have

temporary construction/administrative offices located in the parking lot in a location approved by the Community Development Director, or their designee, The temporary office(s) shall be removed within 14 days of the issuance of a Certificate of Occupancy for the Pastoral Center.

26. The applicant shall be responsible for coordination with SDG&E, AT&T California and Cox Communication Services for the provision of electric, telephone and cable television services.

27. The use of the public right of way for construction purposes shall not be allowed, except as permitted by the City Engineer. An encroachment permit is required for all use of the public right-of-way.

28. Prior to issuance of any permit for work, the applicant must secure written approval for improvements within easements.

29. The applicant shall exercise special care during the construction phase of this project to prevent any off-site siltation. The applicant shall provide erosion control measures. The applicant shall maintain the erosion control devices until the final approval of all permits.

30. During the construction phase, all construction materials, wastes, grading or demolition debris, and stockpiles of soil, aggregates, soil amendments, etc. shall be properly covered, stored, managed, secured and disposed to prevent transport into the streets, gutters, storm drains, creeks and/or coastal waters by wind, rain, tracking, tidal erosion or dispersion.

31. The applicant shall use all acceptable means and methods necessary to prevent dust and off-site siltation impacting the neighboring businesses and residents.

32. The Director of Public Works/City Engineer, in his sole authority, reserves the right to add additional Conditions of Approval to address on-site or off-site improvements or issues as needed prior to any permit issuance.

33. The applicant shall apply for an Address Assignment for all new buildings. The new buildings, as well as, existing buildings shall be addressed in accordance to City of Dana Point and applicable OCFA and OCSD standards. The application shall be per current City requirements.

34. During construction activities, the applicant shall coordinate all

construction traffic, site ingress and egress, construction material deliveries and construction parking with all activities to reduce congestion and traffic delays. The coordination shall address and minimize any potential impacts to the surrounding public streets.

35. The Building Official shall consult the Director of Public Works/City Engineer for any variation from the work hours as described in the noise ordinance of the Dana Point Municipal Code. Any requested exception to the work hours shall be made in writing and approved by the Director of Community Development and Director of Public Works/City Engineer/City Engineer in advance.

36. The proposed pedestrian access crosswalk adjacent to the new parish center shall be revised prior to plan submittal of project plans. The Applicant shall receive approval from the Public Works and Community Development Directors, or their designees, for a plan to construct an ADA compliant pedestrian access from the public way prior to issuance of building permits.

37. The Applicant shall install signage and use traffic management staff to prevent pedestrian crossings in the two lane access drive except at the approved parking lot crossing location to the Church. The Parking and Circulation Manual shall be updated to include updated procedures, as necessary, to address this requirement subject to the approval of the Public Works Director and Community Development Director, or their designees.

38. The Applicant shall assure that the two lane access drive functions without creating congestion in Calle La Primavera. Traffic Management staff shall be deployed as needed to assure compliance. The Parking and Circulation Manual shall be updated to include updated procedures, as necessary, to address this requirement subject to the approval of the Public Works Director and Community Development Director, or their designees.

39. The Applicant shall take measures to prevent parking incursion into adjacent neighborhoods, using signage, traffic management staff, and other measures, subject to approval by the Director of Public Works/City Engineer.

B. <u>Prior to the issuance of any grading permit, the applicant shall meet the following:</u>

40. The applicant shall prepare all needed reports and implement all required actions to meet current water quality regulations including, but

not limited to, a Water Quality Management Plan, a Storm Water Pollution Prevention Program, and all other required reports/actions.

41. The applicant shall submit grading plans, in compliance with City standards, for review and approval by the Director of Public Works/City Engineer/City EngineerDirector of Public Works/City Engineer. The applicant shall include all plans and documents in their submittal as required by the current Public Works Department's plan check policies, City of Dana Point Municipal Code and the City of Dana Point Grading Manual and City's Municipal Separate Storm Sewer Systems (MS4s) Permit requirements.

42. The submitted grading and drainage plans shall include calculations for the proposed overflow/emergency outlet system. The calculations system shall be reviewed and approved as a part of the permit review of the Biofiltration BMP.

43. The applicant shall apply to the Building Department for all retaining wall permits required for the site. The applications shall also be reviewed and approved by the Director of Public Works/City Engineer/City Engineer. All proposed retaining walls shall be designed in a manner that incorporates landscape aesthetic relief, subject to review and approval by the Director of Community Development and the Director of Public Works/City Engineer.

44. A separate surety to guarantee the completion of the project shoring and protection of neighboring property and neighboring improvements, up to 100% of the cost shall be posted to the satisfaction of the Director of Public Works/City Engineer and the City Attorney.

45. Surety to guarantee the completion of the project grading and drainage improvements, including erosion control, up to 100% of the approved Engineer's cost estimate shall be posted to the satisfaction of the Director of Public Works/City Engineer and the City Attorney.

46. The applicant shall submit a geotechnical report in accordance with City standards. The applicant shall prepare a detailed geotechnical report for review and approval by the Director of Public Works/City Engineer or his designee. A statement shall also be provided in the geotechnical report that on-site inspection shall be provided to allow the Engineer of Record to certify all work completed.

47. Prior to grading permit issuance, provide geotechnical recommendations for constructing the retaining walls and/or provide

the layback requirements if deemed feasible by the Geotechnical Engineer.

48. Grading permit, temporary shoring permits (as necessary), retaining wall permits, and any necessary Building permits for structural components of the grading shall be obtained concurrently.

49. The grading plans shall depict the size and location of existing and proposed gas, sewer and water and electrical conduit from the point of connection in the Public Right-of-Way to the building. Location of all meters and backflow devices shall be shown.

50. The applicant shall submit a Landscape Plan, in compliance with City standards, for review and approval. The Landscape plan shall be in accordance with the approved grading plan, City of Dana Point Municipal Code and the City of Dana Point Grading Manual, the City's Municipal Separate Storm Sewer Systems (MS4s) Permit requirements, and the Dana Point Municipal Code. The Landscape Plan shall provide screening of all above grade walls, utilities and other structures to the satisfaction of the Director of Public Works/City Engineer and the Community Development Director.

51. All landscaping (including planting, irrigation, decorative features, etc.) of the right of way surrounding the development shall be a part of the landscape plan and shall be maintained by the applicant. An encroachment permit for construction of said improvements in the right of way is required.

52. The applicant shall obtain coverage under the state NPDES General Permit for Constriction Activities. The project applicant shall apply for coverage under the new electronic system. Permit Registration Documents must be electronically filed for all new projects using the Stormwater Multiple Applications and Reporting Tracking System (SMARTS) and must include: Notice of Intent, Risk Assessment, Site Map, and Stormwater Pollution Prevention Plan (SWPPP).

53. The City Engineer reserves the right to approve and issue a phased grading permit, partial grading permit or rough grading permit in accordance with the above Conditions of Approval.

54. A haul route plan shall be submitted and approved by the Director of Public Works/City Engineer. Construction traffic shall be limited to the haul route and shall limit any impact to the surrounding residences. Construction traffic not on the approved haul route shall be cited per the City of Dana Point administrative citation process. Daily street

sweeping of the haul route and surrounding public streets during the construction of this Project is required by the applicant during material hauling and delivery.

55. Applicant shall prepare a Fire Master Plan (Plan) and submit said Plan to the Orange County Fire Authority (OCFA) and the Director of Public Works/City Engineer for review and approval. Hydrant locations shall be designated as part of the Plan.

56. The applicant shall submit for an Encroachment Permit for all work in the public right of way. Traffic Control shall be a consideration in the construction of any work in the right of way. City Standard Encroachment Conditions and the Dana Point Municipal Code shall apply to any work.

57. The applicant shall provide a permit from South Coast Water District for water and sewer services, and construct all necessary public and private infrastructure improvements to support said services.

58. The applicant shall provide and install a full-capture trash BMP, as defined per San Diego Regional Water Quality Control Board Order R9-2017-007, as technically feasible, or provide for an equivalent measure, as approved per City Water Quality Manager, at the downstream inlet along Street of the Golden Lantern.

59. The applicant shall pay all fees required by the City Council approved fee schedule prior to any permit issuance.

C. **Prior to the issuance of a building permit, the applicant shall meet the following:**

60. Building(s) shall comply with the 2016 editions of the Building Code with all local amendments.

61. Building plan check submittal shall include the following construction documents:
    - Building Plans (4 sets)
    - Electrical/Plumbing/Mechanical plans by a Registered Design Professional
    - Energy Calculations (2 sets)
    - Structural Calculations (2 sets)
    - Soils/Geology Report (3 sets)
    - CASp review, report, and approval (incorporated into the plans)

- Fire/Life/Safety Code Analysis Report (exiting, occupancy separation, fire-rating, etc.).
- Drainage Plan

All documents prepared by a registered-design-professional shall be wet-stamped & signed.

62. Fire Department review is required. Submit plans directly to the Orange County Fire Authority for their review and approval.

63. Health Department review & approval is required. Submit plans directly to the Health Department for their review and approval.

64. Undergrounding of all onsite utilities is required. An Approved SDG&E Work Order and Undergrounding Plan is required prior to permit issuance.

65. Minimum roofing classification for the project shall be Class "A".

66. The elevator shall be sized for a gurney and approved by the State and OCFA.

67. Building Code Analysis: Provide building code analysis showing conformance to the Chapter 3 and 5 of the CBC. Specify occupancy group(s), type(s) of construction, including fire sprinklers, location on property, actual and allowable floor area, building height, number of stories, and conforming exiting.

68. Exiting Plan & Analysis: Plans should include an occupant load analysis on the plans and provide an “Exit Plan” to show a clear and dimensioned Means of Egress system that provides a continuous, unobstructed exit from any occupied point in the building to a public way.

69. Fire-rated Construction: Plans should clearly identify the locations of the Fire Areas, Fire Walls, Fire Barriers, Fire Partitions, and all Occupancy separations. Provide complete legends and details on the plans.

70. Third party inspection by an independent certified deputy inspector for fire-stopping, fire-resistant penetrations and joints are required. (CBC Sections 1704, 1705, 1705.16)

71. Fire sprinkler system is required for the project.

72. Plans should clearly show full compliance with CBC Chapter 11B Accessibility to Public Buildings, Public Accommodations, Commercial Buildings and Public Housing. A Certified Access Specialist (CASp) report is required and shall be incorporated onto the plans.

73. Soils Report (1803): Submit a foundation and soils investigation report by a Registered Design Professional and conducted in conformance with CBC Section 1803.3 through 1803.5. The report shall comply with CBC Section 1803.6.

74. Foundation system to provide for expansive soils and soils containing sulfates unless a soils report can justify otherwise. Use Type V cement, w/c ratio of 0.45, f'c of 4500 psi.

75. Green Building: Plans shall show compliance & indicate method of verification of compliance with all CALGreen requirements. Third party or other methods shall demonstrate satisfactory conformance with mandatory measures.

76. Provide construction details for penetrations or openings in construction assemblies for piping, electrical devices, recessed cabinets, bathtubs, soffits, or heating, ventilating or exhaust ducts to be sealed, lined, insulated or otherwise treated to maintain the required smoke, fire and sound/noise ratings.

77. Provide blow-up details of all fire-rated construction and sound & noise (acoustical) attenuation assemblies. Call out all construction, finish materials and their approval numbers from approved testing agencies.

78. Separate building permit approvals shall be required from:
    - Planning Department
    - Public Works
    - Obtain Orange County Fire Authority Approval
    - Obtain Health Department approval
    - Obtain "*Will Serve*" letter from Water District. This letter needs to specify any requirements for grease trap(s) or interceptor(s) if applicable.
    - Provide an SDG&E service work order for proposed service location.
    - Cal/OSHA (for chair lifts & elevators)

79. Verification of all conditions of approval is required by all City Departments.

80. All approvals from outside Departments and Agencies is/are required.

81. "*Rough Grade/Pad Certification*" or "*Grading Release Form*" is required from City Engineer.

82. All applicable supplemental/development impact fees shall be paid prior to building permit issuance.

83. The applicant shall prepare plans and apply for a Building Permit in accordance with the latest submittal requirements.

84. The applicant shall obtain a grading permit and complete rough grading (establishment of building pad) in accordance with the approved grading plans and reports.

85. The applicant shall obtain all temporary shoring permits (as necessary), retaining wall permits, and any necessary Building permits for structural components of the grading and complete all permitted construction in accordance with the approved and reports.

86. The applicant shall submit a rough grade certification for review and approval by the Director of Public Works/City Engineer by separate submittal. The rough grade certification by the civil engineer (City's standard Civil Engineer's Certification Template for Rough Grading) shall approve the grading as being substantially completed in conformance with the approved grading plan and shall document all pad grades to the nearest 0.1-feet to the satisfaction of the City Engineer and the Director of Community Development. The civil engineer and/or surveyor shall specifically certify that the elevation of the graded pad is in compliance with the vertical (grade) position approved for the project.

87. The applicant shall submit a rough grade certification from the geotechnical professional for review and approval by the Director of Public Works/City Engineer by separate submittal. The rough grade certification by the geotechnical professional (City's standard Geotechnical Engineer's Certification Template for Rough Grading) shall approve the grading as being substantially completed in conformance with the approved grading plans and report.

88. An as graded geotechnical report shall be prepared by the project

geotechnical consultant following grading of the subject site. The report should include the results of all observations of construction activities from a geotechnical standpoint. The reported observations include drilling depths, shoring activities, backfill, all field density testing, depth of reprocessing and recompaction, as well as a map depicting the limits of grading. Locations of all density testing, restricted use zones, settlement monuments, and geologic conditions exposed during grading. The report should include conclusions and recommendations regarding applicable setbacks, foundation recommendations, erosion control and any other relevant geotechnical aspects of the site. The report shall state that grading of the site, including associated appurtenances, as being completed in conformance with the recommendations of the preliminary geotechnical report.

89. Separate review, approval, and permits are required for the following:
    - Separate Structures
    - Retaining Walls
    - Site Walls over 3 ft.
    - Fire Sprinklers
    - Demolition of Structures
    - Signs

D. <u>Prior to the issuance of a certificate of occupancy, the applicant shall meet the following:</u>

90. Prior to commencement of framing, the applicant shall submit a setback certification, by survey that the structure will be constructed in compliance with the dimensions shown on plans approved by the Planning Commission, including finish floor elevations and setbacks to property lines included as part of CUP18-0004/SDP18-0010. The City's standard "Setback Certification" form shall be prepared by a licensed civil engineer/surveyor and be delivered to the City of Dana Point Building and Planning Divisions for review and approval.

91. Prior to release of the roof sheathing inspection, the applicant shall certify by a survey or other appropriate method that the height of the structure is in compliance with plans approved by the Planning Commission and the structure heights included as part of CUP18-0004/SDP18-010. The City's standard "Height Certification" form shall be prepared by a licensed civil engineer/surveyor and be delivered to the City of Dana Point Building and Planning Divisions for

review and approval before release of final roof sheathing is granted.

92. Prior to certificate of occupancy, the applicant shall follow the Arts in Public Places process pursuant to DPZC 9.05.240, and all required/approved public art components shall be installed, or if applicable, required fees shall be paid.

93. The applicant shall schedule a final inspection with the Community Development Department at the site that shall include a review of, among other things, landscaping, finish architecture/materials, approved through discretionary action, and compliance with any outstanding project conditions of approval.

94. A Final Geotechnical Report shall be prepared by the project geotechnical consultant in accordance with the City of Dana Point Grading Manual.

95. A written certification of approval by the Geotechnical Engineer of Record approving the grading as being in conformance with the approved grading plan from a geotechnical standpoint. The final grade certification by the geotechnical professional shall be per the City's standard Geotechnical Engineer's Certification Template for Final Grading, shall approve the grading as being substantially completed in conformance with the project geotechnical recommendations and required observations.

96. A written certification of approval by the Civil Engineer of Record approving the grading as being in conformance with the approved grading plan and which specifically approves construction of line and grade for all engineered drainage devices and retaining walls. The final grade certification by the civil engineer shall be per the City's standard Civil Engineer's Certification Template for Final Grading, shall approve the grading as being substantially completed in conformance with the approved grading plan

97. All work in the right-of-way shall be completed in conformance with the Encroachment Permit(s) conditions to the satisfaction of the City Engineer.

98. An As-Built Grading Plan shall be prepared by the Civil Engineer of Record.

99. Any and all outstanding fees associated with the processing of the project shall be paid.

100. The applicant shall submit a final certification for all improvements associated with water quality and the project WQMP for review and approval by the Director of Public Works/City Engineer by separate submittal. The final improvement certification by the civil engineer (per the City's standard Civil Engineer's Final Certification Template for Final Approval) shall approve the improvements as being substantially completed in conformance with the approved WQMP.

101. The applicant shall demonstrate that all structural best management practices (BMPs) described in the Project's WQMP have been constructed and installed in conformance with approved plans and specifications via the City's WQMP Construction Certification letter template.

102. A deed restriction must be placed on the property obligating the property owner to operate and maintain the BMPs and the WQMP and O&M Plan into perpetuity. The document must be executed and recorded with the County prior to issuance of Certificate of Occupancy.

103. The applicant shall demonstrate that contracts or qualified personnel to implement all non-structural BMPs described in the Project WQMP are in place.

104. The Final WQMP shall include a stand-alone user-friendly Operation & Maintenance Document, including a detailed site plan

105. The applicant shall provide a distribution list for the approved Project WQMP

106. All permanent BMP's, including landscape planting, shall be installed and approved by either the project Landscape Architect or the Civil Engineer of Record.

PASSED, APPROVED, AND ADOPTED at a regular meeting of the Planning Commission of the City of Dana Point, California, held on this 3rd day of December, 2018, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Danni Murphy, Chairman
Planning Commission

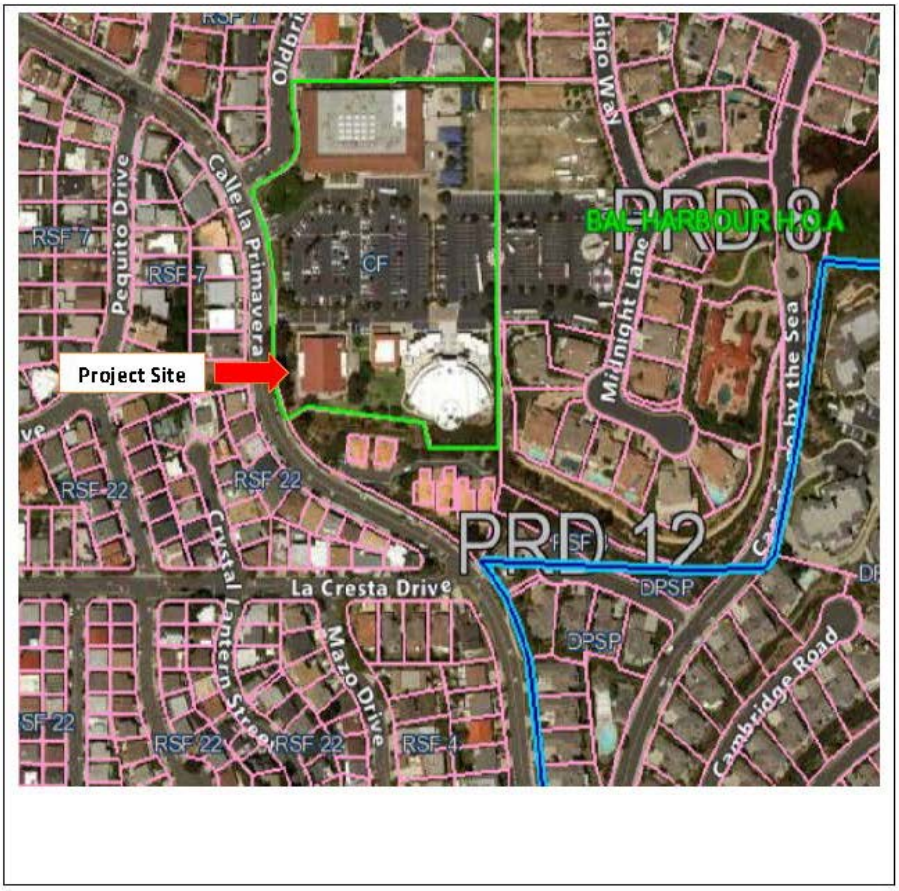
ATTEST:

Matthew Schneider, Director
Director of Community Development

Supporting Document 2 Vicinity Map

Vicinity Map

33926 Calle La Primavera, CUP18-0004/SDP18-0010



Supporting Document 3 CEQA Exemption form

CITY OF DANA POINT
NOTICE OF EXEMPTION

Date: December 3, 2018

To: County Clerk-Recorder
County of Orange
12 Civic Center Plaza, Room 106
P.O. Box 238
Santa Ana, CA 92702
Attn: EIR Clerk

From: City of Dana Point
Community Development Department
33282 Golden Lantern, Suite No. 209
Dana Point, California 92629

Project Title: **Conditional Use Permit CUP18-0004/Site Development Permit SDP18-0010**

Project Location:
The project is located at 33926 Calle La Primavera within the Community Facilities (CF) zoning designation. Assessor's Parcel Number 682-361-01.

Description of Nature, Purpose, and Beneficiaries of Project:
A request for the demolition of 15,733 square feet of parish hall and offices and development of a new 25,393 square foot Pastoral Center, 1,803 Narthex entrance to the existing church, and walls greater than 30 inches facing the public right of way for St. Edwards Catholic Church at 33926 Calle La Primavera.

Name of Public Agency Approving Project: City of Dana Point

Project Applicant: David Pfeifer, AIA, Dommus Studios, 2800 Third Avenue, San Diego, CA, 92103, (619) 292-9393

Exempt Status: (Check One)
Statutory Exemption
___Section:
___Ministerial (Sec. 21080(b)(1); 15268):
___Declared Emergency (Sec. 21080(b)(3); 15269(a))
___Emergency Project (Sec. 21080(b)(4);15269(b)(c))
__X__ Categorical Exemption: Class: 32 Section: 15332

Reason Why Project is Exempt:
The proposed project qualifies for a CEQA Class 32, Infill Exemption, based on the following:

The project is consistent with all applicable General Plan designations and policies and all Zoning designations. Specifically, the project supports Land Use Goal 1 to achieve a desirable mixture of land uses to meet residential, commercial, industrial, recreational, open space, cultural and public service needs of the City residents. Additionally Land Use Goal 3 directs the growth of the community so as to maintain and improve the quality of life, and associated Policy 3.6 which encourages patterns of development necessary to minimize air pollution and vehicle miles travelled. The proposed project consists of a new Pastoral Center which will replace the existing "Knight Hall" that was the original church on-site. It will also result in a new entry into the existing church to avoid noise impacts on surrounding uses as well as services and sacramental events that occur in the Sanctuary. The proposed development is two-stories and is at or below the maximum height limit and will not impact the existing slope of the property. The proposed project has been designed to not impact any identified public views. No Variances or exceptions to any development standards has been requested and there is sufficient parking provided on-site for all uses.

The project site is substantially surrounded by urban uses and is less than five (5) acres. Pursuant to

Section 15387 of the CEQA Guidelines the definition of an urbanized area is defined as: "a central city *or a group of contiguous cities* (emphasis added) with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile." The contiguous cities of Dana Point, San Clemente, and Laguna Beach have a combined population of 122,511 people (U.S. Census). The population density of Dana Point is 5,133 persons per square mile, and the population density of Dana Point, San Clemente, and Laguna Beach is 3,603 persons per square mile. Pursuant to the CEQA guidelines the project site is within an urbanized area.

The project site has no value as habitat for endangered, rare or threatened species as the project site has been developed since 1970 as a Church and there is no identified habitat located on the project site.

A preliminary Water Quality Management Plan has been prepared for the project. Compliance with the pWQMP will ensure there are no impacts to water quality. A final WQMP will also be prepared and approved to ensure the final construction documents will not result in any water quality impacts consistent with State Permit issued to the San Diego region which the City of Dana Point is covered under.

A noise study prepared by iD!BRi dated October 12, 2018, analyzed the proposed project, which assumes the potential for music and other noise generating activities will take place at the proposed project. The study found activities occurring in the new Pastoral Center will be between 30-35 dBA at the nearest adjacent property lines, approximately 20 decibels lower than the allowed noise limit as stipulated in the Municipal Code/Threshold of Significance. The proposed new uses will be required to comply with the City's Noise Ordinance, and operational conditions of approval have been included for Pastoral Center to further reduce potential noise impacts, therefore, the project will not result in any significant or potentially significant Noise impacts.

The traffic study, prepared by Linscott, Law, and Greenspan (LLG) determined that current traffic is operating between a level of service (LOS) A-C, and primarily A and B on Calle La Primavera. Based on the size of the proposed project, it has been determined that the LOS will not change as a result of the proposed project, and all LOS will be at or above the General Plan level of service requirement of LOS C, thus there are no traffic impacts associated with the project

The proposed project will not directly cause air quality impacts. The South Coast Air Quality Management District's (AQMD) CALEEMOD program was used to model potential Air Quality impacts. Based on the size of the project and thresholds set by AQMD, the project is below all of the construction and operational air quality thresholds, thus there are no Air Quality impact.

The site can be adequately served by all required utilities and public services, including emergency services, in that that the site is located near Selva Road which is an arterial street in the City and all necessary public utilities are readily available or existing on-site and necessary access to accommodate emergency vehicles and required on-site circulation has been implemented and has been incorporated into the site plan.

When taking into account all of the various studies, and the size of the proposed addition to the site, it has been determined that the Class 32 Categorical Exemption is appropriate for the project.

Lead Agency Contact Person:
Sean Nicholas, AICP, Senior Planner
City of Dana Point
32282 Golden Lantern
Dana Point, CA, 92629, (949) 248-2588
Signature: _____ Date: _____ Title: _____
___ Signed by Lead Agency ___ Signed by Applicant

Supporting Document 4 Operation/Project Narrative

St. Edward the Confessor Catholic Church

Operational Narrative and Existing Parking Analysis

CUP 18-004/SDP 18-0010
October 12, 2018 v.5

St. Edward the Confessor Catholic Church

Operational Narrative

St. Edward the Confessor Catholic Church, located at 33926 Calle La Primavera in Dana Point, California was founded in 1969. The purpose of the Church is to provide a place of prayer, worship, and Catholic learning from which its members go out and serve the community.

In 2000, St. Edward Church embarked on a three-part Master Plan to (1) purchase 2.5 acres of land to significantly increase parking and build a playground, (2) complete an add-on to the school, and (3) build a pastoral center. The first two phases were successfully completed. Now, 18 years later, the Church seeks to complete the third and final phase of the Master Plan.

Church Sunday Attendance and Capacity

Of the 6,500 families who are registered members of St. Edward Church, an average of 606 individuals attend one each of six weekend Masses (inclusive of the Saturday 5:30pm Mass). With a seating capacity of 966, overall weekend church attendance is well below the maximum capacity.

In addition to our local parishioners, the Church, which is widely visible throughout the City and located close to the many hotels in our thriving harbor and downtown area, provides spiritual services to tourists who visit the Church each week from around the world.

Proposed Pastoral Center

The proposed development of a +/- 26,000 sqft Pastoral Center will replace three clusters of antiquated buildings: Knight Hall (the original church), the rectory, and offices. The project will will also beautify the bluff and will include the addition of a small enclosed gathering space at the entrance of the church called a narthex.

The intent and intended use of the Pastoral Center is evidenced by its design, namely, to provide a more appropriate amount of *small* spaces for parish groups to meet for prayer, faith formation, and service projects. The design accomplishes this through a combination of small meeting rooms and partitioned walls. The small group meetings that will use these spaces currently operate on campus in shared classrooms or other spaces that do not provide an adequate setting for this purpose.

The new development will result in a net increase of approximately 11,463 sq. ft. compared to the buildings it is replacing. Of this space, 1,803 s.f. is a New Narthex (entry vestibule) for the Church, and 9,660 s.f. in the new Pastoral Center. Fifty-four percent (54%) of the Pastoral Center will consist of staff offices, a kitchen, and storage. Forty-six percent (46%), or 11,575 square feet of the new Pastoral Center, will be used to create a total of 15 small meeting spaces with an average size of +/- 765 square feet. Some of the

rooms will have operable partitions/walls allowing smaller rooms to be combined into larger rooms for flexibility. The new space envisioned by the project provides only an 11% increase in overall square footage on our Campus, and is needed to better serve current functions and operations. The reason such a small increase in meeting space will have a large and positive impact is that the current buildings are not designed for small meetings and are inefficient in their design and layout.

The Pastoral Center will include a 6,440 square foot hall to be used primarily as multiple divisible rooms to accommodate small groups. The hall will also continue to serve the current function of Knight Hall by providing space for larger parish functions, wedding and funeral receptions.

Community Impact

The Church's greatest impact on the community is the effect of its prayers and its consistent and generous devotion to serving the local, national, and international community.

Studies [1] consistently show that communities with vibrant faith-based organizations are some of the most desirable communities in the nation in which to live, work, visit and raise a family. Furthermore, due to the daily activity of the Church, crimes of opportunity in the surrounding neighborhood are less likely to occur.

It is reasonable to think that replacing old buildings with a new, aesthetically pleasing, and acoustically protective Pastoral Center might increase home values just as the renovation of an old house might increase the value of nearby homes.

The design of small meeting rooms allows the Church to reduce its carbon footprint because air conditioning and lighting can be directed only to the small areas that are being used instead of an entire building as is the case today. The roof of the Pastoral Center will be reinforced for future solar panels as a commitment to environmental stewardship.

Knight Hall, the original church, was built in 1971 and does not have air conditioning. The hot and stuffy hall requires people to open the doors and windows. The result is that sound in the hall can sometimes carry over in the neighborhood as well as the voices of people who leave the hall to gather outdoors seeking a respite from the heat. The new Center will provide air conditioning, reducing the need to open doors and windows and, thereby, greatly reducing the sound from carrying over to neighbors. Furthermore, the Center will be designed in consultation with an acoustical engineer to ensure reduced noise levels through use of contemporary construction materials and sound attenuation design measures. In addition, the new Center includes much-needed storage, which will afford the opportunity and ability for further campus aesthetic improvements by removing some on-site storage containers/sheds.

1) Briggs, David (2014, February 03). No Time For Crime: Study Finds More Religious Communities Have Lower Rates Of Black, White and Latino Violence. Retrieved from http://www.huffingtonpost.com/david-briggs/no-time-for-crime-f_b_4384046.html

Acoustic Issues

The proposed Pastoral Center has been designed to be sensitive to the potential acoustical impacts to the community. The building will be designed to contain the sound within its structural envelope. The walls and roof construction will have sound attenuation measures such as resilient channels, insulation and dual insulated glazing. Additionally, all of the mechanical equipment will be located on a roof well surrounded by 6' tall parapet walls constructed with sound attenuating construction. All construction will comply with the CA Building Code and the City of Dana Point's construction and noise ordinances. In summary, sound or music generated within the Pastoral Center will be attenuated by the structural envelope and distance to the property boundaries to below levels allowable under the Dana Point Municipal Code, section 11.10.010. In addition to these physical measures, the Parish will implement a policy limiting sound levels as a condition of use of the facility, and this will be managed by the Parish staff on site during usage.

Water & Air Quality Issues

The proposed Pastoral Center has also been designed to bring improvements to the site consistent with current best practices for stormwater management and site drainage. Improvements on site with permeable pavement area as well as to the hillside along Calle La Primavera will help treat run off at the Pastoral Center with the installation of a biofiltration system. Efficient irrigation systems and thoughtful landscape design will help improve both site aesthetics and water efficiencies. During construction, additional best management practices of low sulfer emitting equipment and watering during earthwork procedures will mitigate air quality impacts. Post construction practices of the use of non-CFC (chlorofluorocarbons) air conditioning equipment and the use of low emitting, water based coatings, glues and materials will minimize the long term air quality impacts from the project.

Parking

St. Edward the Confessor Church provides 428 parking spaces and an additional +/- 107 spaces in its overflow parking lot (grass turf sports field). The number of parking spaces currently offered - and will offer with the new Pastoral Center- are adequate for on-site parking for its programs and services. In fact, according to existing City standards, after the completion of the project, the Church will have an excess of 94 spaces (416-322) above that required by the Municipal Code (not including the aforementioned overflow spaces). A goal of the project is to improve the traffic flow on-site. The 11 parking spaces on the South side of the entry drive have been purposefully removed to eliminate the traffic conflicts associated with entering and backing out of these spaces. Additionally, a 93' long drop off lane has been added to remove this activity from the traffic movement in the entry lanes.

PARKING AREA	REQUIRED PARKING	EXISTING PARKING	PROPOSED PARKING	COMMENTS
Parking Lot	322 spaces	428 spaces	416 spaces	Surplus of 94 spaces over City Req'ts (+29%)
Turf Overflow Area	0 spaces	+/- 107 spaces	+/- 107 spaces	Not required by code Used holidays & special events

The Church seeks to be good neighbors by regularly reminding the parishioners and visitors to St. Edward to be cautious while driving, to slow down, and obey all traffic laws. This year, the Church also eliminated a pass-thru sidewalk pathway near the School along Old Bridge Road to effectively deter School families and parishioners from parking in the neighborhood in this area. Additionally, the Parish places "no parking" signage in this area each morning and pays for a crossing guard at the intersection of Old Bridge and Calle La Primavera to demonstrate and live out our commitment to safety and neighborhood harmony.

SUMMARY

Since its founding Pastor, Fr. Louis Knight, founded St. Edward the Confessor Church in 1969, the church has witnessed and welcomed many new neighbors and neighborhoods. Because the community has grown since the church was built, the number of people who visit and call St. Edward their spiritual home has also increased. After almost 50 years of serving the community, the old buildings have outlived their useful life. Therefore, St. Edward Church seeks to complete its Master Plan which began 18 years ago, by replacing older/deteriorating buildings, which are too costly to repair, with a new Pastoral Center so that it can continue to provide a beautiful place of prayer, worship, Catholic education, and service for today and for future generations.

Weekly Activities of the Parish

The following is a summarized schedule of regular meetings, events and activities that routinely occur on the campus. Each activitiy has a location identified, number of occupants and associated parking impact based upon the municipal code. Where there are concurrent activities, the parking has been summarized. There is a table for each day of the week, as well as one for religious holidays, special events, and non-recurring activities.

SUNDAY *(This usage pattern represents a typical and historical average level of activity – see 'Non-Regular and Special Events' for other uses)*
(concurrent activities are identified with a darker border)

Time of Use	Use Description	Current Location	Proposed Location	Number of Occupants	Parking Req'd @ 1:3*	Parking Provided	Notes / Comments
7:30am – 8:30am	**Mass Service**	CH	CH	340	**113 spaces**	416 spaces	113 ≤ 416 = **OK**
9:00am – 10:00am	**Mass Service**	CH	CH	611	**204 spaces**	416 spaces	204 ≤ 416 = **OK**
11:00am – 12:00pm	**Mass Service**	CH	CH	700	**233 spaces**		
10:30am-12:30pm	**RCIA Meeting**	KH	PC	15	**5 spaces**		
11:00am – 12:30pm	**Concurrent Use Total**			715	**238 spaces**	416 spaces	238 ≤ 416 = **OK**
12:30pm – 1:30pm	**Mass Service**	CH	CH	600	**200 spaces**	416 spaces	200 ≤ 416 = **OK**
2:30pm – 3:30pm	**Baptism Services**	CH	CH	25	**8 spaces**	416 spaces	8 ≤ 416 = **OK**
5:30pm – 6:30pm	**Mass Service**	CH	CH	530	**177 spaces**	416 spaces	177 ≤ 416 = **OK**
8:00am-11:00am	**Family Faith Formation Mtg.** with 9:00 am Mass Service	SC CH	PC CH	150 611	50 spaces 204 spaces		September – May
8:00am-11:00am	**Concurrent Use Total**			715	**254 spaces**	416 spaces	254 ≤ 416 = **OK**
2:30pm-5:30pm	**Family Faith Formation Mtg.**	SC	PC	75	25 spaces		September – May
3:00pm-6:00pm	**Family Faith Formation Mtg.** with 5:30 pm Mass Service	KC CH	PC CH	60 530	20 spaces 177 spaces		September – May
2:30pm – 6:00pm	**Concurrent Use Total**			655	**222 spaces**	416 spaces	222 ≤ 416 = **OK**

Building Location Abbreviations	
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PC	**New Pastoral Center**
	* this table uses the most restricitive of the parking requirements in the Dana Point Municipal Code; section 9.35.080(E)(14)

MONDAY *(This usage pattern represents a typical and historical average level of activity – see 'Non-Regular and Special Events' for other uses)*
(concurrent activities are identified with a darker border)

Time of Use	Use Description	Current Location	Proposed Location	Number of Occupants	Parking Req'd @ 1:3*	Parking Provided	Notes / Comments
7:00am – 11:00am	**Parish Meeting**	CH	PC	10	**4 spaces**		
7:30am – 7:55am	**Parochial School Drop-Off** +/-50 parents may park	SC	SC	800 students	**45 spaces** **50 spaces**		30 classes @ 1.5 space/class September - June
8:15am - 9:00am	**Mass Service**	CH	CH	100	**33 spaces**		
8:00am – 10:30am	**School Board Meeting**	AD	PC	15	**5 spaces**		
8:00am – 2:00pm	**School Activities**	SC	SC	80 students	**0 spaces**		Students and staff only
7:00am – 2:30pm	**Concurrent Use Total**				**137 spaces**	416 spaces	137 ≤ 416 = **OK**
2:40pm – 3:15pm	**Parochial School Pick-Up** +/-50 parents may park	CH	CH	800 students	**45 spaces** **50 spaces**		30 classes @ 1.5 space/class September - June
2:55pm – 4:00pm	**After School Programs**	SC	SC	50 students	**0 spaces**		Students and staff only
3:00pm – 4:30pm	Daisy Scouts	KH	PC	30	**10 spaces**		Parents and Scouts
2:30pm – 4:30pm	**Concurrent Use Total**				**105 spaces**	416 spaces	105 ≤ 416 = **OK**
5:30pm – 6:15pm	**Mass Service**	CH	CH	100	**33 spaces**		
6:00pm – 7:30pm	Confession Services	CH	CH	50	**17 spaces**		
6:00pm – 9:00pm	Dance Class	SC	SC	45	**15 spaces**		
4:30pm – 9:00pm	**Concurrent Use Total**			195	**65 spaces**	416 spaces	65 ≤ 416 = **OK**

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TUESDAY *(This usage pattern represents a typical and historical average level of activity – see 'Non-Regular and Special Events' for other uses)*
(concurrent activities are identified with a darker border)

Time of Use	Use Description	Current Location	Proposed Location	Number of Occupants	Parking Req'd @ 1:3*	Parking Provided	Notes / Comments
7:30am – 7:55am	**Parochial School Drop-Off** +/-50 parents may park	SC	SC	800 students	**45 spaces** **50 spaces**		30 classes @ 1.5 space/class September - June
8:15am - 9:00am	**Mass Service**	CH	CH	100	**33 spaces**		
9:00am – 12:00pm	**Bible Study**	KH	PC	150	**50 spaces**		
8:00am – 2:00pm	**School Activities**	SC	SC	80 students	**0 spaces**		Students and staff only
7:00am – 2:30pm	**Concurrent Use Total**				**178 spaces**	416 spaces	178 ≤ 416 = **OK**
2:40pm – 3:15pm	**Parochial School Pick-Up** +/-50 parents may park	CH	CH	800 students	**45 spaces** **50 spaces**		30 classes @ 1.5 space/class September - June
2:55pm – 4:00pm	**After School Programs**	SC	SC	100 students	**0 spaces**		Students and staff only
3:00pm – 4:00pm	**After School Soccer**	SC	SC	20	**7 spaces**		Players and Parents
3:00pm – 4:30pm	**Scouts**	SC	SC	20	**8 spaces**		Parents and Scouts
2:30pm – 4:30pm	**Concurrent Use Total**				**110 spaces**	416 spaces	110 ≤ 416 = **OK**
5:30pm – 6:15pm	**Mass Service**	CH	CH	100	**33 spaces**		
6:00pm – 7:30pm	**Blue Army Group**	CH	CH	20	**7 spaces**		
6:30pm – 7:45pm	**Scouts**	CH	CH/PC	20	**7 spaces**		
7:00pm – 9:00pm	**Faith Formation – RCIA mtg.**	KH	PC	60	**20 spaces**		September - April
7:00pm – 8:00pm	**Alanon**	SC	PC	20	**7 spaces**		
7:00pm – 9:00pm	**Choir Practice and Meeting**	CH	CH/PC	25	**8 spaces**		
7:00pm – 9:00pm	**Consuelo San Felipe Mtg.**	AD	PC	20	**7 spaces**		
4:30pm – 9:00pm	**Concurrent Use Total**			195	**89 spaces**	416 spaces	89 ≤ 416 = **OK**

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	* this table uses the most restricitive of the parking requirements in the Dana Point Municipal Code; section 9.35.080(E)(14)

WEDNESDAY *(This usage pattern represents a typical and historical average level of activity – see 'Non-Regular and Special Events' for other uses)*
(concurrent activities are identified with a darker border)

Time of Use	Use Description	Current Location	Proposed Location	Number of Occupants	Parking Req'd @ 1:3*	Parking Provided	Notes / Comments
7:30am – 7:55am	**Parochial School Drop-Off** +/-50 parents may park	SC	SC	800 students	**45 spaces** **50 spaces**		30 classes @ 1.5 space/class September - June
8:15am - 9:00am	**Mass Service**	CH	CH	100	**33 spaces**		
8:50am – 11:00am	**Circle of Praise Group**	CH	CH/PC	20	**7 spaces**		
8:00am – 2:00pm	**School Activities**	SC	SC	80 students	**0 spaces**		Students and staff only
10:30am – 12:00pm	**2nd Grade Picnic**	Bluff	Bluss/PC	50 students	**0 spaces**		Students and staff only
1:00pm – 2:30pm	**Families of Nazareth Group**	CH	CH/PC	20	**7 spaces**		
7:00am – 2:30pm	**Concurrent Use Total**				**142 spaces**	416 spaces	142 ≤ 416 = **OK**
2:40pm – 3:15pm	**Parochial School Pick-Up** +/-50 parents may park	CH	CH	800 students	**45 spaces** **50 spaces**		30 classes @ 1.5 space/class September - June
2:55pm – 4:00pm	**After School Programs**	SC	SC	100 students	**0 spaces**		Students and staff only
3:00pm – 4:00pm	**After School Soccer**	SC	SC	20	**7 spaces**		Players and Parents
3:00pm – 4:30pm	**Track Team Meeting**	SC	SC	30	**10 spaces**		Players and Parents
2:30pm – 4:30pm	**School Use in Mtg. Rooms**	KH	PC	150	**30 spaces**		
2:30pm – 4:30pm	**Concurrent Use Total**				**142 spaces**	416 spaces	142 ≤ 416 = **OK**
4:30pm – 9:00pm	**School Use in Mtg. Rooms**	KH	PC	150	**30 spaces**		
5:30pm – 6:15pm	**Mass Service**	CH	CH	100	**33 spaces**		
7:00pm – 10:00pm	**Knights of Columbus**	KH	PC	15	**5 spaces**		
6:30pm – 7:45pm	**SURF/Youth/Confirmation**	KH	PC	130	**43 spaces**		
4:30pm – 9:00pm	**Concurrent Use Total**				**111 spaces**	416 spaces	111 ≤ 416 = **OK**

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	* this table uses the most restricitive of the parking requirements in the Dana Point Municipal Code; section 9.35.080(E)(14)

THURSDAY *(This usage pattern represents a typical and historical average level of activity – see 'Non-Regular and Special Events' for other uses)*
(concurrent activities are identified with a darker border)

Time of Use	Use Description	Current Location	Proposed Location	Number of Occupants	Parking Req'd @ 1:3*	Parking Provided	Notes / Comments
7:30am – 7:55am	**Parochial School Drop-Off** +/-50 parents may park	SC	SC	800 students	**45 spaces** **50 spaces**		30 classes @ 1.5 space/class September - June
8:15am - 9:00am	**Mass Service**	CH	CH	100	**33 spaces**		
7:30am – 12:00pm	**School Board Meeting**	AD	PC	20	**7 spaces**		
8:00am – 2:00pm	**School Activities**	SC	SC	80 students	**0 spaces**		Students and staff only
8:45am – 9:50am	**Tijuana Ministry**	KH	PC	10	**4 spaces**		
8:50am – 10:15am	**Respect Life Ministry**	CH	CH/PC	20	**7 spaces**		
9:00am – 11:00am	**Knights of Columbus**	KH	PC	20	**7 spaces**		
7:00am – 2:30pm	**Concurrent Use Total**				153 spaces	416 spaces	153 ≤ 416 = **OK**
2:40pm – 3:15pm	**Parochial School Pick-Up** +/-50 parents may park	CH	CH	800 students	**45 spaces** **50 spaces**		30 classes @ 1.5 space/class September - June
2:55pm – 4:00pm	**After School Programs**	SC	SC	100 students	**0 spaces**		Students and staff only
2:30pm – 4:30pm	**Concurrent Use Total**				95 spaces	416 spaces	95 ≤ 416 = **OK**
5:30pm – 6:15pm	**Mass Service**	CH	CH	100	**33 spaces**		
6:00pm – 10:00pm	**Basketball in MP Room**	SC	SC	50	**17 spaces**		
7:00pm – 9:30pm	**Marriage Ministry**	SC	PC	20	**7 spaces**		
4:30pm – 10:00pm	**Concurrent Use Total**				57 spaces	416 spaces	57 ≤ 416 = **OK**

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	* this table uses the most restricitive of the parking requirements in the Dana Point Municipal Code; section 9.35.080(E)(14)

FRIDAY *(This usage pattern represents a typical and historical average level of activity – see 'Non-Regular and Special Events' for other uses)*
(concurrent activities are identified with a darker border)

Time of Use	Use Description	Current Location	Proposed Location	Number of Occupants	Parking Req'd @ 1:3*	Parking Provided	Notes / Comments
7:30am – 7:55am	**Parochial School Drop-Off** +/-50 parents may park	SC	SC	800 students	**45 spaces** **50 spaces**		30 classes @ 1.5 space/class September - June
8:15am - 9:00am	**Mass Service**	CH	CH	100÷800 students	**33 spaces**		+ Students and staff
8:30am – 11:30am	**Prayer Shawl Ministry**	CH	CH/PC	20	**7 spaces**		
7:00am – 2:30pm	**Concurrent Use Total**				135 spaces	416 spaces	135 ≤ 416 = **OK**
2:40pm – 3:15pm	**Parochial School Pick-Up** +/-50 parents may park	CH	CH	800 students	**45 spaces** **50 spaces**		30 classes @ 1.5 space/class September - June
2:55pm – 4:00pm	**After School Programs**	SC	SC	100 students	**0 spaces**		Students and staff only
4:00pm – 5:00pm	**Wedding Rehearsal**	CH	CH	50	**17 spacea**		
2:30pm – 5:00pm	**Concurrent Use Total**				112 spaces	416 spaces	112 ≤ 416 = **OK**
5:30pm – 6:15pm	**Mass Service**	CH	CH	100	**33 spaces**		
6:30pm – 8:00pm	**Wedding Service**	CH	CH	150	**50 spaces**		Historically, Friday evening weddings are lightly attended with most having <100 attendees
6:00pm – 9:00pm	**Dance Class in MP Room**	SC	SC	50	**17 spaces**		
7:00pm – 9:30pm	**Marriage Preparation**	KH	PC	25	**8 spaces**		
7:00pm – 9:00pm	**Choir Rehearsal and Mtg.**	KH	PC	20	**7 spaces**		
5:30pm – 9:00pm	**Concurrent Use Total**				115 spaces	416 spaces	115 ≤ 416 = **OK**

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SATURDAY *(This usage pattern represents a typical and historical average level of activity – see 'Non-Regular and Special Events' for other uses)*
(concurrent activities are identified with a darker border)

Time of Use	Use Description	Current Location	Proposed Location	Number of Occupants	Parking Req'd @ 1:3*	Parking Provided	Notes / Comments
7:00am – 10:00am	**Basketball in MP Room**	SC	SC	50	**17 spaces**	416 spaces	17 ≤ 416 = **OK**
10:00am – 4:30pm	**Wedding Services**	CH	CH	300	**100 spaces**		Historically, most weddings have an attendance of ~200.
10:00am – 4:30pm	**Receptions**	KH	PC	300	**100 spaces**		
10:00am – 4:30pm	**Concurrent Use Total**				**200 spaces**	416 spaces	200 ≤ 416 = **OK**
5:30pm – 6:30pm	**Mass Service**	CH	CH	450	**150 spaces**		
4:30pm – 10:00pm	**Receptions / Banquets**	KH	PC	50-500	**167 spaces**		
4:30pm – 10:00pm	**Concurrent Use Total**				**317 spaces**	416 spaces	317 ≤ 416 = **OK**

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RELIGIOUS HOLIDAYS / SPECIAL EVENTS / NON-REGULAR EVENTS

(concurrent activities are identified with a darker border)

Time of Use	Use Description	Current Location	Proposed Location	Number of Occupants	Parking Req'd @ 1:3	Parking Provided	Notes / Comments
8:30am – 4:30pm any day of the week	**Funeral Services**	CH	CH	Up to 300	**100 spaces**	416 spaces	100 ≤ 416 = **OK** Unpredictable, 40 times/yr.
8:30am – 4:30pm any day of the week	**Receptions / Banquets After funerals**	KH	PC	Up to 300	**266 spaces**	416 spaces	100 ≤ 416 = **OK** Unpredictable, 40 times/yr.
7:00pm – 10:00pm Saturday	**Receptions / Banquets**	KH	PC	100 - 800	**267 spaces**	416 spaces	267 ≤ 416 = **OK** 2x times/yr.
8:00am – 12:00pm	**Kindergarten Graduation and Rehearsal**	KH	PC	100	**33 spaces**	416 spaces	33 ≤ 416 = **OK** 4x per year
8:00am-5:00pm	**School Graduation Rehearsal and set-up**	KH	PC	100	**33 spaces**	416 spaces	33 ≤ 416 = **OK** 2x per year
2:00pm-5:00pm	**School Graduation**	KH	PC	600	**200 spaces**	416 spaces	200 ≤ 416 = **OK** 1x per year
7:00am – 4:00pm	**Uniform Exchange**	KH	PC	300 Not all at once	**100 spaces**	416 spaces	100 ≤ 416 = **OK** 2x per year
10:00pm – 1:00am	**Christmas Midnight Mass**	CH	CH	600	**200 spaces**	416 spaces	200 ≤ 416 = **OK** 1x per year
7:00am – 5:00pm	**Christmas Services**	CH	CH	800	**267 spaces**		
7:00am – 5:00pm	**Christmas Services**	KH	PC	700	**233 spaces**		
7:00am – 5:00pm	**Concurrent Use Total**				**500 spaces**	416 + 107** =523**spaces	500 ≤ 523** = **OK** *using overflow parking on field. 2 days per year
7:00am – 5:00pm	**Ash Wednesday Services**	CH	CH	600	**200 spaces**	416 spaces	200≤ 416 = **OK** 1 day per year
7:00am – 5:00pm	**Easter Saturday Vigil Services**	CH	CH	800	**267 spaces**	416 spaces	267 ≤ 416 = **OK** 1 day per year
7:00am – 5:00pm	**Easter Sunday Services**	CH	CH	800	**267 spaces**		
7:00am – 5:00pm	**Easter Sunday Services**	KH	PC	700	**233 spaces**		
7:00am – 5:00pm	**Concurrent Use Total**				**500 spaces**	416 + 107** = 523**spaces	500 ≤ 523** = **OK** *using overflow parking on field. 1 day per year
6:00am – 6:00am	**24 Hour Adoration**	CH	CH	10	**4 spaces**	416	4 ≤ 416 = **OK** 2x per month

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Existing Parking Analysis

The following aerial imagery for the Church parking was taken 30 to 45 minutes after the start time of the Church Services over the weekend of June 16 and June 17, 2018. This was Father's Day weekend, a weekend of historically higher-than-average attendance. The intent is to demonstrate and document that there is an actual surplus of available parking spaces on the site, consistent with the surplus of existing and proposed spaces above that required by the Municipal Code. Below is a summary of the data compiled through this analysis:

City Municipal Code Required Parking	322 spaces	
Existing Parking:	428 spaces	(+106 space surplus)
Proposed Parking:	416 spaces	(+ 94 space surplus)

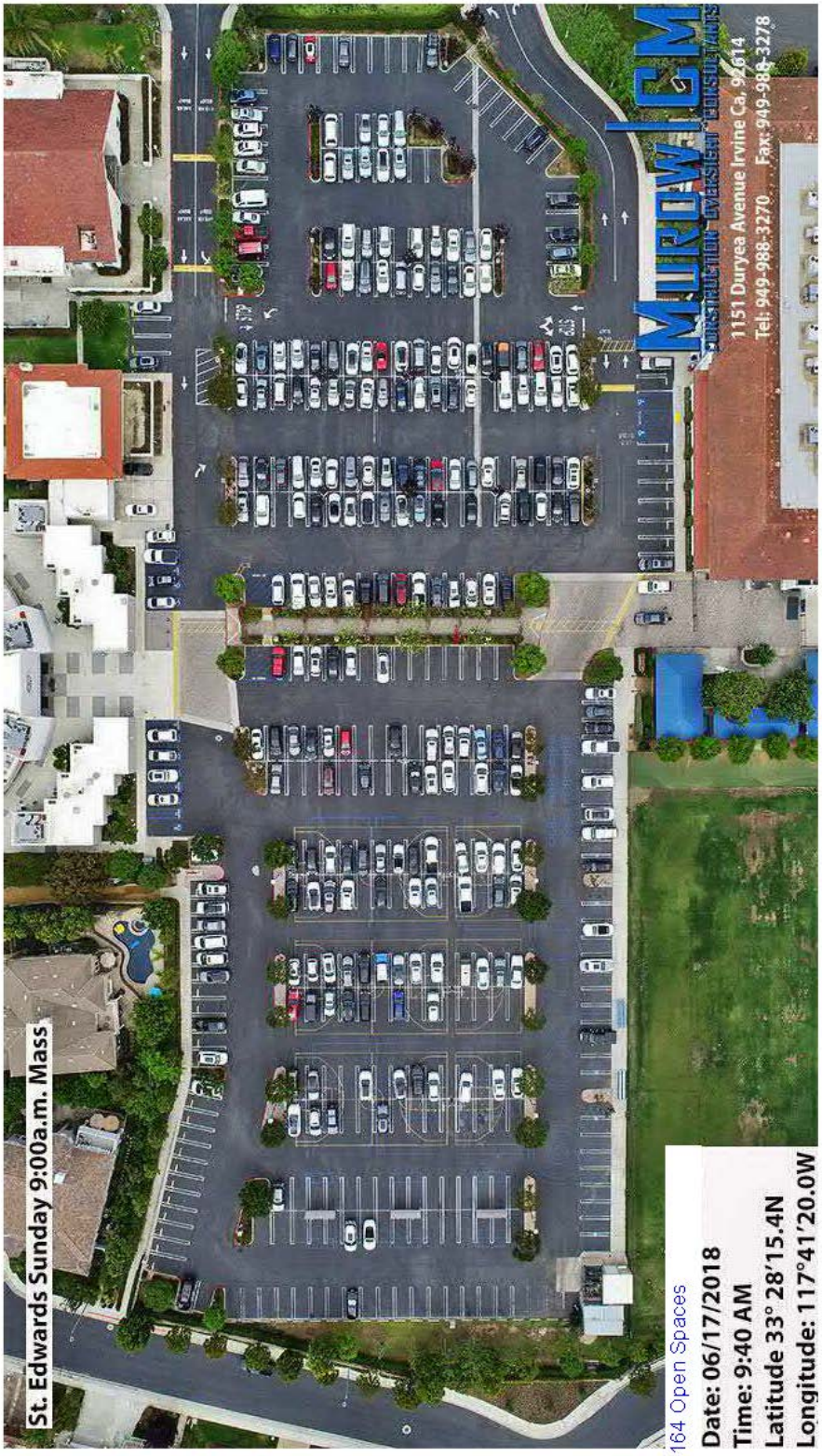
#	Service Day – Time	Open Spaces
#1	Saturday – 5:30 PM	167 Spaces
#2	Sunday – 7:30 AM	194 Spaces
#3	Sunday – 9:00 AM	164 Spaces
#4	Sunday – 11:00 AM	92 Spaces
#5	Sunday – 12:30 PM	229 Spaces
#6	Sunday – 5:30 PM	178 Spaces

Additionally, for special events and religious holidays, there is available overflow parking on school lawn of +/- 107 spaces

Church Activities – aerial photographs of actual usage

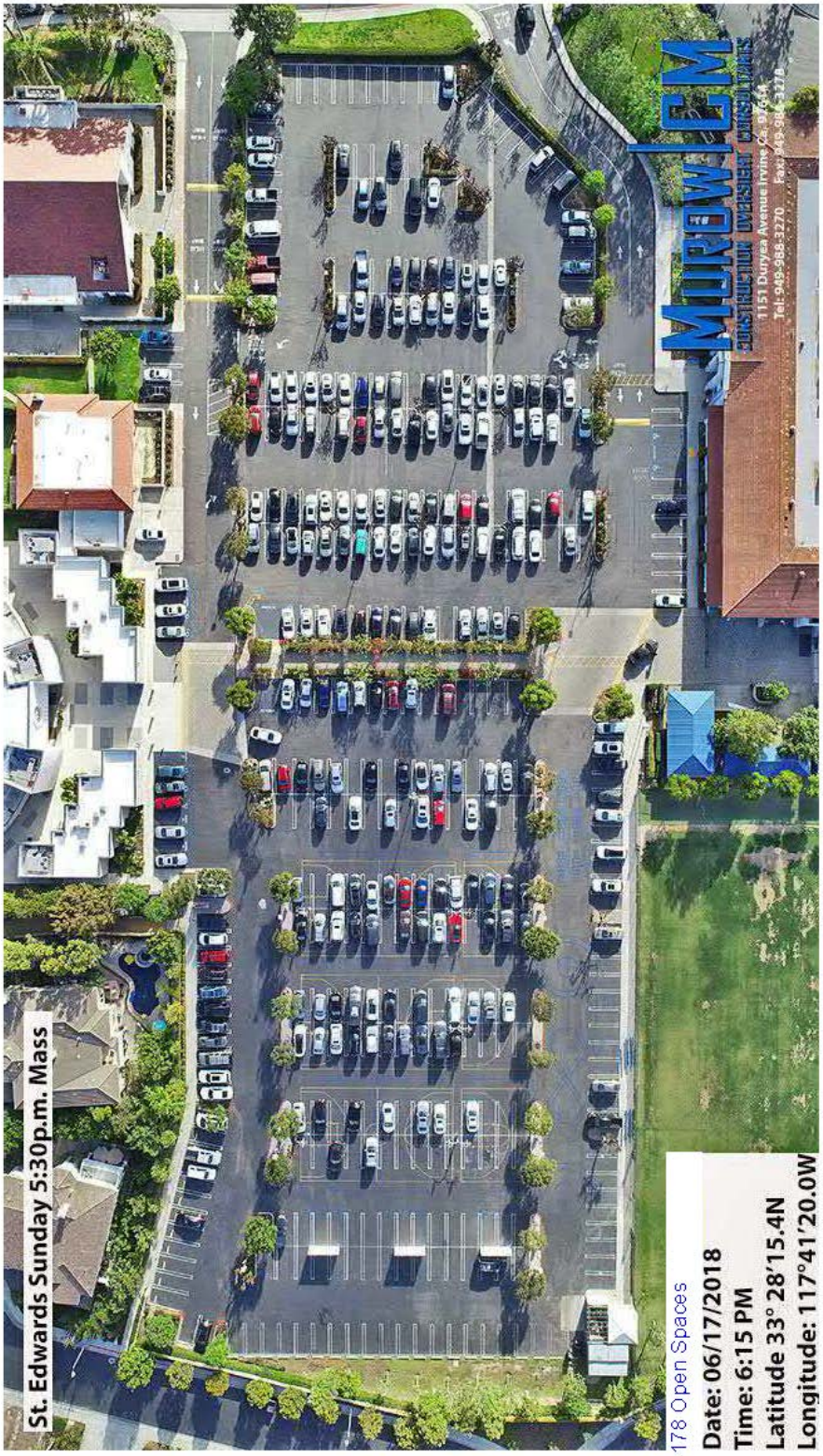

St. Edwards Saturday 5:30pm Mass
MURDOW CM
CONSTRUCTION OVERSIGHT CONSULTANTS
1151 Duryea Avenue Irvine CA 92614
Tel: 949-988-3270 Fax: 949-988-3278
167 Open Spaces
Date: 06/16/2018
Time: 6:08 PM
Latitude 33° 28'15.4N
Longitude: 117°41'20.0W

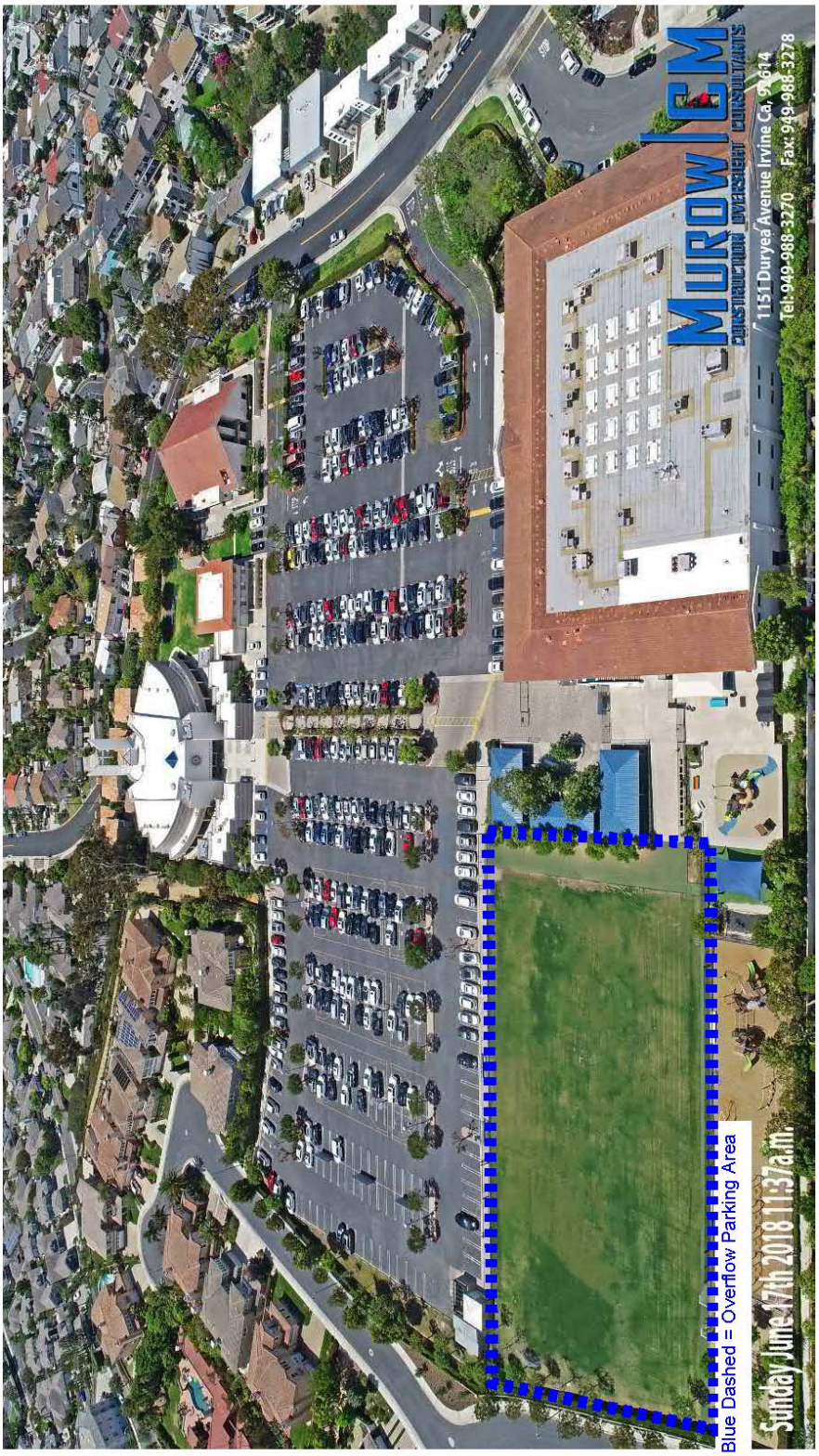

St. Edwards Sunday 7:30a.m. Mass
194 Open Spaces
Date: 06/17/2018
Time: 8:14 AM
Latitude 33° 28'15.4N
Longitude: 117°41'20.0W
MURDOW | CM
CONSTRUCTION MANAGEMENT CONSULTANTS
1151 Duryea Avenue Irvine Ca, 92614
Tel:949-988-3270
Fax: 949-988-3278


St. Edwards Sunday 9:00a.m. Mass
164 Open Spaces
Date: 06/17/2018
Time: 9:40 AM
Latitude 33° 28'15.4N
Longitude: 117°41'20.0W
MURDOW GM
1151 Duryea Avenue Irvine Ca, 92614
Tel: 949-988-3270 Fax: 949-988-3278

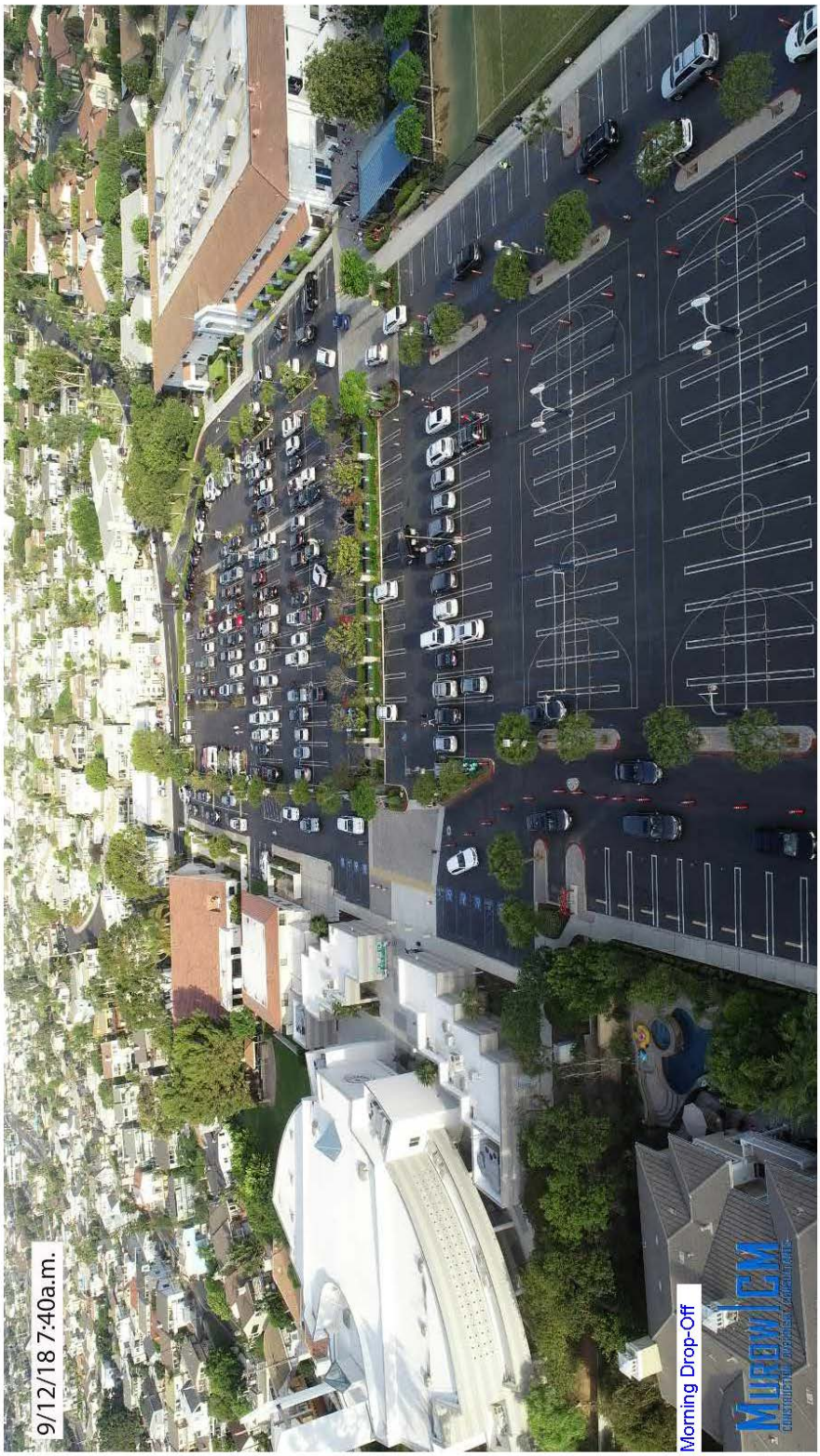

St. Edwards Sunday 11:00a.m. Mass
92 Open Spaces
Date: 06/17/2018
Time: 11:35 AM
Latitude 33° 28'15.4N
Longitude: 117°41'20.0W
MURROW | GM
CONSTRUCTION MANAGEMENT CONSULTANTS
1151 Duryea Avenue Irvine CA 92614
Tel: 949-988-3270 Fax: 949-988-3278

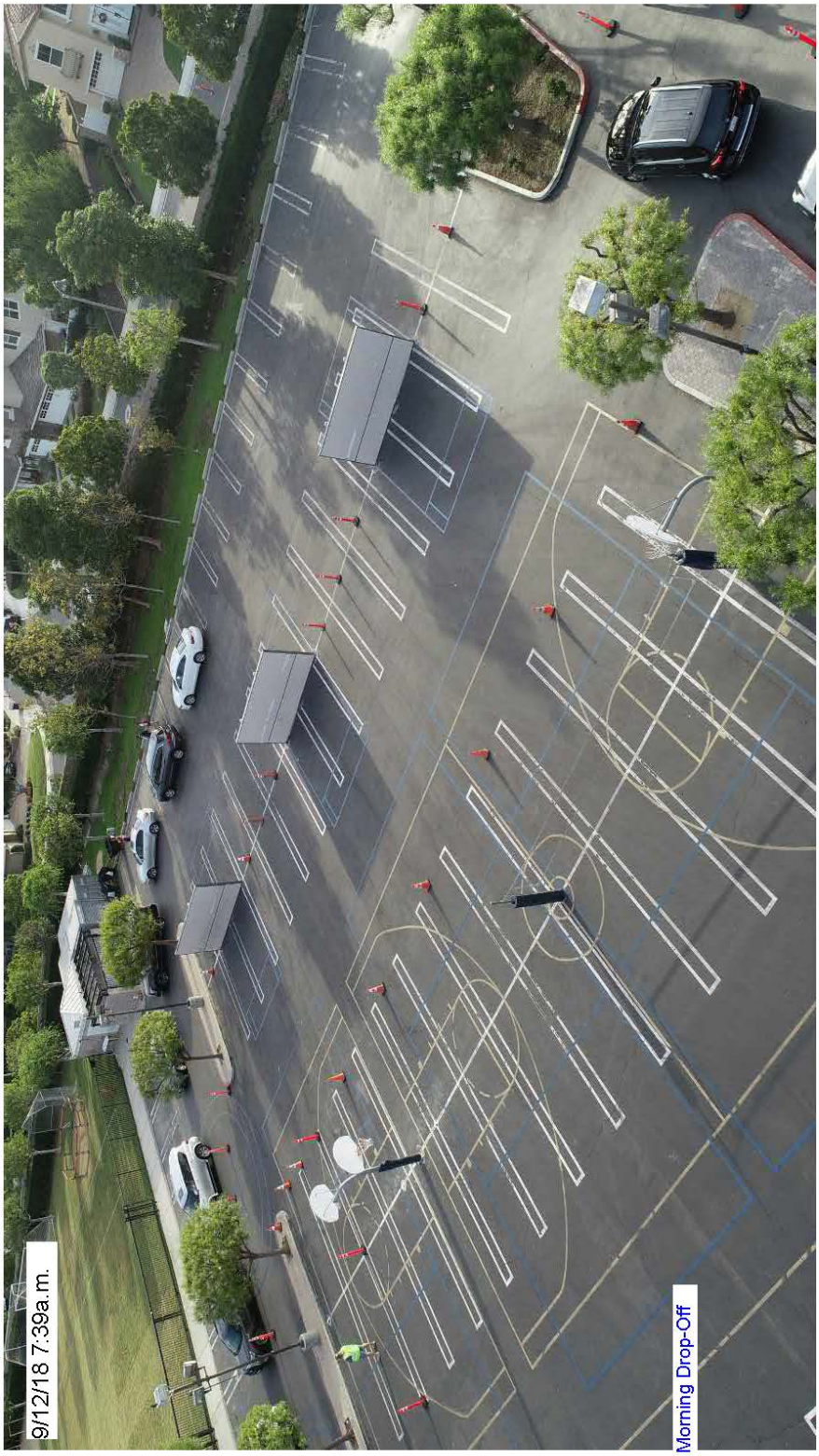

St. Edwards Sunday 12:30p.m. Mass
229 Open Spaces
Date: 06/17/2018
Time: 1:14 PM
Latitude 33° 28'15.4N
Longitude: 117°41'20.0W
MURDAW CM
CONSTRUCTION MANAGEMENT CONSULTANTS
1151 Duryea Avenue Irvine CA 92614
Tel: 949-988-3270 Fax: 949-988-3278

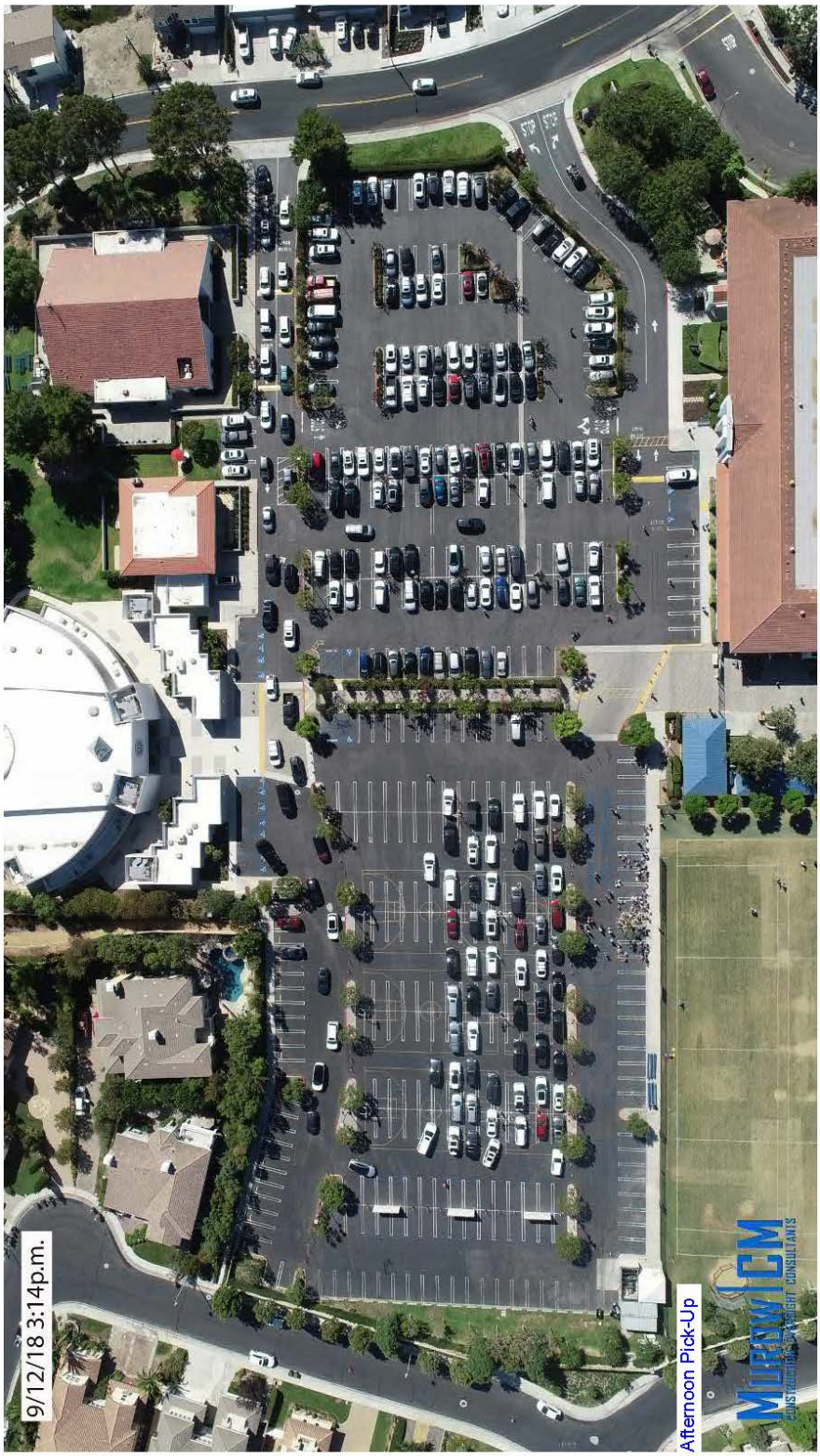

St. Edwards Sunday 5:30p.m. Mass
178 Open Spaces
Date: 06/17/2018
Time: 6:15 PM
Latitude 33° 28'15.4N
Longitude: 117°41'20.0W
MURDOW | GM
CONSTRUCTION | DIVERSIFIED | CONSULTANTS
1151 Duryea Avenue Irvine CA. 92614
Tel: 949-988-3270 Fax: 949-988-3278

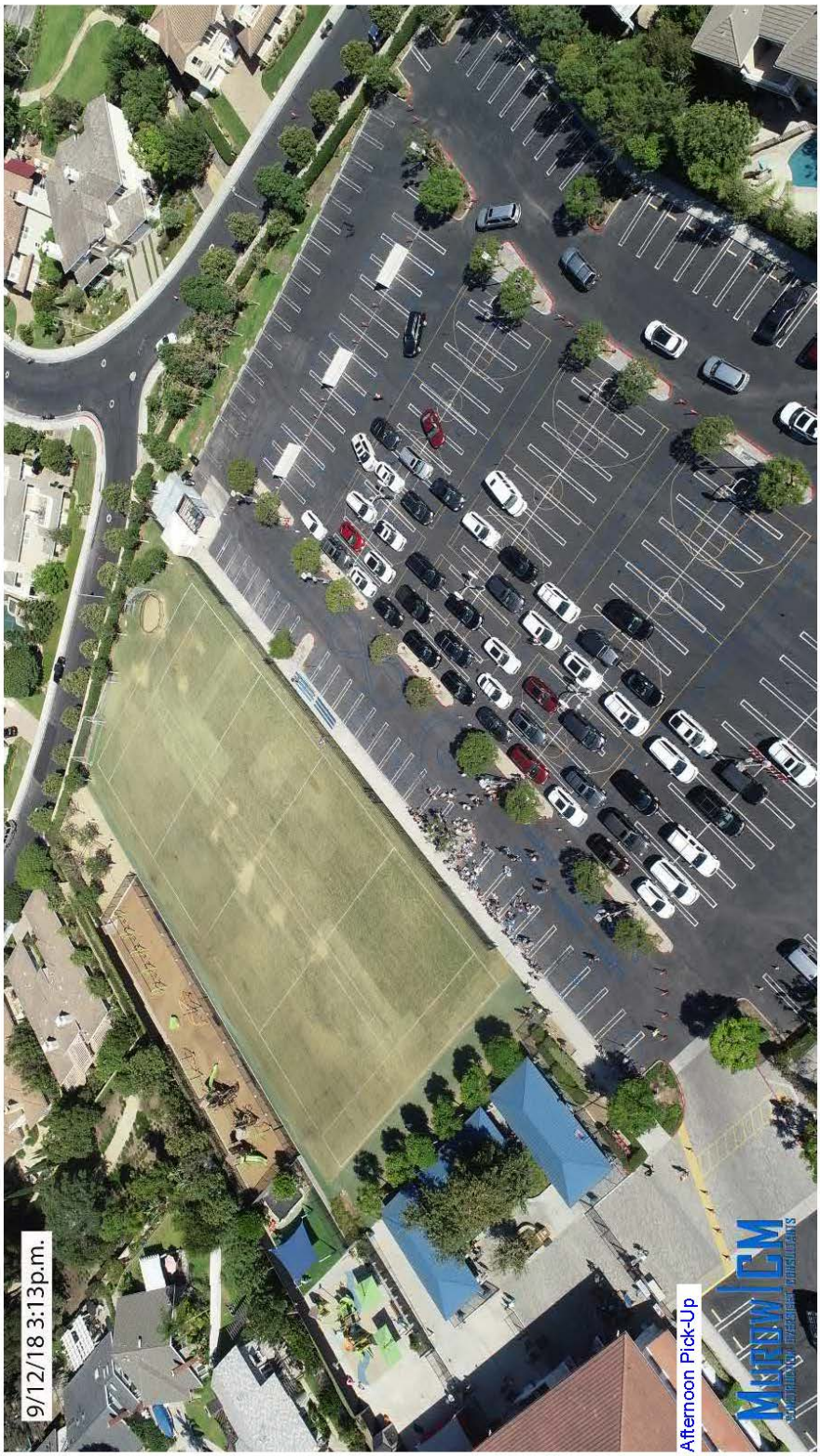

MUROW | GM
CONSTRUCTION OVERSIGHT CONSULTANTS
1151 Duryea Avenue Irvine Ca, 92614
Tel: 949-988-3270 Fax: 949-988-3278
Blue Dashed = Overflow Parking Area
Sunday June 17th 2018 11:37a.m.

School Activities – aerial photographs of actual usage


9/12/18 7:40a.m.
Morning Drop-Off


9/12/18 7:39a.m.
Morning Drop-Off


9/12/18 3:14p.m.
Afternoon Pick-Up
MURROW|CM
CONSTRUCTION MANAGEMENT CONSULTANTS


9/12/18 3:13p.m.
Afternoon Pick-Up
MURRAY|GM

Supporting Document 5 Proposed area breakdown

PROJECT AREA STUDIES
10.12.2018

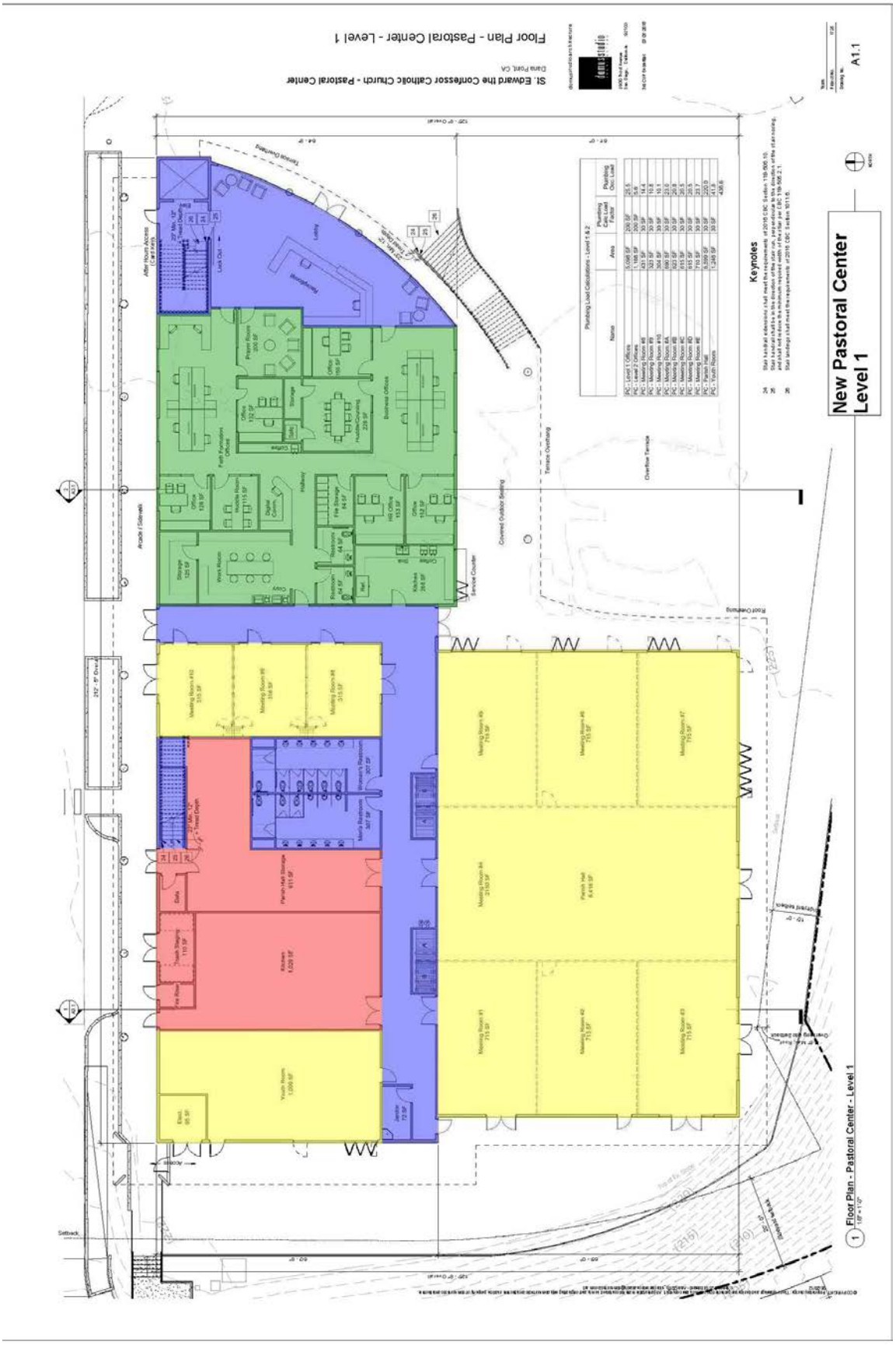
Cover Sheet Areas

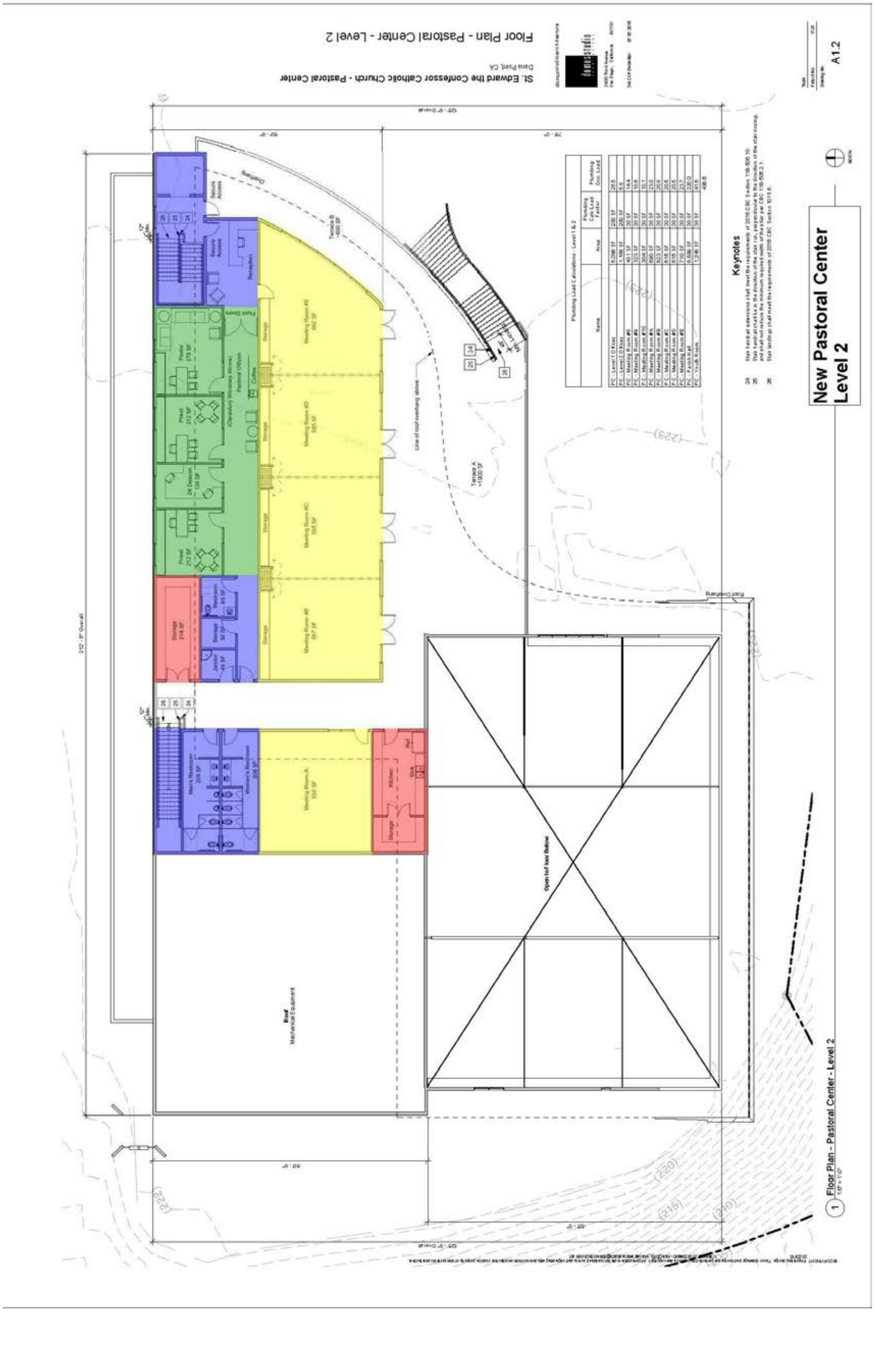
Building Areas

Building		Existing	Change	Proposed	Comments
Existing School Type VA Sprinkled 2-story		62,631 SF	0 SF	62,631 SF	No work
Existing Church Type VA Sprinkled 2-story	1st Floor	12,815 s.f. (691 seats)			
	2nd Floor	5,651 s.f. (241 seats)			
	Total	18,466 s.f. (932 seats)	+ 1,803 SF	20,269 SF	Narthex / Lobby Addition No Additional Seats
Existing Parish Hall Meeting Rows		8,403 SF	- 8,403 SF	0 SF	Demolish Existing
Existing Rectory / Offices Administration		5,560 SF	- 5,560 SF	0 SF	Demolish Existing
Existing Office "A" Administration		1,370 SF	- 1,370 SF	0 SF	Demolish Existing
Existing Office "B" Restrooms, Meeting Rooms, Storage		1,472 SF	- 400 SF	1,072 SF	Demolish Part
New Pastoral Center Type VA Sprinkled 2-story		0 SF	+ 25,393 SF	25,393 SF	New Building
TOTALS		97,902 SF	+ 11,463 SF	109,365 SF	

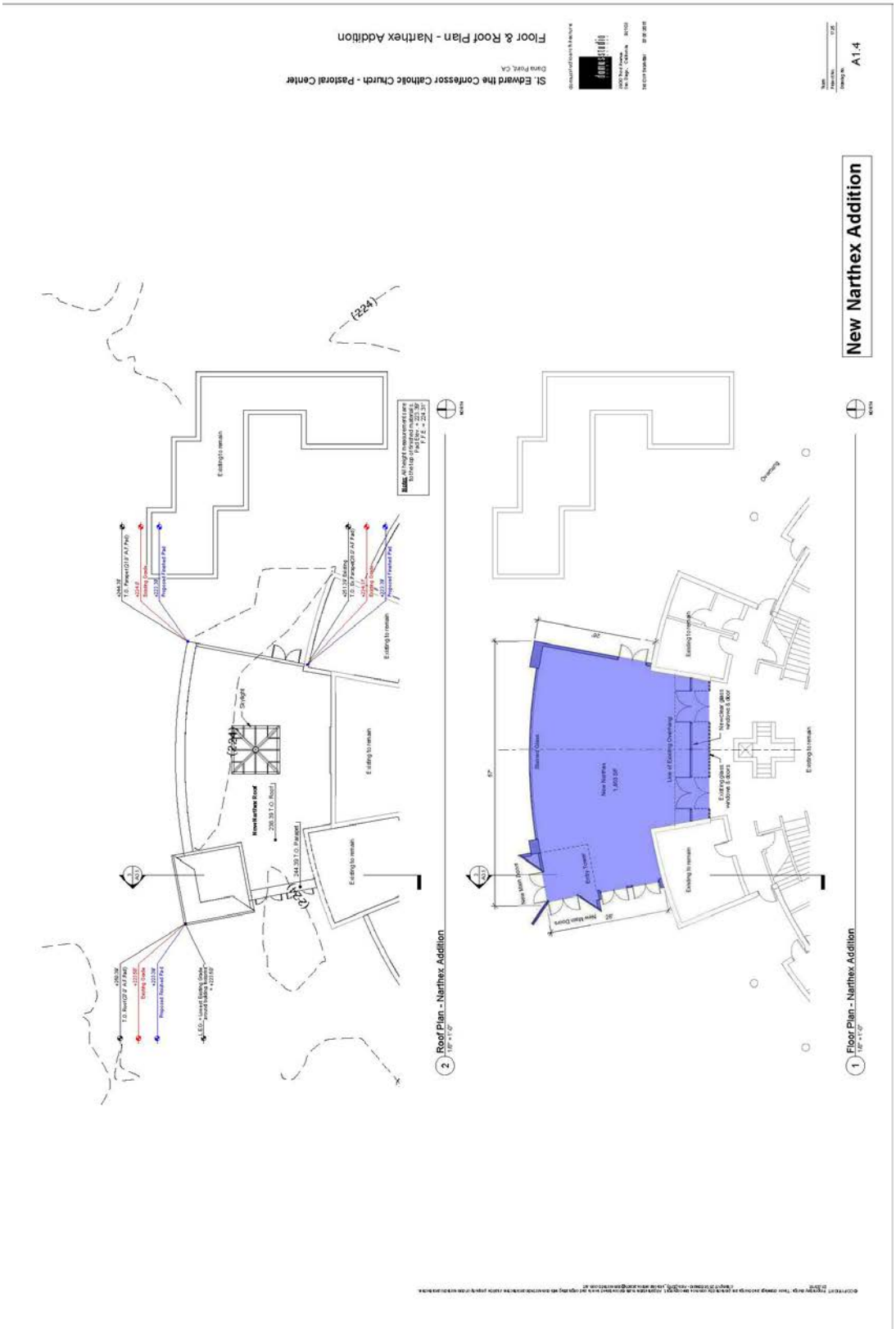
New Pastoral Center 25,393 SF	New Narthex Addition 1,803 SF	Existing Knight Hall Total 8,403 SF	Existing Rectory Total 5,560 SF	Existing Office A Total 1,370 SF	Existing Office B Total 400 SF
Office - 5,349 SF Meeting Rooms - 11,575 SF RR/Hall/Stairs/Lobby - 5,691 SF Kitchen/Stor./Util. - 2,778 SF	Office - 0 SF Meeting Rooms - 0 SF RR/Hall/Stairs/Lobby - 1,803 SF Kitchen/Stor./Util. - 0 SF	Office - 538 SF Meeting Rooms - 6,533 SF RR/Hall/Stairs/Lobby - 400 SF Kitchen/Stor./Util. - 932 SF	Office - 3,117 SF Meeting Rooms - 396 SF RR/Hall/Stairs/Lobby - 1,184 SF Kitchen/Stor./Util. - 863 SF	Office - 1,064 SF Meeting Rooms - 0 SF RR/Hall/Stairs/Lobby - 0 SF Kitchen/Stor./Util. - 306 SF	Office - 0 SF Meeting Rooms - 400 SF RR/Hall/Stairs/Lobby - To Remain, Not Factored Kitchen/Stor./Util. - To Remain, Not Factored

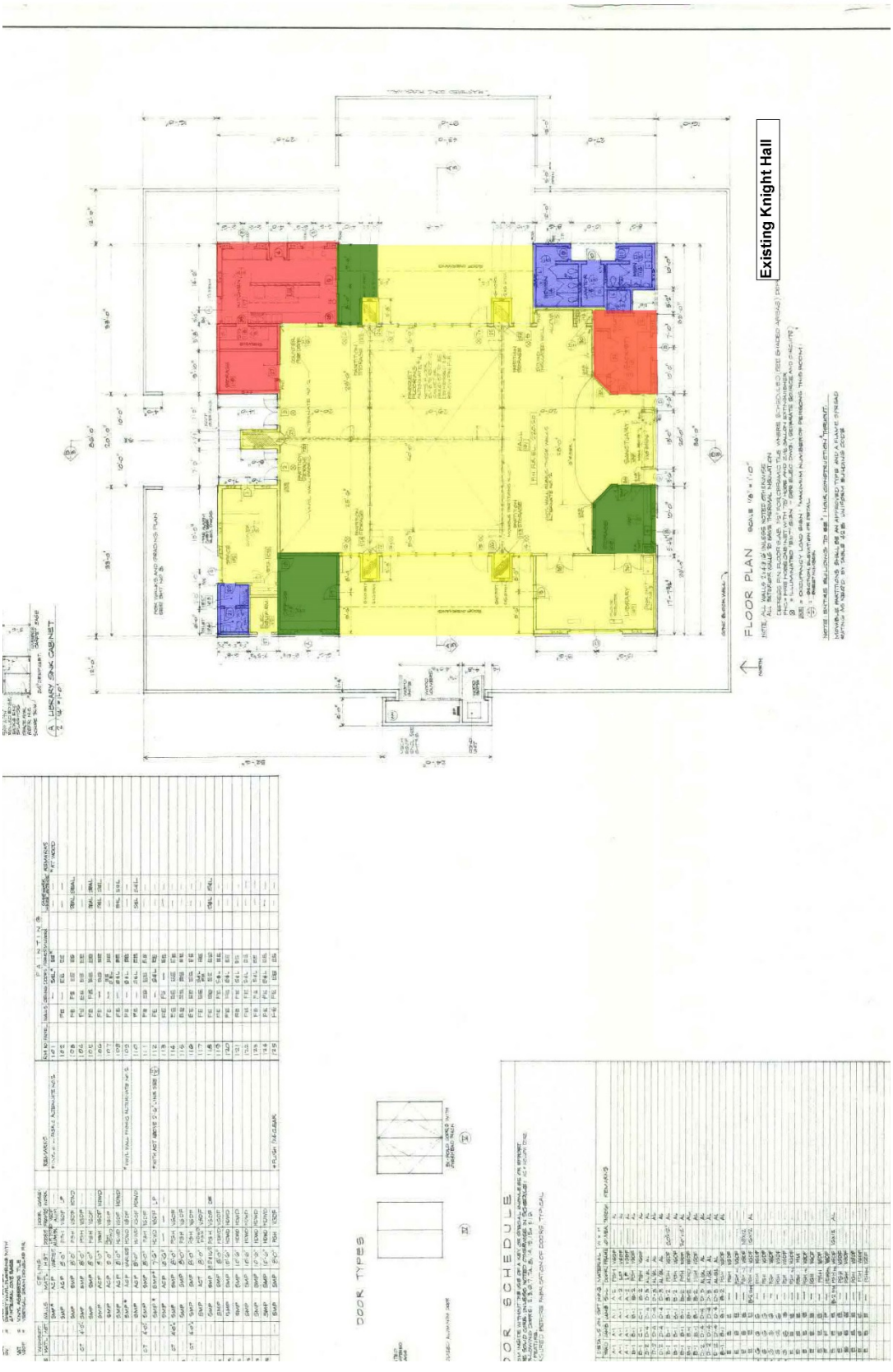
	Existing	Proposed	Difference
Office Area	4,719 SF	5,349 SF	+ 630 SF
Meeting Rooms	7,329 SF	11,575 SF	+ 4,246 SF
Restrooms / Hall / Stairs / Lobby	1,584 SF	7,494 SF	+ 5,910 SF
Kitchen / Storage / Utility	2,101 SF	2,778 SF	+ 677 SF
Total	15,733 SF	27,196 SF 25,393 SF Pastoral Center 1,803 SF Narthex Addition	+ 11,463 SF

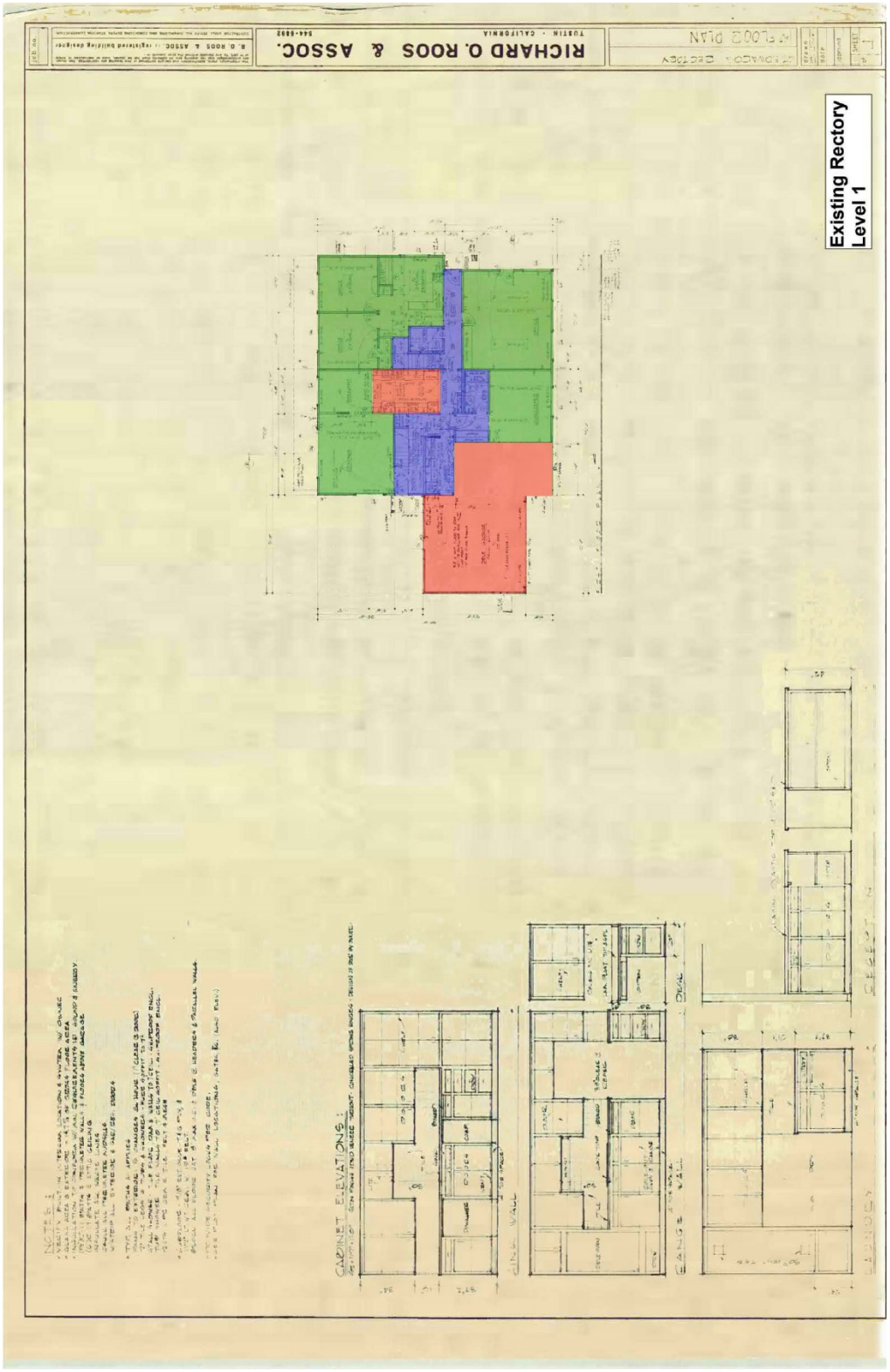

New Pastoral Center
Level 1
Keynotes
Floor Plan - Pastoral Center - Level 1
St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA
A1.1

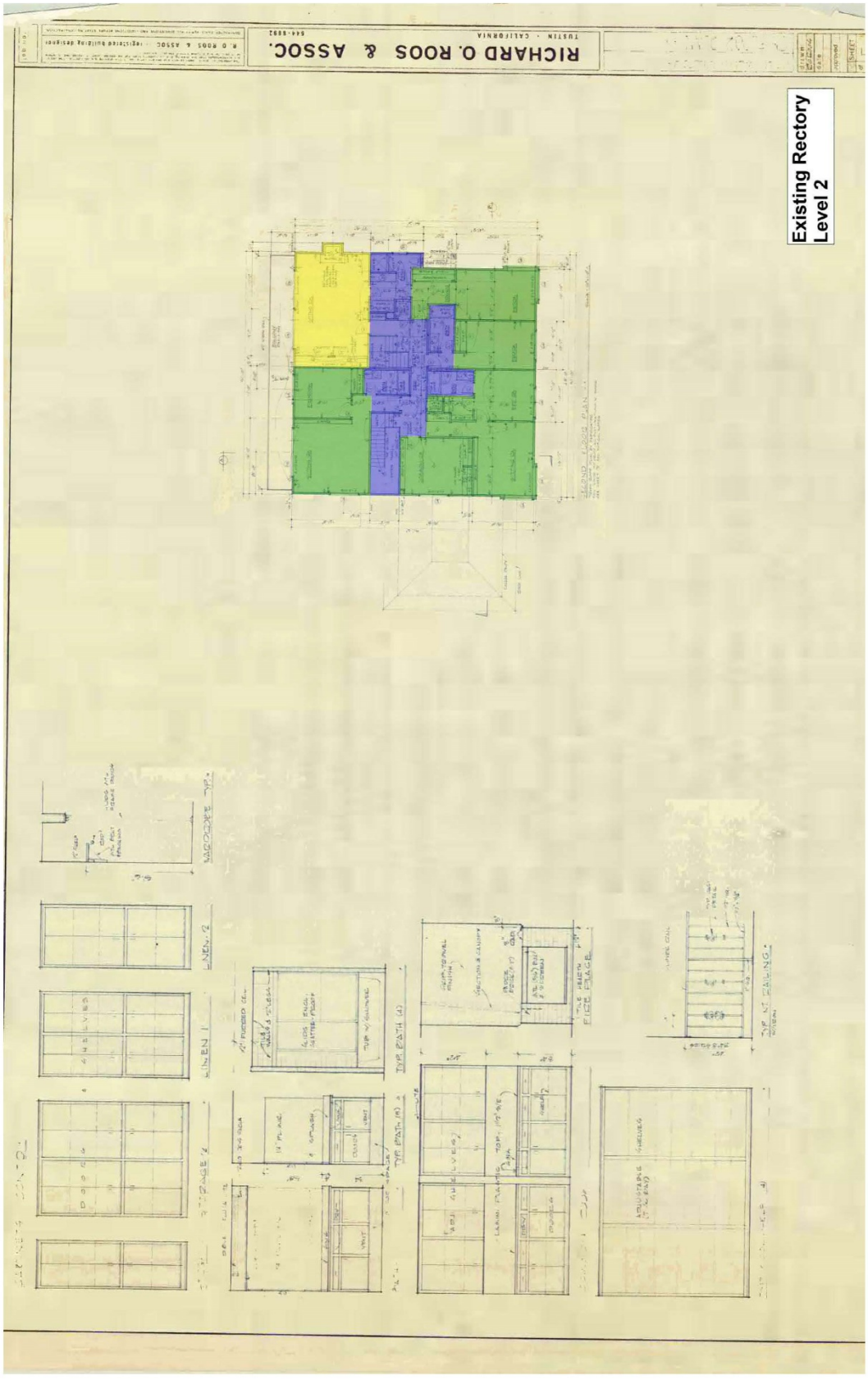


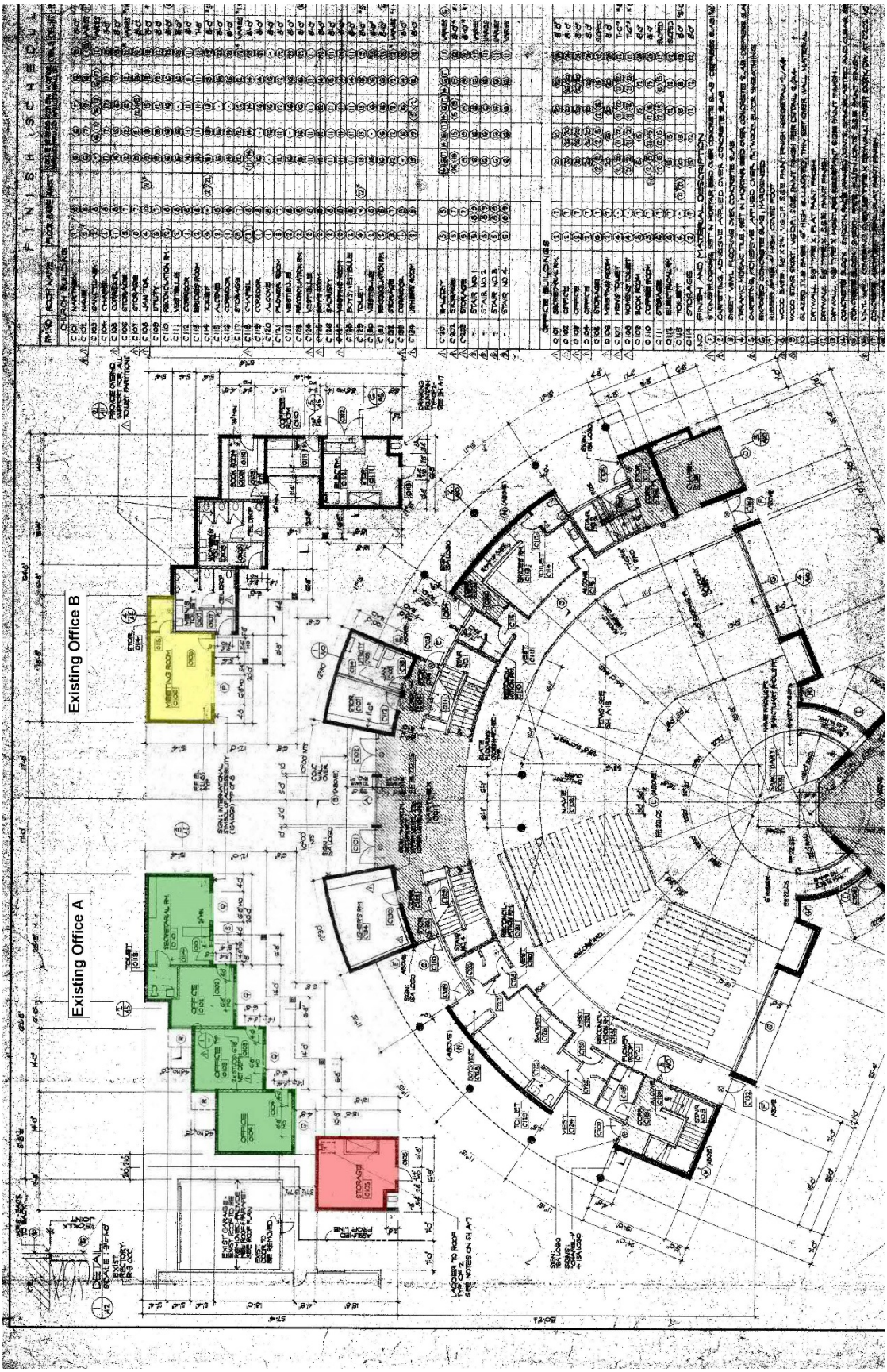
Floor Plan - Pastoral Center - Level 2
St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA
New Pastoral Center
Level 2
Keynotes
A1.2
Floor Plan - Pastoral Center - Level 2


St. Edward the Confessor Catholic Church - Pastoral Center
Floor & Roof Plan - Narthex Addition
A1.4
New Narthex Addition
1 Floor Plan - Narthex Addition
2 Roof Plan - Narthex Addition


Existing Knight Hall
FLOOR PLAN
DOOR TYPES
DOOR SCHEDULE


Existing Rectory
Level 1


RICHARD O. ROOS & ASSOC.
Existing Rectory
Level 2


Existing Office B
Existing Office A

Supporting Document 6 Noise Analysis

iDiBRi

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Addison, TX 75001 USA
T 1.972.239.1505

SAN DIEGO
1935 N. Marshall Avenue
El Cajon, CA 92020 USA
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24 Styvechale Avenue
Coventry, England CV5 6DX UK
T 44.24.7667.3645

COMMUNITY SOUND LEVEL REVIEW

ST. EDWARDS DANA POINT – 20180669

DATE	12 October 2018		**PAGES** - 3
TO	David Pfeifer	domusstudio	david.pfeifer@domusstudio.com
FROM	Vance Breshears, Krisi Hinova		

Introduction

St. Edwards Dana Point is currently in the design phase for its Pastoral Center project that includes the construction of proposed facilities to house ongoing activities such as group meetings, bible study, and funeral and wedding receptions.

This report outlines the predicted levels of sound transmission at the property line of the neighboring residents. Two different types of sound sources were considered in the analysis: music (potentially loudest activity which will take place in the proposed construction) and sound from mechanical units located on the roof of the proposed construction.

Executive Summary

A site survey and sound measurements were conducted to quantify existing sound levels from church activities and the impact on nearby residents, as well as existing traffic sound levels. This information was used along with the prediction of anticipated sound levels from church activities, such as music, to draw conclusions about the appropriate construction shell assembly of the proposed construction. The Dana Point Municipal Code was used to establish criteria for allowable sound levels for the residents in this area, summarized below.

DANA POINT MUNICIPAL CODE

11.10.010 Exterior Noise Standards

The following noise standards, unless otherwise specifically indicated, shall apply to all or any sound or noise which is received on residential property occupied by another person within a designated noise zone:

NOISE LEVEL	TIME PERIOD
55 dBA	7:00 a.m. - 10:00 p.m.
50 dBA	10:00 p.m. - 7:00 a.m.

The noise levels measured on any residential property due to creation of external noise shall not exceed the noise standard for:

- a cumulative period of >30 min in any hour
- +5 dBA for a cumulative period of >15 min in any hour
- +10 dBA for a cumulative period of >5 min in any hour
- +15 dBA for a cumulative period of >1 min in any hour

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Measurement Analysis

EXTERNAL SOUND SOURCE

Sound from the mechanical equipment well to be located on the roof of the proposed Pastoral Center was modeled to establish sound levels at the property line of neighboring residents, approximately 95 ft away from the exterior façade of the building. Considering a 6' parapet which breaks line of sight to be built around the mechanical well and using the mechanical sound data provided, the resulting sound level does not exceed the sound standrads established by the Dana Point Municipal Code. These levels are considered in the internal sound source calculations below to determine the overall sound levels at the residential property line.

		63HZ	125HZ	250HZ	500HZ	1KHZ	2KHZ	4KHZ	DBA
Source	Mechanical Units [dB]	100	94	89	88	86	81	77	
Path Components	6' Parapet Barrier	-13	-16	-19	-20	-20	-20	-20	
	Distance Correction	-37	-37	-37	-37	-37	-37	-37	
Receiver	Resultant Level	50	41	33	31	29	24	20	
	A-weighting Adjustment	-26.2	-16.1	-8.6	-3.2	0	1.2	1	34

INTERNAL NOISE SOURCE

The following proposed surface masses for the construction assemblies are based on the attenuation required from estimated music sound levels used to model music inside the building to the property line of neighboring residents. These results are based on the sound source passing through a 20x10 ft² wall at a distance of 5 ft and the nearest residential property line measuring approximately 95 ft away from the source wall.

WALL ASSEMBLY	ROOF ASSEMBLY	WINDOW ASSEMBLY	NOISE LEVELS AT RESIDENTIAL PROPERTY LINE
1+1 Timer Stud and Resilient Rail • 1 layer 5/8" GWB • 2x6 timber studs at 16" o.c. • 3" Batt insulation • Resilient rail • 1 layer 5/8" GWB	Steel roofing with sheathing and wooden joists • 24 g. steel roofing • ½" sheathing • Solid wooden joists 24" o.c. at 20" spacing • 3" Batt insulation	1" Insulated Glazing Unit STC 35 / OITC 30 • Max 25% of wall area • ¼" pane • ½" air space • ¼" pane	30-35 dBA

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		63HZ	125HZ	250HZ	500HZ	1KHZ	2KHZ	4KHZ	DBA
Source	Music [dB]	108	100	99	97	95	93	87	
Path Components	Composite TL	-18	-34	-43	-50	-49	-50	-59	
	Inside to Outside Correction	-6	-6	-6	-6	-6	-6	-6	
	Distance Correction	-26	-26	-26	-26	-26	-26	-26	
Receiver	Resultant Level	58	36	27	23	21	17	11	
	A-weighting Adjustment	-26.2	-16.1	-8.6	-3.2	0	1.2	1	33

Summary

Our analysis indicates that the maximum sound levels at the property line due to internal activities and external mechanical soundfall within the criteria of the Dana Point Municipal Code.

In conclusion, by using the recommended wall/window/roof assemblies for the proposed Pastoral Center, no additional structural attenuation measures are required to meet the City's noise standards.

- End of Report -

Supporting Document 7 Parking/Traffic Study (excerpted)

LINSCOTT LAW & GREENSPAN engineers

TABLE A
PARKING DEMAND SUMMARY
ST EDWARDS PASTORAL CENTER, DANA POINT

Description	Saturday		Sunday									
	6:00 PM		8:00 AM		9:30 AM		11:30 AM		1:00 PM		6:00 PM	
	Demand	Surplus [a]	Demand	Surplus [a]	Demand	Surplus [a]	Demand	Surplus [a]	Demand	Surplus [a]	Demand	Surplus [a]
(A) June Counts from Operational Narative [b]	261	167	234	194	264	164	336	92	199	229	250	178
(B) October Counts [c]	293	135	212	216	355	73	365	63	238	190	381	47
Net Difference (A-B)	**-32**	--	**22**	--	**-91**	--	**-29**	--	**-39**	--	**-131**	--

Notes:

[a] The existing parking supply consisted of 428 spaces. Please note that 3 spaces were include although not marked. These three spaces are located directly in front of a garage which is signed for specific users.

[b] Existing counts were taken from the *Operational Narrative and Existing Parking Analysis* dated October 12, 2018. Count data is from June 16, 2018 and June 17, 2018.

[c] Existing counts were collected on October 13, 2018 and October 14, 2018 by National Data & Surveying Services, Inc.


n:\4000\2184046 - st edwards pastoral center, dana point\dwg\4045 f-a.dwg LDP 10:21:06 11-09-2018 aguilar
FIGURE A
SATURDAY OCTOBER 13, 2018
6:00PM SERVICE
ST EDWARDS PASTORIAL CENTER, DANA POINT
NO SCALE
N
LINSCOTT LAW & GREENSPAN


n:\4000\218404б - st edwards pastoral center, dana point\dwg\4046 f-b.dwg LDP 10:41:52 11-09-2018 aguilar
FIGURE B
SUNDAY OCTOBER 14, 2018
8:00AM SERVICE
ST EDWARDS PASTORIAL CENTER, DANA POINT
NO SCALE
LINSCOTT LAW & GREENSPAN engineers


n:\4000\2184046 - st edwards pastoral center, dana point\dwg\4046 f-c.dwg LDP 10:43:35 11-09-2018 aguilar
FIGURE C
SUNDAY OCTOBER 14, 2018
9:30AM SERVICE
ST EDWARDS PASTORIAL CENTER, DANA POINT
NO SCALE
LENSCOTT LAW & GREENSPAN engineers


n:\4000\2184045 - st edwards pastoral center, dana point\dwg\4045 f-d.dwg LDP 10:45:59 11-09-2018 aguilar
FIGURE D
SUNDAY OCTOBER 14, 2018
11:30AM SERVICE
ST EDWARDS PASTORIAL CENTER, DANA POINT
NO SCALE
LINSCOTT LAW & GREENSPAN engineers


n:\4000\2184045 - st edwards pastoral center, dana point\dwg\4045 f-e.dwg LDP 10:47:46 11-09-2018 aguilar
FIGURE E
SUNDAY OCTOBER 14, 2018
1:00PM SERVICE
ST EDWARDS PASTORIAL CENTER, DANA POINT
NO SCALE
LINSCOTT LAW & GREENSPAN engineers


n:\4000\218046 - st edwards pastoral center, dana point\dwg\4046 f-f.dwg LDP 10:49:20 11-09-2018 aguilar
FIGURE F
SUNDAY OCTOBER 14, 2018
6:00PM SERVICE
ST EDWARDS PASTORIAL CENTER, DANA POINT
NO SCALE
LINSCOTT LAW & GREENSPAN engineers

LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT ANALYSIS REPORT
ST. EDWARDS THE CONFESSOR CATHOLIC CHURCH NEW PASTORAL CENTER

Dana Point, California
November 8, 2018

Prepared for:
CITY OF DANA POINT
DEPARTMENT OF PUBLIC WORKS
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EXECUTIVE SUMMARY

Projects Description

- St. Edwards the Confessor Catholic Church is located at 33926 Calle La Primavera along the east side of Calle La Primavera, generally north of La Cresta Drive and south of Oldbridge Road in the City of Dana Point, California. The Project includes the development of a two-story Pastoral Center with a floor area of 25,393 SF and a 1,803 SF entry addition (New Narthex) for the church. The implementation of the Project requires the demolition of a total of 15,733 SF consisting of the existing parish Hall (8,403 SF), the Rectory/Office (5,560 SF), Existing Office "A" (1,370 SF) and removal of 400 SF of Existing Office "B" (1,472 SF), thus resulting in a net new floor area increase of 11,463 SF.

- Vehicular access to the Project site will continue to be provided via the two (2) existing "inbound only" and "outbound only" driveways located along Calle la Primavera. This configuration results in a "counterclockwise" flow within the church parking lot. The proposed Project is anticipated to be completed by the Year 2021.

- The proposed Project is forecast to generate approximately 80 net new daily trips (one half arriving and one half departing) on a typical weekday, with 3 net new trips (2 inbound, 1 outbound) produced in the AM peak hour, 9 net new trips (6 inbound, 3 outbound) produced in the Midday peak hour, and 6 net new trips (2 inbound and 4 outbound) produced in the PM peak hour. It is also forecast to generate approximately 316 net new daily trips (one half arriving, one half departing) on a typical Sunday, with 115 net new trips (55 inbound, 60 outbound) produced in the Midday peak hour.

- The five (5) key study intersections and two (2) project driveways selected for evaluation in this report provide both regional and local access to the study area. They consist of the following:

    1. Crystal Lantern at Pacific Coast Highway
    2. Crystal Lantern at Manzanita/Calle La Primavera
    3. Calle La Primavera at La Cresta Drive
    4. Calle La Primavera at Inbound Site Driveway
    5. Calle La Primavera at Outbound Site Driveway
    6. Pequito Drive at Calle La Primavera
    7. Selva Road at Calle La Primavera

Cumulative Projects Description

- The four (4) cumulative projects are expected to generate a combined total 18,316 daily trips (one half arriving, one half departing) on a "typical" weekday, with 795 trips (422 inbound and 373 outbound) forecast during the AM peak hour, 2,194 trips (948 inbound and 1,246

outbound) forecast during the Midday peak hour, and 1,439 trips (683 inbound and 756 outbound) forecast during the PM peak hour. On a "typical" Sunday, the four (4) cumulative projects are expected to generate a combined total 11,127 daily trips (one half arriving, one half departing), with 1,314 trips (596 inbound and 718 outbound) forecast during the Midday peak hour.

Traffic Impact Analysis

Existing With Project Traffic Conditions

- All five (5) key study intersections and two (2) project driveways are forecast to continue to operate at an acceptable level of service during the Weekday AM, Midday, PM and Sunday Midday peak hours with the addition of the proposed Project trips.

Year 2021 With Project Traffic Conditions

- All five (5) key study intersections and two (2) project driveways are forecast to continue to operate at an acceptable level of service during the Weekday AM, Midday, PM and Sunday Midday peak hours with the addition of the proposed Project trips.

Recommended Improvements

- The results of the level of service analyses indicate that the proposed Project will not impact any of the key signalized study intersections. As there are no significant impacts at the study intersections, no traffic mitigation measures are required or recommended.

Selva Road at Calle La Primavera Traffic Signal Warrant Analysis

- Traffic signal warrants were conducted for Warrants No 1, 2, 3, 4, 6, 7 and 8. Based on these warrants a traffic signal at the intersection of Selva Road at Calle La Primavera is not justified or recommended.

TRAFFIC IMPACT ANALYSIS REPORT

ST. EDWARDS THE CONFESSOR CATHOLIC CHURCH
NEW PASTORAL CENTER

Dana Point, California
November 8, 2018

1.0 INTRODUCTION

This traffic impact analysis evaluates the potential traffic impacts and circulation needs associated with the proposed St. Edwards The Confessor Catholic Church New Pastoral Center project (hereinafter referred to as Project) located at 33926 Calle La Primavera in the City of Dana Point, California. The Project site is located along the east side of Calle La Primavera, generally north of La Cresta Drive and south of Oldbridge Road. The project is proposing to construct a two-story Pastoral Center with a floor area of 25,393 square-feet (SF) and a 1,803 SF entry addition (New Narthex) for the church. Vehicular access to the Project site will continue to be provided via two existing driveways on Calle La Primavera. The proposed Project is anticipated to be completed by the Year 2021.

1.1 Scope of Work

This report documents the findings and recommendations of a traffic impact analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential impacts the Project may have on the local and/or regional network in the vicinity of the Project site, inclusive of the surrounding residential neighborhood. The traffic impact analysis evaluates the operating conditions at five (5) key study intersections and two (2) Project driveways within the Project vicinity, estimates the trip generation potential of the Project, estimates the trip generation potential of the cumulative projects, and forecasts future (existing and near-term) operating conditions without and with the Project.

Information concerning cumulative projects (planned and/or approved) in the vicinity of the Project has been researched at the City of Dana Point. Based on our research, there are four (4) planned and/or approved projects within the study area. These four (4) related projects were considered in the cumulative traffic analysis for this Project and assumed to be completed within the same time line of the Project to provide a conservative traffic assessment.

This traffic impact analysis has been prepared according to the traffic impact requirements of the City of Dana Point and is consistent with the most current *Congestion Management Program (CMP) for Orange County*.

The Project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing traffic count information has been compiled to document existing weekday and Sunday traffic flow conditions, and is utilized in this report in support of a detailed intersection capacity analysis.

1.2 Study Area

The five (5) key study intersections and two (2) project driveways selected for evaluation in this report provide both regional and local access to the study area. They consist of the following:

1. Crystal Lantern at Pacific Coast Highway
2. Crystal Lantern at Manzanita/Calle La Primavera
3. Calle La Primavera at La Cresta Drive
4. Calle La Primavera at Inbound Site Driveway
5. Calle La Primavera at Outbound Site Driveway
6. Pequito Drive at Calle La Primavera
7. Selva Road at Calle La Primavera

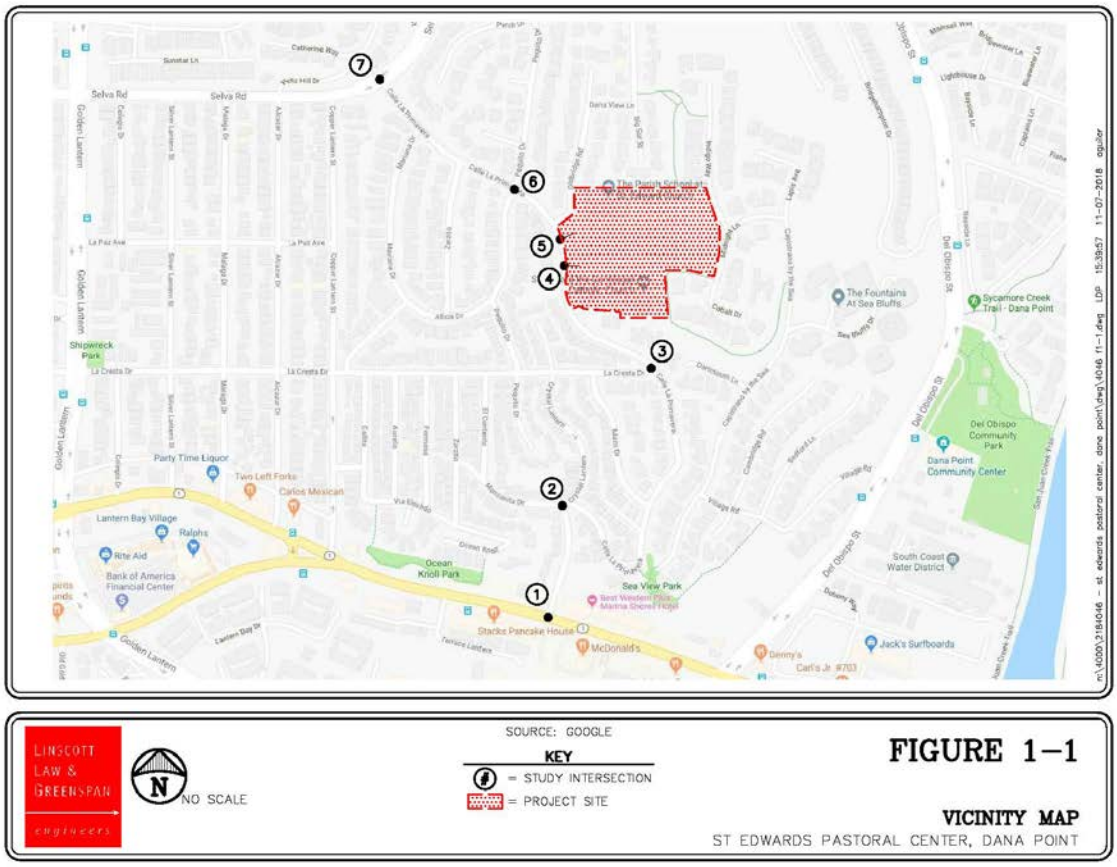
1.3 Traffic Impact Analysis Components

The Intersection Capacity Utilization (ICU), Highway Capacity Manual (HCM), and corresponding Level of Service (LOS) calculations at the key study intersections were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects and the proposed Project. When necessary, this report recommends intersection improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service and/or addresses the impact of the Project.

Included in this Traffic Impact Analysis are:

- Existing Traffic Counts,
- Estimated Project traffic generation/distribution/assignment,
- Estimated Cumulative Projects traffic generation/distribution/assignment,
- Weekday AM, Midday, and PM peak hour, as well as Sunday Midday peak hour LOS analyses for Existing Conditions,
- Weekday AM, Midday, PM and PM peak hour, as well as Sunday Midday peak hour LOS analyses for Existing Conditions with Project traffic,
- Weekday AM, Midday, and PM peak hour, as well as Sunday Midday peak hour LOS analyses for Year 2021 (Near-Term) Conditions without and with Project traffic, and
- Recommended Improvements

Figure 1-1 presents a Vicinity Map, which illustrates the general location of the Project and depicts the study intersections and surrounding street system.



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

= STUDY INTERSECTION

= PROJECT SITE

FIGURE 1–1

VICINITY MAP

ST EDWARDS PASTORAL CENTER, DANA POINT

1.4 Traffic Impact Analysis Scenarios

The following scenarios are those for which ICU/HCM and corresponding LOS calculations have been performed at the key intersections for Existing and Year 2021 traffic conditions:

A. Existing Traffic Conditions,
B. Existing Plus Project Traffic Conditions,
C. Scenario (B) with Recommended Improvements, if any,
D. Year 2021 Cumulative Traffic Conditions,
E. Year 2021 Cumulative Plus Project Traffic Conditions, and
F. Scenario (E) With Recommended Improvements, if any.

2.0 PROJECT DESCRIPTION AND LOCATION

St. Edwards the Confessor Catholic Church is located at 33926 Calle La Primavera along the east side of Calle La Primavera, generally north of La Cresta Drive and south of Oldbridge Road in the City of Dana Point, California. ***Figure 2-1*** presents an existing aerial photograph of the Project Site.

The subject property is currently developed with six (6) buildings with a total floor area of 97,902 SF. The existing church totals 18,466 SF with a capacity of 932 seats. The Parish Hall, which contains meeting rooms/space, totals 8,403 SF, the Rectory/Office totals 5,560 SF and two (2) other administrative offices/meeting facilities identified as Existing Office "A" and "B" total 1,370 SF and 1,472 SF, respectively. The existing k-8th grade school is a two-story building with a total floor area of 62,631 SF and has a student enrollment/capacity of 850 students. Parking for the church is provided via surface parking lot with a total of 428 spaces, with up to 107 +/- additional spaces on its overflow parking lot (grass turf sports field).

Table 2-1 presents a summary of the proposed Project development. The Project includes the development of a two-story Pastoral Center with a floor area of 25,393 SF and a 1,803 SF entry addition (New Narthex) for the church. The implementation of the Project requires the demolition of a total of 15,733 SF consisting of the existing parish Hall (8,403 SF), the Rectory/Office (5,560 SF), Existing Office "A" (1,370 SF) and removal of 400 SF of Existing Office "B" (1,472 SF), thus resulting in a net new floor area increase of 11,463 SF. ***Figure 2-2*** presents the proposed Project site plan prepared by Domus Studio Architecture.

The new Pastoral center will provide office, classroom and meeting space for administrative function of the Church as well as various parish groups/ministries. ***Table 2-2*** presents a summary of the existing floor area allocations associated with the parish Hall, Rectory/Office and two Existing Office buildings and proposed floor areas with completion of the Pastoral Center. A review of this table indicates that the meeting rooms space would increase from a current total floor of 7,329 SF to a proposed total of 11,575 SF for a net increase of 4,246 SF, whereas the office floor area would only increase by 630 SF, from 4,719 SF to 5,329 SF.

To improve on-site traffic flow, the Project will remove 11 spaces located along the south side of the entry drive to eliminate vehicular conflicts and to provide a drop-off lane. As such, the on-street parking supply will total 417 spaces. No change in school operations is proposed as a part of the Project.

The Project is expected to be constructed over the next two years or so by 2020, but is dependent on several factors, including the project funding. Hence, to provide a conservative assessment, Year 2021 has been utilized to assess the Project's potential opening year (full buildout/occupancy) traffic impacts within a near-term cumulative traffic setting.


Calle La Primavera
Midnight Ln
Midnight Dr
Cobalt Dr
SOURCE: GOOGLE
KEY
= PROJECT SITE
NO SCALE
FIGURE 2-1
EXISTING AERIAL SITE PLAN
ST EDWARDS PASTORAL CENTER, DANA POINT

2.1 Site Access

Vehicular access to the Project site will continue to be provided via the two (2) existing "inbound only" and "outbound only" driveways located along Calle la Primavera. This configuration results in a "counterclockwise" flow within the Project's on-site parking lot.

2.2 Pedestrian Circulation

Pedestrian circulation would be provided via existing public sidewalks along Calle la Primavera within the vicinity of the project frontage, which will connect to the project's internal walkway. The proposed Project will protect the existing sidewalk along project frontage and if necessary repair or reconstruct sidewalks along the project frontage per the City's request. The existing sidewalk system within the project vicinity provides direct connectivity to the surrounding residential community, existing retail/commercial uses and major thoroughfares.

TABLE 2-1
PROJECT DEVELOPMENT SUMMARY

Building	Existing Building Area	Proposed Change in Building Area	Final Building Area
St. Edwards Catholic School (K-8)			
➢ Existing School	62,631 SF (850 Students)	--	62,631 SF (850 Students)
St. Edwards Catholic Church			
➢ Existing Church			
▪ *New Narthex*	--	+1,803 SF	1,803 SF
▪ *First Floor*	12,815 SF (691 seats)	--	12,815 SF (691 seats)
▪ *Second Floor*	5,651 SF (241 seats)	--	5,651 SF (241 seats)
▪ *Total*	18,466 SF (932 seats)	+ 1,803 SF	20,269 SF (932 seats)
➢ Existing Parish Hall	8,403 SF	- 8,403 SF	--
➢ Existing Rectory/Offices	5,560 SF	- 5,560 SF	--
➢ Existing Office "A"	1,370 SF	- 1,370 SF	--
➢ Existing Office "B"	1,472 SF	- 400 SF	1,072 SF
➢ New Pastoral Center	--	+ 25,393 SF	25,393 SF
Church Total	**35,271 SF**	**11,463 SF**	**46,734 SF**
Total School and Church Combined Floor Areas	**97,902 SF**	**11,463 SF**	**109,365 SF**

TABLE 2-2
FLOOR AREA SUMMARY – EXISTING VS PROPOSED

Building	Existing Building Area	Proposed Floor Area within Pastoral Center	Difference in Floor Area
➢ Office	4,719 SF	5,349 SF	+630 SF
➢ Meeting Rooms	7,329 SF	11,575 SF	+4,246 SF
➢ Restrooms/Hall/Stairs/ Lobby/Narthex	1,584 SF	7,494 SF (1,803 SF narthex)	+5,910 SF
➢ Kitchen/Storage/Utility	2,101 SF	2,778 SF	+677 SF
Church Total	**15,733 SF**	**27,196 SF**	**+11,463 SF**

3.0 ANALYSIS CONDITIONS AND METHODOLOGY

3.1 Existing Street System

The principal local network of streets serving the proposed Project is Selva Road, Pacific Coast Highway, and Calle La Primavera. The following discussion provides a brief synopsis of these key area roadways. The descriptions are based on an inventory of existing roadway conditions.

Selva Road is generally an east-west, two-lane divided roadway located to the north of the Project site. The posted speed limit on Selva Road is 35 miles per hour (mph). On-street parking is prohibited on both sides of the roadway within the vicinity of the Project.

Pacific Coast Highway is an east-west, five-lane divided roadway west of Crystal Lantern and six-lane divided roadway west of Crystal Lantern, located to the south of the Project site. The posted speed limit on Pacific Coast Highway is 35 mph. On-street parking to the west of Crystal Lantern is permitted on the south side of the roadway but not permitted on the north side of the roadway within the vicinity of the Project. On-street parking to the east of Crystal Lantern is permitted on the north side of the roadway but not permitted on the south side of the roadway within the vicinity of the Project.

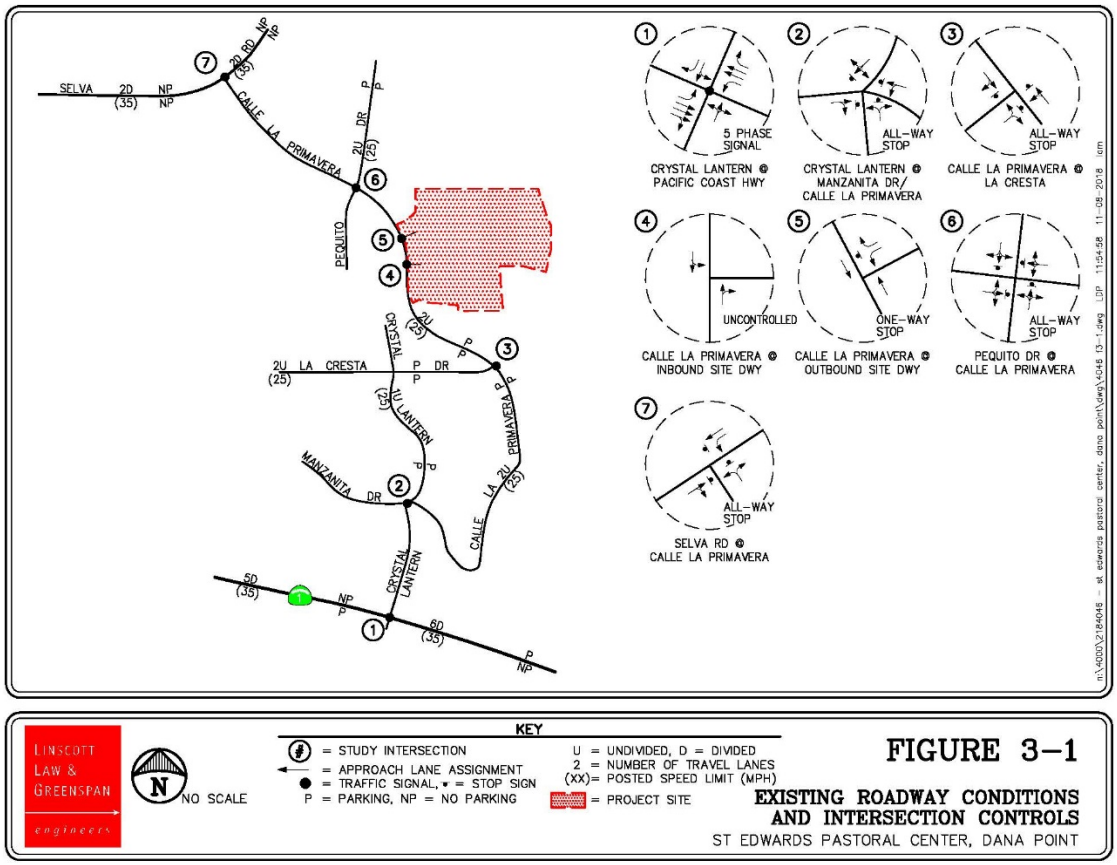
Calle La Primavera is generally a north-south, two-lane undivided roadway that borders the Project site to the west. The posted speed limit on Calle La Primavera is 25 mph. On-street parking is generally permitted on both sides of the roadway within the vicinity of the project.

Figure 3-1 presents an inventory of the existing roadway conditions for the arterials and intersections evaluated in this report. This figure identifies the number of travel lanes for key arterials, as well as intersection configurations and controls for the key area intersections neighboring the Project site.

3.2 Existing Traffic Volumes

Manual vehicular turning movement counts were conducted at the five (5) key study intersections and two (2) project driveways during the weekday morning (7:00 AM – 9:00 AM), midday (2:00 PM – 4:00 PM) and evening (4:00 PM – 6:00 PM) peak commuter periods as well as during Sunday midday peak period to determine the existing Weekday AM, Midday, PM and Sunday Midday peak hour traffic volumes. Traffic counts at the five (5) key study intersections and two (2) project driveways intersections were collected by National Data & Surveying Services, Inc. in October 2018.

Figures 3-2 through ***3-5*** depict the existing Weekday AM, Midday, PM and Sunday Midday peak hour traffic volumes at the five (5) key study intersections and two (2) project driveways, respectively. ***Appendix A*** contains the detailed manual turning movement count sheets for the five (5) key study intersections and two (2) project driveways evaluated in this report.



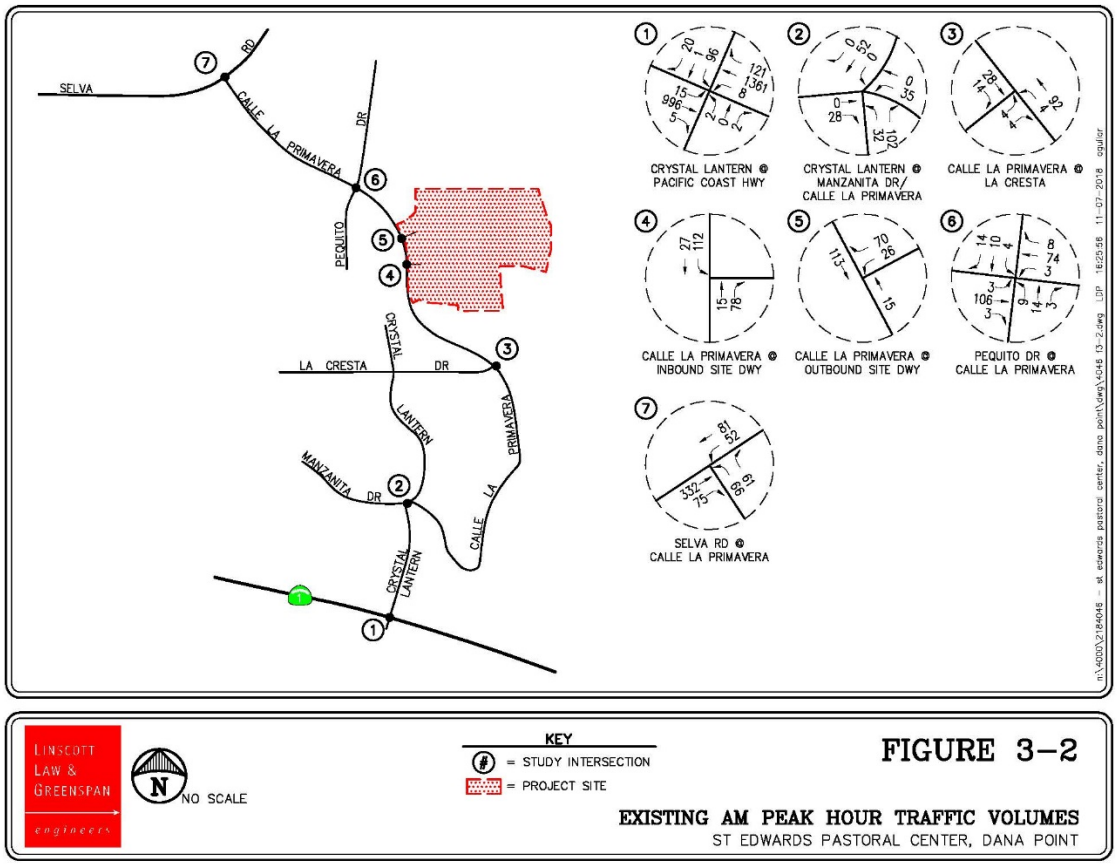
LINSCOTT LAW & GREENSPAN engineers

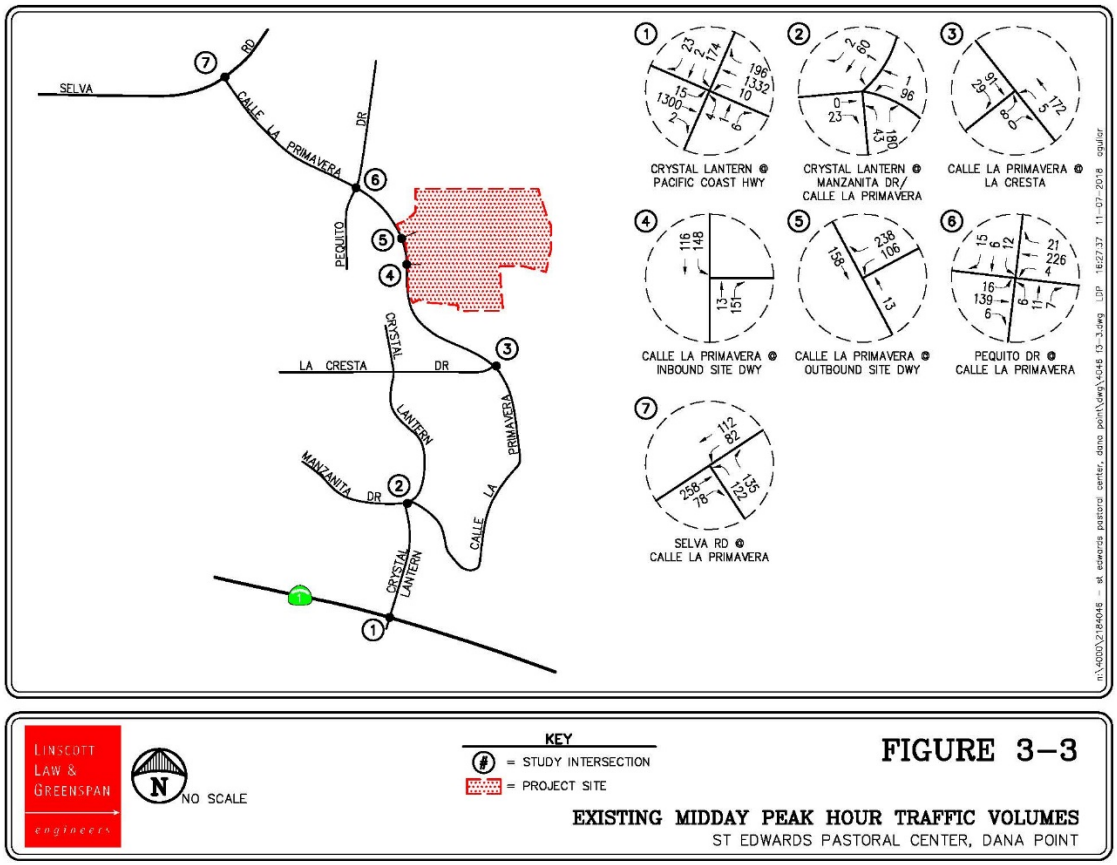
N NO SCALE

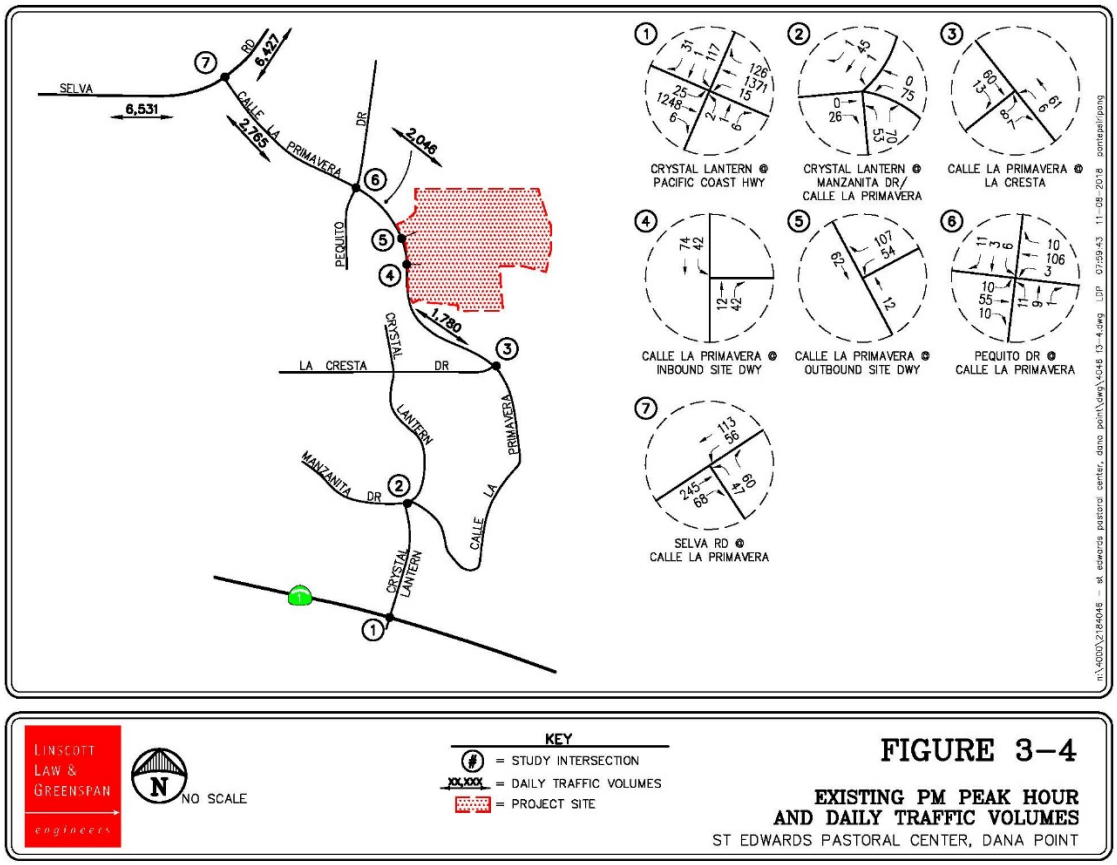
KEY

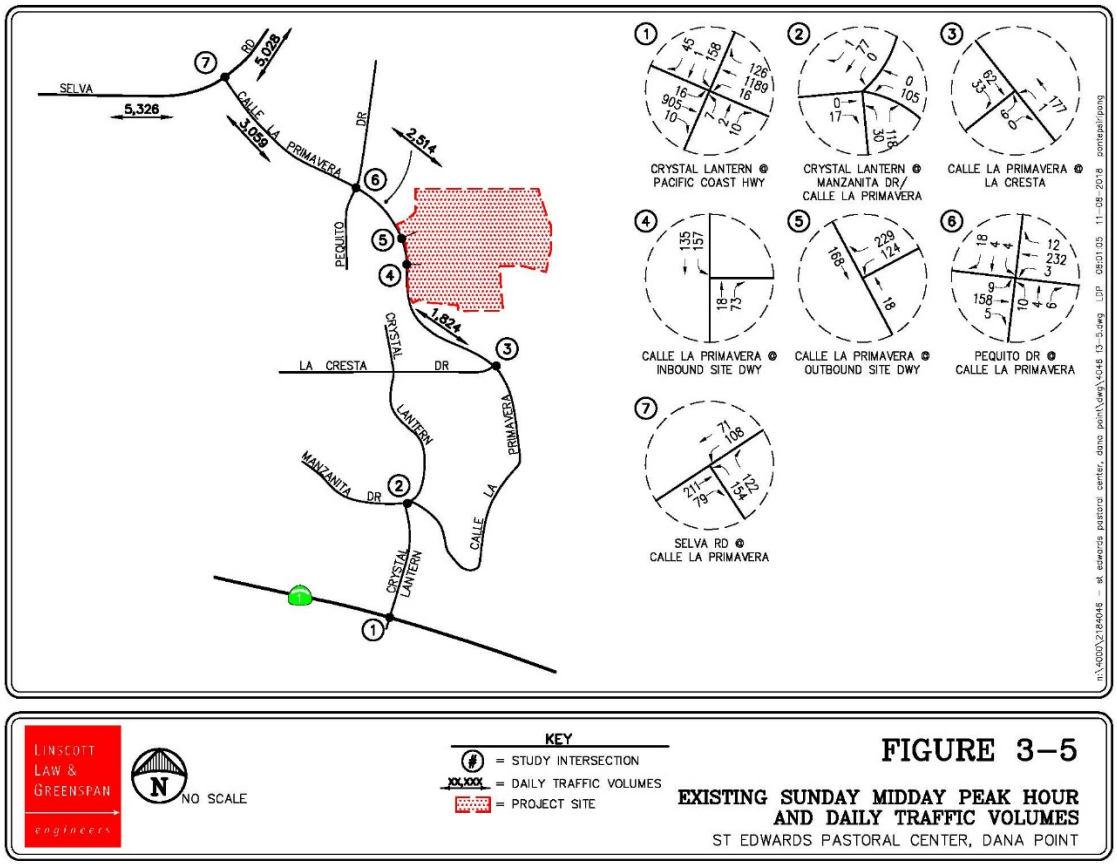
= STUDY INTERSECTION
= APPROACH LANE ASSIGNMENT
= TRAFFIC SIGNAL, • = STOP SIGN
P = PARKING, NP = NO PARKING
U = UNDIVIDED, D = DIVIDED
2 = NUMBER OF TRAVEL LANES
(XX)= POSTED SPEED LIMIT (MPH)
= PROJECT SITE

FIGURE 3-1
EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS
ST EDWARDS PASTORAL CENTER, DANA POINT


SELVA
CALLE LA PRIMAVERA
PEQUITO
CRYSTAL LANTERN
LA CRESTA DR
MANZANITA DR
CALLE LA PRIMAVERA
SELVA RD @ CALLE LA PRIMAVERA
CRYSTAL LANTERN @ PACIFIC COAST HWY
CRYSTAL LANTERN @ MANZANITA DR/ CALLE LA PRIMAVERA
CALLE LA PRIMAVERA @ LA CRESTA
CALLE LA PRIMAVERA @ INBOUND SITE DWY
CALLE LA PRIMAVERA @ OUTBOUND SITE DWY
PEQUITO DR @ CALLE LA PRIMAVERA
LINSCOTT LAW & GREENSPAN engineers
NO SCALE
KEY
= STUDY INTERSECTION
= PROJECT SITE
FIGURE 3-2
EXISTING AM PEAK HOUR TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT


SELVA
CALLE LA PRIMAVERA
PEQUITO
CRYSTAL LANTERN
LA CRESTA DR
MANZANITA DR
CALLE LA PRIMAVERA
CRYSTAL LANTERN @ PACIFIC COAST HWY
CRYSTAL LANTERN @ MANZANITA DR/ CALLE LA PRIMAVERA
CALLE LA PRIMAVERA @ LA CRESTA
CALLE LA PRIMAVERA @ INBOUND SITE DWY
CALLE LA PRIMAVERA @ OUTBOUND SITE DWY
PEQUITO DR @ CALLE LA PRIMAVERA
SELVA RD @ CALLE LA PRIMAVERA
LINSCOTT LAW & GREENSPAN engineers
NO SCALE
KEY
= STUDY INTERSECTION
= PROJECT SITE
FIGURE 3-3
EXISTING MIDDAY PEAK HOUR TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT


SELVA
6,531
RD
6,427
CALLE LA PRIMAVERA
2,765
DR
2,046
PEQUITO
1,780
CRYSTAL
LANTERN
LA CRESTA
DR
MANZANITA DR
CALLE LA PRIMAVERA
CRYSTAL LANTERN @ PACIFIC COAST HWY
CRYSTAL LANTERN @ MANZANITA DR/ CALLE LA PRIMAVERA
CALLE LA PRIMAVERA @ LA CRESTA
CALLE LA PRIMAVERA @ INBOUND SITE DWY
CALLE LA PRIMAVERA @ OUTBOUND SITE DWY
PEQUITO DR @ CALLE LA PRIMAVERA
SELVA RD @ CALLE LA PRIMAVERA
LINSCOTT LAW & GREENSPAN
engineers
N
NO SCALE
KEY
= STUDY INTERSECTION
XX,XXX = DAILY TRAFFIC VOLUMES
= PROJECT SITE
FIGURE 3-4
EXISTING PM PEAK HOUR AND DAILY TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT


SELVA
5,326
CALLE LA PRIMAVERA
3,059
5,028
2,514
1,824
PEQUITO
DR
CRYSTAL LANTERN
LA CRESTA DR
MANZANITA DR
CALLE LA PRIMAVERA
1 CRYSTAL LANTERN @ PACIFIC COAST HWY
2 CRYSTAL LANTERN @ MANZANITA DR/ CALLE LA PRIMAVERA
3 CALLE LA PRIMAVERA @ LA CRESTA
4 CALLE LA PRIMAVERA @ INBOUND SITE DWY
5 CALLE LA PRIMAVERA @ OUTBOUND SITE DWY
6 PEQUITO DR @ CALLE LA PRIMAVERA
7 SELVA RD @ CALLE LA PRIMAVERA
KEY
= STUDY INTERSECTION
XX,XXX = DAILY TRAFFIC VOLUMES
= PROJECT SITE
LINSCOTT LAW & GREENSPAN engineers
NO SCALE
FIGURE 3-5
EXISTING SUNDAY MIDDAY PEAK HOUR AND DAILY TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT

3.3 Level of Service (LOS) Analysis Methodologies

Weekday AM, Midday, PM and Sunday Midday peak hour operating conditions for the key signalized study intersections were evaluated using the *Intersection Capacity Utilization (ICU) Methodology* for signalized intersections and the *Highway Capacity Manual (HCM)* for unsignalized intersections.

3.3.1 *Intersection Capacity Utilization (ICU) Method of Analysis (Signalized Intersections)*

In conformance with the City of Dana Point and Orange County CMP requirements, existing Weekday AM, Midday, PM and Sunday Midday peak hour operating conditions for the key signalized study intersections were evaluated using the *Intersection Capacity Utilization (ICU)* method of analysis. The ICU technique is intended for signalized intersection analysis and estimates the volume to capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU numerical value represents the percent signal (green) time and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing.

Per Orange County CMP requirements, the ICU calculations use a lane capacity of 1,700 vehicles per hour (vph) for left-turn, through and right-turn lanes. A clearance adjustment factor of 0.50 was added to each Level of Service calculation.

The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in ***Table 3-1***. The ICU value is the sum of the critical volume-to-capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements.

3.3.2 *Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)*

The HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. This methodology estimates the average control delay for each of the subject movements and determines the level of service for each movement. For all-way stop controlled intersections, the overall average control delay measured in seconds per vehicle, and level of service is then calculated for the entire intersection. For one-way and two-way stop-controlled (minor street stop-controlled) intersections, this methodology estimates the worst side street delay, measured in seconds per vehicle and determines the level of service for that approach. The HCM control delay value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in ***Table 3-2.***

3.4 Level of Service Criteria

According to the *City of Dana Point General Plan Circulation Element (1995),* LOS "C" is the minimum acceptable condition that should be maintained during the peak commute hours for primary arterials, secondary arterials, and local streets. LOS "D" is the minimum acceptable condition that should be maintained during the peak commute hours for major arterials and state highways. LOS "E" is the minimum acceptable condition that should be maintained during the peak commute hours for CMP designated roadways. Based on the City's requirements, the following summarizes the LOS required for each key study intersection:

LOS "C" Requirements

2. Crystal Lantern at Manzanita/Calle La Primavera
3. Calle La Primavera at La Cresta Drive
4. Calle La Primavera at Inbound Site Driveway
5. Calle La Primavera at Outbound Site Driveway
6. Pequito Drive at Calle La Primavera
7. Selva Road at Calle La Primavera

LOS "D" Requirements

1. Crystal Lantern at Pacific Coast Highway

3.5 Impact Criteria and Thresholds

The relative impact of the added Project traffic volumes generated by the proposed Project during the Weekday AM, Midday, PM and Sunday Midday peak hours was evaluated based on analysis of future operating conditions at the key study intersections, without, then with, the proposed Project using the *Intersection Capacity Utilization (ICU) Methodology* and the *Highway Capacity Manual (HCM) Methodology*. The previously discussed capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships, delay and service level characteristics at each key study intersection. The significance of the potential impacts of the Project at each key study intersection was then evaluated using the City's LOS standards and traffic impact criteria. For this traffic analysis, impacts to local and regional transportation systems are considered significant if:

3.5.1 *Signalized Intersections Criteria*

- An undesirable peak hour Level of Service (LOS) (i.e. LOS D, E or F) at any of the key intersections is projected. As mentioned earlier, the City of Dana Point considers LOS C (ICU = 0.71 – 0.80) to be the minimum acceptable level of service for primary, secondary, and local streets. LOS D (ICU = 0.81 – 0.90) is the minimum acceptable level of service for major arterials and State highways; and

- The Project increases traffic demand at the key signalized study intersection by 1% of capacity (ICU increase ≥ 0.010), where the final (future) LOS is unacceptable.

3.5.2 *Unsignalized Intersections Criteria*

- For unsignalized intersections an impact is considered to be significant if the project causes an intersection at LOS C or better to degrade to LOS D, E or F.

However, unsignalized intersection LOS is based on the control delay, but delay is only assessed for those traffic movements that are stopped or must yield to through traffic. Some movements, including cross traffic on the minor street or left turns onto the major street are acceptable with long delays, provided through traffic and right turns from a major street do not experience any delays at stopped intersections. When delay for cross traffic is severe (LOS F), the intersection should be further evaluated for possible improvement with traffic signals. In some cases, this analysis determines that the delay is being experienced by a very low number of vehicles and traffic signals are not warranted. For this condition, the intersection does not need to be considered impacted, but measures to reduce delay may be considered, if appropriate. In other cases, the number of stopped vehicles is substantial and traffic signals may be justified as a mitigation measure. Therefore, the following significance criteria for unsignalized intersections are used:

An unsignalized intersection impact is considered to be significant if the project causes an intersection at LOS C or better to degrade to LOS D, E or F, and the traffic signal warrant analysis determines that a signal is justified.

TABLE 3-1
LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (ICU METHODOLOGY)[1]

Level of Service (LOS)	Intersection Capacity Utilization Value (ICU)	Level of Service Description
A	≤ 0.600	**EXCELLENT**. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 – 0.700	**VERY GOOD**. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	**GOOD**. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	**FAIR**. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.000	**POOR**. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	**FAILURE**. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

[1] Source: *Transportation Research Board Circular 212 - Interim Materials on Highway Capacity.*

TABLE 3-2
LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS[2]

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

[2] Source: *Highway Capacity Manual*, (Unsignalized Intersections).

4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations and/or rates to the Project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound Project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway segments and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the impact of the Project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast Project traffic. If necessary, the need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Trip Generation Forecast

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the 10th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2017].

Table 5-1 summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project and presents the forecast weekday daily, weekday peak hour, Sunday daily and Sunday peak hour project traffic volumes. As shown in the upper portion of this table, the trip generation was estimated using the average rates for ITE Land Use Code 560: Church.

Review of the middle portion of *Table 5-1* indicates that based on ITE rates, the existing church is forecast to generates approximately 245 daily trips (one half arriving and one half departing) on a typical weekday, with 12 trips (7 inbound, 5 outbound) produced in the AM peak hour, 28 trips (17 inbound, 11 outbound) produced in the Midday peak hour, and 17 trips (8 inbound and 9 outbound) produced in the PM peak hour. It is also forecast to generate approximately 975 daily trips (one half arriving, one half departing) on a typical Sunday, with 352 trips (169 inbound, 183 outbound) produced in the Midday peak hour.

With the implementation of the proposed Project expansion, the church is forecast to generate a total of approximately 325 daily trips (one half arriving and one half departing) on a typical weekday, with 15 trips (9 inbound, 6 outbound) produced in the AM peak hour, 37 trips (23 inbound, 14 outbound) produced in the Midday peak hour, and 23 trips (10 inbound and 13 outbound) produced in the PM peak hour. It also generates approximately 1,291 daily trips (one half arriving, one half departing) on a typical Sunday, with 467 trips (224 inbound, 243 outbound) produced in the Midday peak hour.

A comparison of the total project to the existing church indicates that the Project is forecast to generate approximately 80 net daily trips (one half arriving and one half departing) on a typical weekday, with 3 net trips (2 inbound, 1 outbound) produced in the AM peak hour, 9 net trips (6 inbound, 3 outbound) produced in the Midday peak hour, and 6 net trips (2 inbound and 4 outbound) produced in the PM peak hour. It is also forecast to generate approximately 316 net daily trips (one half arriving, one half departing) on a typical Sunday, with 115 net trips (55 inbound, 60 outbound) produced in the Midday peak hour. The potential traffic impact associated with these net new trips is evaluated in this traffic analysis.

Additionally, existing counts were collected at the two (2) existing project driveways. The counts indicate higher existing trips compared to what was forecasted based on the ITE rates, which is due to the operation of The Parish School at St. Edwards Church. As such, the net project Church trips when added on top of the existing counts identifies the total anticipated trips for the Project site with completion of the proposed expansion. As such, the total project site is forecast to generate approximately 2,530 daily trips (one half arriving and one half departing) on a typical weekday, with

289 trips (192 inbound, 97 outbound) produced in the AM peak hour, 652 trips (305 inbound, 347 outbound) produced in the Midday peak hour, and 251 trips (86 inbound and 165 outbound) produced in the PM peak hour. It is also forecast to generate approximately 6,146 daily trips (one half arriving, one half departing) on a typical Sunday, with 698 trips (285 inbound, 413 outbound) produced in the Midday peak hour.

Please note that since the existing intersection turning movement counts included demand from both the existing church and school the "net church trips" were utilized in this analysis.

5.2 Project Trip Distribution and Assignment

The directional traffic distribution pattern for the proposed Project is graphically presented in ***Figure 5-1***. Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers (i.e. Pacific Coast Highway, etc.),
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals,
- existing intersection traffic volumes, and
- ingress/egress availability at the Project site

The anticipated Weekday AM, Midday, PM and Sunday Midday peak hour Project volumes associated with the proposed Project are presented in ***Figures 5-2*** through ***5-5***, respectively. The traffic volume assignments presented in *Figures 5-2* through *5-5* reflect the traffic distribution characteristics shown in *Figure 5-1* and the traffic generation forecast presented in *Table 5-1*.

TABLE 5-1
PROJECT TRAFFIC GENERATION RATES AND FORECAST

ITE Land Use Code / Project Description	Weekday										Sunday			
	Daily 2-Way	AM Peak Hour			Midday Peak Hour			PM Peak Hour			Daily 2-Way	Midday Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total		Enter	Exit	Total
Trip Generation Factors														
▪ ITE 560: Church (TE/1000 SF)[3]	6.95	60%	40%	0.33	62%	38%	0.80	45%	55%	0.49	27.63	48%	52%	9.99
Project Trip Generation Forecast:														
▪ Existing Church (35,271 SF)	245	7	5	12	17	11	28	8	9	17	975	169	183	352
▪ Total Church with Expansion (46,734 SF)	325	9	6	15	23	14	37	10	13	23	1,291	224	243	467
Net New Project Trips (+11,463 SF)	***80***	***2***	***1***	***3***	***6***	***3***	***9***	***2***	***4***	***6***	***316***	***55***	***60***	***115***
▪ Existing Counts[4]	2,450[5]	190	96	286	299	344	643	84	161	245	5,830[5]	230	353	583
TOTAL TRIPS FOR THE SITE (Existing Church & School + Proposed Expansion)	**2,530**	**192**	**97**	**289**	**305**	**347**	**652**	**86**	**165**	**251**	**6,146**	**285**	**413**	**698**

Notes:
- TE/1000 SF = Trip ends per 1,000 SF

[3] Source: *Trip Generation*, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017). Average rates used. PM peak hour trip rates of the generator were used for the Midday peak hour.
[4] Existing counts were collected on October 11, 2018 and October 14, 2018 by National Data & Surveying Services, Inc. at the two project driveways.
[5] Please note that the weekday and weekend daily trips were estimated by applying a factor of 10 to the PM and Midday peak hours, respectively.

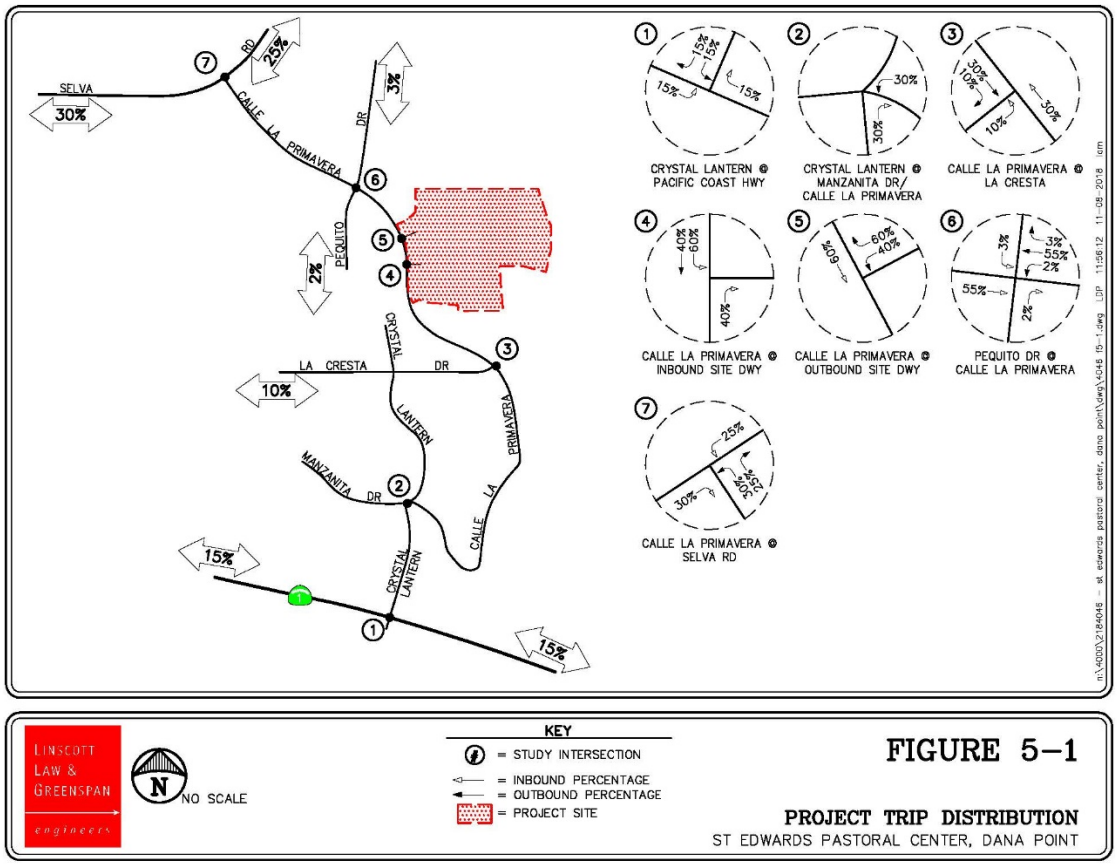
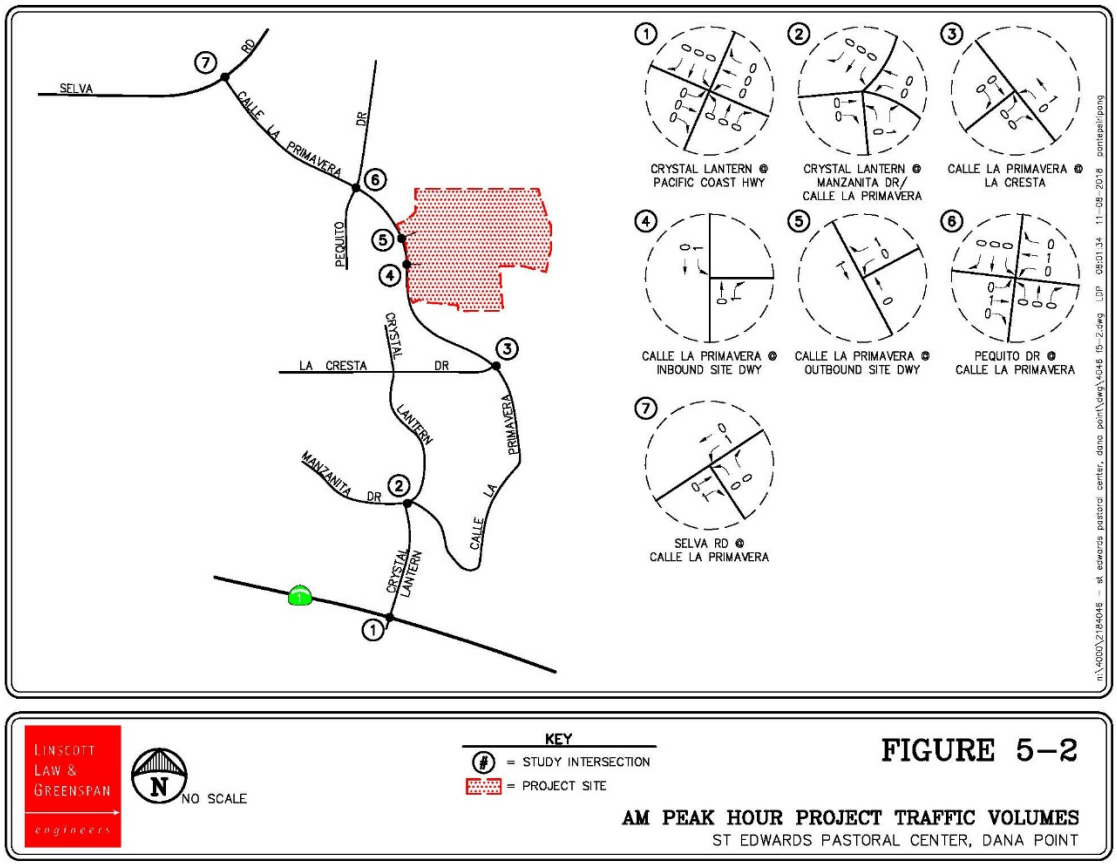
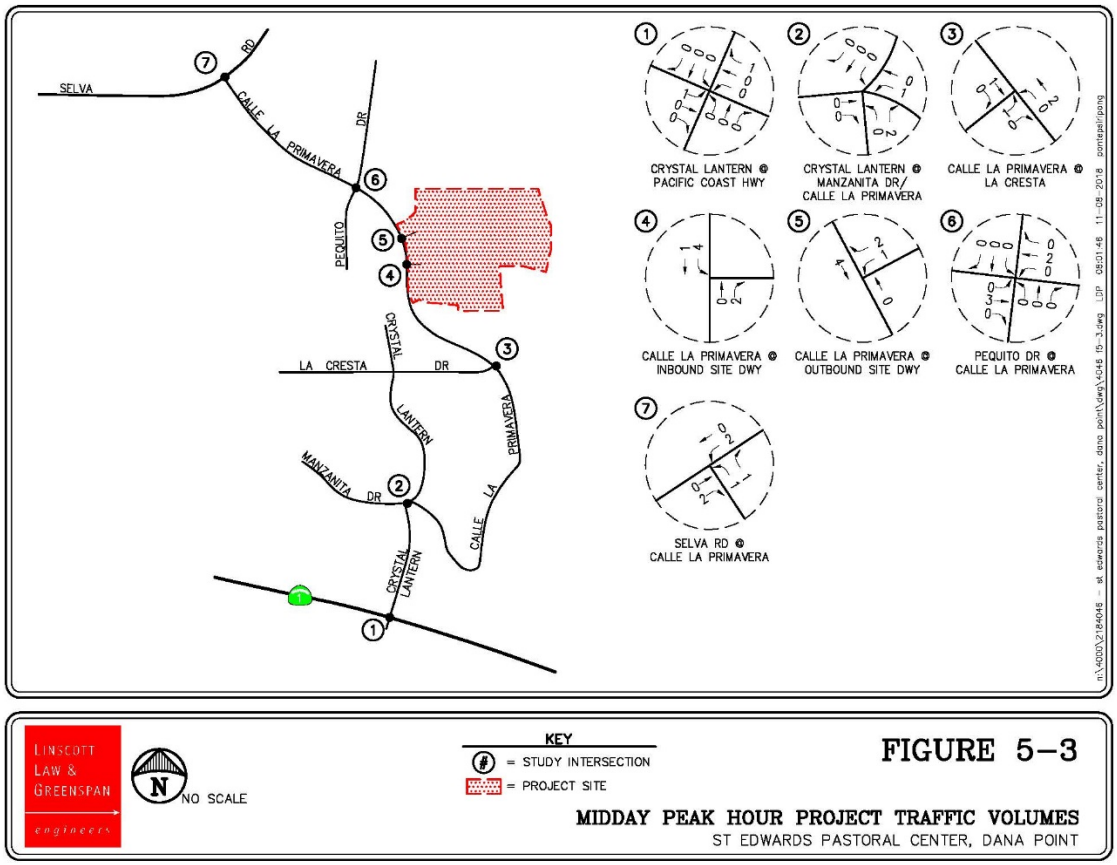
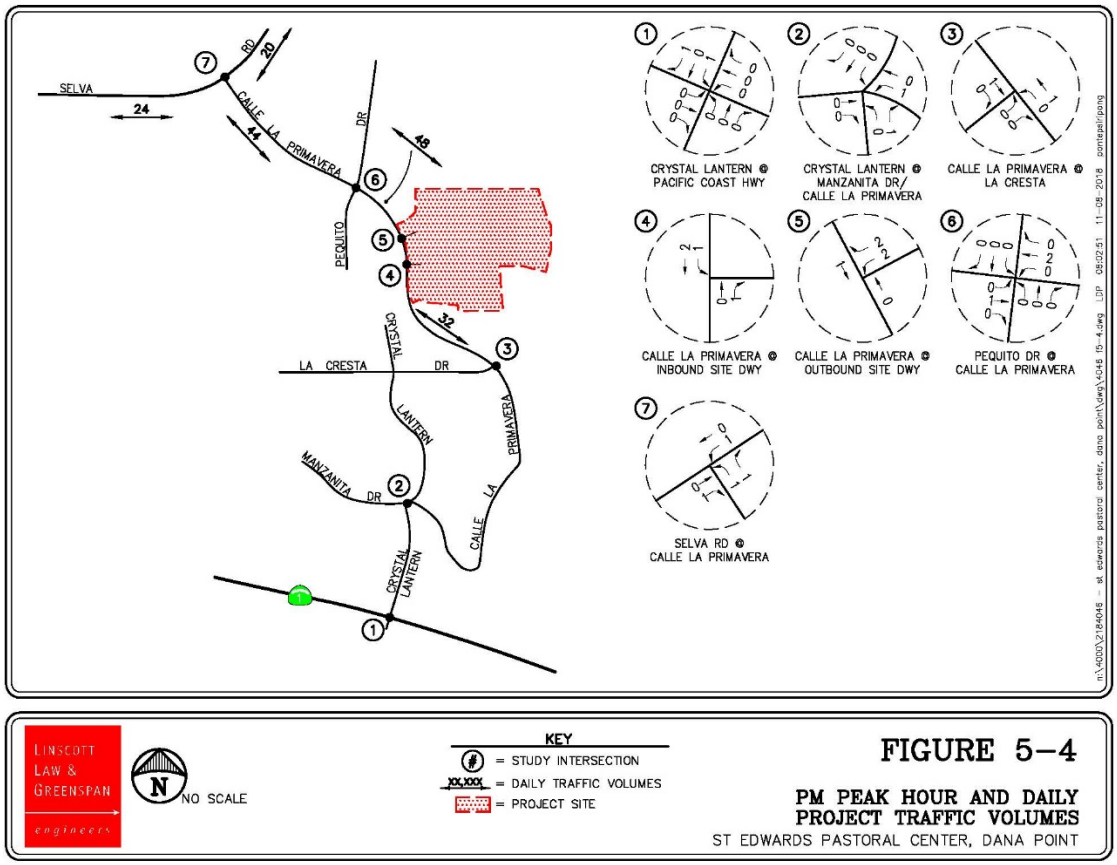


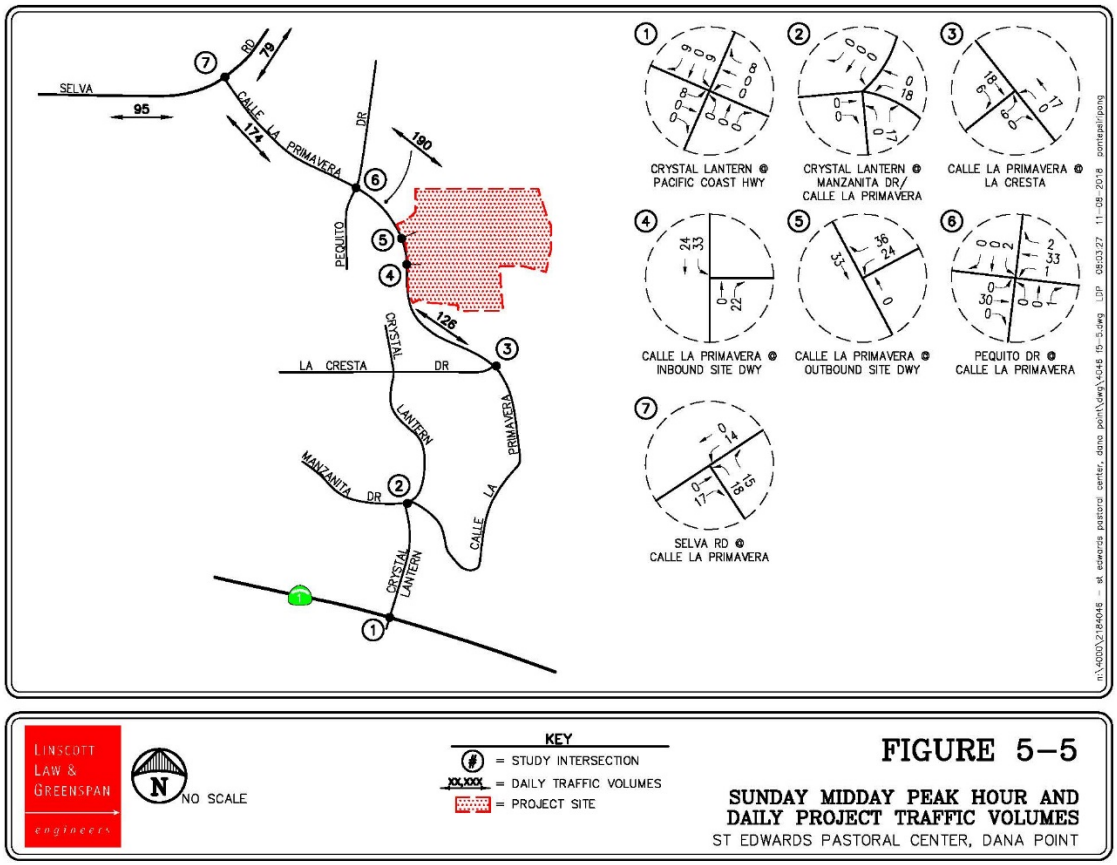
FIGURE 5–1

PROJECT TRIP DISTRIBUTION
ST EDWARDS PASTORAL CENTER, DANA POINT


SELVA
RD
CALLE LA PRIMAVERA
DR
PEQUITO
CRYSTAL
LANTERN
LA CRESTA
DR
MANZANITA DR
CALLE LA PRIMAVERA
CRYSTAL LANTERN
CRYSTAL LANTERN @ PACIFIC COAST HWY
CRYSTAL LANTERN @ MANZANITA DR/ CALLE LA PRIMAVERA
CALLE LA PRIMAVERA @ LA CRESTA
CALLE LA PRIMAVERA @ INBOUND SITE DWY
CALLE LA PRIMAVERA @ OUTBOUND SITE DWY
PEQUITO DR @ CALLE LA PRIMAVERA
SELVA RD @ CALLE LA PRIMAVERA
LINSCOTT LAW & GREENSPAN
engineers
N
NO SCALE
KEY
= STUDY INTERSECTION
= PROJECT SITE
FIGURE 5-2
AM PEAK HOUR PROJECT TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT


SELVA
RD
CALLE LA PRIMAVERA
DR
PEQUITO
CRYSTAL LANTERN
LA CRESTA DR
MANZANITA DR
CALLE LA PRIMAVERA
1 CRYSTAL LANTERN @ PACIFIC COAST HWY
2 CRYSTAL LANTERN @ MANZANITA DR/ CALLE LA PRIMAVERA
3 CALLE LA PRIMAVERA @ LA CRESTA
4 CALLE LA PRIMAVERA @ INBOUND SITE DWY
5 CALLE LA PRIMAVERA @ OUTBOUND SITE DWY
6 PEQUITO DR @ CALLE LA PRIMAVERA
7 SELVA RD @ CALLE LA PRIMAVERA
LINSCOTT LAW & GREENSPAN engineers
N
NO SCALE
KEY
= STUDY INTERSECTION
= PROJECT SITE
FIGURE 5-3
MIDDAY PEAK HOUR PROJECT TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT


SELVA
24
RD
20
CALLE LA PRIMAVERA
44
DR
45
PEQUITO
32
CRYSTAL
LANTERN
LA CRESTA
DR
MANZANITA DR
CALLE LA PRIMAVERA
CRYSTAL LANTERN @ PACIFIC COAST HWY
CRYSTAL LANTERN @ MANZANITA DR/ CALLE LA PRIMAVERA
CALLE LA PRIMAVERA @ LA CRESTA
CALLE LA PRIMAVERA @ INBOUND SITE DWY
CALLE LA PRIMAVERA @ OUTBOUND SITE DWY
PEQUITO DR @ CALLE LA PRIMAVERA
SELVA RD @ CALLE LA PRIMAVERA
KEY
= STUDY INTERSECTION
XX,XXX = DAILY TRAFFIC VOLUMES
= PROJECT SITE
LINSCOTT LAW & GREENSPAN
engineers
N
NO SCALE
FIGURE 5-4
PM PEAK HOUR AND DAILY PROJECT TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT


SELVA
95
RD
79
CALLE LA PRIMAVERA
174
DR
190
PEQUITO
128
CRYSTAL LANTERN
LA CRESTA DR
MANZANITA DR
CALLE LA PRIMAVERA
CRYSTAL LANTERN @ PACIFIC COAST HWY
CRYSTAL LANTERN @ MANZANITA DR/ CALLE LA PRIMAVERA
CALLE LA PRIMAVERA @ LA CRESTA
CALLE LA PRIMAVERA @ INBOUND SITE DWY
CALLE LA PRIMAVERA @ OUTBOUND SITE DWY
PEQUITO DR @ CALLE LA PRIMAVERA
SELVA RD @ CALLE LA PRIMAVERA
LINSCOTT LAW & GREENSPAN
engineers
N
NO SCALE
KEY
= STUDY INTERSECTION
XX,XXX = DAILY TRAFFIC VOLUMES
= PROJECT SITE
FIGURE 5-5
SUNDAY MIDDAY PEAK HOUR AND DAILY PROJECT TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT

6.0 FUTURE TRAFFIC CONDITIONS

6.1 Existing With Project Traffic Volumes

The existing with project traffic conditions have been generated based upon existing conditions and the estimated project traffic. These forecast traffic conditions have been prepared pursuant to the California Environmental Quality Act (CEQA) guidelines, which require that the potential impacts of a Project be evaluated upon the circulation system as it currently exists. This traffic volume scenario and the related intersection capacity analyses will identify the roadway improvements necessary to mitigate the direct traffic impacts of the Project, if any.

Figures 6-1 through ***6-4*** present projected Weekday AM, Midday, PM and Sunday Midday peak hour traffic volumes at the five (5) key study intersections and two (2) Project driveways with the addition of the trips generated by the proposed Project to existing traffic volumes, respectively.

6.2 Year 2021 Cumulative Traffic Volumes

6.2.1 *Ambient Growth Traffic*

For future traffic conditions, background traffic growth estimates have been calculated using an ambient growth factor. The ambient growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The application of 0.5 percent annual growth rate to baseline Year 2018 traffic volumes results in a 1.5 percent growth in existing baseline volumes at the key study intersections to horizon Year 2021. It should be noted that based on information contained in the *City of Dana Point Town Center Plan Traffic Impact Analysis,* prepared by Kimley-Horn and Associates, Inc. in August 2006, along with recent traffic volumes comparisons within the study area, particularly along Pacific Coast Highway, show a trend towards a decrease in traffic over the past 10 years. Despite historic records showing an overall decrease in traffic volumes, this analysis assumed a conservative, positive annual growth rate of 0.5 percent at all study intersections.

6.2.2 *Cumulative Projects Traffic*

The City of Dana Point identified four (4) cumulative projects within the Project study area. Cumulative projects, as defined by Section 15355 of the CEQA Guidelines, are "closely related past, present and reasonably foreseeable probable future projects". The Traffic Impact Analysis assumes that all of these cumulative projects will be developed and operational when the proposed Project is operational. This is the most conservative, worst-case approach, since the exact timing of each cumulative project is uncertain. In addition, impacts for these cumulative projects would likely be, or have been, subject to mitigation measures, which could reduce potential impacts. Under this analysis, however, those mitigation measures are not considered. The locations of the four (4) cumulative projects are presented in ***Figure 6-5***.

Table 6-1 presents the address and description/size of the four (4) cumulative projects. ***Table 6-2*** presents the resultant trip generation for the four (4) cumulative projects. As shown in *Table 6-2*, the four (4) cumulative projects are expected to generate a combined total 18,316 daily trips (one half arriving, one half departing) on a "typical" weekday, with 795 trips (422 inbound and 373 outbound)

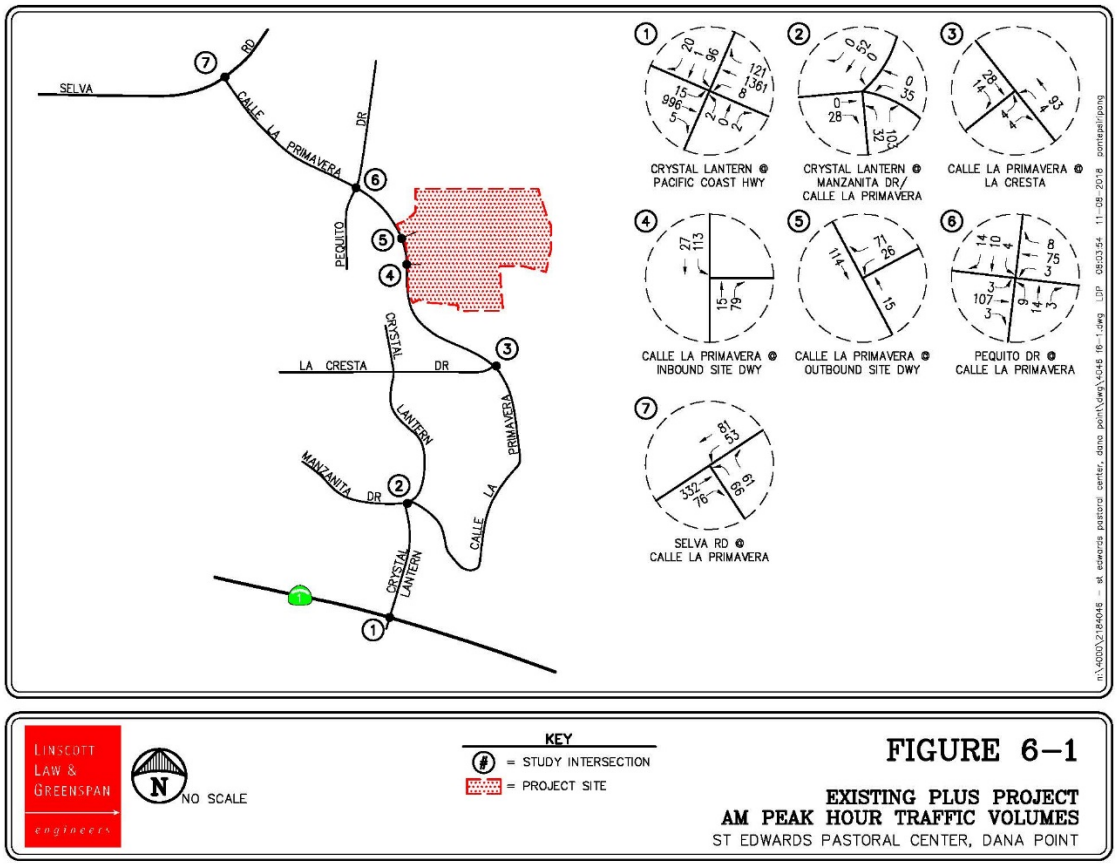
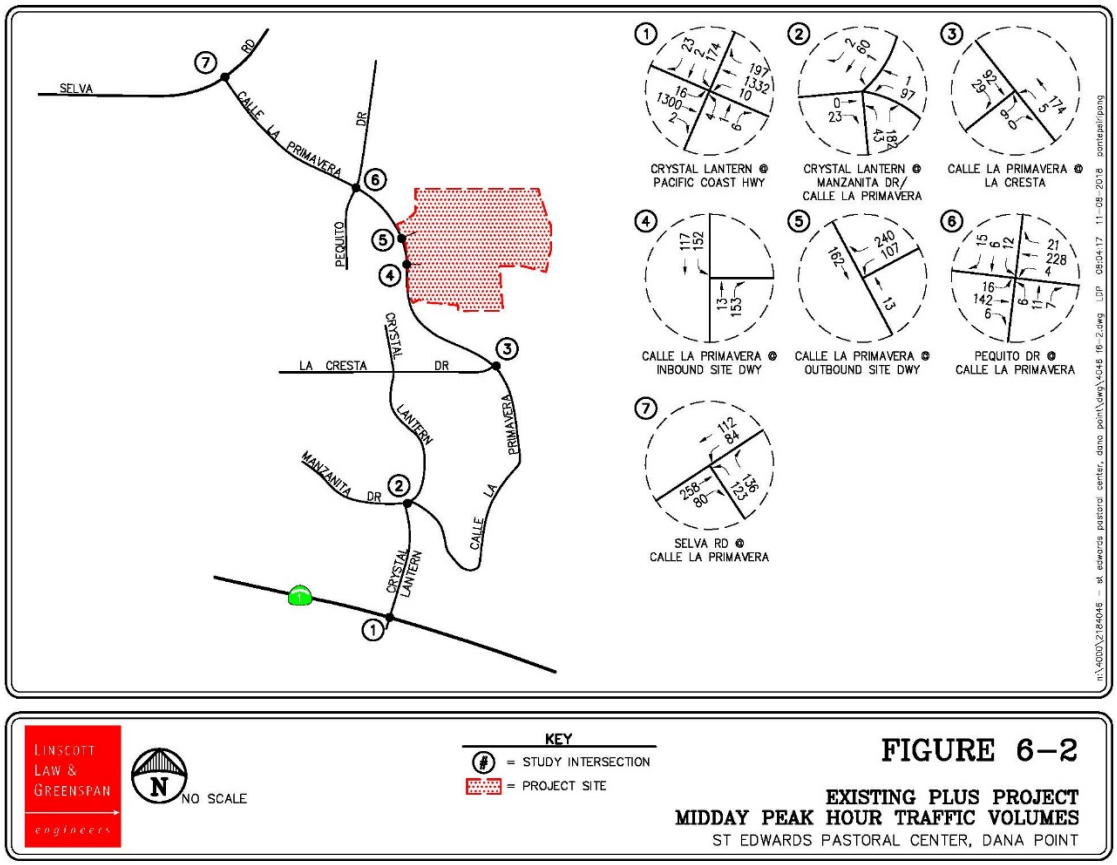


FIGURE 6–1

EXISTING PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT


SELVA
CALLE LA PRIMAVERA
PEQUITO
CRYSTAL LANTERN
LA CRESTA DR
MANZANITA DR
CALLE LA PRIMAVERA
CRYSTAL LANTERN @ PACIFIC COAST HWY
CRYSTAL LANTERN @ MANZANITA DR/ CALLE LA PRIMAVERA
CALLE LA PRIMAVERA @ LA CRESTA
CALLE LA PRIMAVERA @ INBOUND SITE DWY
CALLE LA PRIMAVERA @ OUTBOUND SITE DWY
PEQUITO DR @ CALLE LA PRIMAVERA
SELVA RD @ CALLE LA PRIMAVERA
LINSCOTT LAW & GREENSPAN engineers
NO SCALE
KEY
= STUDY INTERSECTION
= PROJECT SITE
FIGURE 6-2
EXISTING PLUS PROJECT MIDDAY PEAK HOUR TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT

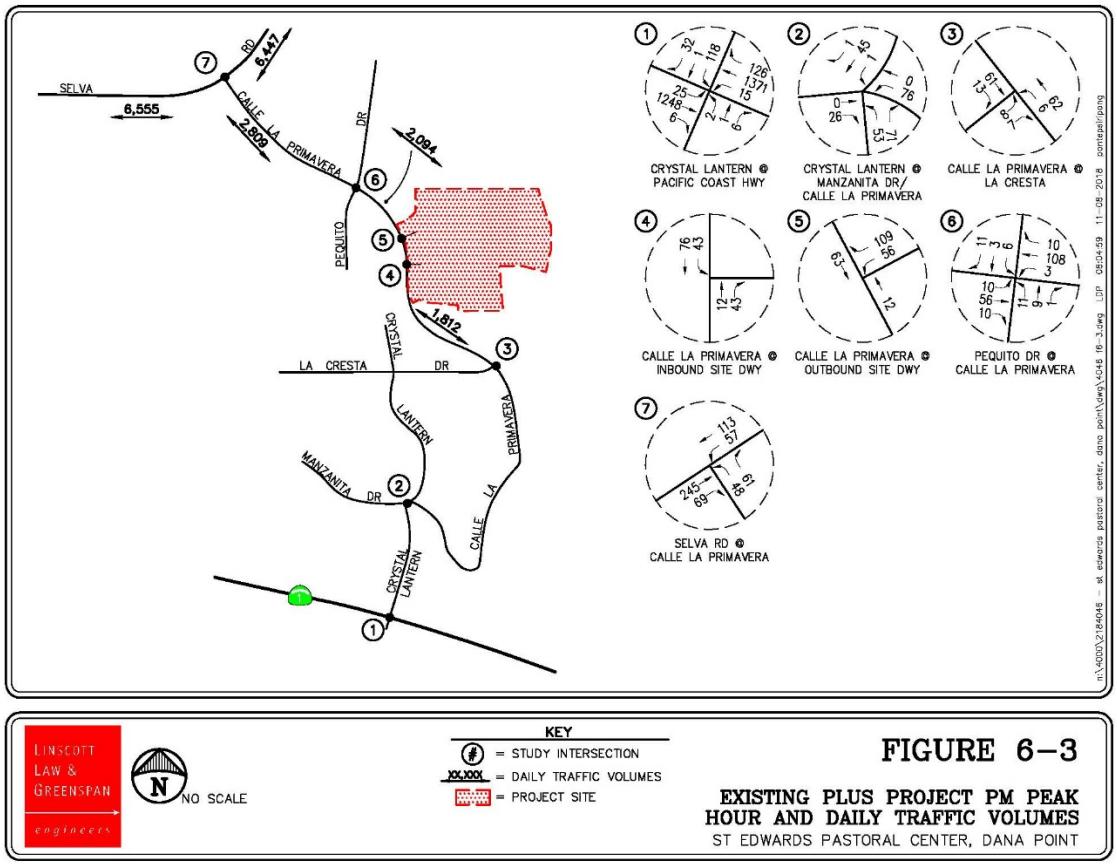
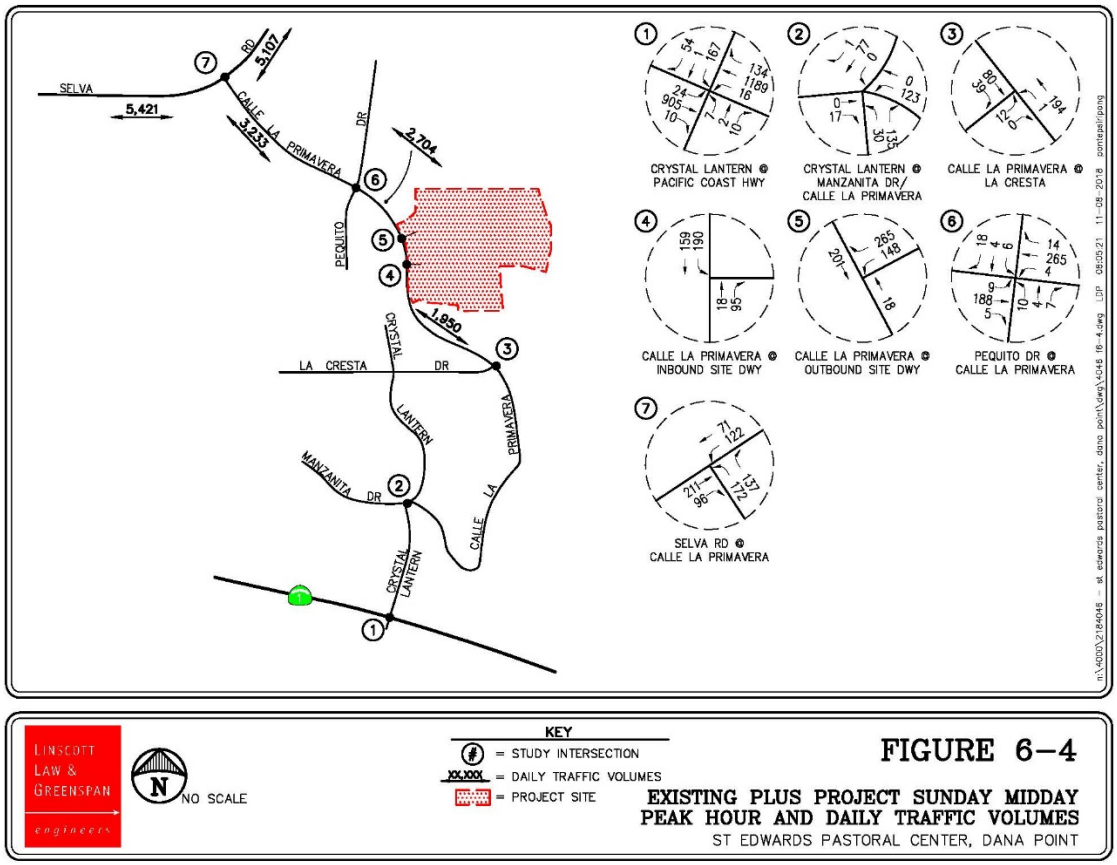


FIGURE 6-3

EXISTING PLUS PROJECT PM PEAK HOUR AND DAILY TRAFFIC VOLUMES

ST EDWARDS PASTORAL CENTER, DANA POINT


SELVA
5,421
RD
5,107
CALLE LA PRIMAVERA
3,253
DR
2,704
PEQUITO
CRYSTAL
1,850
LA CRESTA DR
LANTERN
MANZANITA DR
CALLE LA PRIMAVERA
CRYSTAL LANTERN
CRYSTAL LANTERN @ PACIFIC COAST HWY
CRYSTAL LANTERN @ MANZANITA DR/ CALLE LA PRIMAVERA
CALLE LA PRIMAVERA @ LA CRESTA
CALLE LA PRIMAVERA @ INBOUND SITE DWY
CALLE LA PRIMAVERA @ OUTBOUND SITE DWY
PEQUITO DR @ CALLE LA PRIMAVERA
SELVA RD @ CALLE LA PRIMAVERA
LINSCOTT LAW & GREENSPAN
engineers
NO SCALE
KEY
= STUDY INTERSECTION
XX,XXX = DAILY TRAFFIC VOLUMES
= PROJECT SITE
FIGURE 6-4
EXISTING PLUS PROJECT SUNDAY MIDDAY PEAK HOUR AND DAILY TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT

forecast during the AM peak hour, 2,194 trips (948 inbound and 1,246 outbound) forecast during the Midday peak hour, and 1,439 trips (683 inbound and 756 outbound) forecast during the PM peak hour. On a "typical" Sunday, the four (4) cumulative projects are expected to generate a combined total 11,127 daily trips (one half arriving, one half departing), with 1,314 trips (596 inbound and 718 outbound) forecast during the Midday peak hour.

The anticipated Weekday AM, Midday, PM and Sunday Midday peak hour cumulative projects traffic volumes at the five (5) key study intersections and two (2) project driveways are presented in ***Figures 6-6*** through ***6-9***, respectively.

Figures 6-10 through ***6-13*** present Year 2021 Cumulative Weekday AM, Midday, PM and Sunday Midday peak hour traffic volumes at the five (5) key study intersections and two (2) project driveways, respectively. It should be noted that the Year 2021 cumulative traffic volumes include ambient traffic growth as well as the traffic from the four (4) cumulative projects. Because this traffic impact analysis utilizes both an ambient growth factor along with a list of cumulative projects to analyze cumulative impacts, this traffic impact analysis is highly conservative and would tend to overstate cumulative traffic impacts.

6.3 Year 2021 Plus Project Traffic Volumes

The estimates of Project-generated traffic volumes were added to the Year 2021 cumulative traffic conditions to develop traffic projections for Year 2021 Plus Project traffic conditions. The anticipated Year 2021 Plus Project traffic conditions Weekday AM, Midday, PM and Sunday Midday peak hour traffic volumes at the five (5) key study intersections and two (2) project driveways are presented in ***Figures 6-14*** and ***6-17***, respectively.

FIGURE 6-5

LOCATION OF CUMULATIVE PROJECTS
ST EDWARDS PASTORAL CENTER, DANA POINT

TABLE 6-1
LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS[6]

No.	Location/Address	Location/Address	Description
City of Dana Point			
1.	Headlands Specific Plan	Dana Point Marine Life Refuge	40 DU single family residential, 90 room hotel, 35,000 SF commercial, 40 bed hostel, 28 acre conservation park, and approximately 41 acres of additional park/open space
2.	Dana Point Harbor Revitalization	Dana Point Harbor	Construction of new light house facility, 25,000 SF retail and restaurant uses, a festival plaza, and 610 space parking deck
3.	Doheny Plaza	34202 Del Obispo	169 DU condominiums and 2,500 SF commercial
4.	Dana Point Town Center	South side of PCH generally bound by Blue Lantern Street and Del Obispo Street to Dana Point Harbor Drive	192165 SF retail/restaurant use, 31,224 SF office, 50,000 SF institutional use, and 237 DU residential

Notes:
- SF = Square-feet
- DU = Dwelling units

[6] Source: City of Dana Point Planning Department.

TABLE 6-2
CUMULATIVE PROJECTS TRAFFIC GENERATION FORECAST[7]

Cumulative Project Description	Weekday										Sunday			
	Daily	AM Peak Hour			Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
	2-Way	In	Out	Total	In	Out	Total	In	Out	Total	2-Way	In	Out	Total
1. Headlands Specific Plan	2,786	64	60	124	103	102	205	129	122	251	1,855	100	105	205
2. Dana Point Harbor Revitalization	944	15	9	24	41	34	75	46	49	95	528	34	36	70
3. Doheny Plaza	1,331	19	61	80	31	72	103	65	40	105	1,114	74	46	120
4. Dana Point Town Center[8]	13,255	324	243	567	773	1,038	1,811	443	545	988	7,630	388	531	919
Cumulative Projects Trip Generation Forecast	**18,316**	**422**	**373**	**795**	**948**	**1,246**	**2,194**	**683**	**756**	**1,439**	**11,127**	**596**	**718**	**1,314**

[7] Source: *Trip Generation*, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017). Average rates used. When available, AM peak hour trip rates of the generator were used for the Midday peak hour; when unavailable, PM peak hour trips were used for the Midday peak hour. When available, Sunday peak hour trips of the generator were used for Weekend Midday peak hour; when unavailable, PM peak hour trips were used for the Weekend Midday peak hour.

[8] Source: *Supplemental Traffic Evaluation – Additional 150 Condominiums Pacific Coast Hwy/Del Prado Ave Phase I Street Improvement Project Memorandum*, prepared by LLG in June 2013.

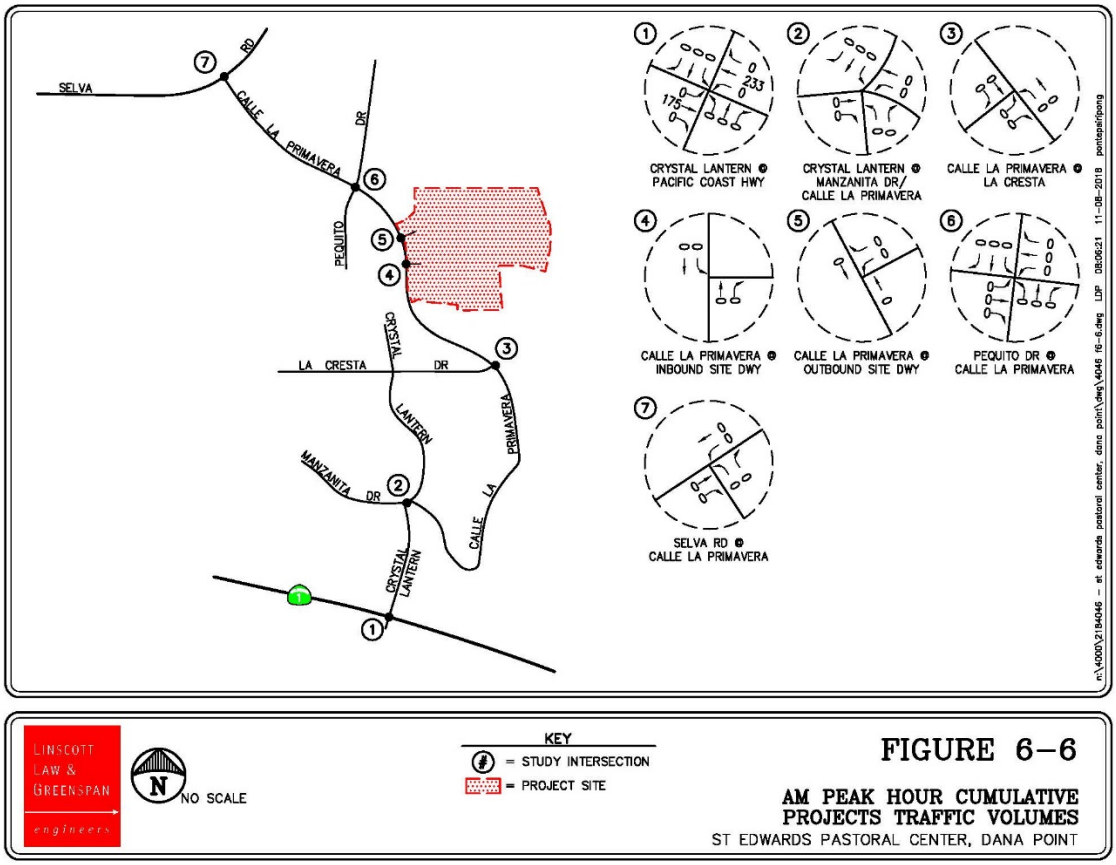


FIGURE 6-6

AM PEAK HOUR CUMULATIVE PROJECTS TRAFFIC VOLUMES

ST EDWARDS PASTORAL CENTER, DANA POINT

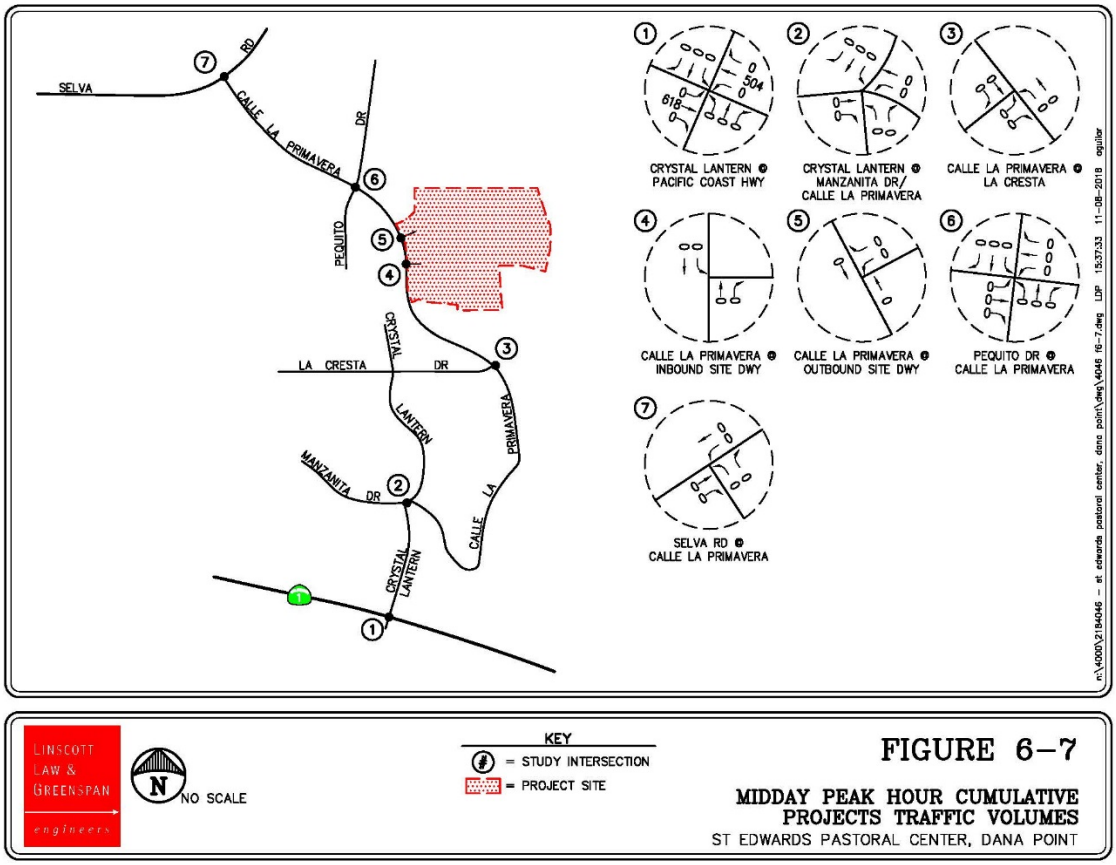
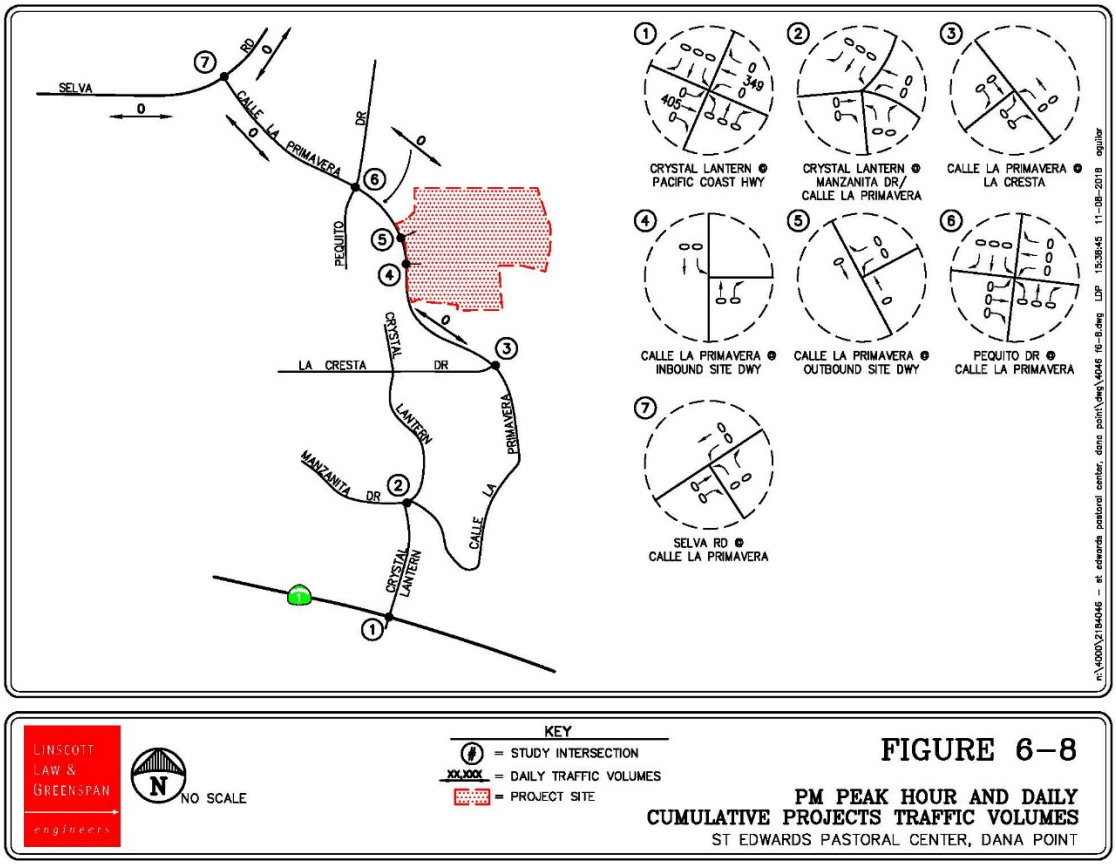
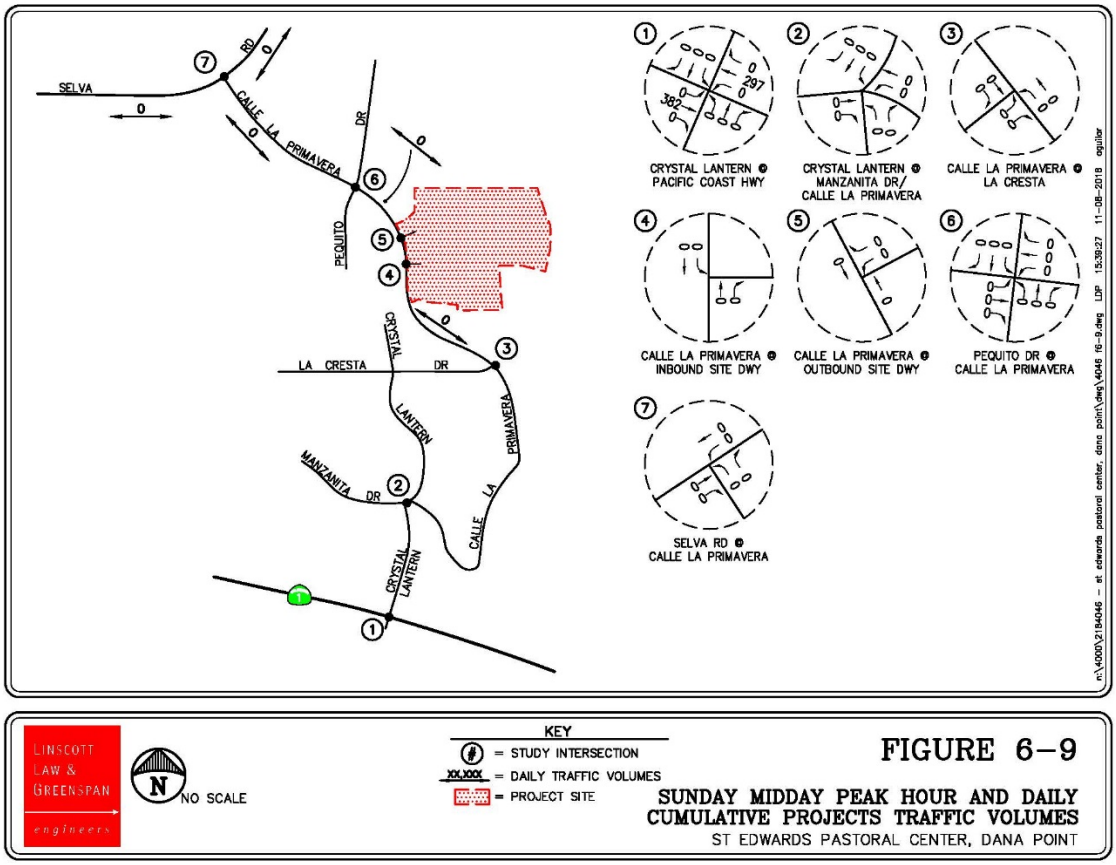


FIGURE 6-7

MIDDAY PEAK HOUR CUMULATIVE PROJECTS TRAFFIC VOLUMES

ST EDWARDS PASTORAL CENTER, DANA POINT


SELVA
RD
CALLE LA PRIMAVERA
DR
PEQUITO
CRYSTAL LANTERN
LA CRESTA DR
MANZANITA DR
CALLE LA PRIMAVERA
CRYSTAL LANTERN
CRYSTAL LANTERN @ PACIFIC COAST HWY
CRYSTAL LANTERN @ MANZANITA DR/ CALLE LA PRIMAVERA
CALLE LA PRIMAVERA @ LA CRESTA
CALLE LA PRIMAVERA @ INBOUND SITE DWY
CALLE LA PRIMAVERA @ OUTBOUND SITE DWY
PEQUITO DR @ CALLE LA PRIMAVERA
SELVA RD @ CALLE LA PRIMAVERA
LINSCOTT LAW & GREENSPAN engineers
NO SCALE
KEY
= STUDY INTERSECTION
= DAILY TRAFFIC VOLUMES
= PROJECT SITE
FIGURE 6-8
PM PEAK HOUR AND DAILY CUMULATIVE PROJECTS TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT


SELVA
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PEQUITO
CRYSTAL LANTERN
LA CRESTA DR
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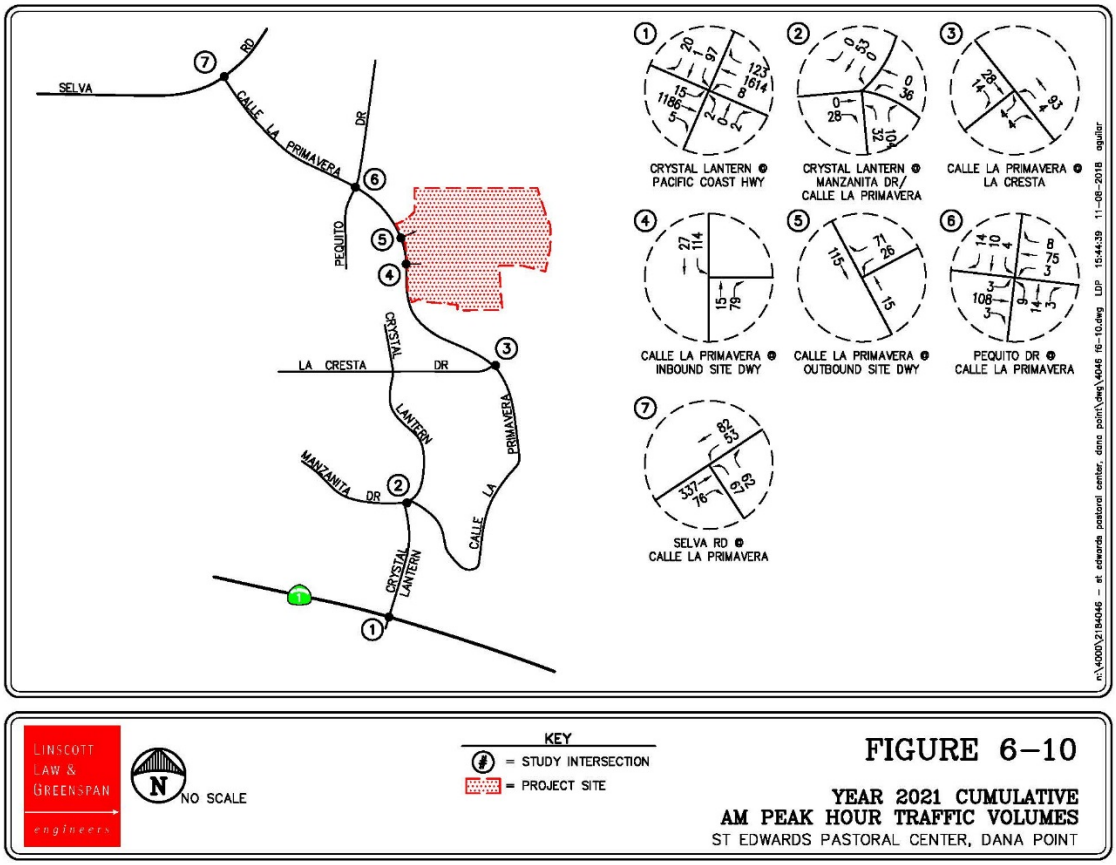
CALLE LA PRIMAVERA
SELVA RD @ CALLE LA PRIMAVERA
CRYSTAL LANTERN @ PACIFIC COAST HWY
CRYSTAL LANTERN @ MANZANITA DR/ CALLE LA PRIMAVERA
CALLE LA PRIMAVERA @ LA CRESTA
CALLE LA PRIMAVERA @ INBOUND SITE DWY
CALLE LA PRIMAVERA @ OUTBOUND SITE DWY
PEQUITO DR @ CALLE LA PRIMAVERA
LINSCOTT LAW & GREENSPAN engineers
NO SCALE
KEY
= STUDY INTERSECTION
= DAILY TRAFFIC VOLUMES
= PROJECT SITE
FIGURE 6-9
SUNDAY MIDDAY PEAK HOUR AND DAILY CUMULATIVE PROJECTS TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT



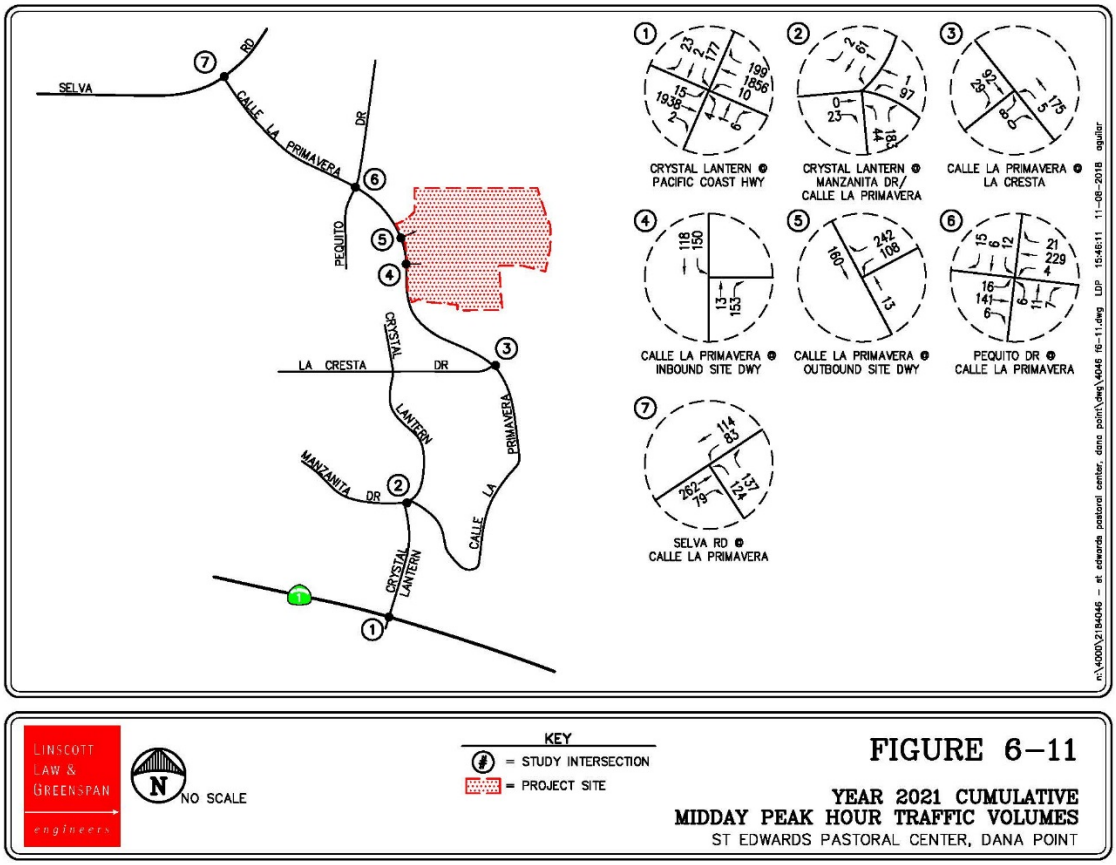
LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
= STUDY INTERSECTION
= PROJECT SITE

FIGURE 6–10

YEAR 2021 CUMULATIVE AM PEAK HOUR TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT


SELVA
RD
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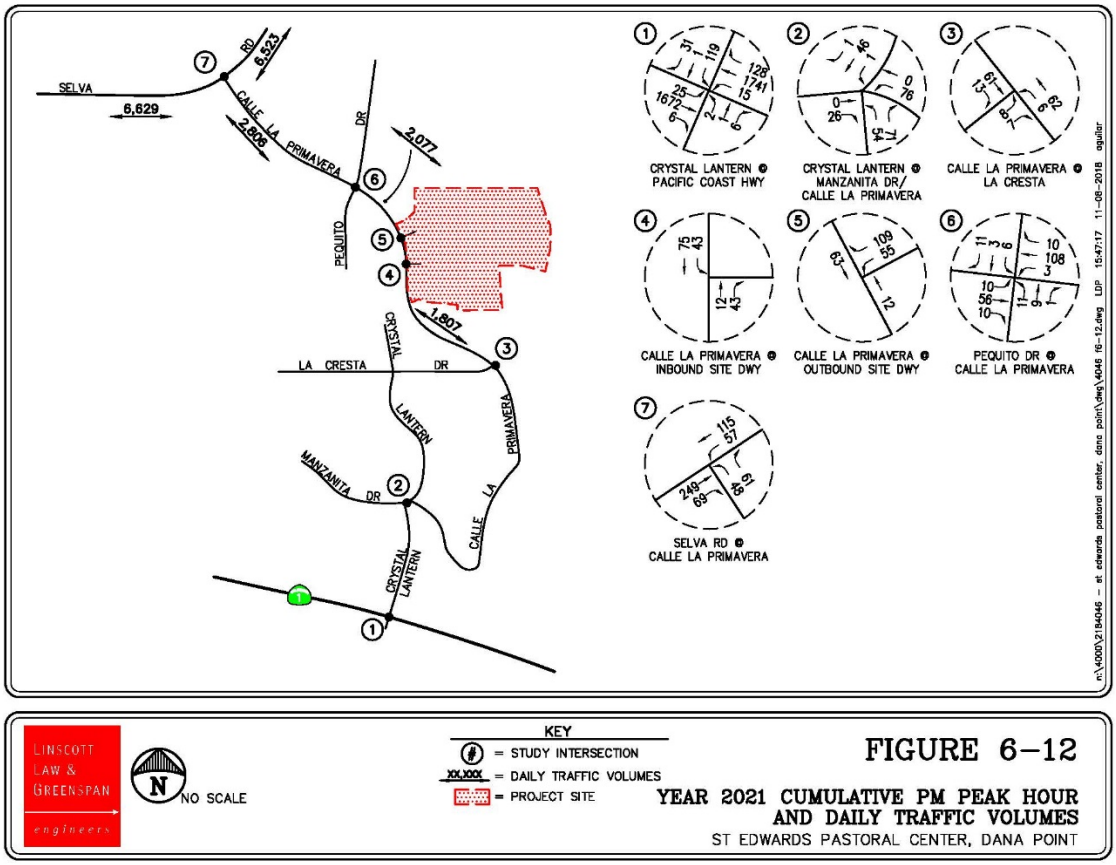
DR
PEQUITO
CRYSTAL LANTERN
LA CRESTA DR
MANZANITA DR
CALLE LA PRIMAVERA
CRYSTAL LANTERN
CRYSTAL LANTERN @ PACIFIC COAST HWY
CRYSTAL LANTERN @ MANZANITA DR/ CALLE LA PRIMAVERA
CALLE LA PRIMAVERA @ LA CRESTA
CALLE LA PRIMAVERA @ INBOUND SITE DWY
CALLE LA PRIMAVERA @ OUTBOUND SITE DWY
PEQUITO DR @ CALLE LA PRIMAVERA
SELVA RD @ CALLE LA PRIMAVERA
LINSCOTT LAW & GREENSPAN engineers
NO SCALE
KEY
= STUDY INTERSECTION
= PROJECT SITE
FIGURE 6-11
YEAR 2021 CUMULATIVE MIDDAY PEAK HOUR TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT

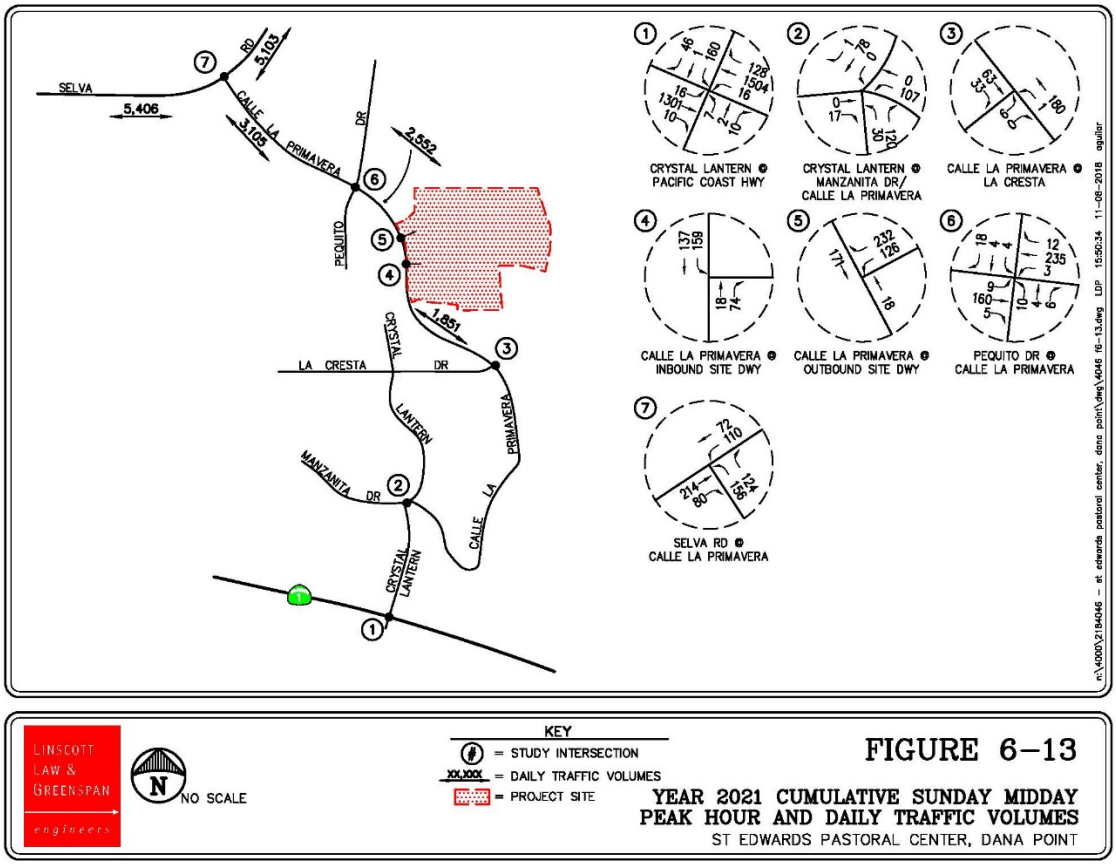


LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
(#) = STUDY INTERSECTION
XX,XXX = DAILY TRAFFIC VOLUMES
= PROJECT SITE

FIGURE 6–12
YEAR 2021 CUMULATIVE PM PEAK HOUR AND DAILY TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
(#) = STUDY INTERSECTION
XX,XXX = DAILY TRAFFIC VOLUMES
= PROJECT SITE

FIGURE 6–13
YEAR 2021 CUMULATIVE SUNDAY MIDDAY PEAK HOUR AND DAILY TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT

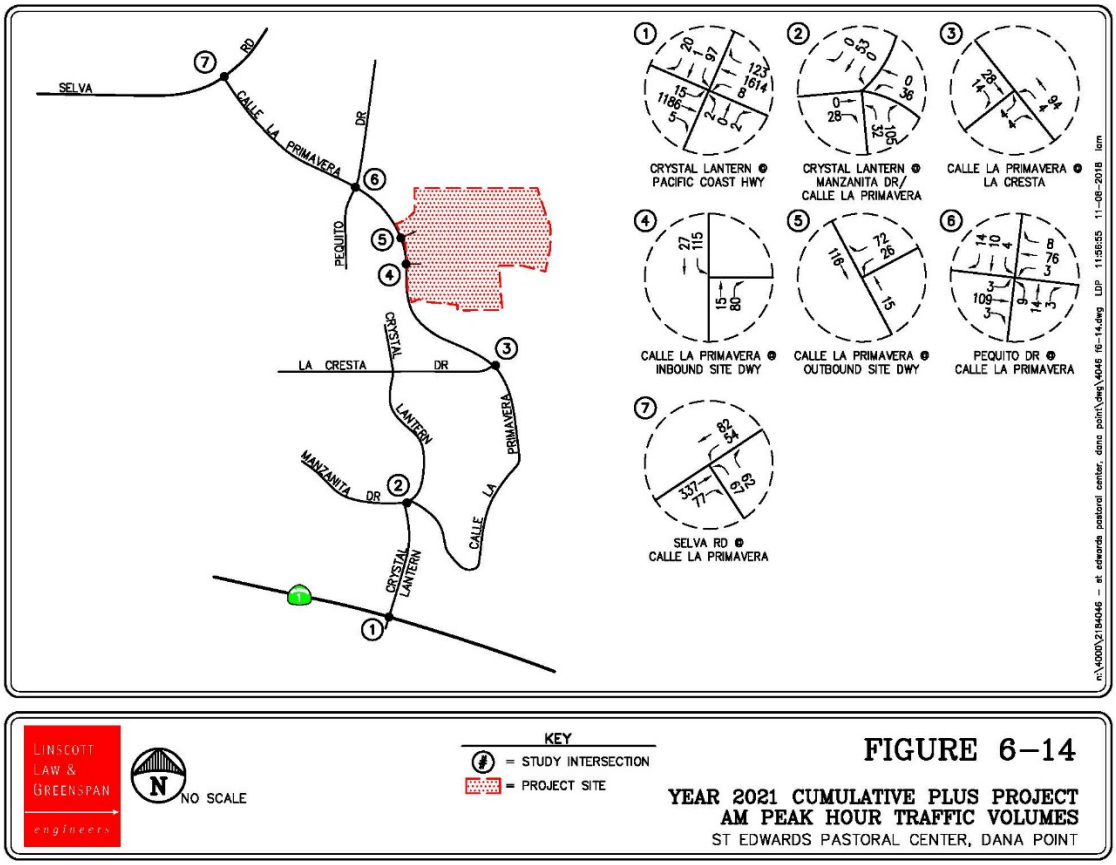
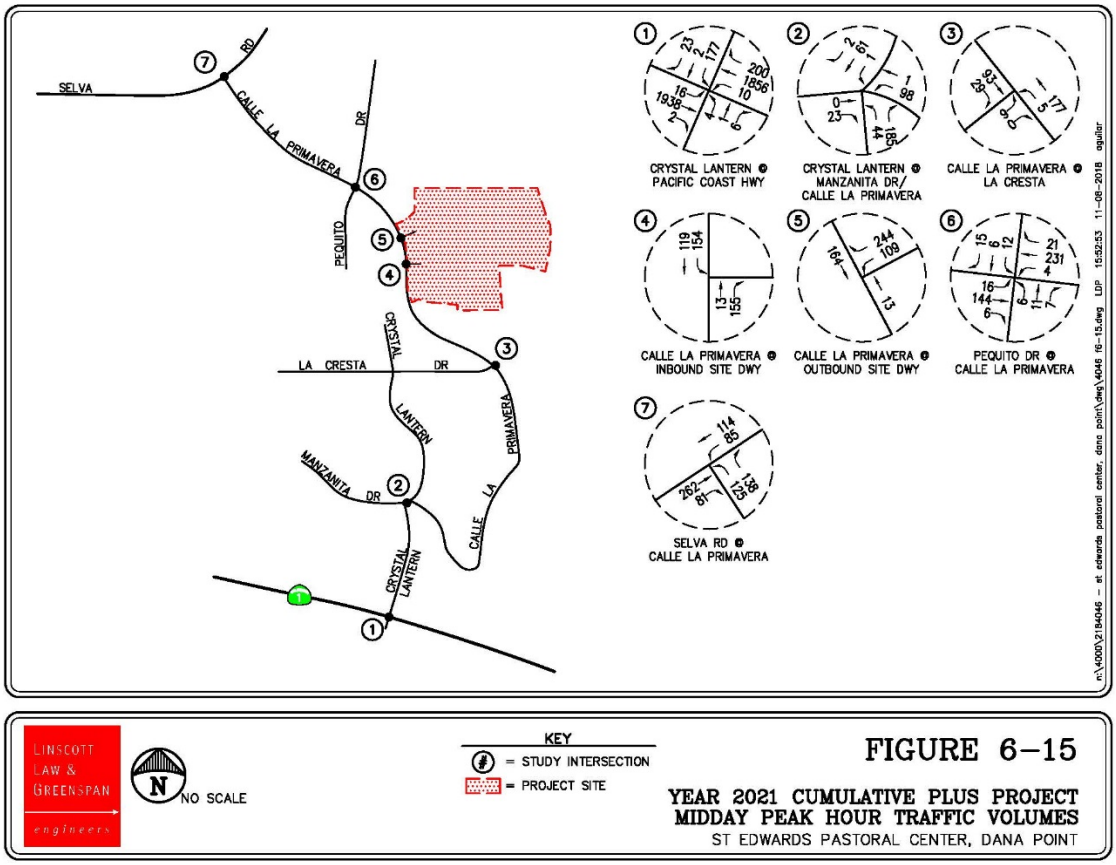


FIGURE 6–14

YEAR 2021 CUMULATIVE PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES

ST EDWARDS PASTORAL CENTER, DANA POINT



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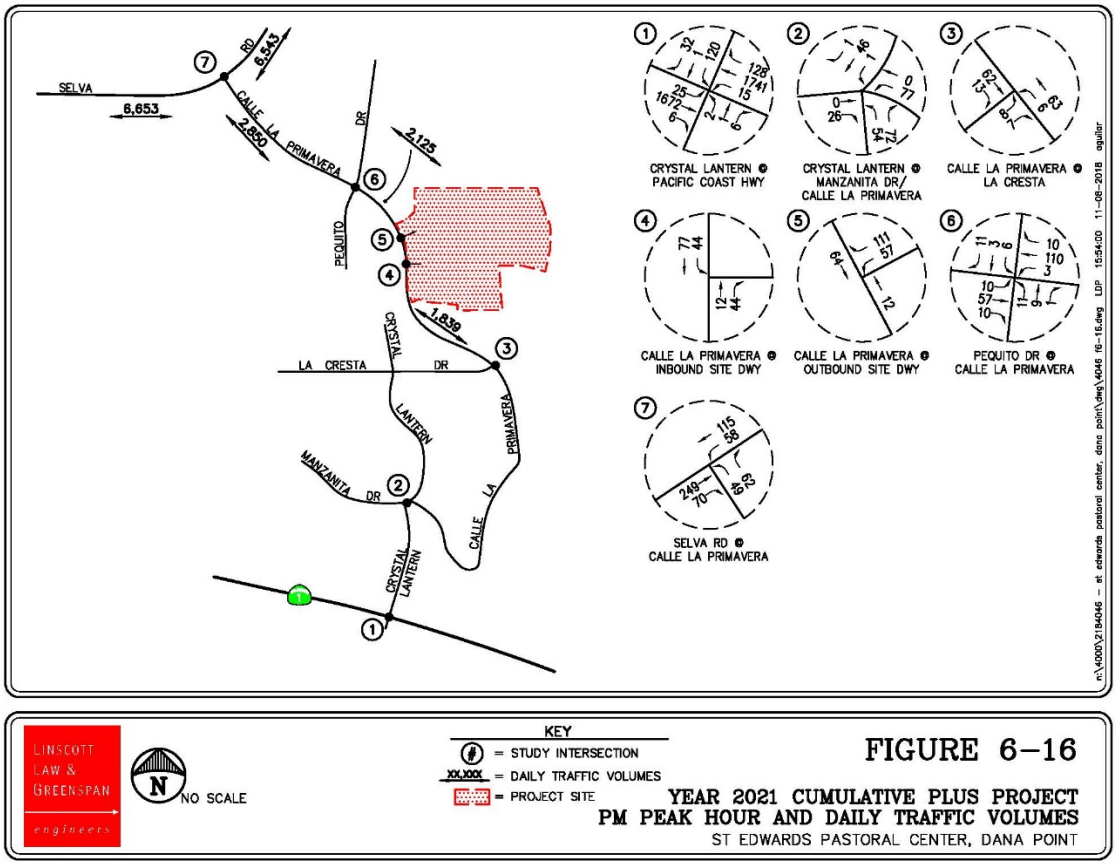
N NO SCALE

KEY
= STUDY INTERSECTION
= PROJECT SITE

FIGURE 6–15

YEAR 2021 CUMULATIVE PLUS PROJECT MIDDAY PEAK HOUR TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT

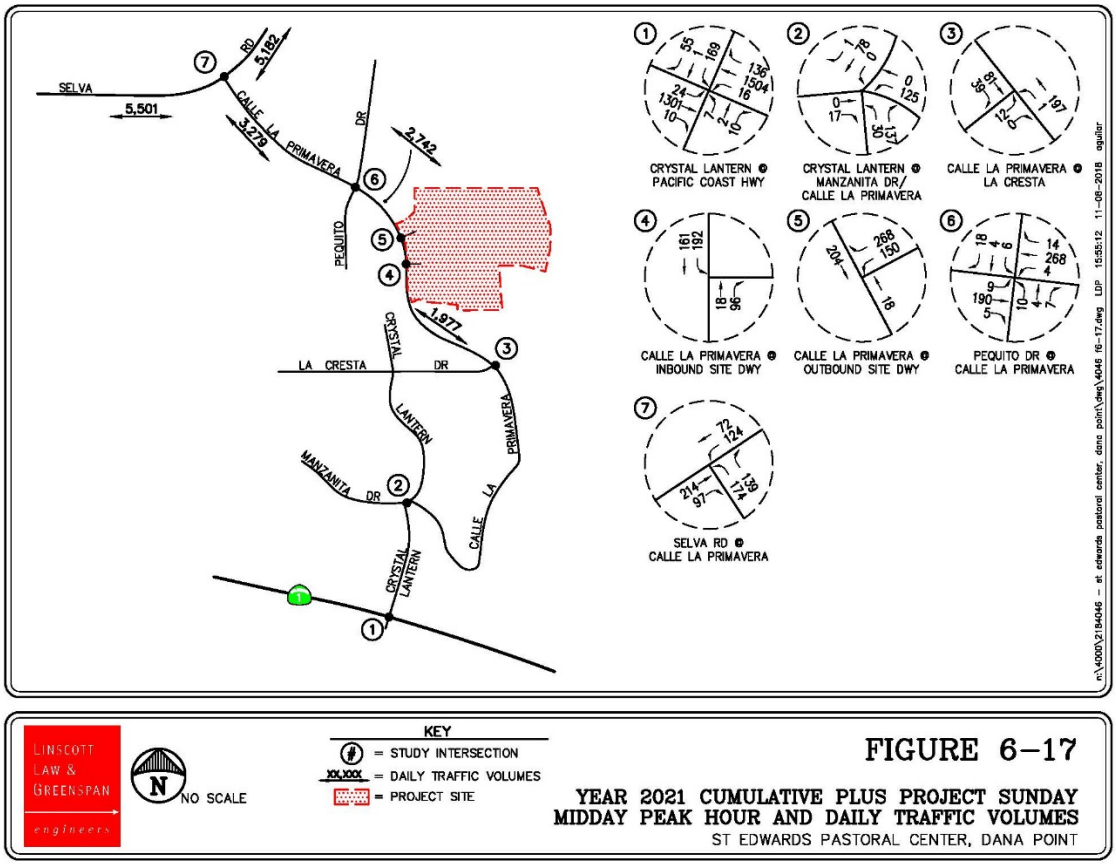


LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
(#) = STUDY INTERSECTION
XX,XXX = DAILY TRAFFIC VOLUMES
= PROJECT SITE

FIGURE 6–16
YEAR 2021 CUMULATIVE PLUS PROJECT PM PEAK HOUR AND DAILY TRAFFIC VOLUMES
ST EDWARDS PASTORAL CENTER, DANA POINT



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
(#) = STUDY INTERSECTION
XX,XXX = DAILY TRAFFIC VOLUMES
= PROJECT SITE

FIGURE 6–17

YEAR 2021 CUMULATIVE PLUS PROJECT SUNDAY MIDDAY PEAK HOUR AND DAILY TRAFFIC VOLUMES

ST EDWARDS PASTORAL CENTER, DANA POINT

7.0 EXISTING CONDITIONS TRAFFIC IMPACT ANALYSIS

The relative impact of the proposed Project during the Weekday AM, Midday, PM and Sunday Midday peak hour traffic conditions were evaluated based on analysis of operating conditions at the five (5) key intersections and two (2) project driveways, without, then with, the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future delay/volume-to-capacity relationships and service level characteristics at each study intersection based on the ICU methodology or HCM methodology. The significance of the potential impacts of the Project at each key intersection was then evaluated using the traffic impact criteria defined in *Section 3.4* of this report. The existing conditions analysis establishes the basis for the future forecasts for the Project. The existing conditions analysis reflects existing traffic counts as well as existing lane configurations for all analyzed intersections. Please note that due to the school setting, existing peak hour factors at the study intersections were utilized in the analyses to provide a conservative assessment.

7.1 Existing Conditions Intersection Capacity Analysis

Table 7-1 summarizes the peak hour Level of Service results at the five (5) key study intersections and two (2) project driveways for existing traffic conditions, with and without the Project. The first column (1) of *Table 7-1* presents a summary of Existing Weekday AM, Midday, PM and Sunday Midday peak hour traffic conditions. The second column (2) presents forecast Existing Plus Project traffic conditions. The third column (3) shows the increase in ICU/HCM value due to the added peak hour Project trips and indicates whether the traffic associated with the Project will have a significant impact based on the LOS standards and significant impact criteria defined in this report. The fourth column (4) presents the Level of Service with the implementation of planned and/or recommended improvements, if necessary.

7.1.1 *Existing Traffic Conditions*

Review of column (1) of *Table 7-1* indicates that for Existing traffic conditions, all five (5) key study intersections and two (2) project driveways currently operate at an acceptable level of service during the Weekday AM, Midday, PM and Sunday Midday peak hours.

7.1.2 *Existing Plus Project Traffic Conditions*

Review of column (2) of *Table 7-1* indicates that all five (5) key study intersections and two (2) project driveways are forecast to continue to operate at an acceptable level of service during the Weekday AM, Midday, PM and Sunday Midday peak hours with the addition of the proposed Project trips.

Appendix B contains the ICU/HCM/LOS calculation worksheets for Existing and Existing Plus Project Traffic Conditions.

TABLE 7-1
EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

Key Intersection	Time Period	Control Type	(1) Existing Traffic Conditions		(2) Existing Plus Project Traffic Conditions		(3) Significant Impact (2) – (1)		(4) Existing Plus Project With Improvements	
			ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No	ICU/HCM	LOS
1. Crystal Lantern at Pacific Coast Highway	AM	5∅ Traffic Signal	0.556	A	0.556	A	0.000	No	--	--
	Midday		0.570	A	0.570	A	0.000	No	--	--
	PM		0.554	A	0.554	A	0.000	No	--	--
	Sun. Midday		0.554	A	0.565	A	0.011	No	--	--
2. Crystal Lantern at Manzanita/Calle La Primavera	AM	All-Way Stop	7.4 s/v	A	7.4 s/v	A	0.0 s/v	No	--	--
	Midday		8.3 s/v	A	8.4 s/v	A	0.1 s/v	No	--	--
	PM		7.7 s/v	A	7.7 s/v	A	0.0 s/v	No	--	--
	Sun. Midday		8.1 s/v	A	8.3 s/v	A	0.2 s/v	No	--	--
3. Calle La Primavera at La Cresta Drive	AM	All-Way Stop	7.4 s/v	A	7.4 s/v	A	0.0 s/v	No	--	--
	Midday		8.4 s/v	A	8.4 s/v	A	0.0 s/v	No	--	--
	PM		7.5 s/v	A	7.5 s/v	A	0.0 s/v	No	--	--
	Sun. Midday		8.5 s/v	A	8.8 s/v	A	0.3 s/v	No	--	--
4. Calle La Primavera at Inbound Site Driveway[9]	AM	Uncontrolled	--	--	--	--	--	--	--	--
	Midday		--	--	--	--	--	--	--	--
	PM		--	--	--	--	--	--	--	--
	Sun. Midday		--	--	--	--	--	--	--	--

Notes:
- ICU = Intersection Capacity Utilization, HCM = Highway Capacity Manual, s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Table 3-1* and *3-2* for the LOS definitions
- **Bold ICU/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[9] The inbound project driveway is uncontrolled and therefore no delay is expected.

TABLE 7-1 (CONTINUED)
EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

Key Intersection	Time Period	Control Type	(1) Existing Traffic Conditions		(2) Existing Plus Project Traffic Conditions		(3) Significant Impact (2) – (1)		(4) Existing Plus Project With Improvements	
			ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No	ICU/HCM	LOS
5. Calle La Primavera at Outbound Site Driveway	AM	One-Way Stop	9.2 s/v	A	9.2 s/v	A	0.0 s/v	No	--	--
	Midday		10.5 s/v	B	10.5 s/v	B	0.0 s/v	No	--	--
	PM		9.6 s/v	A	9.6 s/v	A	0.0 s/v	No	--	--
	Sun. Midday		11.5 s/v	B	12.6 s/v	B	1.1 s/v	No	--	--
6. Pequito Drive at Calle La Primavera	AM	All-Way Stop	7.8 s/v	A	7.8 s/v	A	0.0 s/v	No	--	--
	Midday		9.8 s/v	A	9.9 s/v	A	0.1 s/v	No	--	--
	PM		8.0 s/v	A	8.1 s/v	A	0.1 s/v	No	--	--
	Sun. Midday		11.0 s/v	B	12.5 s/v	B	1.5 s/v	No	--	--
7. Selva Road at Calle La Primavera	AM	All-Way Stop	11.9 s/v	B	11.9 s/v	B	0.0 s/v	No	--	--
	Midday		14.1 s/v	B	14.2 s/v	B	0.1 s/v	No	--	--
	PM		10.1 s/v	B	10.2 s/v	B	0.1 s/v	No	--	--
	Sun. Midday		16.9 s/v	C	20.8 s/v	C	3.9 s/v	No	--	--

Notes:
- ICU = Intersection Capacity Utilization; HCM = Highway Capacity Manual; s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Table 3-1* and *3-2* for the LOS definitions
- Bold ICU/LOS values indicate adverse service levels based on the LOS standards mentioned in this report

8.0 YEAR 2021 CONDITIONS TRAFFIC IMPACT ANALYSIS

The relative impacts of the added Project traffic volumes generated by proposed Project during the Weekday AM, Midday, PM and Sunday Midday peak hour traffic conditions were evaluated based on analysis of future Year 2021 operating conditions at the five (5) key intersections and two (2) project driveways, with and without the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future delay/volume-to-capacity relationships and service level characteristics at each study intersection based on the ICU methodology or HCM methodology. The significance of the potential impacts of the Project at each key intersection was then evaluated using the traffic impact criteria defined in *Section 3.4* of this report. Please note that due to the school setting, existing peak hour factors at the study intersections were utilized in the analyses to provide a conservative assessment.

8.1 Year 2021 Conditions Intersection Capacity Analysis

Table 8-1 summarizes the Weekday AM, Midday, PM and Sunday Midday peak hour Level of Service results at the five (5) key study intersections and two (2) project driveways for Year 2021 traffic conditions. The first column (1) of *Table 8-1* presents a summary of existing Weekday AM, Midday, PM and Sunday Midday peak hour traffic conditions (which were also presented in *Table 7-1*). The second column (2) presents forecast Year 2021 cumulative traffic conditions and the third column (3) identifies forecast Year 2021 Plus Project traffic conditions. The fourth column (4) shows the increase in ICU/HCM value due to the added peak hour Project trips and indicates whether the traffic associated with the Project will have a significant impact based on the significant impact criteria mentioned in this report. The fifth column (5) presents the resultant level of service with the inclusion of planned and/or recommended traffic improvements, if needed, to achieve an acceptable level of service.

8.1.1 *Year 2021 Cumulative Traffic Conditions*

Review of column (2) of *Table 8-1* indicates that for Year 2021 Cumulative traffic conditions, all five (5) key study intersections and two (2) project driveways are forecast to operate at an acceptable level of service during the Weekday AM, Midday, PM and Sunday Midday peak hours with the addition of ambient growth and cumulative project traffic.

8.1.2 *Year 2021 Plus Project Traffic Conditions*

Review of column (3) of *Table 8-1* indicates that all five (5) key study intersections and two (2) project driveways are forecast to continue to operate at an acceptable level of service during the Weekday AM, Midday, PM and Sunday Midday peak hours with the addition of the proposed Project trips.

Appendix C contains the ICU/HCM/LOS calculation worksheets for Year 2021 and Year 2021 Plus Project Traffic Conditions.

TABLE 8-1
YEAR 2021 CUMULATIVE PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Year 2021 Cumulative Traffic Conditions		(3) Year 2021 Cumulative Plus Project Traffic Conditions		(4) Significant Impact (2) – (1)		(5) Year 2021 Cumulative Plus Project With Improvements	
		ICU/HCM	LOS	ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No	ICU/HCM	LOS
1. Crystal Lantern at Pacific Coast Highway	AM	0.556	A	0.637	B	0.637	B	0.000	No	--	--
	Midday	0.570	A	0.729	C	0.729	C	0.000	No	--	--
	PM	0.554	A	0.666	B	0.666	B	0.000	No	--	--
	Sun. Midday	0.554	A	0.656	B	0.667	B	0.011	No	--	--
2. Crystal Lantern at Manzanita/Calle La Primavera	AM	7.4 s/v	A	7.4 s/v	A	7.4 s/v	A	0.0 s/v	No	--	--
	Midday	8.3 s/v	A	8.4 s/v	A	8.4 s/v	A	0.0 s/v	No	--	--
	PM	7.7 s/v	A	7.7 s/v	A	7.7 s/v	A	0.0 s/v	No	--	--
	Sun. Midday	8.1 s/v	A	8.1 s/v	A	8.3 s/v	A	0.2 s/v	No	--	--
3. Calle La Primavera at La Cresta Drive	AM	7.4 s/v	A	7.4 s/v	A	7.4 s/v	A	0.0 s/v	No	--	--
	Midday	8.4 s/v	A	8.4 s/v	A	8.4 s/v	A	0.0 s/v	No	--	--
	PM	7.5 s/v	A	7.5 s/v	A	7.5 s/v	A	0.0 s/v	No	--	--
	Sun. Midday	8.5 s/v	A	8.5 s/v	A	8.9 s/v	A	0.4 s/v	No	--	--
4. Calle La Primavera at Inbound Site Driveway[10]	AM	--	--	--	--	--	--	--	--	--	--
	Midday	--	--	--	--	--	--	--	--	--	--
	PM	--	--	--	--	--	--	--	--	--	--
	Sun. Midday	--	--	--	--	--	--	--	--	--	--

Notes:
- ICU = Intersection Capacity Utilization; HCM = Highway Capacity Manual; s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Table 3-1* and *3-2* for the LOS definitions
- **Bold ICU/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[10] The inbound project driveway is uncontrolled and therefore no delay is expected.

TABLE 8-1 (CONTINUED)
YEAR 2021 CUMULATIVE PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Year 2021 Cumulative Traffic Conditions		(3) Year 2021 Cumulative Plus Project Traffic Conditions		(4) Significant Impact (2) – (1)		(5) Year 2021 Cumulative Plus Project With Improvements	
		ICU/HCM	LOS	ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No	ICU/HCM	LOS
5. Calle La Primavera at Outbound Site Driveway	AM	9.2 s/v	A	9.2 s/v	A	9.2 s/v	A	0.0 s/v	No	--	--
	Midday	10.5 s/v	B	10.5 s/v	B	10.5 s/v	B	0.0 s/v	No	--	--
	PM	9.6 s/v	A	9.6 s/v	A	9.6 s/v	A	0.0 s/v	No	--	--
	Sun. Midday	11.5 s/v	B	11.6 s/v	B	12.7 s/v	B	1.1 s/v	No	--	--
6. Pequito Drive at Calle La Primavera	AM	7.8 s/v	A	7.8 s/v	A	7.8 s/v	A	0.0 s/v	No	--	--
	Midday	9.8 s/v	A	9.9 s/v	A	9.9 s/v	A	0.0 s/v	No	--	--
	PM	8.0 s/v	A	8.1 s/v	A	8.1 s/v	A	0.0 s/v	No	--	--
	Sun. Midday	11.0 s/v	B	11.1 s/v	B	12.6 s/v	B	1.5 s/v	No	--	--
7. Selva Road at Calle La Primavera	AM	11.9 s/v	B	12.1 s/v	B	12.1 s/v	B	0.0 s/v	No	--	--
	Midday	14.1 s/v	B	14.4 s/v	B	14.6 s/v	B	0.2 s/v	No	--	--
	PM	10.1 s/v	B	10.2 s/v	B	10.3 s/v	B	0.1 s/v	No	--	--
	Sun. Midday	16.9 s/v	C	17.5 s/v	C	22.0 s/v	C	4.5 s/v	No	--	--

Notes:
- ICU = Intersection Capacity Utilization; HCM = Highway Capacity Manual; s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Table 3-1* and *3-2* for the LOS definitions
- **Bold ICU/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

9.0 SITE ACCESS EVALUATION

9.1 Site Access

Vehicular access to the Project site will be provided via the existing "inbound only" driveway and "outbound only" driveway located along Calle La Primavera. *Tables 7-1* and *8-1* summarize the levels of service at the project driveways for Existing and Year 2021 traffic conditions. A review of *Tables 7-1* and *8-1* indicates that the two (2) project driveways are forecast to operate at acceptable levels of service during the AM, Midday, PM and Sunday Midday peak hours.

Appendices B and *C* contain the Delay/LOS calculation worksheets for the Project driveways.

10.0 SELVA ROAD AT CALLE LA PRIMAVERA TRAFFIC SIGNAL WARRANT ANALYSIS

Per the direction of the City of Dana Point, a traffic signal warrant analysis has been prepared for the intersection of Selva Road at Calle La Primavera. The traffic signal warrant analysis for this key intersection is based on the applicable signal warrant criteria/guidelines contained in the 2014 Edition of the California *Manual on Uniform Traffic Control Devices (*CA MUTCD).

The traffic signal warrant analysis uses daily approach traffic volumes collected at Selva Road and Calle La Primavera in October 2018. The daily approach traffic volumes were conducted by National Data & Surveying Services, Inc. on Thursday, October 11, 2018 and Sunday, October 14, 2018, and supplemented with Weekday AM, Midday, PM and Sunday Midday peak period turning movement counts (7:00 AM – 9:00 AM, 2:00 PM – 4:00 PM, 4:00 PM – 6:00 PM, and 7:00 AM – 2:00 PM, respectively) collected on the same days.

This assessment is made based on the warrants set forth in Part 4 (Highway Traffic Signals) of the *CA MUTCD*. The above-referenced manual lists nine parameters, which help to determine the necessity of a traffic signal at an intersection. The following traffic signal warrants were applied to the intersection of Selva Road at Calle La Primavera:

- Warrant No. 1: Eight Hour Volume Warrant
- Warrant No. 2: Four Hour Volume Warrant
- Warrant No. 3: Peak Hour Traffic Volumes Warrant
- Warrant No. 4: Pedestrian Volume Warrant
- Warrant No. 6: Coordinated Signal System Warrant
- Warrant No. 7: Crash Experience Warrant
- Warrant No. 8: Roadway Network

Table 10-1 provides a summary of the results for each of the applicable traffic signal warrants. As indicated above, each warrant analyzes a different traffic condition and any one satisfied warrant may be used as a basis for installing a traffic signal.

As shown in *Table 10-1*, based on the existing traffic and pedestrian volumes, current intersection geometrics, and review of the accident data provided by the City, the study intersection did not satisfy any of the warrants. Signal Warrants No. 5 and 9 were either not applicable or there was no information to conduct a warrant. Based on the finding of *Table 10-1* a traffic signal at the intersection of Selva Road at Calle La Primavera is not justified or recommended.

Appendix D contains the applicable signal warrant worksheets for both weekday and weekend traffic conditions. The existing count worksheets can be found in *Appendix A*.

TABLE 10-1
TRAFFIC SIGNAL WARRANT ANALYSIS SUMMARY[11]

Traffic Signal Warrant	(1) Thursday October 11, 2018		(2) Sunday October 14, 2018	
	Warrant Satisfied?		Warrant Satisfied?	
	Yes	No	Yes	No
Warrant 1 - Eight Hour Volume Warrant				
➢ *Minimum Vehicular Volume*				
▪ *100% Satisfied*		X		X
▪ *80% Satisfied*		X		X
➢ *Interruption of Continuous Traffic*				
▪ *100% Satisfied*		X		X
▪ *80% Satisfied*		X		X
Warrant 2 - Four Hour Volume		X		X
Warrant 3 - Peak Hour Volume Warrant		X		X
Warrant 4 - Pedestrian Volume Warrant		X		X
Warrant 5 - School Crossing Warrant	No Data Available			
Warrant 6 - Coordinated Signal System Warrant		X		X
Warrant 7 - Crash Experience Warrant		X		X
Warrant 8 - Roadway Network		X		X
Warrant 9 - Intersection Near at Grade Crossing	Not Applicable			
TRAFFIC SIGNAL WARRANT MET?	**NO**			

[11] Source: California *Manual on Uniform Traffic Control Devices* (MUTCD).

11.0 RECOMMENDED INTERSECTION IMPROVEMENTS

11.1 Existing Plus Project Traffic Conditions

The results of the "Existing Plus Project" intersection capacity analysis presented previously in *Table 7-1* indicates that the proposed Project will not impact any of the key study intersections. As there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections.

11.2 Year 2021 Plus Project Traffic Conditions

The results of the "Year 2021 Plus Project" intersection capacity analysis presented previously in *Table 8-1* indicates that the proposed Project will not impact any of the key study intersections. As there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections.

Supporting Document 8 Proposed plans

ATTACHMENT

Conditional Use Permit Application

St. Edward the Confessor Catholic Church
Pastoral Center & Narthex Addition

Dana Point, California

Project Data

Project Description: The project is anticipated to be built concurrently, but may be a 2-Phased project. The first phase is anticipated to be to demolish the existing Parish Hall, Rectory, & Office/ Meeting Room. There will be a new partial 2-story Pastoral Center with improved Offices, Meeting Rooms, and Parish Hall. Improved Site landscaping and plaza between Existing Church & New Pastoral Center. This phase will include Site Accessibility improvements to connect to existing right of way. The second phase is anticipated to be a Narthex (Lobby) Addition to Existing Church for improved function and security. Temporary modular office trailers will be installed in the parking lot for 16 months during construction of the Pastoral Center. The temporary modular offices will be installed 1-2 months before the construction of the Pastoral Center and be removed 1-2 months after it's completion. The Existing Church, Parish School, and Parking to remain.

Estimated Timeframes: Phase 1 Completion: Q2 2020 - Q2 2021
Phase 2 Completion: Q2 2020 - Q3 2024
(Project may be phased or constructed concurrently).
If additional fundraising is required, Phase 2 may be delayed.

Owner: Roman Catholic Diocese Of Orange
13280 Chapman Ave.
Garden Grove, CA 92840

Project Address: 33926 Calle La Primavera
Dana Point, CA 92629

Historic: No

Assessor's Parcel No.: 682-361-01

Legal Description: P BK 214 PGS 15 AND 16 PAR 1

Existing Use: Community Facility

Proposed Use: Community Facility (no change)

Approvals: Conditional Use Permit #CUP 99-08, CUP 91-01

Lot Site: 6.79 Acres / 295,663 SF

Water District: South Coast Water District

Zoning:
Zone: Community Facility (CF)

Floor Area Ratio: 0.40 Allowable / 0.37 Proposed (110,131 SF)

Lot Coverage: 35% Allowable / 23% Proposed (66,045 SF)

Req. Setbacks: 20' Front
10' Side
15' Street Side
20' Rear

Height: 33' Allowable / 33' Actual
(Per Dana Point Municipal Code 9.05.110)

Parking:
Required: Parking calculations based on assembly area of:

Approved Church
Existing C.U.P. 99-08 Resolution #00-06-13-03
Existing Church seating (965 seats max. occupancy) requires 322 spaces based on 1 space per 3 seats (24" x 3 in pews) in church.
Or
Parish Hall (non fixed seating)
Parish Hall is 6,418 s.f. without fixed seats. It's required parking (6,418 / 25 s.f. per space) is 256 spaces.

Therefore based upon the largest assembly area, the required minimum parking shall be based upon the existing Church = 322 spaces*.

*The Parish Hall will not be used concurrently with the functions of the Church.

Existing Parking: 428 spaces (>322 spaces = OK)
Parking Provided: 416 spaces (> 322 spaces = OK) (94 additional spaces = +29%)

Building Data (CBC 2016)

Pastoral Center

Occupancy: A-2, B

Construction Type: VA Non-Separated Occupancies (Sprinklered)

Allowable Area: 34,500 SF

Actual Area:

A	Level 1	18,749 SF *
B	Level 1 Covered Outside Area	1,211 SF
C	Level 2	6,644 SF *
D	Level 2 Covered Outside Area	1,933 SF
	Grand total	28,537 SF (< 34,500 SF = Ok)

***Note**: This calculation is for CBC Area.
CBC area calculations include covered outdoor area.
For planning purposes, the Floor Area = A + C = 18,749 SF + 6,644 SF = 25,393 SF

Allowable Height: 50' - 0" **With** area increase (CBC Table 504.3)
Actual Height: 33 '- 0"

Allowable Stories: 2 **With** area increase (CBC Table 504.4)
Actual Stories: 2

Exterior Wall Ratings
(Table 602): Type VA: 1 hour for A-2 and B occ.

Existing Church w/ Narthex Addition

Existing Occupancy: A-3

Proposed Occupancy: A-3 (no change)

Existing Construction Type: VA Non-Separated Occupanciies (Sprinklered)

Proposed Construction Type: VA Non-Separated Occupanciies (Sprinklered) (no change)

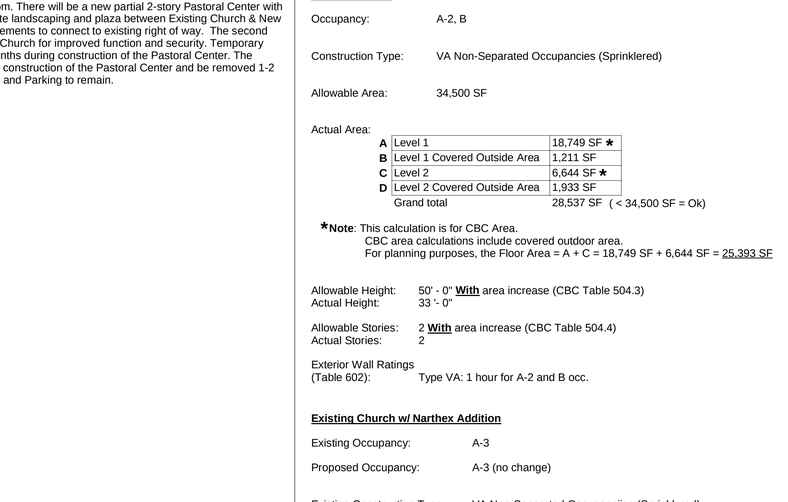
Allowable Area: 34,500 SF

Actual Area:
Narthex Addition: 1,803 SF
Existing Level 1: 12,815 SF
Existing Level 2: 5,651 SF
Covered Areas: 0 SF
Total: 20,269 SF (< 34,500 SF = Ok)

Allowable Height: 50' - 0" **With** area increase (CBC Table 504.3)
Actual Height: 33 '- 0" (No change)

Allowable Stories: 2 **With** area increase (CBC Table 504.4)
Actual Stories: 2 (No change)

Exterior Wall Ratings
(Table 602): Type VA: 1 hour for A-3 and B occ.



2 Project Area of Work
1" = 100'-0"

Sheet Index

Plumbing Fixture Count

BASED ON 2013 C.P.C. TABLE 422.1, A-2 Occupancy

See "Plumbing Load Calculations - Level 1 & 2" on Sheet A1.1 & A1.2

Total Occupants = **428** 1/2 Males = **214** 1/2 Females = **214**	Male			Female		Drinking Fountain
	WC	URINAL	LAV	WC	LAV	
	3: 151-300	2: 201-300	3: 201-400	6: 201-300	4: 201-400	2: 251-500
Required	**3**	**2**	**3**	**6**	**4**	**2**
Provided in Level 1 Main	3	3	5	6	5	2
Provided in Level 2 Main	2	2	2	4	2	0
Total Main Provided	**5**	**5**	**7**	**10**	**7**	**2**
	Unisex					
	WC	URINAL	LAV			
Addional Convenience Unisex Restrooms Provided	3	0	3			

Area Summary

Building Areas

Building	Existing	Change	Proposed	Comments
Existing School Type VA Sprinkled 2-story	62,631 SF	0 SF	62,631 SF	No work
Existing Church Type VA Sprinkled 2-story	1st Floor 12,815 s.f. (691 seats) 2nd Floor 5,651 s.f. (241 seats) Total 18,466 s.f. (932 seats)	+ 1,803 SF	20,269 SF	Narthex / Lobby Addition No Additional Seats
Existing Parish Hall Meeting Rows	8,403 SF	- 8,403 SF	0 SF	Demolish Existing
Existing Rectory / Offices Administration	5,560 SF	- 5,560 SF	0 SF	Demolish Existing
Existing Office "A" Administration	1,370 SF	- 1,370 SF	0 SF	Demolish Existing
Existing Office "B" Restrooms, Meeting Rooms, Storage	1,472 SF	- 400 SF	1,072 SF	Demolish Part
New Pastoral Center Type VA Sprinkled 2-story	0 SF	+ 25,393 SF	25,393 SF	New Building
TOTALS	97,902 SF	+ 11,463 SF	109,365 SF	

Project Team

Owner: Roman Catholic Diocese Of Orange
St. Edward the Confessor Catholic Church
33926 Calle La Primavera
Dana Point, CA 92629
949.496.1307
Contact: Rev. Brendan Manson
Contact: Joe Novoa

Architect: domusstudio architecture
2800 Third Avenue
San Diego, CA 92103
619.692.9393 x13
Contact: David Pfeifer
david.pfeifer@domusstudio.com

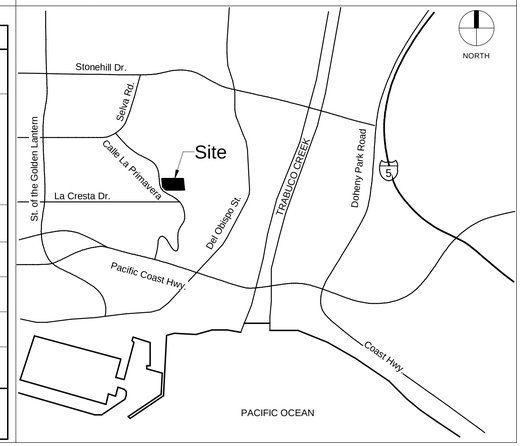
Civil Engineer: Joseph C. Truxaw and Associates, Inc.
265 S. Anita Drive, Suite 111
Orange, CA 92868
714.935.0265
Contact: Joseph Truxaw
joetruxaw@truxaw.com

Landscape Architect: Land Concern Landscape Architecture
1750 E. Deere Ave
Santa Ana, CA 92705
949.250.4822
Contact: Philip Stevens
pstevens@landconcern.com

Geotechnical Engineer: Geotechnical Solutions, Inc.
27 Mauchly, Suite 210
Irvine, CA 92618
949.453.0406
Contact: Abraham Baha
ab@mygsi.com

Land Surveyor: Joseph C. Truxaw and Associates, Inc.
265 S. Anita Drive, Suite 111
Orange, CA 92868
714.935.0265
Contact: Joseph Truxaw
joetruxaw@truxaw.com

Vicinity Map



St. Edward the Confessor Catholic Church - Pastoral Center

St. Edward the Confessor Catholic Church
Dana Point, CA

Title Sheet

domusstudio architecture

domusstudio ARCHITECTURE

2800 Third Avenue
San Diego, California 92103

4th CUP Submittal 10-12-2018

Team

Project No. 1725

Drawing No.

T1.0

Property line per P.M. No. 86-145

EXISTING SCHOOL
(to Remain)
62,631 s.f.
Type V-A Full Sprinkled
2-story

EXISTING PAVED
PLAY AREA

EXISTING PLAYING FIELD

Property line per tract 15405

Indigo Way

Property line per P.M. No. 86-145

Calle La Primavera

2 | 2 AC (1 Van) | 7

Existing Parking to Remain Standard Accessible

11 | 12 | 9 | Trash

6 | 8 | 10 | 5 | 7 | 12

Existing Parking to Remain

10 | 10 | 20 | 20 | 20 | 20

15 | 14 | 2 AC | 1 MC | 1 AC (1 Van)

16 | 15 | 14 | 14 | 14 | 14 | 14 | 14 | 15 | 16 | 20

1 | 11 | 12 | 2

4 | 3 | 1 | 3 AC | 5 AC

Existing Office Bldg A
1,370 s.f.

Property line per tract 15405

Existing Meeting Room Restrooms & Storage Bldg B
(Partial Demolition)
1,472 s.f.d

Property line per tract 15405

Property line per P.M. No. 86-145

Existing Rectory
(to be Demolished)
5,560 s.f.

Existing Parish Hall
(to be Demolished)
8,403 s.f.

Existing Shrine Area
(to be Relocated/Revised)

Existing Sanctuary
(to Remain)
18,466 s.f.

Property line per P.M. No. 86-145

Midnight Lane

Property line per tract 15405

Property line per P.M. No. 86-145

Accessible Path of Travel

Parking Counts

Existing

Standard	415 spaces
Accessible	13 (incl. 2 van spaces)
Total	**428 spaces**

NORTH

1 Existing Site Plan (For Reference Only)
1" = 30'-0"

St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA

Site Plan - Existing (For Reference Only)

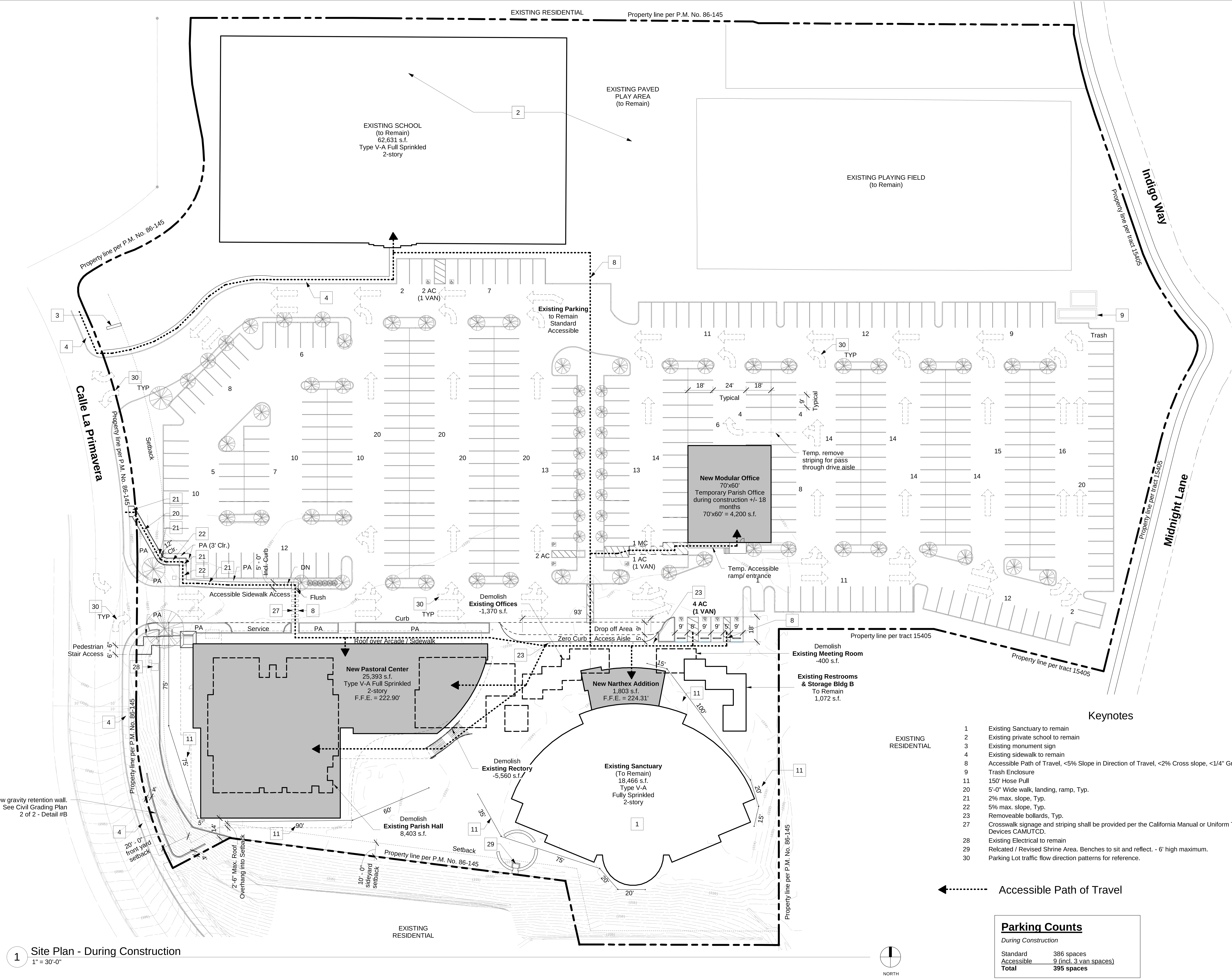
domusstudio architecture

2800 Third Avenue
San Diego, California 92103

4th CUP Submittal 10-12-2018

Team
Project No. 1725
Drawing No.

A0.1



EXISTING RESIDENTIAL
Property line per P.M. No. 86-145
EXISTING SCHOOL
(to Remain)
62,631 s.f.
Type V-A Full Sprinkled
2-story
EXISTING PAVED
PLAY AREA
(to Remain)
EXISTING PLAYING FIELD
(to Remain)
Indigo Way
Property line per tract 15405
Calle La Primavera
Setback
Existing Parking
to Remain
Standard
Accessible
2 AC
(1 VAN)
Trash
Typical
Temp. remove
striping for pass
through drive aisle
New Modular Office
70'x60'
Temporary Parish Office
during construction +/- 18
months
70'x60' = 4,200 s.f.
Midnight Lane
Temp. Accessible
ramp/ entrance
1 MC
1 AC
(1 VAN)
2 AC
PA (3' Clr.)
Accessible Sidewalk Access
Flush
DN
Demolish
Existing Offices
-1,370 s.f.
4 AC
(1 VAN)
Drop off Area
Zero Curb
Access Aisle
Curb
Service
Roof over Arcade / Sidewalk
Pedestrian
Stair Access
Demolish
Existing Meeting Room
-400 s.f.
Existing Restrooms
& Storage Bldg B
To Remain
1,072 s.f.
New Pastoral Center
25,393 s.f.
Type V-A Full Sprinkled
2-story
F.F.E. = 222.90'
New Narthex Addition
1,803 s.f.
F.F.E. = 224.31'
Demolish
Existing Rectory
-5,560 s.f.
Existing Sanctuary
(To Remain)
18,466 s.f.
Type V-A
Fully Sprinkled
2-story
Demolish
Existing Parish Hall
8,403 s.f.
New gravity retention wall.
See Civil Grading Plan
2 of 2 - Detail #B
20' - 0"
front yard
setback
2'-6" Max. Roof
Overhang into Setback
10' - 0"
sideyard
setback
EXISTING
RESIDENTIAL
NORTH

1 Site Plan - During Construction
1" = 30'-0"

Keynotes

1	Existing Sanctuary to remain
2	Existing private school to remain
3	Existing monument sign
4	Existing sidewalk to remain
8	Accessible Path of Travel, <5% Slope in Direction of Travel, <2% Cross slope, <1/4" Grade Changes
9	Trash Enclosure
11	150' Hose Pull
20	5'-0" Wide walk, landing, ramp, Typ.
21	2% max. slope, Typ.
22	5% max. slope, Typ.
23	Removeable bollards, Typ.
27	Crosswalk signage and striping shall be provided per the California Manual or Uniform Traffic Control Devices CAMUTCD.
28	Existing Electrical to remain
29	Relcated / Revised Shrine Area. Benches to sit and reflect. - 6' high maximum.
30	Parking Lot traffic flow direction patterns for reference.

Accessible Path of Travel

EXISTING
RESIDENTIAL

Parking Counts

During Construction

Standard	386 spaces
Accessible	9 (incl. 3 van spaces)
Total	**395 spaces**

St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA

Site Plan - During Construction

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4th CUP Submittal 10-12-2018

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Project No. 1725
Drawing No.
A0.2

EXISTING RESIDENTIAL

Property line per P.M. No. 86-145

EXISTING SCHOOL
(to Remain)
62,631 s.f.
Type V-A Full Sprinkled
2-story

EXISTING PAVED
PLAY AREA
(to Remain)

EXISTING PLAYING FIELD
(to Remain)

Property line per tract 15405

Indigo Way

Property line per P.M. No. 86-145

Calle La Primavera

Property line per P.M. No. 86-145

Setback

Existing Parking
to Remain
Standard
Accessible

2 AC
(1 VAN)

TYP

Trash

18' 24' 18' Typical

6' Typical

1 MC

2 AC

1 AC
(1 VAN)

PA (3' Clr.)

12' Clr.

5' - 0" Ind. Curb

DN

Accessible Sidewalk Access

Flush

Curb

Service

Roof over Arcade / Sidewalk

Demolish
Existing Offices
-1,370 s.f.

4' AC
(1 VAN)

Drop off Area

Zero Curb

Access Aisle

Pedestrian
Stair Access

6' - 6"

Property line per tract 15405

Demolish
Existing Meeting Room
-400 s.f.

Existing Restrooms
& Storage Bldg B
To Remain
1,072 s.f.

New Pastoral Center
25,393 s.f.
Type V-A Full Sprinkled
2-story
F.F.E. = 222.90'

New Narthex Addition
1,803 s.f.
F.F.E. = 224.31'

Demolish
Existing Rectory
-5,560 s.f.

Existing Sanctuary
(To Remain)
18,466 s.f.
Type V-A
Fully Sprinkled
2-story

New gravity retention wall.
See Civil Grading Plan
2 of 2 - Detail #B

Demolish
Existing Parish Hall
8,403 s.f.

20' - 0"
front yard
setback

2'-6" Max. Roof
Overhang into Setback

10' - 0"
sideyard
setback

Property line per P.M. No. 86-145

Property line per P.M. No. 86-145

EXISTING
RESIDENTIAL

EXISTING
RESIDENTIAL

Midnight Lane

Property line per tract 15405

Keynotes

1	Existing Sanctuary to remain
2	Existing private school to remain
3	Existing monument sign
4	Existing sidewalk to remain
5	New 24' wide fire access lane
8	Accessible Path of Travel, <5% Slope in Direction of Travel, <2% Cross slope, <1/4" Grade Changes
9	Trash Enclosure
11	150' Hose Pull
20	5'-0" Wide walk, landing, ramp, Typ.
21	2% max. slope, Typ.
22	5% max. slope, Typ.
23	Removeable bollards, Typ.
27	Crosswalk signage and striping shall be provided per the California Manual or Uniform Traffic Control Devices CAMUTCD.
28	Existing Electrical to remain
29	Relcated / Revised Shrine Area. Benches to sit and reflect. - 6' high maximum.
30	Parking Lot traffic flow direction patterns for reference.

Accessible Path of Travel

Parking Counts

Standard	407 spaces
Accessible	9 (3 van spaces)
Total	**416 spaces**

NORTH

1 Site Plan - Final
1" = 30'-0"

St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA

Site Plan - Final

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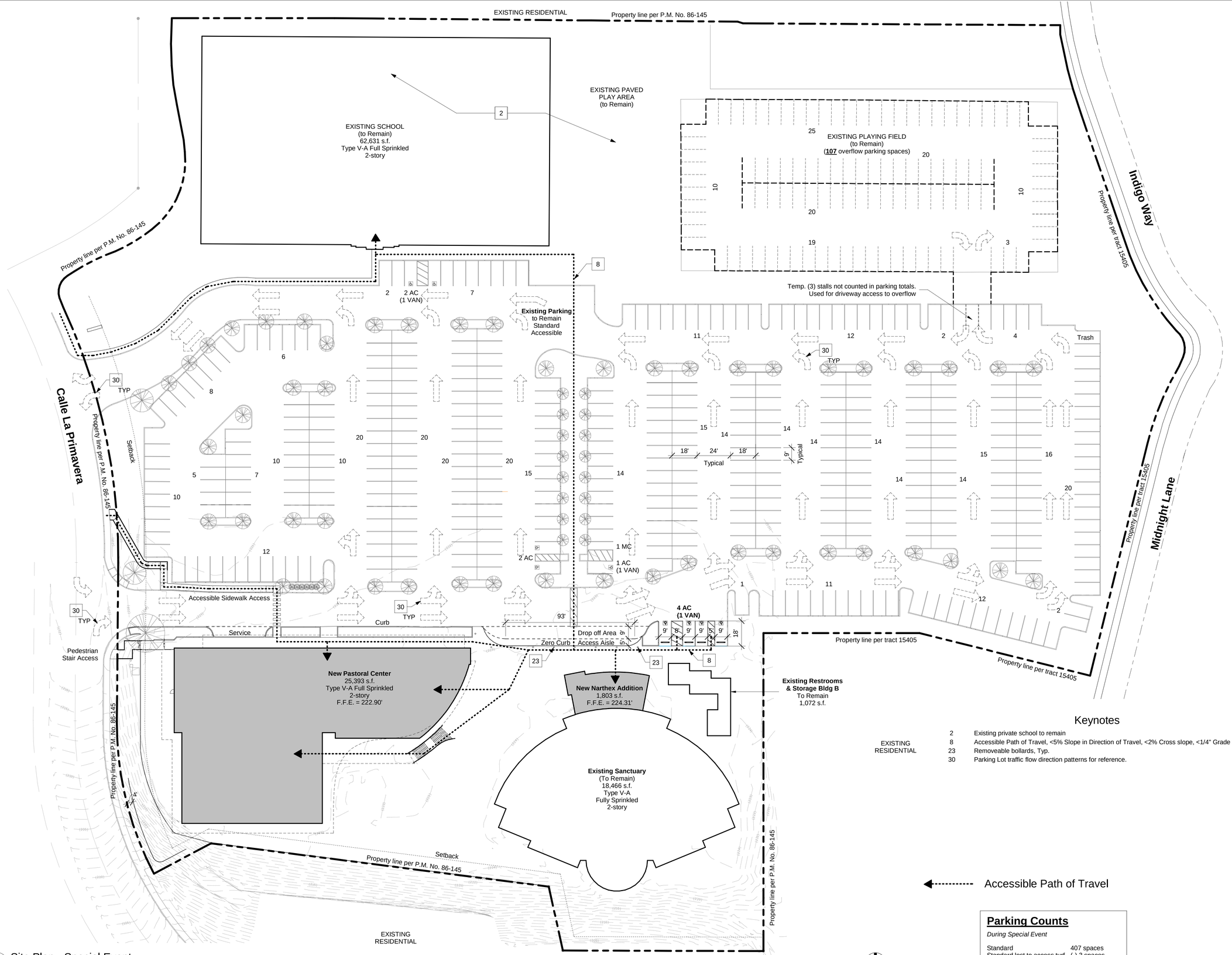
4th CUP Submittal 10-12-2018

Team
Project No. 1725
Drawing No.
A0.3



Keynotes

EXISTING RESIDENTIAL	2	Existing private school to remain
	8	Accessible Path of Travel, <5% Slope in Direction of Travel, <2% Cross slope, <1/4" Grade Changes
	23	Removeable bollards, Typ.
	30	Parking Lot traffic flow direction patterns for reference.

Parking Counts

During Special Event

Standard	407 spaces
Standard lost to access turf	(-) 3 spaces
Standard (on turf)	107 spaces
Accessible	9 (3 van spaces)
Total	**520 spaces**

1 Site Plan - Special Event
1" = 30'-0"

St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA

Site Plan - Special Event

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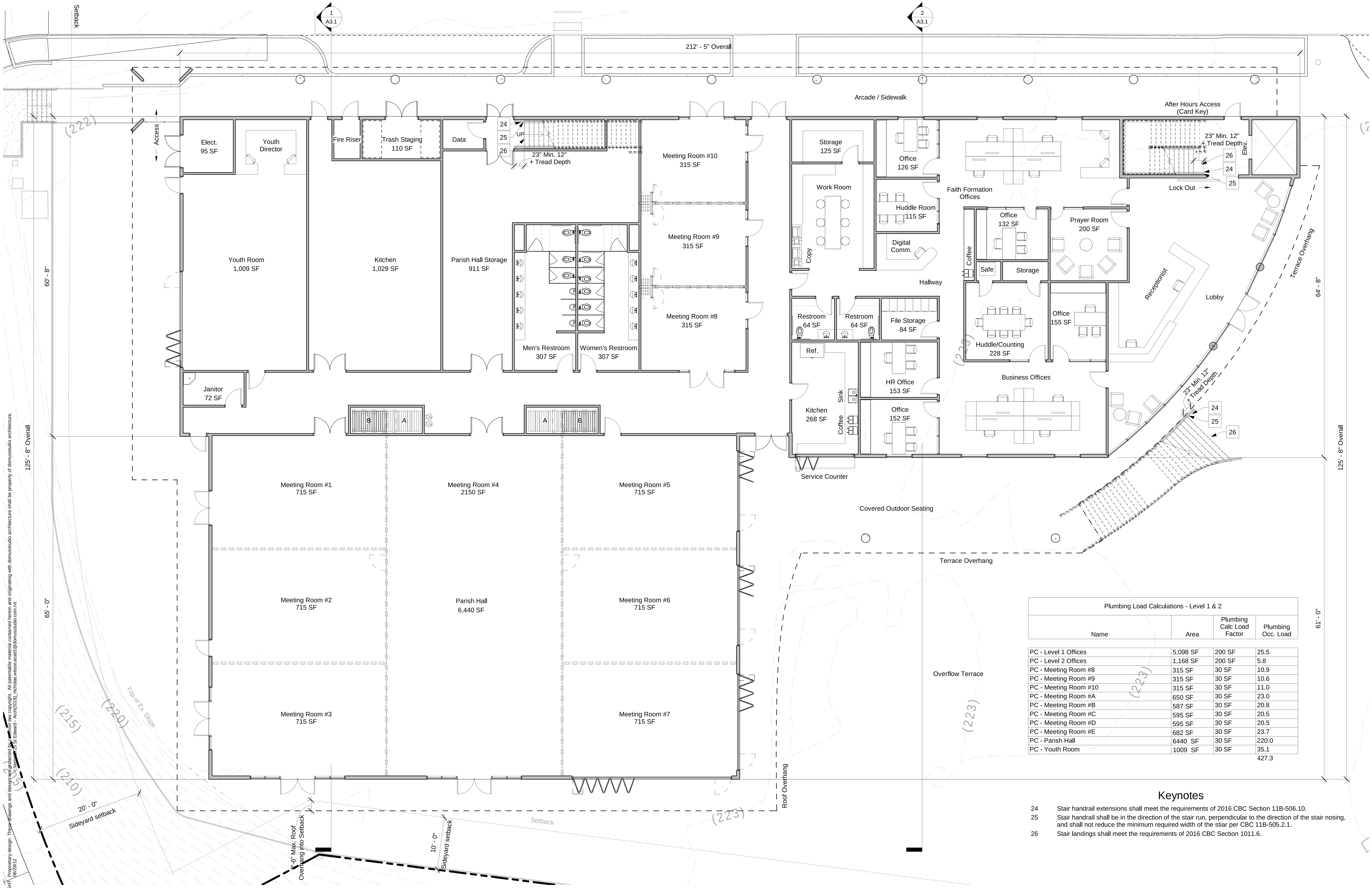
Team
Project No. 1725
Drawing No.
A0.4



Plumbing Load Calculations - Level 1 & 2			
Name	Area	Plumbing Calc Load Factor	Plumbing Occ. Load
PC - Level 1 Offices	5,098 SF	200 SF	25.5
PC - Level 2 Offices	1,168 SF	200 SF	5.8
PC - Meeting Room #8	315 SF	30 SF	10.9
PC - Meeting Room #9	315 SF	30 SF	10.6
PC - Meeting Room #10	315 SF	30 SF	11.0
PC - Meeting Room #A	650 SF	30 SF	23.0
PC - Meeting Room #B	587 SF	30 SF	20.8
PC - Meeting Room #C	595 SF	30 SF	20.5
PC - Meeting Room #D	595 SF	30 SF	20.5
PC - Meeting Room #E	682 SF	30 SF	23.7
PC - Parish Hall	6440 SF	30 SF	220.0
PC - Youth Room	1009 SF	30 SF	35.1
			427.3

Keynotes

24 Stair handrail extensions shall meet the requirements of 2016 CBC Section 11B-506.10.

25 Stair handrail shall be in the direction of the stair run, perpendicular to the direction of the stair nosing, and shall not reduce the minimum required width of the stiar per CBC 11B-505.2.1.

26 Stair landings shall meet the requirements of 2016 CBC Section 1011.6.

1 Floor Plan - Pastoral Center - Level 1
1/8" = 1'-0"

St. Edward the Confessor Catholic Church - Pastoral Center

Dana Point, CA

Floor Plan - Pastoral Center - Level 1

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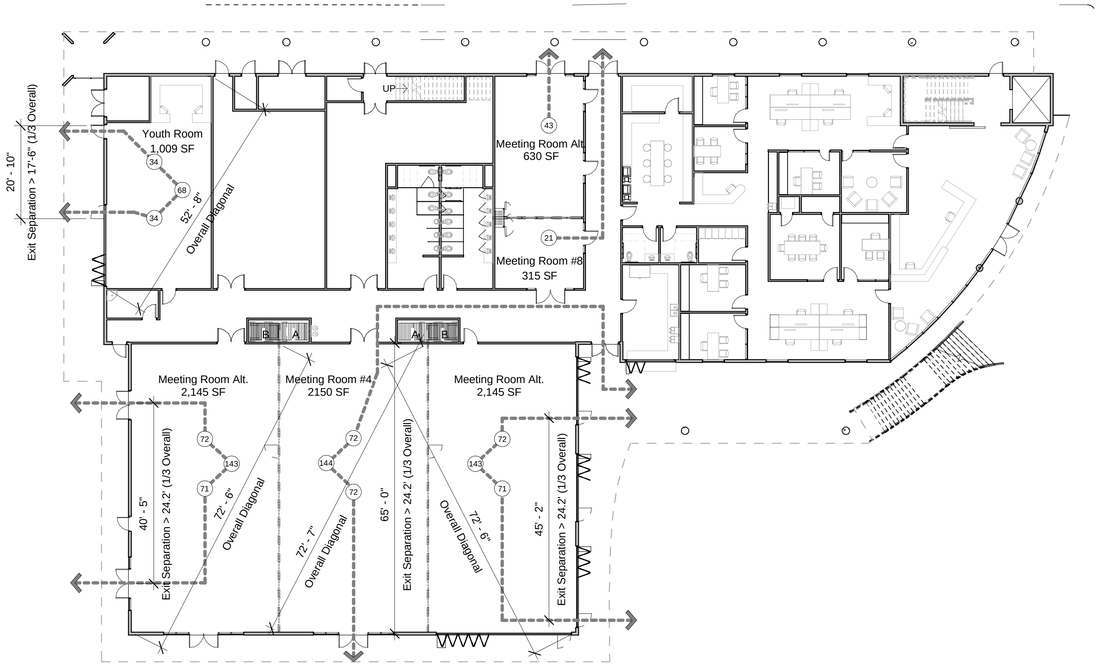
4th CUP Submittal 10-12-2018

Team

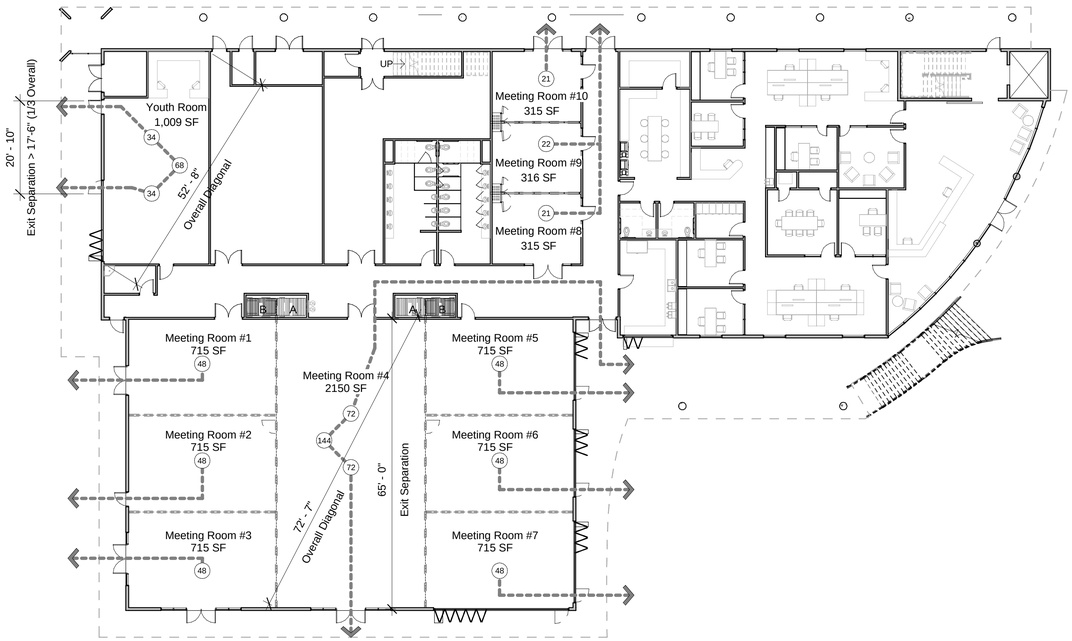
Project No. 1725

Drawing No.

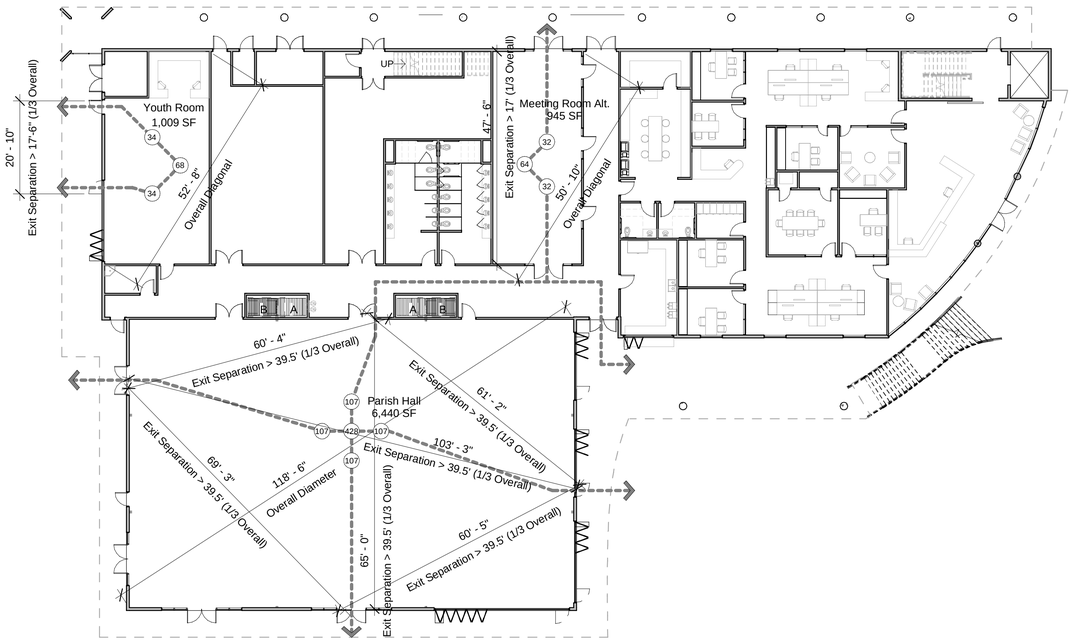
A1.1



2 Level 1 - Assembly Spaces Exiting Diagram 2
1/16" = 1'-0"



3 Level 1 - Assembly Spaces Exiting Diagram 3
1/16" = 1'-0"



1 Level 1 - Assembly Spaces Exiting Diagram 1
1/16" = 1'-0"

St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA

Exiting Diagrams - Level 1

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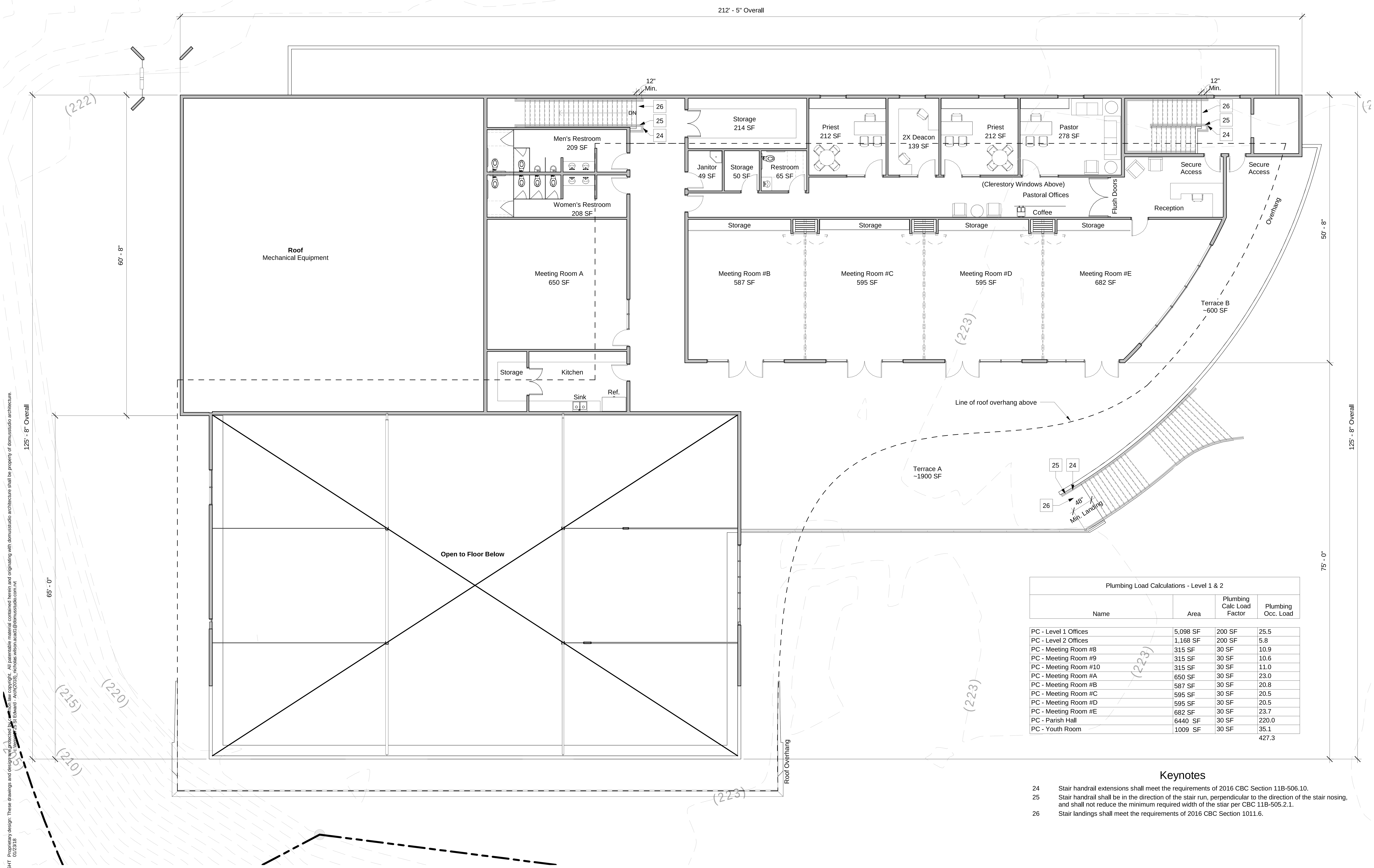
4th CUP Submittal 10-12-2018

Team

Project No. 1725

Drawing No.

A1.1a



Plumbing Load Calculations - Level 1 & 2			
Name	Area	Plumbing Calc Load Factor	Plumbing Occ. Load
PC - Level 1 Offices	5,098 SF	200 SF	25.5
PC - Level 2 Offices	1,168 SF	200 SF	5.8
PC - Meeting Room #8	315 SF	30 SF	10.9
PC - Meeting Room #9	315 SF	30 SF	10.6
PC - Meeting Room #10	315 SF	30 SF	11.0
PC - Meeting Room #A	650 SF	30 SF	23.0
PC - Meeting Room #B	587 SF	30 SF	20.8
PC - Meeting Room #C	595 SF	30 SF	20.5
PC - Meeting Room #D	595 SF	30 SF	20.5
PC - Meeting Room #E	682 SF	30 SF	23.7
PC - Parish Hall	6440 SF	30 SF	220.0
PC - Youth Room	1009 SF	30 SF	35.1
			427.3

Keynotes

24 Stair handrail extensions shall meet the requirements of 2016 CBC Section 11B-506.10.

25 Stair handrail shall be in the direction of the stair run, perpendicular to the direction of the stair nosing, and shall not reduce the minimum required width of the stiar per CBC 11B-505.2.1.

26 Stair landings shall meet the requirements of 2016 CBC Section 1011.6.

1 Floor Plan - Pastoral Center - Level 2

1/8" = 1'-0"

NORTH

St. Edward the Confessor Catholic Church - Pastoral Center

Dana Point, CA

Floor Plan - Pastoral Center - Level 2

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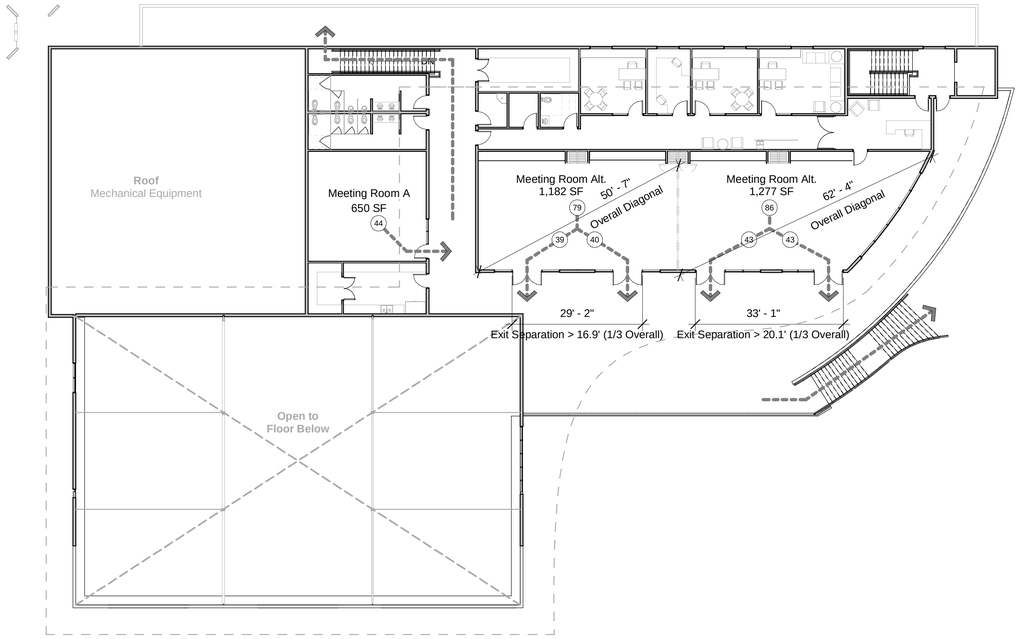
4th CUP Submittal 10-12-2018

Team

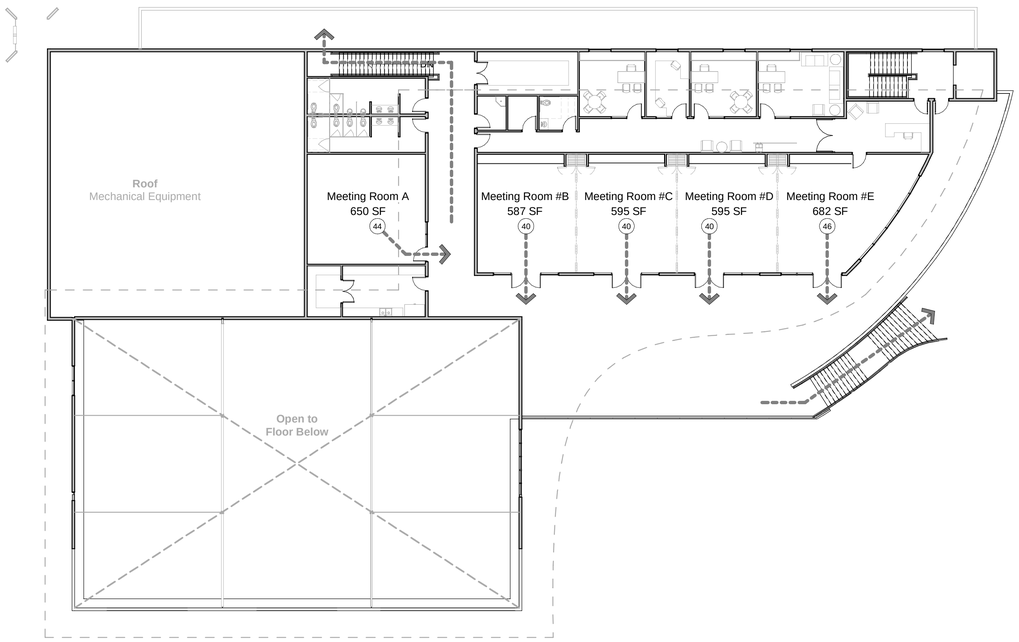
Project No. 1725

Drawing No.

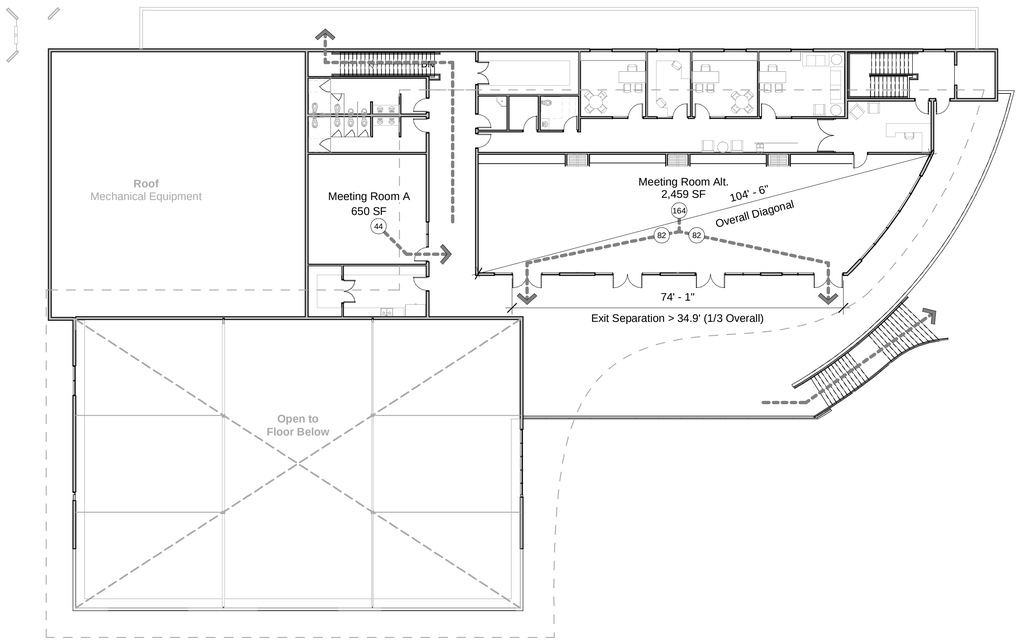
A1.2



2 Level 2 - Assembly Spaces Exiting Diagram 2
1/16" = 1'-0"



3 Level 2 - Assembly Spaces Exiting Diagram 3
1/16" = 1'-0"



1 Level 2 - Assembly Spaces Exiting Diagram 1
1/16" = 1'-0"

St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA

Exiting Diagrams - Level 2

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4th CUP Submittal 10-12-2018

Team
Project No. 1725
Drawing No.

A1.2a

Note: All height measurements are to the top of finished materials.
Pad Elev. = 221.98'
F.F.E. = 222.90'

1 Roof Plan - Pastoral Center
1/8" = 1'-0"

NORTH

St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA

Roof Plan

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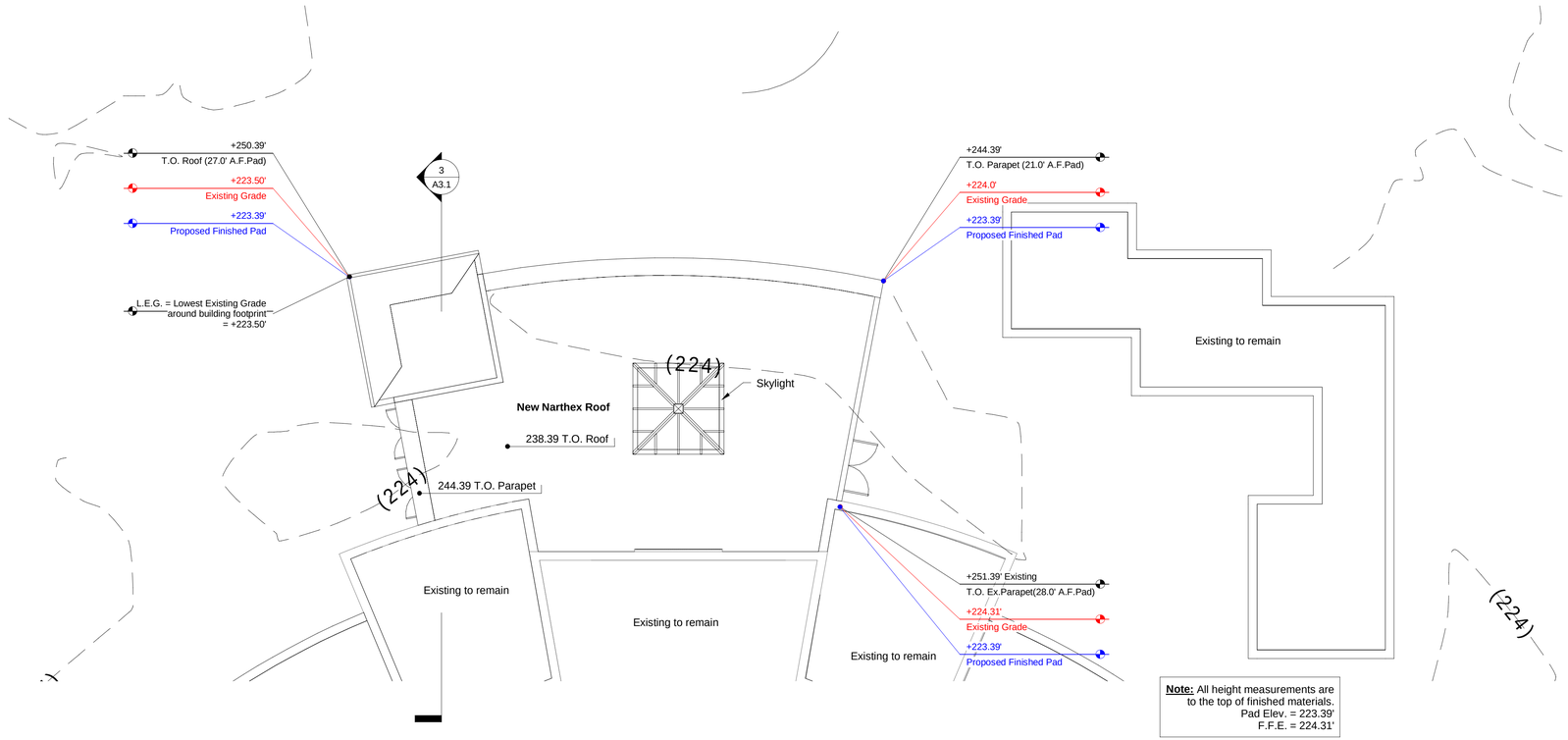
4th CUP Submittal 10-12-2018

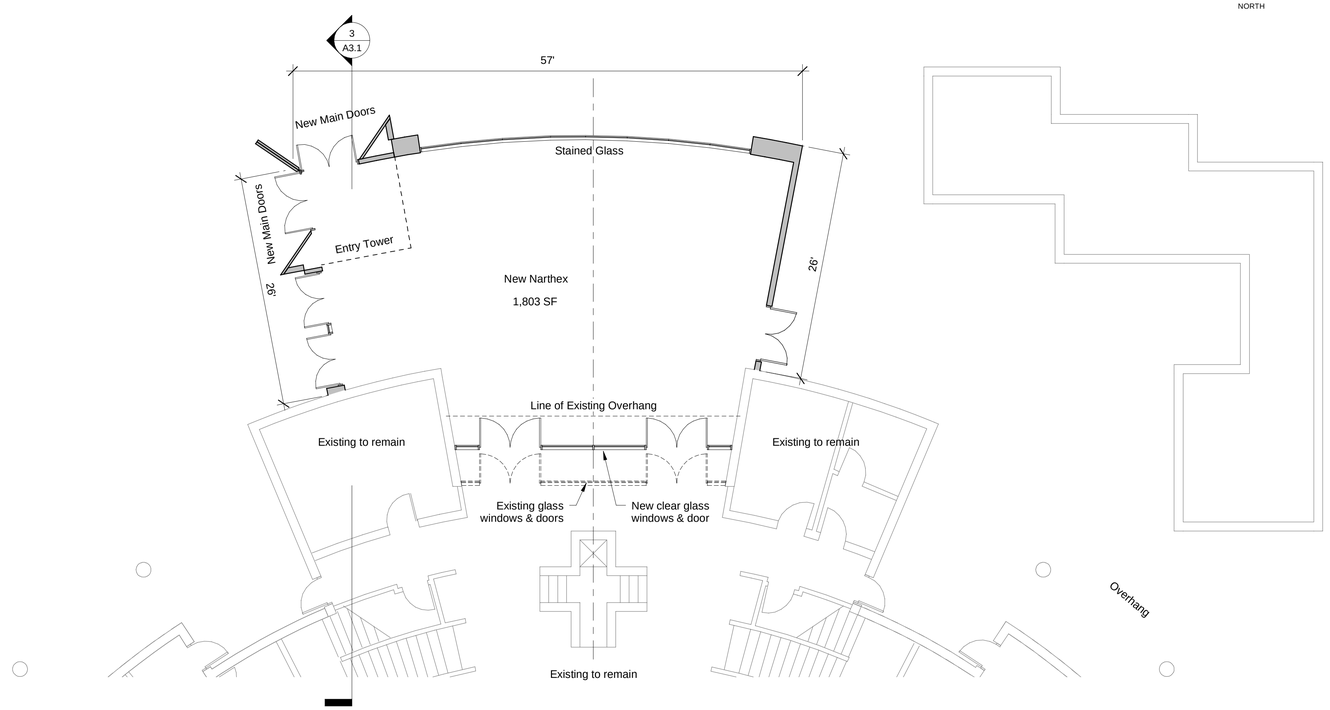
Team
Project No. 1725
Drawing No.
A1.3



2 Roof Plan - Narthex Addition

1/8" = 1'-0"

NORTH



1 Floor Plan - Narthex Addition

1/8" = 1'-0"

NORTH

St. Edward the Confessor Catholic Church - Pastoral Center

Dana Point, CA

Floor & Roof Plan - Narthex Addition

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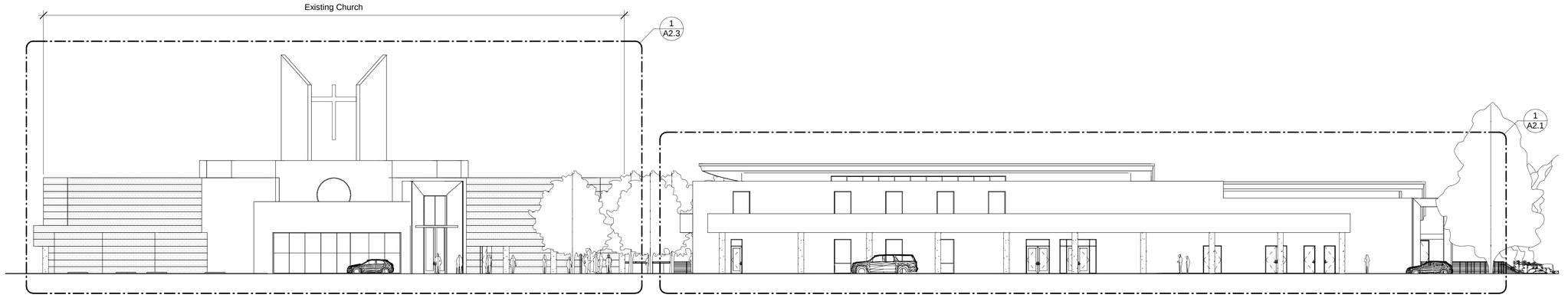
4th CUP Submittal 10-12-2018

Team

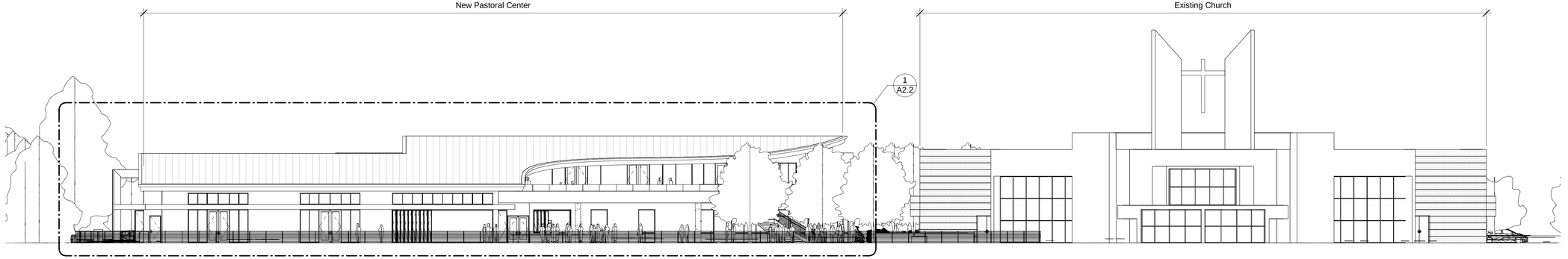
Project No. 1725

Drawing No.

A1.4



1 North Elevation - Project Site
1/16" = 1'-0"



2 South Elevation - Project Site
1/16" = 1'-0"

St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA

Elevations - Site (All Buildings)

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4th CUP Submittal 10-12-2018

Team

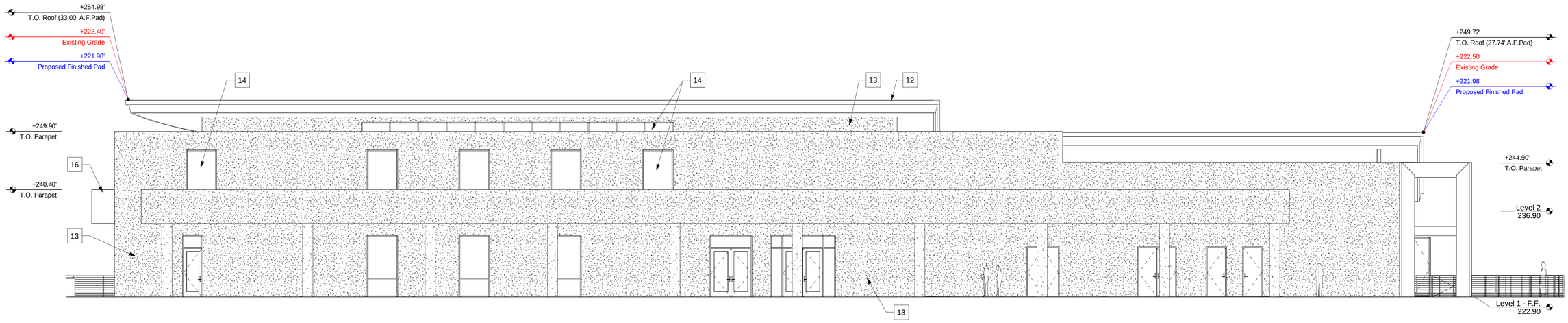
Project No. 1725

Drawing No.

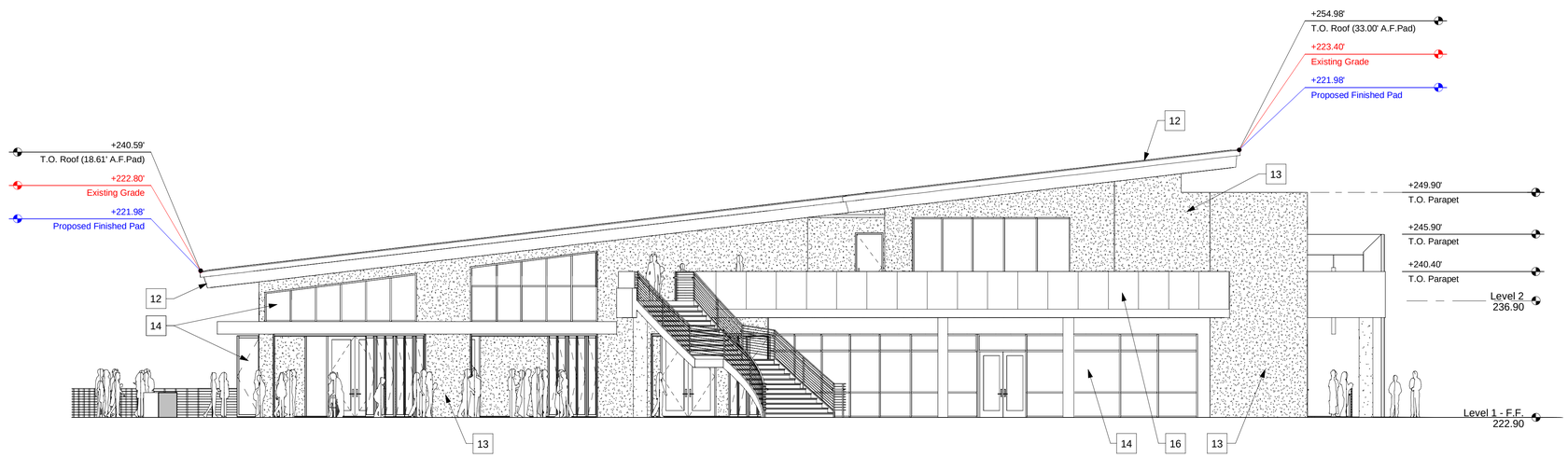
A2.0

Keynotes

12	Standing seam metal roof. Metal fascia and gutter
13	Exterior plaster
14	Aluminum window / door system
16	Glass handrail



1 North Elevation - Pastoral Center
1/8" = 1'-0"



2 East Elevation - Pastoral Center
1/8" = 1'-0"

St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA

Elevations - Pastoral Center

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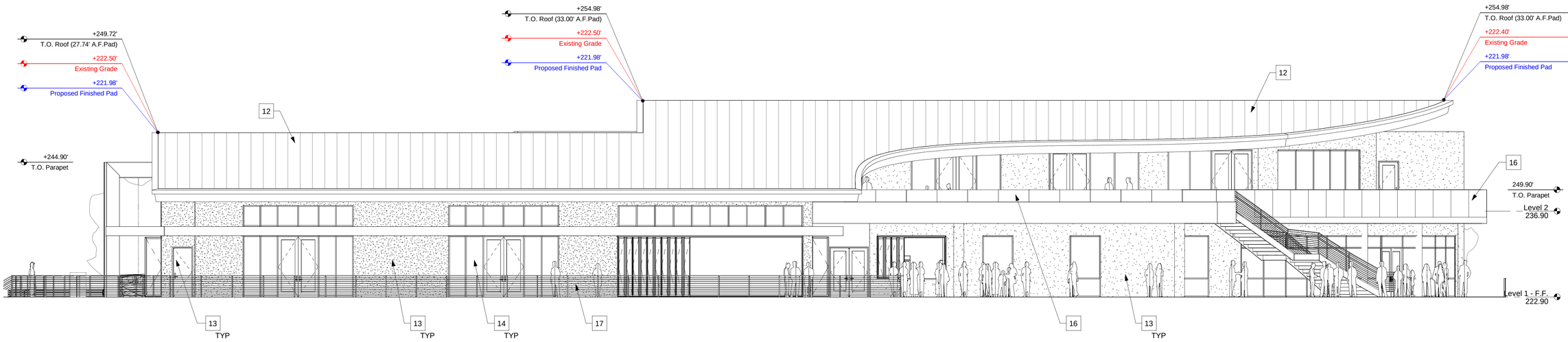
4th CUP Submittal 10-12-2018

Team
Project No. 1725
Drawing No.

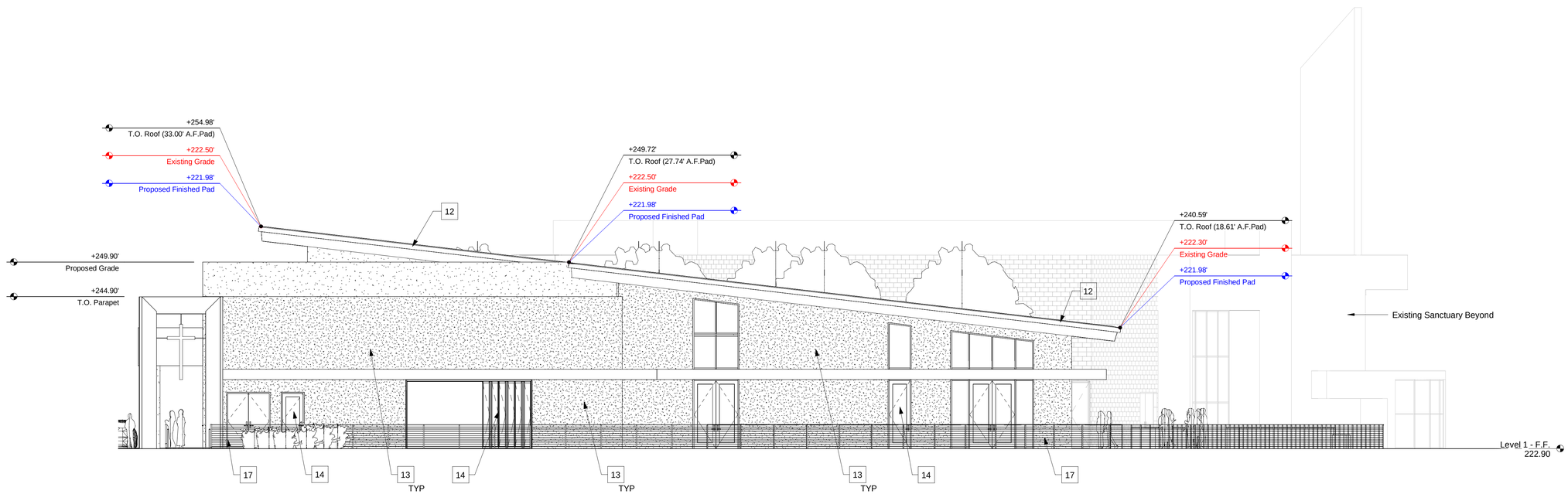
A2.1

Keynotes

12	Standing seam metal roof. Metal fascia and gutter
13	Exterior plaster
14	Aluminum window / door system
16	Glass handrail
17	Size railing, fence per landscape



1 South Elevation - Pastoral Center
1/8" = 1'-0"



2 West Elevation - Pastoral Center
1/8" = 1'-0"

St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA

Elevations - Pastoral Center

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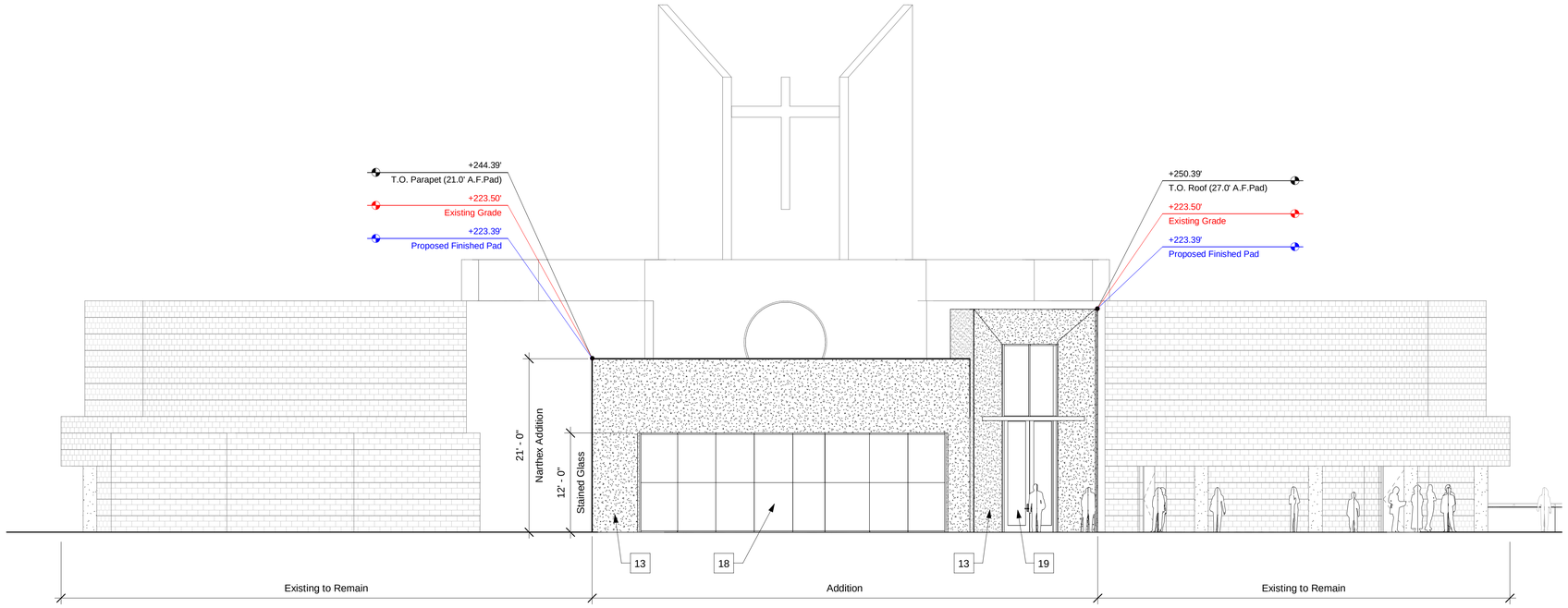
4th CUP Submittal 10-12-2018

Team
Project No. 1725
Drawing No.

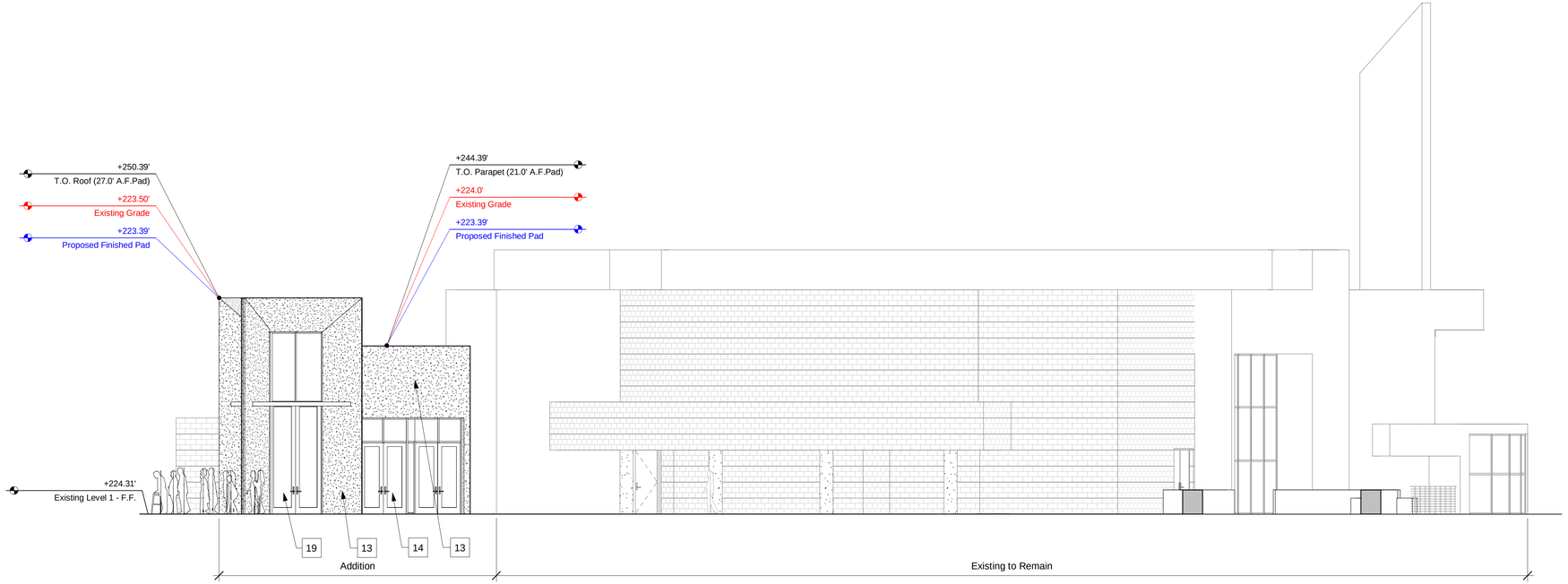
A2.2

Keynotes

13	Exterior plaster
14	Aluminum window / door system
18	Stained Glass Wall
19	Architectural Doors



1 North Elevation - Narthex Addition
1/8" = 1'-0"



2 West Elevation - Narthex Addition
1/8" = 1'-0"

St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA

Elevations - Narthex Addition

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4th CUP Submittal 10-12-2018

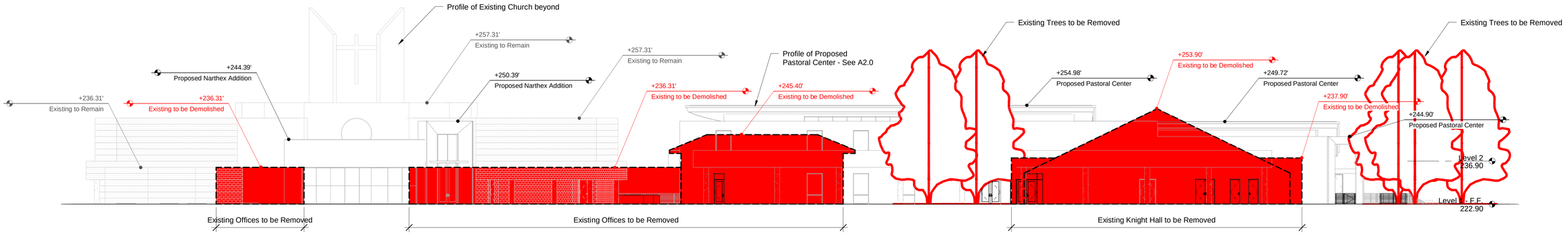
Team

Project No. 1725

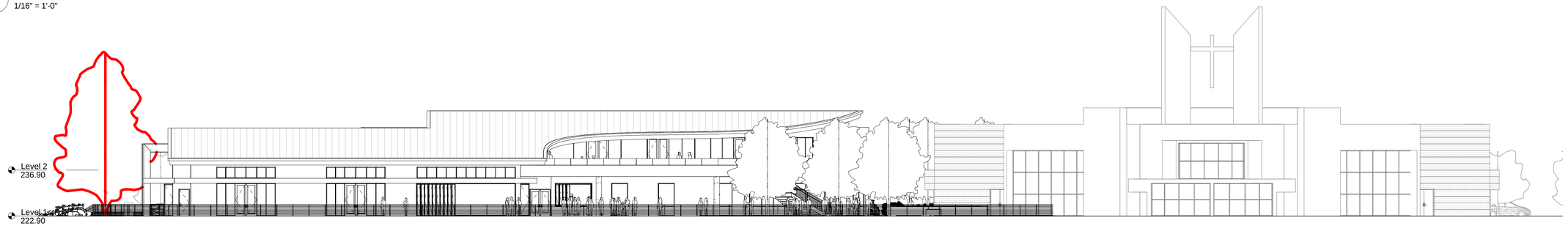
Drawing No.

A2.3

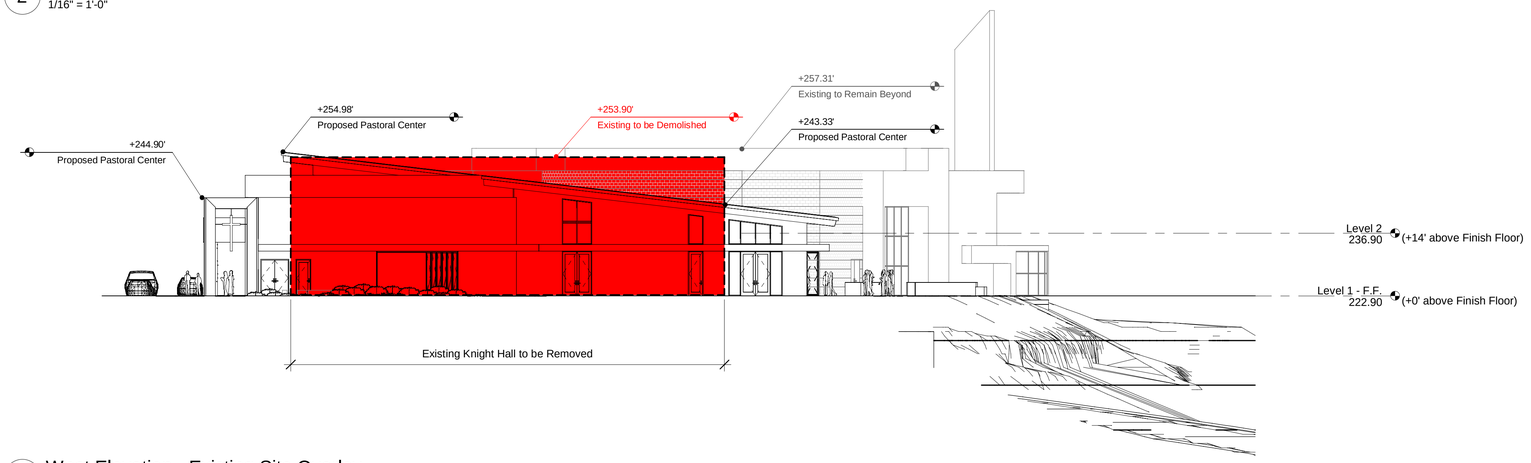
Satellite Perspective - Existing



1 North Elevation - Existing Site Overlay
1/16" = 1'-0"



2 South Elevation - Existing Site Overlay
1/16" = 1'-0"



3 West Elevation - Existing Site Overlay
1/16" = 1'-0"

Elevations w/ Existing Site (For Reference Only)

St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA

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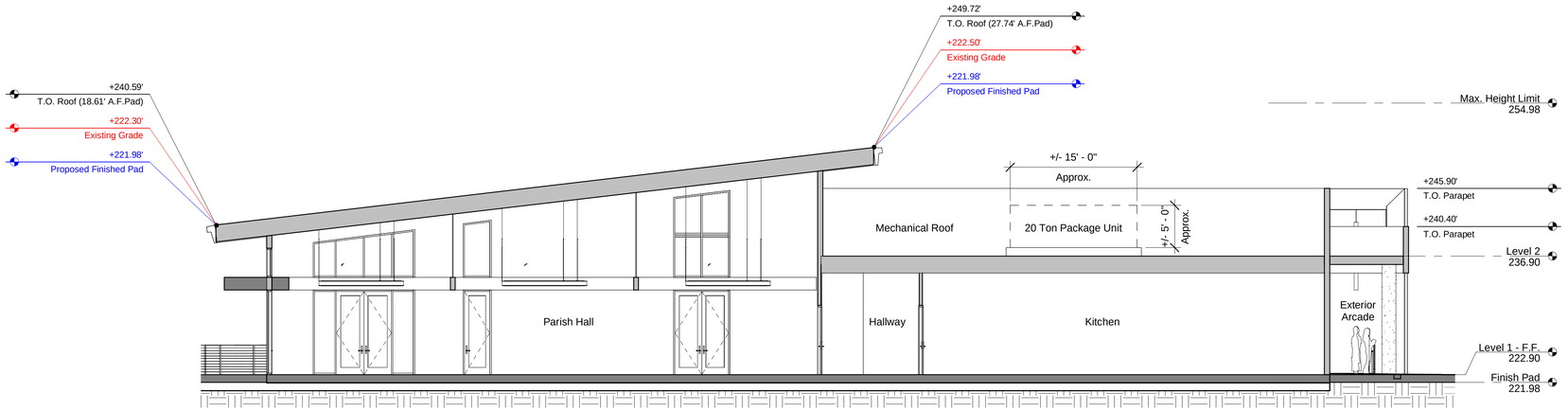
4th CUP Submittal 10-12-2018

Team

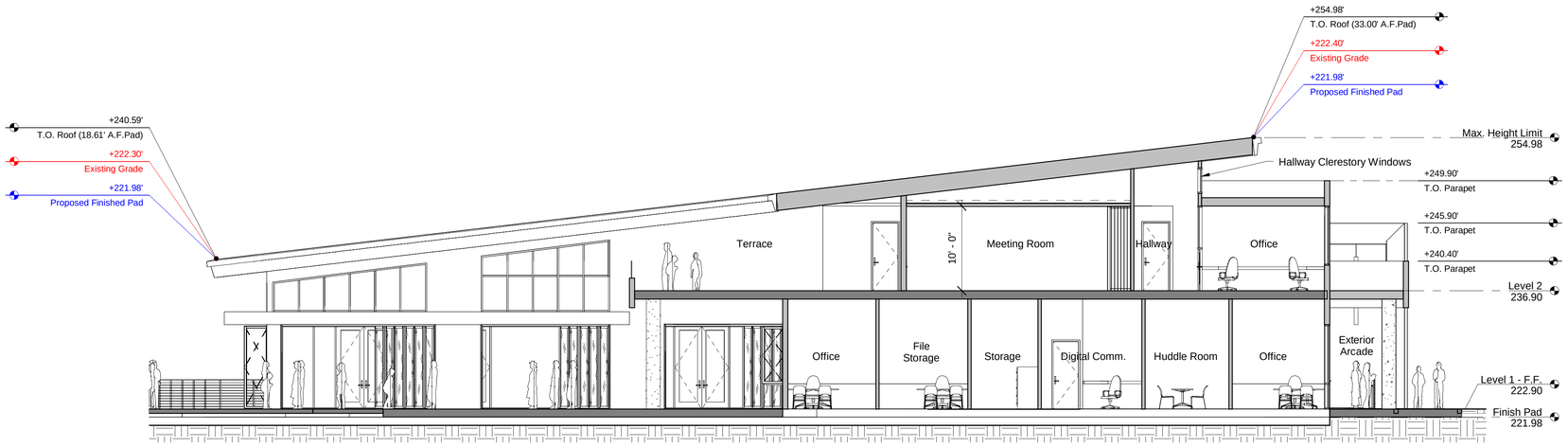
Project No. 1725

Drawing No.

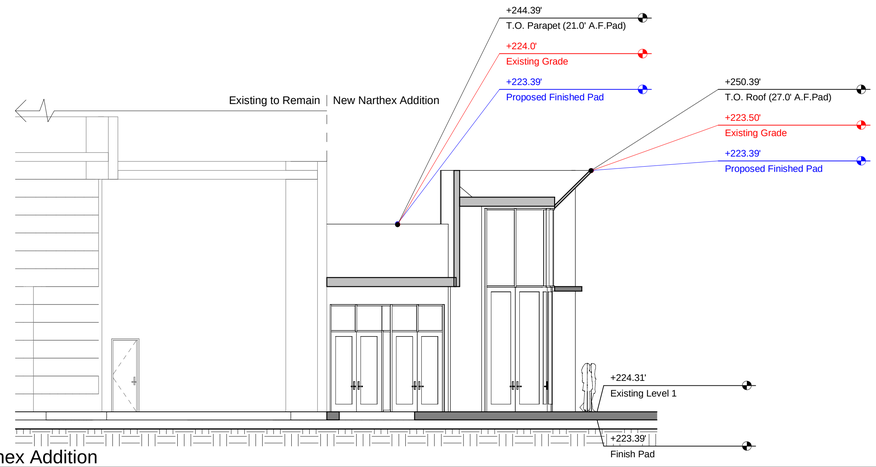
A2.4



1 Building Section 1 - Pastoral Center
1/8" = 1'-0"



2 Building Section 2 - Pastoral Center
1/8" = 1'-0"



3 Section 3 - Narthex Addition
1/8" = 1'-0"

St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA

Sections

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4th CUP Submittal 10-12-2018

Team

Project No. 1725

Drawing No.

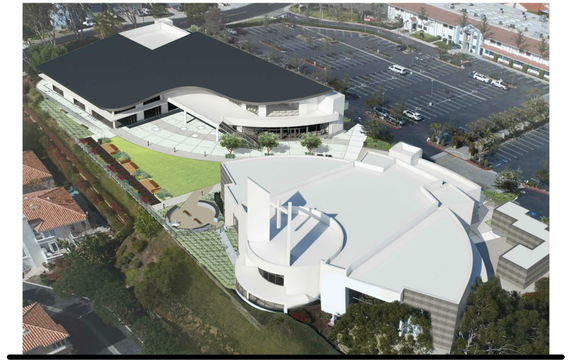
A3.1

Calle La Primavera Entrance

North-East Aerial

North-East Perspective

Calle La Primavera South



South-East Aerial

North-West Perspective

Parish Hall Interior

South-East Perspective

2nd Level Terrace

South Perspective

St. Edward the Confessor Catholic Church - Pastoral Center

Dana Point, CA

Renderings

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4th CUP Submittal 10-12-2018

Team

Project No. 1725

Drawing No.

A4.0

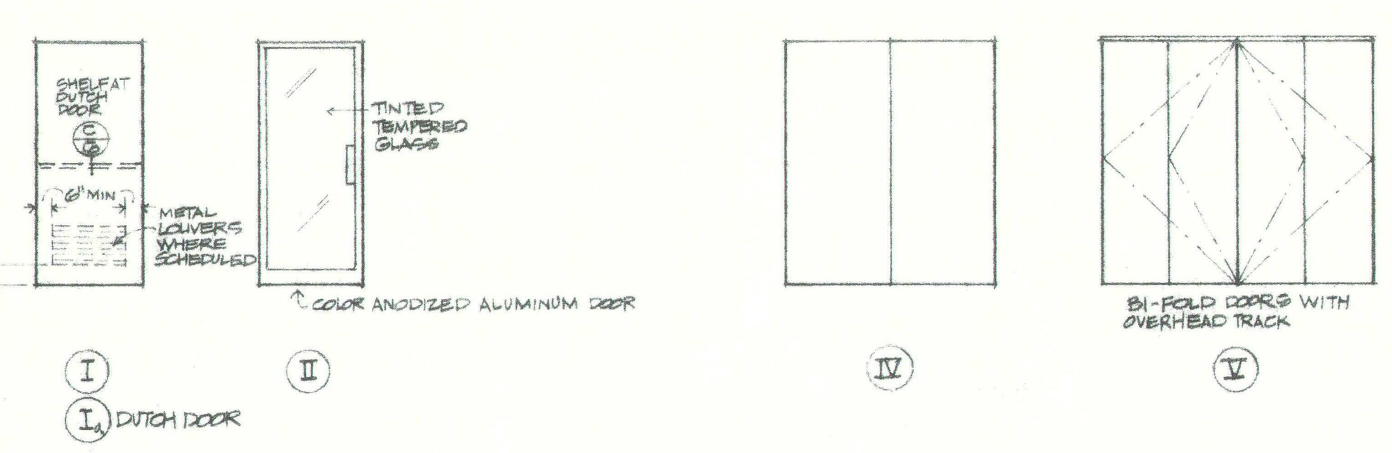
FINISH SCHEDULE

ABBREVIATIONS

ALUM/GL = COLOR ANODIZED ALUMINUM AND GLASS DOORS.
ACP = ACOUSTICAL PLASTER
ACT = ACOUSTICAL TILE
AL = ALUMINUM
CARP = CARPET, NOT IN CONTRACT
CT = CERAMIC TILE
DF = DOUGLAS FIR
HDWD = HARDWOOD
LP = LAMINATED PLASTIC
PGH = PAINT GRADE HARDWOOD
PARQ. = PARQUET (WOOD & PLASTIC TILE) ALTERNATE NO. 3
R_{TS} = RUBBER TOP SET BASE 4"
R_C = RUBBER CARPET BASE
SMP = SMOOTH PLASTER
SV = SHEET VINYL FLOORING WITH 4" INTEGRAL COVE BASE
VAT = VINYL ASBESTOS TILE
VGDF = VERTICAL GRAIN DOUGLAS FIR
EE = EGGSHELL ENAMEL
FE = FLAT ENAMEL
S&L = STAIN & LACQUER

ROOM NO	ROOM NAME	FLOOR	BASE	WAINSCOT MAT'L	WAINSCOT HGT.	WALLS	CEILING MAT'L.	CEILING HGT.	DOORS	DOOR FRAMES	CASE-WORK	REMARKS	PAINTING RM NO	PANEL.	WALLS	CEILING	DOORS	FRAMES	MILLWORK	CASEWORK INSIDE	CASEWORK OUTSIDE	REMARKS
101	HALL	PARQ. CARP.	—	—	—	SMP*	ACP	VARIES	LP, HDWD ALUM/GL	VGDF ALUM	—	*VINYL WALL FABRIC ALTERNATE NO.2	101			—	S&L*	EE*		—	—	*AT WOOD
102	OFFICE	CARP	R_C	—	—	SMP	ACP	8'-0"	PGH	VGDF	LP		102		FE	—	EE	EE		—	—	
103	VESTIBULE	CARP	R_C	—	—	SMP	SMP	8'-0"	PGH	VGDF	HDWD		103		FE	FE	EE	EE		SEAL	SEAL	
104	TOILET	CT	—	CT	4'-0"	SMP	SMP	8'-0"	PGH	VGDF	—		104		FE	EE	EE	EE		—	—	
105	STORAGE	VAT	R_{TS}	—	—	SMP	SMP	8'-0"	PGH	VGDF	—		105		FE	FE	EE	EE		SEAL	SEAL	
106	OFFICE	CARP	R_C	—	—	SMP	ACP	8'-0"	PGH	VGDF	HDWD		106		FE	—	EE	EE		S&L	S&L	
107	LIBRARY	CARP	R_C	—	—	SMP	ACP	9'-0"	PGH HDWD	VGDF	—		107		FE	—	EE S&L	EE		—	—	
108	STORAGE	VAT	R_{TS}	—	—	SMP	ACP	8'-0"	HDWD	VGDF	HDWD		108		FE	—	S&L	EE		S&L	S&L	
109	SANCTUARY	CARP	—	—	—	SMP*	ACP	VARIES	HDWD	VGDF		*VINYL WALL FABRIC ALTERNATE NO.2	109		FE	—	S&L	EE		—	—	
110	SACRISTY	CARP	R_C	—	—	SMP	ACP	8'-0"	HDWD	VGDF	HDWD		110		FE	—	S&L	EE		S&L	S&L	
111	TOILET	CT	—	CT	4'-0"	SMP	SMP	8'-0"	PGH	VGDF			111		FE	EE	EE	EE		—	—	
112	CONFESSIONAL	CARP	R_C	—	—	SMP*	SMP*	7'-6"	HDWD	VGDF	LP	*WITH ACT ABOVE 2'-6" LINE SEE H/5	112		FE	—	S&L	EE		—	—	
113	ALCOVE	CARP	—	—	—	SMP	ACP	10'-6"	—	—	—		113		FE	FE	—	EE		—	—	
114	WOMEN	CT	—	CT	4'-0"±	SMP	SMP	8'-0"	PGH	VGDF			114		EE	EE	EE	EE		—	—	
115	JANITOR	VAT	R_{TS}	—	—	SMP	SMP	8'-0"	PGH	VGDF			115		EE	EE	EE	EE		—	—	
116	MEN	CT	—	CT	4'-0"±	SMP	SMP	8'-0"	PGH	VGDF			116		EE	EE	EE	EE		—	—	
117	KITCHEN	SV	SV	—	—	SMP	ACT	8'-0"	HDWD PGH	VGDF			117		FE	EE	S&L EE	EE		—	—	
118	STORAGE	SV	SV	—	—	SMP	SMP	8'0 & 16'0	PGH	VGDF	DF		118		FE	EE	EE	EE		S&L	S&L	
119	STORAGE	VAT	R_{TS}	—	—	SMP	SMP	8'-0"	HDWD	VGDF			119		FE	FE	S&L	EE		—	—	
120	PARTITION STORAGE	VAT	R_{TS}			SMP	SMP	10'-6"	HDWD	HDWD			120		FE	FE	S&L	EE		—	—	
121	PARTITION STORAGE	VAT	R_{TS}			SMP	SMP	10'-6"	HDWD	HDWD			121		FE	FE	S&L	EE		—	—	
122	PARTITION STORAGE	VAT	R_{TS}			SMP	SMP	10'-6"	HDWD	HDWD			122		FE	FE	S&L	EE		—	—	
123	PARTITION STORAGE	VAT	R_{TS}			SMP	SMP	10'-6"	HDWD	HDWD			123		FE	FE	S&L	EE		—	—	
124	PARTITION STORAGE	VAT	R_{TS}			SMP	SMP	10'-6"	HDWD	HDWD			124		FE	FE	S&L	EE		—	—	
125	ELEC. EQUIPMENT	SMC	*	—	—	SMP	SMP	8'-0"	PGH	VGDF		*FLUSH 1'x4' CLEAR	125		FE	FE	EE	EE		—	—	

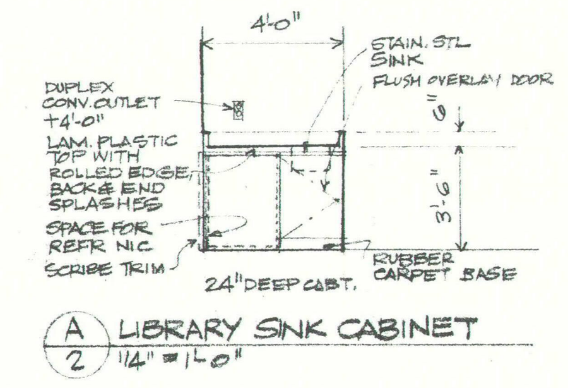
DOOR TYPES

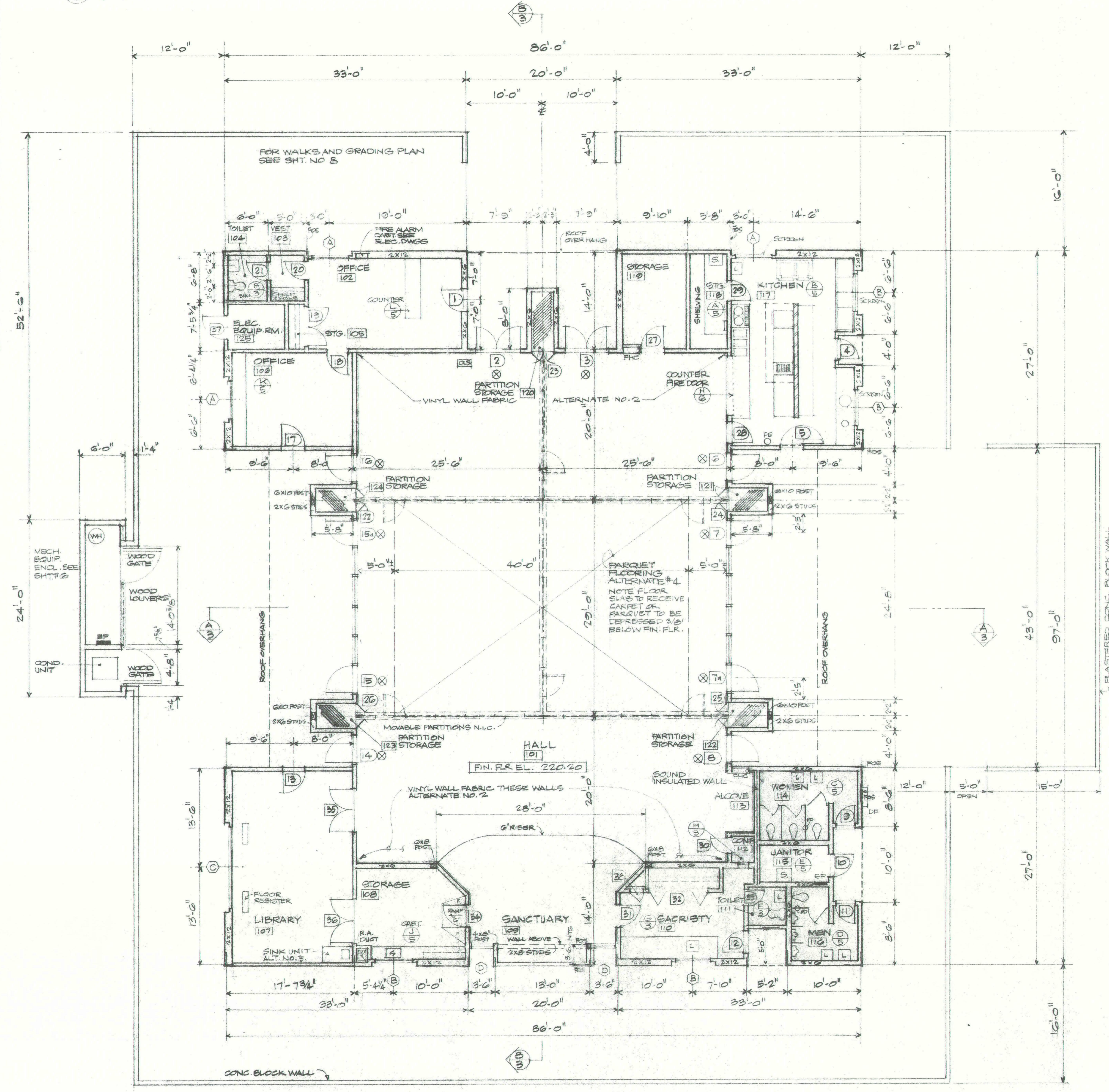


DOOR SCHEDULE

1. ALL "EXIT" DOORS TO BE OPENABLE FROM INSIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEGE OR EFFORT.
2. ALL L.P. COVERED, PGH & HDWD DOORS TO BE SOLID CORE, UNLESS NOTED OTHERWISE IN SCHEDULE: HC = HOLLOW CORE
3. PROVIDE PANIC HARDWARE ON THE FOLLOWING DOORS: 2, 3, 6, 7, 7a, 8, 14, 15, 15a & 16.
4. DOOR CLOSERS TO HAVE TIME DELAY FEATURE.
5. FRAME DIMENSION TO BE FIELD MEASURED BEFORE FABRICATION OF DOORS, TYPICAL.

DOOR NO.	DOOR SIZE	TYPE	DETAILS ON SHT NO. 6 HEAD	JAMB	JAMB	SILL	MATERIAL DOOR	FRAME	W x H LOUVER	THRESH.	REMARKS
1	3'-0" x 7'-0" x 1¾"	I	A-1	A-1	A-1	A-2	PGH	VGDF	—	AL	
2	PR. 6'-0" x 7'-0" x 1¾"	IV	A-1	A-1	A-1	A-2	LP	VGDF	—	AL	
3	PR 6'-0" x 7'-0" x 1¾"	IV	A-1	A-1	A-1	A-2	LP	VGDF	—	AL	
4	3'-0" x 7'-0" x 1¾"	I	B-1	B-1	B-1	B-2	PGH	VGDF	—	AL	
5	3'-0" x 7'-0" x 1¾"	Ia	B-1	C-1	C-1	B-2	PGH	VGDF	—	AL	
6	3'-6" x 7'-0" x 1¾"	II	D-2	D-4	D-4	D-3	AL/GL	AL	—	AL	
7 & 7a	3'-6" x 7'-0" x 1¾"	II	D-2	D-4	D-4	D-3	AL/GL	AL	—	AL	
8	3'-6" x 7'-0" x 1¾"	II	D-2	D-4	D-4	D-3	AL/GL	AL	—	AL	
9	2'-8" x 7'-0" x 1¾"	I	B-1	B-1	B-1	B-2	PGH	VGDF	20"x12"	AL	
10	3'-0" x 7'-0" x 1¾"	I	B-1	B-1	B-1	B-2	PGH	VGDF	—	AL	
11	2'-8" x 7'-0" x 1¾"	I	B-1	B-1	B-1	B-2	PGH	VGDF	20"x12"	AL	
12	3'-0" x 7'-0" x 1¾"	I	B-1	B-1	B-1	B-2	HDWD	VGDF	—	AL	
13	3'-0" x 7'-0" x 1¾"	I	B-1	B-1	B-1	B-2	PGH	VGDF	—	AL	
14	3'-6" x 7'-0" x 1¾"	II	D-2	D-4	D-4	D-3	AL/GL	AL	—	AL	
15 & 15a	3'-6" x 7'-0" x 1¾"	II	D-2	D-4	D-4	D-3	AL/GL	AL	—	AL	
16	3'-6" x 7'-0" x 1¾"	II	D-2	D-4	D-4	D-3	AL/GL	AL	—	AL	
17	3'-0" x 7'-0" x 1¾"	I	B-1	B-1	B-1	B-2	PGH	VGDF	—	AL	
18	2'-8" x 7'-0" x 1¾"	I	E	E	E	—	PGH	VGDF	—	—	
19	PR 6'-0" x 7'-0" x 1⅜"	IV	E	E	E	—	PGH HC	VGDF	—	—	
20	2'-4" x 7'-0" x 1⅜"	I	E	E	E	—	PGH HC	VGDF	16x12	—	
21	2'-4" x 7'-0" x 1⅜"	I	E	E	E	B-2 SIM	PGH HC	VGDF	16x12	AL	
22	PR 3'-3"± x 10'-6"± x 1¾"	IV SIM	G	G	G	—	PGH	VGDF	—	—	
23	PR 3'-3"± x 10'-6"± x 1¾"	IV SIM	G	G	G	—	PGH	VGDF	—	—	
24	PR 3'-3"± x 10'-6"± x 1¾"	IV SIM	G	G	G	—	PGH	VGDF	—	—	
25	PR 3'-3"± x 10'-6"± x 1¾"	IV SIM	G	G	G	—	PGH	VGDF	—	—	
26	PR 3'-3"± x 10'-6"± x 1¾"	IV SIM	G	G	G	—	PGH	VGDF	—	—	
27	3'-0" x 7'-0" x 1⅜"	I	E	E	E	—	PGH HC	VGDF	—	—	
28	3'-0" x 7'-0" x 1¾	I	E	E	E	—	PGH	HM	—	—	
29	3'-0" x 7'-0" x 1⅜"	I	E	E	E	—	PGH HC	VGDF	—	—	
30	2'-4" x 7'-0" x 1¾"	I	E	E	E	—	PGH	VGDF	—	—	
31	3'-0" x 7'-0" x 1¾"	I	E	E	E	—	PGH	VGDF	—	—	
32	PR 8'-0" x 7'-0" x 1⅜"	V	F	F	F	—	HDWD HC	VGDF	—	—	
33	2'-4" x 7'-0" x 1⅜"	I	E	E	E	B-2 SIM	PGH HC	VGDF	16x12	AL	
34	3'-0" x 7'-0" x 1¾"	I	E	E	E	—	PGH	VGDF	—	—	
35	PR 6'-0" x 7'-0" x 1¾"	IV	E	E	E	—	PGH	VGDF	—	—	
36	PR 6'-0" x 7'-0" x 1¾"	IV	E	E	E	—	PGH	VGDF	—	—	
37	3'-0" x 7'-0" x 1¾"	I	E	E	E	—	PGH	VGDF	—	—	
38	2'-0" x 7'-0" x 1⅜"	I	E	E	E	—	PGH HC	VGDF	—	—	





FLOOR PLAN SCALE 1/8" = 1'-0"

NORTH

NOTE. ALL WALLS 2x4 @ 16" UNLESS NOTED OTHERWISE
ALL EXTERIOR WALLS TO HAVE THERMAL INSULATION

DEPRESS FIN. FLOOR SLAB 1½" FOR CERAMIC TILE WHERE SCHEDULED (SEE SHADED AREAS) DEPRESS SLAB FOR CARPET ⅜", VERIFY.
FHC = FIRE HOSE CABINET WITH 75' HOSE AND 2½ GALLON EXTINGUISHER
⊗ = ILLUMINATED "EXIT" SIGN - SEE ELEC. DWG. (SEPARATE SOURCE AND CIRCUITS)
OLS = OCCUPANCY LOAD SIGN: "MAXIMUM NUMBER OF PERSONS THIS ROOM: "
= SECTION, ELEVATION OR DETAIL / SHEET NUMBER

NOTE: ENTIRE BUILDING TO BE "1 HOUR CONSTRUCTION" THRUOUT.

MOVABLE PARTITIONS SHALL BE AN APPROVED TYPE AND A FLAME SPREAD RATING AS REQ'D. BY TABLE 42 B UNIFORM BUILDING CODE

John Bartlett Associates, Architects 731 SOUTH GARFIELD AVENUE ALHAMBRA, CALIFORNIA 91801 PHONE (213) 283-6571

DRAWN: LK
CHECKED:
APPROVED:
PROJECT NO. 70006
DATE: FEB 19, 1971
REVISIONS

SAINT EDWARDS PARISH - MULTI-PURPOSE BUILDING
CALLE LA PRIMAVERA, DANA POINT, CALIFORNIA

FLOOR PLAN, FINISH AND DOOR SCHEDULES

2

ISSUED FOR CONSTRUCTION:

St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA

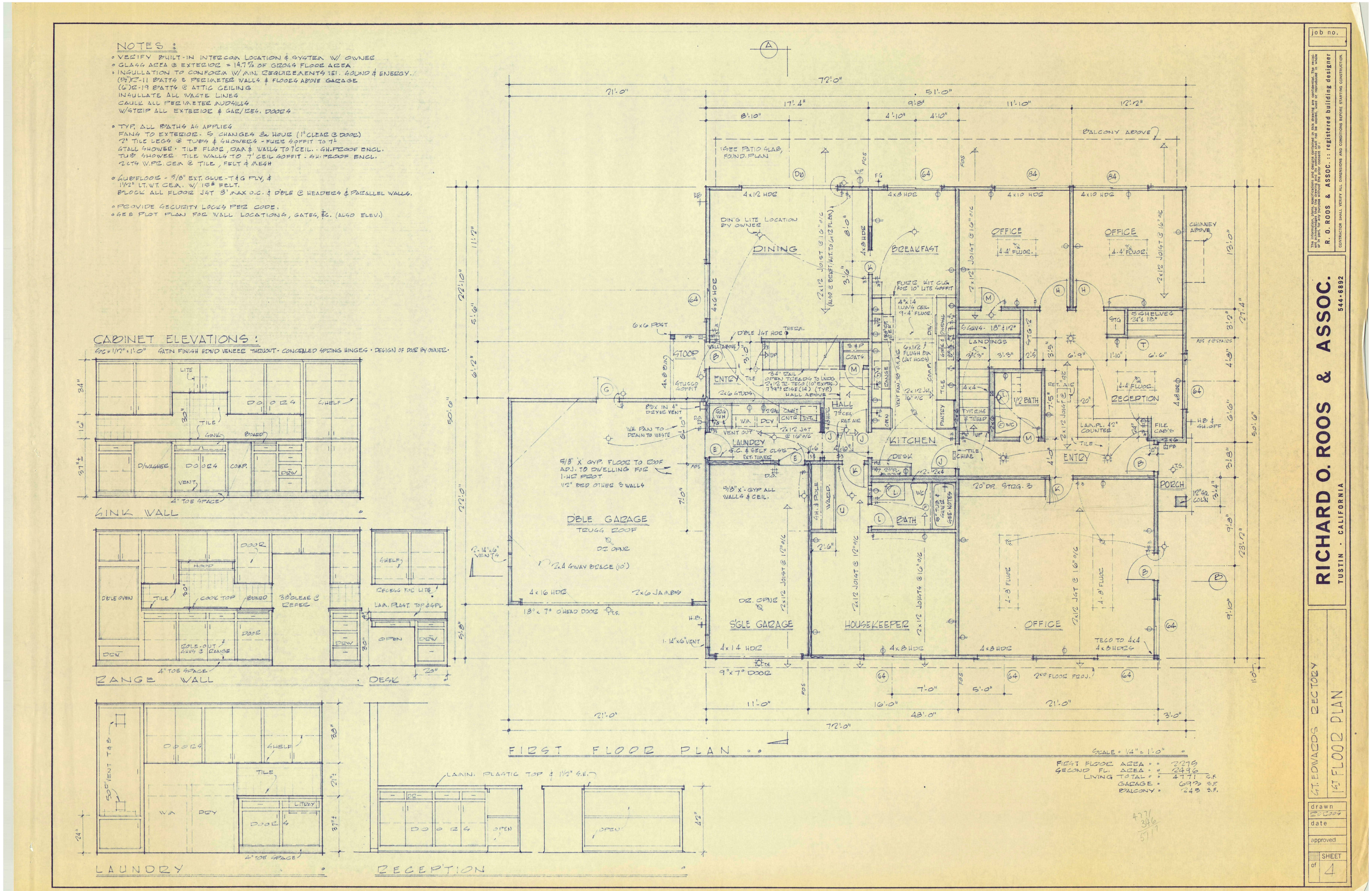
Existing Parish Hall Floor Plan (For Reference Only)

domusstudioarchitecture
2800 Third Avenue
San Diego, California 92103

4th CUP Submittal 10-12-2018

Team
Project No. 1725
Drawing No.
A5.0

Existing Plans For Reference Only (To be Demolished) - N.T.S.



Existing Rectory Floor Plan Level 1 (For Reference Only)

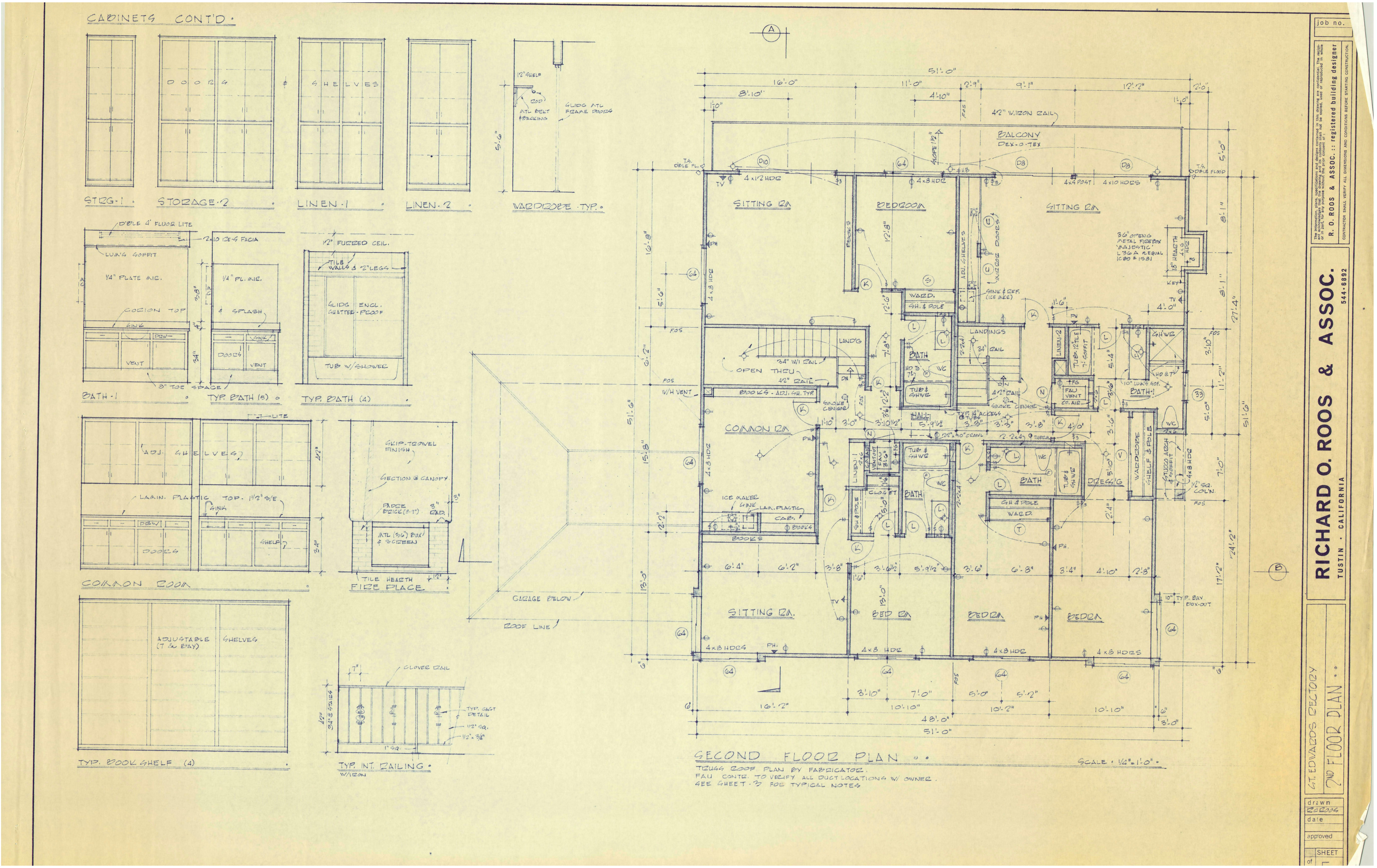
St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA

domusstudioarchitecture
domusstudio ARCHITECTURE
2800 Third Avenue
San Diego, California 92103

4th CUP Submittal 10-12-2018

Team
Project No. 1725
Drawing No.
A5.1

Rectory Level 1 - Existing Plans For Reference Only (To be Demolished) - N.T.S.


CABINETS CONT'D.
STRG-1
STORAGE-2
LINEN-1
LINEN-2
WARDROBE TYP.
BATH-1
TYP. BATH (5)
TYP. BATH (4)
COMMON ROOM
TILE HEARTH
FIRE PLACE
TYP. BOOK SHELF (4)
TYP. INT. RAILING
GARAGE BELOW
ROOF LINE
BALCONY
SITTING RM.
BEDROOM
COMMON RM.
BED RM.
SECOND FLOOR PLAN
SCALE: 1/4" = 1'-0"
TRUSS ROOF PLAN BY FABRICATOR.
FAU CONTR. TO VERIFY ALL DUCT LOCATIONS W/ OWNER.
SEE SHEET-3 FOR TYPICAL NOTES
RICHARD O. ROOS & ASSOC.
TUSTIN · CALIFORNIA
544-6892
R. O. ROOS & ASSOC. :: registered building designer
ST. EDWARDS RECTORY
2ND FLOOR PLAN
job no.
drawn
date
approved
SHEET

Rectory Level 2 - Existing Plans For Reference Only (To be Demolished) - N.T.S.

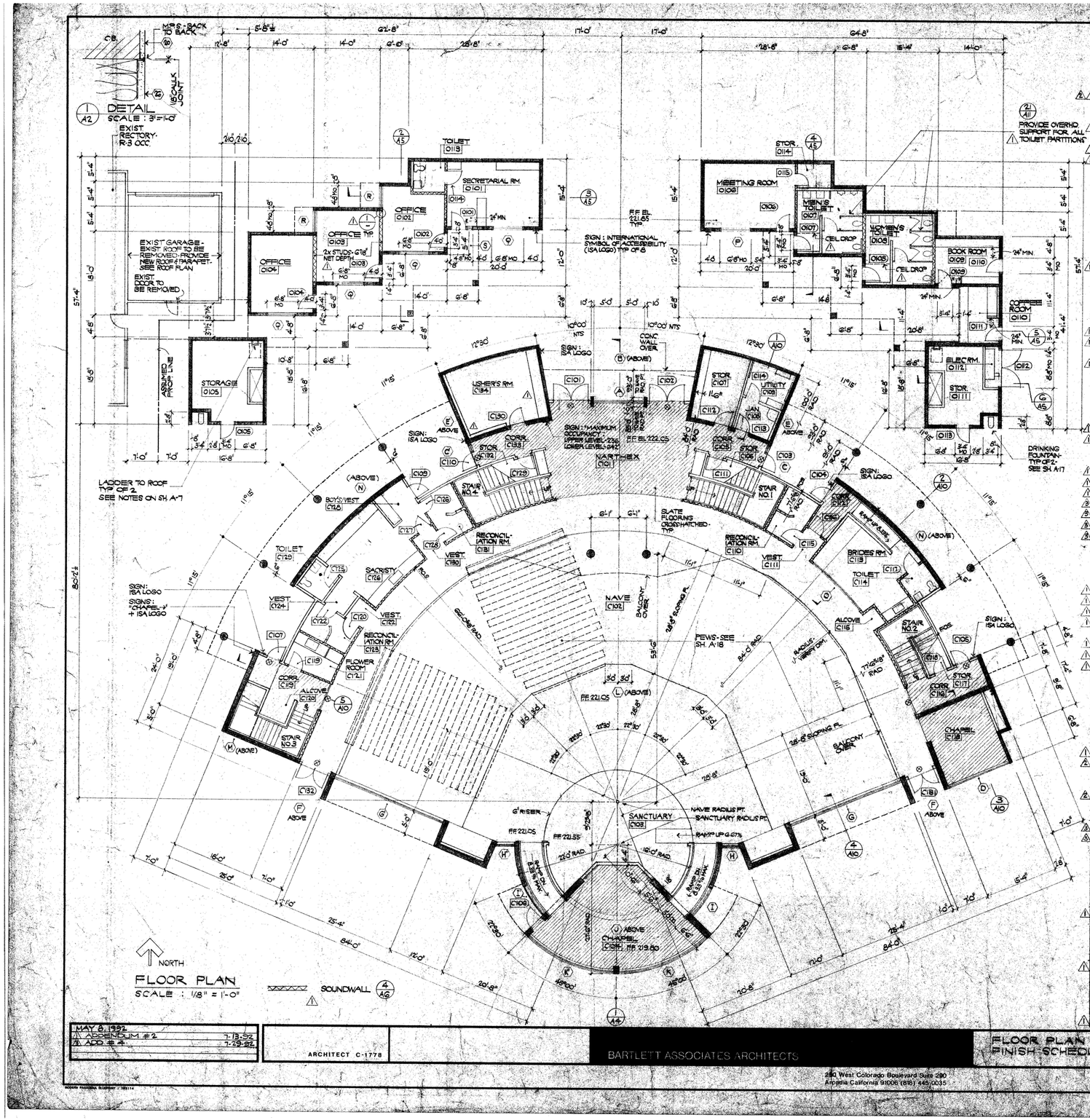
St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA

Existing Rectory Floor Plan Level 2 (For Reference Only)

domusstudioarchitecture
2800 Third Avenue
San Diego, California 92103

4th CUP Submittal 10-12-2018

Team
Project No. 1725
Drawing No.
A5.2



FINISH SCHEDULE

RM NO	ROOM NAME	FLOOR	BASE	W/NSCT	N.OR.NE WALL(U)	E.OR.SE WALL(D)	S.OR.SW WALL(S)	W.OR.NW WALL(B)	CEIL'G	CEIL. HT.	REMARKS
CHURCH BUILDING											
C101	NARTHEX	(1)	(8)		(15)	(16)	-	(16)	(23)	8'-0"	
C102	NAVE	(2)*	(8)		(16)	(17)	(17)	(16)	(11)(28)	VARIES	(11) @BALCONY WALL *SEE ACD # 2.
C103	SANCTUARY	(2)	(8)		-	(16)(17)	(16)(17)	(16)(17)	(11)	VARIES	
C104	CHAPEL	(1)	(8)		(17)	(17)	(17)	(17)	(28)	8'-0"	
C105	CORRIDOR	(1)	(8)		(15)	(16)	(16)	-	(23)	8'-0"	
C106	STORAGE	(3)	(7)		(12)	(12)	(12)	(12)	(12)*	VARIES	*1 HR FLOOR/CEIL PER UBC 43-C, 1814.
C107	STORAGE	(3)	(7)		(19)	(12)	(12),(15)	(19)	(12)	8'-0"	
C108	JANITOR	(4)	(10)	(22)*	(13)	(15)	(13)	(13)	(13)	8'-0"	* 5'-0" HIGH - SEE ELEVS FOR LOC.
C109	UTILITY	(3)	(7)		(19)	(19)	(12)	(12)	(12)	8'-0"	
C110	RECONCILIATION RM.	(2)	(8)		(16)	(16)	(16)	(16)	(25)	8'-0"	(16) AT FIN WALL
C111	VESTIBULE	(2)	(8)		(16)	(16)	-	(16)	(23)	8'-0"	
C112	CORRIDOR	(1)	(8)		(14)	(11)	(11)	(11)	(11)	8'-0"	
C113	BRIDES ROOM	(2)	(8)		(14)	(11)	(11)	(11)	(11)	7'-6"	
C114	TOILET	(4)	-	(21)(22)	(15)	(13)	(13)	(13)	(13)	8'-0"	*5'-0" HIGH - 4 WALLS
C115	ALCOVE	(2)	(8)		(16)	(16)	-	(16)	(23)	8'-0"	
C116	CORRIDOR	(1)	(8)		(14)	(14)	-	(16)	(28)	8'-0"	
C117	STORAGE	(3)	(7)		(12)	(12)	(12)	(12)	(12)*	VARIES	* 1 HR FLOOR/CEIL PER UBC 1-43-C, 13-1-4.
C118	CHAPEL	(1)	(8)		(11)(14)	(16)	(14)	(14)	(23)	8'-0"	
C119	CORRIDOR	(1)	(8)		(16)	-	(16)	(16)	(23)	8'-0"	
C120	ALCOVE	(1)	(8)		-	(16)	(16)	(16)	(23)	8'-0"	
C121	FLOWER ROOM	(3)	(7)		(12)	(12)	(12)	(12)	(12)	8'-0"	
C122	VESTIBULE	(2)	(8)		(16)	-	(16)	(16)	(23)	8'-0"	
C123	RECONCILIATION RM.	(2)	(8)		(16)	(16)	(16)	(16)	(23)	8'-0"	(16) AT FIN WALL
C124	VESTIBULE	(2)	(8)		(11)	(11)	(11)	(11)	(11)	8'-0"	
C125	BOY'S ROOM	(2)	(8)		(12)	(12)	(12)	(14)	(12)	8'-0"	
C126	SACRISTY	(2)	(8)		(11)	(11)	(11)	(15)	(11)	8'-0"	
C127	VESTING ROOM	(2)	(8)		(11)	(11)	(11)	(11)	(11)	8'-0"	
C128	BOYS'/VESTIBULE	(2)	(8)		(11)	(11)	(11)	(14)	(11)	8'-0"	
C129	TOILET	(4)	-	(22)*	(13)	(13)	(13)	(13)	(13)	8'-0"	*5'-0" HIGH - 4 WALLS
C130	VESTIBULE	(2)	(8)		(16)	-	(16)	(16)	(23)	8'-0"	
C131	RECONCILIATION RM.	(2)	(8)		(16)	(16)	(16)	(16)	(15)	8'-0"	(16) AT FIN WALL
C132	STORAGE	(3)	(7)		(12)	(12)	(12)	(12)	(12)*	VARIES	* 1 HR FLOOR/CEIL PER UBC 1-43C, 13-1-4
C133	CORRIDOR	(1)	(8)		-	(16)	(16)	(14)	(23)	8'-0"	
C134	USHER'S ROOM	(2)	(8)		(19)	(19)	(15),(12)	(12)	(12)	8'-0"	
C'201	BALCONY	(5)	(8)		(14)(G)(17)	(14)(G)(17)	(14)(G)(17)	(14)(G)(17)	(11)	VARIES	(G) AT ALL DRYWALL EXCEPT CEIL.
C'202	STORAGE	(5)	(7)		(16)(19)	(19)	(15)(13)	(13)	(12)	8'-0"*	* STRIP CEIL. LEVEL
C'203	STORAGE	(5)	(7)		(19)	(19)	(15)	(13)	(12)	8'-0"	* STRIP CEIL. LEVEL
3	" STAIR NO. 1	(5)	(8)(9)		(16)	(16)	(16)	(16)	(11)	VARIES	
3	" STAIR NO. 2	(5)	(8)(9)		(16)	(16)	(16)	(16)	(11)	VARIES	
3	" STAIR NO. 3	(5)	(8)(9)		(16)	(16)	(16)	(16)	(11)	VARIES	
3	" STAIR NO. 4	(5)	(8)(9)		(16)	(16)	(19)	(16)	(11)	VARIES	
OFFICE BUILDINGS											
O 101	SECRETARIAL RM.	(2)	(7)		(20)	(25)	(20)	(22)(24)	(24)	8'-0"	
O 102	OFFICE	(2)	(7)		(20)	(26)(20)	(20)	(22)(24)	(24)	8'-0"	
O 103	OFFICE	(2)	(7)		(20)	(26)(20)	(20)	(22)(24)	(24)	8'-0"	
O 104	OFFICE	(2)	(7)		(20)	(26)(20)	(20)	(20)	(24)	8'-0"	
O 105	STORAGE	(6)	(7)		(12)(5)	(12)(5)	(12)(5)	(5)	(12)	SLOPED	
O 106	MEETING ROOM	(2)	(7)		(20)	(26)	(20)	(20)	(24)	8'-0"	
O 107	MEN'S TOILET	(4)	-		(21)(22)	(21)(22)	(21)(22)	(21)(22)	(12)	7'-0"*	* 8'-0" AT ENTRY
O 108	WOMEN'S TOILET	(4)	-		(21)(22)	(21)(22)	(21)(22)	(21)(22)	(12)	7'-0"*	* 8'-0" AT ENTRY
O 109	BOOK ROOM	(3)	(7)		(15)	(5)	(15)	(12)	(24)	8'-0"	
O 110	COFFEE ROOM	(3)	(7)		(12)(5)	(12)(15)	(7)(16)	(15)	(24)	8'-0"	
O 111	STORAGE	(6)	(7)		(12)(5)	(12)(5)	(12)(5)	(12)(5)	(12)	SLOPED	
O 112	ELECTRICAL RM.	(6)	(7)		(5)	(5)	(12)	(12)	(12)	SLOPED	
O 113	TOILET	(4)	-	(21)(22)	(22)	(13)	(13)	(13)	(13)	8'-0"	*5'-0" HIGH - 4 WALLS
O 114	STORAGE	(2)	(7)		(15)	(12)	(12)	(12)	(12)	8'-0"	

NO.	FINISH AND MATERIAL DESCRIPTION
(1)	STONE FLOORING, SET IN MORTAR BED OVER CONCRETE SLAB - DEPRESS SLAB 1½" WHERE INDICATED.
(2)	CARPETING, ADHESIVE APPLIED OVER CONCRETE SLAB.
(3)	SHEET VINYL FLOORING OVER CONCRETE SLAB.
(4)	CERAMIC MOSAIC TILE, SET IN MORTAR BED OVER CONCRETE SLAB - DEPRESS SLAB 1½" WHERE INDICATED.
(5)	CARPETING, ADHESIVE APPLIED OVER PLYWOOD FLOOR SHEATHING.
(6)	EXPOSED CONCRETE SLAB; HARDENED
(7)	RUBBER BASE, 4" HIGH, COVED FOOT
(8)	WOOD BASE, 5/8" X 2¼", V.G.D.F., S.G.E. PAINT FINISH PER DETAIL 2/A4
(9)	WOOD STAIR SKIRT, V.G.D.F., S.G.E. PAINT FINISH PER DETAIL 2/A4
(10)	GLAZED TILE BASE, 6" HIGH BULLNOSED, THIN SET OVER WALL MATERIAL.
(11)	DRYWALL, 5/8" TYPE X, FLAT PAINT FINISH.
(12)	DRYWALL, 5/8" TYPE X, S.G.E. PAINT FINISH.
(13)	DRYWALL, 5/8" TYPE X MOISTURE RESISTANT, S.G.E. PAINT FINISH.
(14)	CONCRETE BLOCK, SMOOTH FACE, RAKED JOINTS, SANDBLASTED AND CLEAR SEALER FINISH.
(15)	CONCRETE BLOCK, SMOOTH FACE, FLUSH JOINTS, S.G.E. PAINT FINISH.
(16)	VINYL WALL COVERING OVER 5/8" TYPE X DRYWALL. (OVER CORK/DW AT C'202 AS INDICATED).
(17)	CONCRETE, ARCHITECTURAL, FLAT PAINT FINISH.
(18)	CONCRETE, FLAT PAINT FINISH.
(19)	CONCRETE, S.G.E. PAINT FINISH.
(20)	CEMENT PLASTER OVER CONCRETE BLOCK, FLAT PAINT FINISH.
(21)	CERAMIC TILE, SET IN MORTAR BED OVER SCRATCH COAT, METAL LATH & BLDG. PAPER OVER BLOCK.
(22)	CERAMIC TILE, SET IN MORTAR BED OVER CEMENT SCRATCH COAT, METAL LATH & BLDG. PAPER, OVER WOOD.
(23)	REDWOOD CEILING, 1X6 PANELING OVER 1X STRIPPING OVER 5/8" DRYWALL - CLASS II FLAME SPREAD.
(24)	ACOUSTICAL TILE CEILING, 24" X 24" PANELS IN SUSPENDED METAL GRID.
(25)	ACOUSTICAL TILE CEILING, 12" X 12" X ¾", ADHESIVE APPLIED OVER DRYWALL.
(26)	CEMENT PLASTER OVER PAPER BACKED METAL LATH OVER 2" X 6" WOOD FURRING.

MAY 8, 1992
ADDENDUM #2 7-13-92
ADD # 4 7-29-92

ARCHITECT C-1778

BARTLETT ASSOCIATES ARCHITECTS
290 West Colorado Boulevard Suite 290
Arcadia, California 91006 (818) 445-0035

FLOOR PLAN AND FINISH SCHEDULE

CHURCH BUILDING AND OFFICE BUILDINGS
SAINT EDWARD PARISH
33926 CALLE LA PRIMAVERA, DANA POINT, CA. 92629

SEATING BID DRAWING 3-21-84

St. Edward the Confessor Catholic Church - Pastoral Center
Dana Point, CA

Existing Church and Offices Floor Plan (For Reference Only)

domusstudio architecture

domusstudio ARCHITECTURE

2800 Third Avenue
San Diego, California 92103

4th CUP Submittal 10-12-2018

Team

Project No. 1725

Drawing No.

A5.3

Church and Offices - Existing Plans For Reference Only (Offices To be Demolished) - N.T.S.

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF DANA POINT IN THE COUNTY OF ORANGE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1, AS SHOWN ON "EXHIBIT B" ATTACHED TO THAT CERTAIN LOT LINE ADJUSTMENT NO. LLA 011190, RECORDED JULY 30, 2001 AS INSTRUMENT NO. 20010516844 OF OFFICIAL RECORDS OF ORANGE COUNTY, CALIFORNIA.

PARCEL 1B:

AN EASEMENT FOR INGRESS AND EGRESS PURPOSES OVER A STRIP OF LAND, 20.00 FEET WIDE, OVER THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 86-145, AS SHOWN ON A MAP FILED IN BOOK 214, PAGES 15 AND 16 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY AND RECORDED JULY 25, 2001 AS INSTRUMENT NO. 20010503692 OF OFFICIAL RECORDS, THE SOUTHERLY LINE OF WHICH IS DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WESTERLY BOUNDARY OF SAID PARCEL DISTANT SOUTH 0° 28' 29" WEST 43.52 FEET FROM THE NORTHERLY TERMINUS OF THE COURSE SHOWN AS "N 0° 28' 29" E 113.47' " ALONG SAID WESTERLY BOUNDARY; THENCE LEAVING SAID WESTERLY BOUNDARY, SOUTH 89° 40' 56" EAST 432.65 FEET; THENCE NORTH 30° 17' 28" EAST 27.27 FEET; THENCE SOUTH 89° 42' 32" EAST 19.20 FEET TO THE EASTERLY BOUNDARY OF SAID PARCEL 1.

THE NORTHERLY LINE OF SAID STRIP IS TO BE PROLONGED OR SHORTENED SO AS TO TERMINATE ON SAID WESTERLY AND EASTERLY BOUNDARY.

PARCEL 3:

PARCEL 1, IN THE CITY OF DANA POINT, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP FILED IN BOOK 214, PAGES 15 AND 16 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM 50% OF ALL MINERALS, ORES, PRECIOUS AND USEFUL METALS, INCLUDING PETROLEUM, OIL, GAS, ASPHALTUM AND TAR AND OTHER HYDROCARBON SUBSTANCES, THAT MAY NOW OR HEREAFTER BE FOUND, LOCATED, CONTAINED, DEVELOPED OR TAKEN ON, IN, OR UNDER FROM THAT PORTION OF SAID LAND LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF, BUT WITH NO RIGHT OF ENTRY ON THE SURFACE OF SAID LAND, AS RESERVED IN DEED FROM CHANDLER?SHERMAN CORPORATION, RECORDED OCTOBER 19, 1961 IN BOOK 5885, PAGE 278 OF OFFICIAL RECORDS OF SAID ORANGE COUNTY.

ALSO EXCEPTING THEREFROM ALL REMAINING OIL, GAS, OTHER HYDROCARBONS AND OTHER MINERALS IN AND TO SAID LAND, TOGETHER WITH THE RIGHT AS HEREINAFTER LIMITED TO DRILL, REDRILL, DEEPEN, COMPLETE, AND MAINTAIN WELLS HOLES UNDER, THROUGH AND BEYOND, AND TO DRILL FOR, PRODUCE, EXTRACT, TAKE AND REMOVE OIL, GAS, AND OTHER HYDROCARBON SUBSTANCES (AND WATER NECESSARY THEREFOR) AND OTHER MINERALS FROM AND THROUGH SAID REAL PROPERTY, TOGETHER WITH RIGHTS OF WAY AND EASEMENTS FOR ANY AND ALL OF THE ABOVE MENTIONED PURPOSES, BUT WITH NO RIGHT OF ENTRY UPON OR THROUGH SAID LAND, EXCEPT BENEATH A DEPTH OF 500 FEET BELOW THE PRESENT SURFACE OF SAID LAND, AS RESERVED IN DEED FROM THE ROMAN CATHOLIC ARCHBISHOP OF LOS ANGELES, RECORDED JULY 23, 1976 IN BOOK 11784, PAGE 827 OF OFFICIAL RECORDS.

EASEMENTS

(10) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

IN FAVOR OF: SAN DIEGO GAS AND ELECTRIC COMPANY
PURPOSE: PUBLIC UTILITIES
RECORDING NO: BOOK 9929, PAGE 563 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

* 11 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

IN FAVOR OF: SAN DIEGO GAS AND ELECTRIC COMPANY
PURPOSE: PUBLIC UTILITIES
RECORDING NO: BOOK 13739, PAGE 241 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

(13) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

IN FAVOR OF: CAPISTRANO BEACH COUNTY WATER DISTRICT
PURPOSE: WATER LINE
RECORDING DATE: AUGUST 18, 1992
RECORDING NO: 92-549440 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

(14) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

IN FAVOR OF: CAPISTRANO BEACH COUNTY WATER DISTRICT
PURPOSE: WATER LINE
RECORDING DATE: AUGUST 18, 1992
RECORDING NO: 92-549441 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

* 15 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

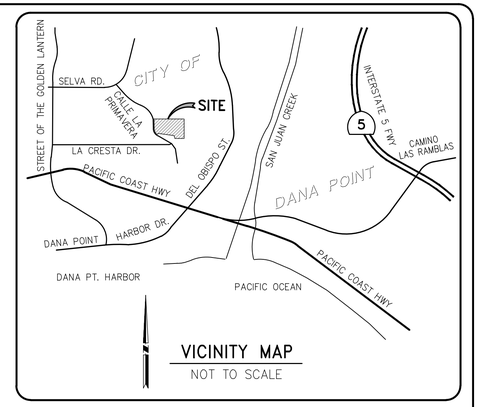
IN FAVOR OF: COXCOM INC., D/B/A COMMUNICATIONS ORANGE COUNTY
PURPOSE: TELECOMMUNICATIONS
RECORDING DATE: JANUARY 3, 2001
RECORDING NO: 20010003382 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

(17) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

IN FAVOR OF: MAKALLON DANA POINT, LLC, A DELAWARE LIMITED LIABILITY COMPANY
PURPOSE: INGRESS AND EGRESS
RECORDING DATE: JULY 25, 2001
RECORDING NO: 20010503692 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

* EASEMENT IN BLANKET IN NATURE AND IS NOT PLOTTED HEREON.

NOTE: EASEMENTS PER SAID PRELIMINARY TITLE REPORT LOCATED OUTSIDE THE SURVEY LIMITS ARE NOT PLOTTED HEREON.



VICINITY MAP
NOT TO SCALE

LEGEND

AC = ASPHALT CONCRETE
BS = BACK OF SIDEWALK
CB = CATCH BASIN
CF = CURB FACE
CL = CENTERLINE
CO = CLEANOUT
DCV = DETECTOR CHECK VALVE
DS = ROOF DOWNSPOUT
EG = EDGE OF GUTTER
EP = EDGE OF PAVEMENT
FD = FOUND
FDC = FIRE DEPT. CONNECTION
FF = FINISHED FLOOR
FG = FINISHED GRADE
FH = FIRE HYDRANT
FL = FLOW LINE
FS = FINISHED SURFACE
GB = GRADE BREAK
GM = GAS METER
GR = TOP OF GRATE
GV = GAS VALVE
ICV = IRRIGATION CONTROL VALVE
IP = IRON PIPE
LS = LIGHT STANDARD
L&T = LEAD & TAG
MH = MANHOLE
NG = NATURAL GROUND
N&T = NAIL & TAG
PB = PULL BOX
PCC = CONCRETE
PIV = POST INDICATOR VALVE
PL = PROPERTY LINE
RD = ROOF DRAIN
R/W = RIGHT OF WAY LINE
RW = RECLAIMED WATER
SMH = SEWER MANHOLE
SW = SIDEWALK
TC = TOP OF CURB
TP = TELEPHONE POLE
TRAN = TRANSITION
TRANS= TRANSFORMER
VAR = VARIABLE
WM = WATER METER
WV = WATER VALVE

N. = NORTH
S. = SOUTH
E. = EAST
W. = WEST
℄ = PROPERTY LINE
℄ = CENTERLINE
R/W = RIGHT OF WAY
△ = DELTA
R = RADIUS
L = LENGTH
T = TANGENT
M = MEASURED DATA
C = CALCULATED DATA
(RAD)= RADIAL BEARING
PRO =PROPORTIONATE MEASUREMENT
(210.00' R) = RECORD DATA
210.00' M. = MEASURED DATA
210.00' PRO. = PRORATED DATA
210.00' C. = CALCULATED DATA
(427.00) TC = EXISTING ELEVATION

SYMBOLS

FIRE HYDRANT
STREET LIGHT
LIGHT STANDARD
AD AREA DRAIN
WM WATER METER
GM GAS METER
WV WATER VALVE
GAS VALVE
PB PULL BOX
GRATE INLET
SIGN
VENT
USA MARKER
(S) SEWER MANHOLE
(D) STORM DRAIN MANHOLE
(T) TELEPHONE MANHOLE
(MH) MANHOLE
SEWER CLEANOUT
HANDICAP PARKING STALL
(L) LANDSCAPED AREA
(427.0) EXIST. CONTOUR

SEE SHEET 2 FOR TOPOGRAPHIC SURVEY

BENCH MARK

OCS BENCHMARK NO. 3P-24-68
ELEVATION = 15.945 FEET

DESCRIBED BY OCS 2003-FOUND 3 3/4" OCS ALUMINUM BENCHMARK DISK STAMPED "3P-24-68", SET IN THE SOUTHWESTERLY CORNER OF A 4 FT. BY 4 FT. CONCRETE CATCH BASIN. MONUMENT IS LOCATED IN THE NORTHEASTERLY CORNER OF THE INTERSECTION OF DEL OBISPO DRIVE AND PACIFIC COAST HIGHWAY, 38.1 FT. EASTERLY OF THE CENTERLINE OF DEL OBISPO AND 245.1 FT AND NORTHERLY OF THE CENTERLINE OF PCH. MONUMENT IS SET LEVEL WITH THE SIDEWALK.

BASIS OF BEARINGS

N32°16'54"W FOR THE CHORD BETWEEN THE ESTABLISHED BC AND EC ON CALLE PRIMAVERA PER FIELD TIE NOTES. BEARING PER PARCEL MAP NO. 86-145, PMB 214/15-16, RECORDS OF ORANGE COUNTY, CALIFORNIA.

RECORD DATA NOTE

(R1) = PARCEL MAP NO. 86-145, P.M.B. 214/15-16, RECORDS OF ORANGE COUNTY, CALIFORNIA.

TITLE REPORT

THIS SURVEY AND EASEMENTS SHOWN HEREON ARE BASED ON INFORMATION CONTAINED IN THE PRELIMINARY TITLE REPORT PREPARED BY:

FIDELITY NATIONAL TITLE INSURANCE COMPANY
4210 RIVERSIDE PARKWAY, SUITE 100
RIVERSIDE, CA 92505
(951) 710-5941

ORDER NUMBER: 989-30005388-SG4
DATED: MARCH 22, 2006
TITLE OFFICER: STEVEN GOMEZ

ON-SITE UTILITY LINES NOTE:

THE ON-SITE UTILITY LINES SHOWN ARE DERIVED FROM PLANS PROVIDED BY THE CLIENT. THE LOCATION OF LINES ARE APPROXIMATE ONLY.

LICENSED LAND SURVEYOR
JOSEPH G. TRUXAW
NO. 6871
STATE OF CALIFORNIA

SURVEY PREPARED FOR

SAINT EDWARD THE CONFESSOR CATHOLIC CHURCH
33926 CALLE LA PRIMAVERA
DANA POINT, CA 92629

NO.	REVISIONS	DATE
1	UPDATED UTILITIES	6-25-18

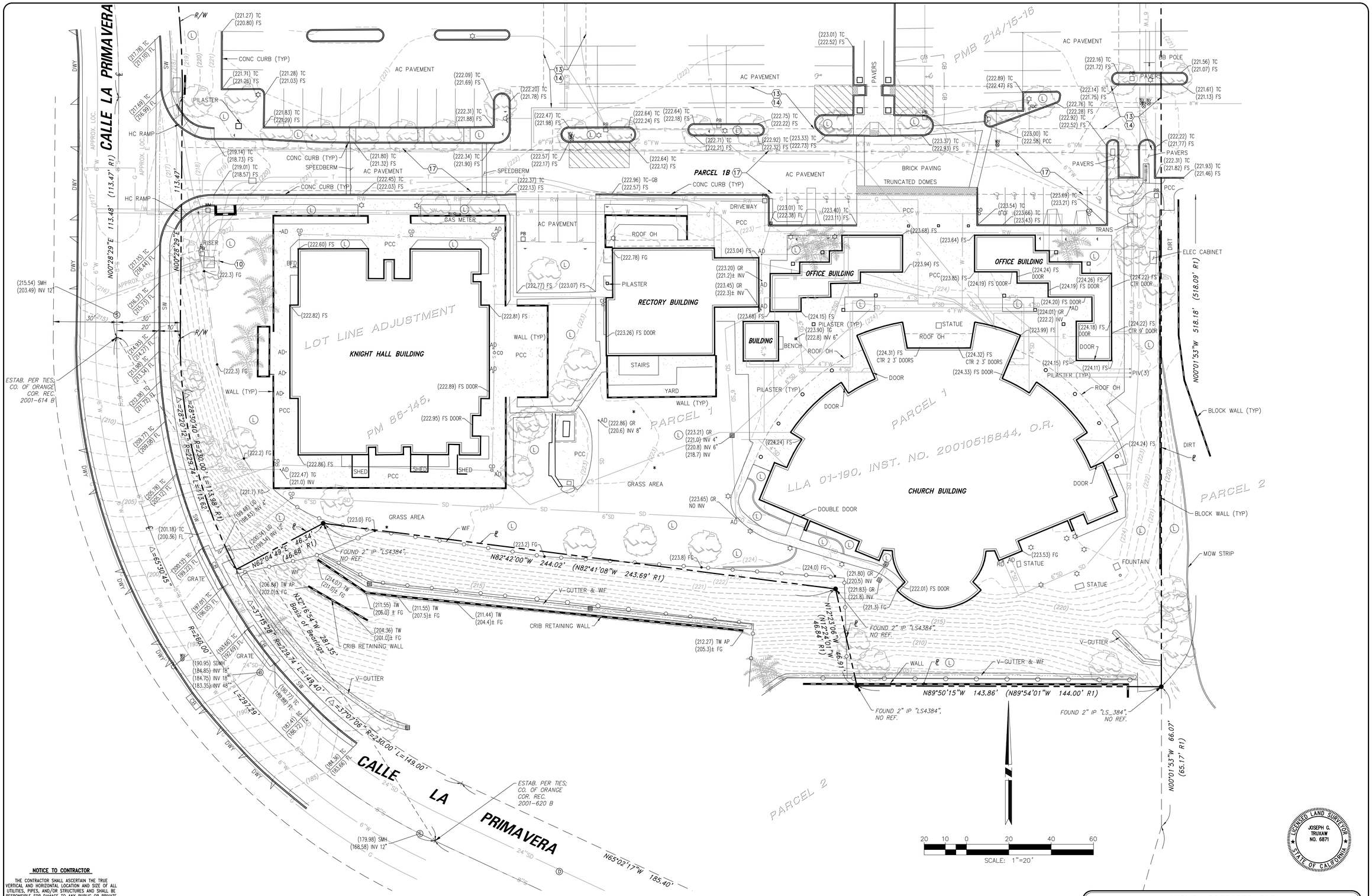
Prepared by:
Joseph C. Truxaw and Associates, Inc.
Civil Engineers and Land Surveyors
265 S. Anita Dr., Suite 111, Orange, CA. 92868 (714)935-0265 fax:(714)935-0106

TOPOGRAPHIC SURVEY

SAINT EDWARD THE CONFESSOR CATHOLIC CHURCH
33926 CALLE LA PRIMAVERA
IN THE CITY OF DANA POINT, COUNTY OF ORANGE, STATE OF CALIFORNIA

DATE	6-25-18
DRAWN BY	DFL
CHECKED BY	JGT
JOB NO.	CBO14026
SHEET NO.	1

OF 2 SHEETS



NOTICE TO CONTRACTOR

THE CONTRACTOR SHALL ASCERTAIN THE TRUE VERTICAL AND HORIZONTAL LOCATION AND SIZE OF ALL UTILITIES, PIPES, AND/OR STRUCTURES AND SHALL BE RESPONSIBLE FOR DAMAGE TO ANY PUBLIC OR PRIVATE UTILITIES, SHOWN OR NOT SHOWN HEREON.

IMPORTANT NOTICE

Section 4216/4217 of the Government Code requires a Dig Alert Identification Number be issued before a "Permit to Excavate" will be valid. For your Dig Alert I.D. Number call Underground Service Alert TOLL FREE 1-800-422-4133 Two working days before you dig.

SEE SHEET 1 FOR LEGEND, BENCHMARK DATA, BASIS OF BEARINGS, EASEMENT DESCRIPTIONS, AND LEGAL DESCRIPTION

SURVEY PREPARED FOR

SAINT EDWARD THE CONFESSOR CATHOLIC CHURCH
33926 CALLE LA PRIMAVERA
DANA POINT, CA 92629

NO.	REVISIONS	DATE
1	UPDATED UTILITIES	6-25-18

Prepared by:
Joseph C. Truxaw and Associates, Inc.
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TOPOGRAPHIC SURVEY

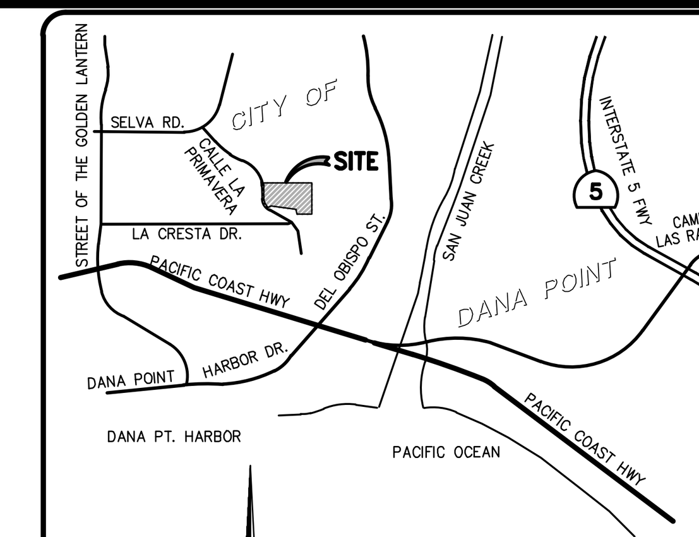
SAINT EDWARD THE CONFESSOR CATHOLIC CHURCH
33926 CALLE LA PRIMAVERA
IN THE CITY OF DANA POINT, COUNTY OF ORANGE, STATE OF CALIFORNIA

LICENSED LAND SURVEYOR
JOSEPH G. TRUXAW
NO. 6871
STATE OF CALIFORNIA

DATE	6-25-18
DRAWN BY	DFL
CHECKED BY	JGT
JOB NO.	CBO14026
SHEET NO.	2

OF 2 SHEETS

CONCEPTUAL GRADING PLAN FOR ST. EDWARD THE CONFESSOR CATHOLIC CHURCH 33926 CALLE LA PRIMAVERA



VICINITY MAP
NOT TO SCALE

GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE GRADING CODE OF THE CITY OF DANA POINT AND ANY SPECIAL REQUIREMENTS OF THE PERMIT. A COPY OF THE GRADING CODE AND MANUAL SHALL BE RETAINED ON THE JOB SITE WHILE WORK IS IN PROGRESS. WHEN REFERENCED ON THE PLANS, A COPY OF ORANGE COUNTY RDMD STANDARD PLANS SHALL ALSO BE RETAINED ON THE SITE.

2. GRADING SHALL NOT BE STARTED WITHOUT FIRST NOTIFYING THE CITY GRADING INSPECTOR. A PRE–GRADING MEETING ON THE SITE IS REQUIRED BEFORE START OF GRADING WITH THE FOLLOWING PEOPLE PRESENT: OWNER, GRADING CONTRACTOR, DESIGN CIVIL ENGINEER, SOIL ENGINEER, ENGINEERING GEOLOGIST, CITY GRADING INSPECTOR AND WHEN REQUIRED, THE ARCHAEOLOGIST AND PALEONTOLOGIST. THE REQUIRED INSPECTIONS FOR GRADING WILL BE EXPLAINED AT THIS MEETING.

3. ISSUANCE OF A GRADING PERMIT DOES NOT ELIMINATE THE NEED FOR PERMITS FROM OTHER AGENCIES WITH REGULATORY RESPONSIBILITIES FOR CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE WORK AUTHORIZED ON THIS PLAN.

4. ALL WORK WITHIN THE PUBLIC RIGHT–OF–WAY REQUIRES A SEPARATE ENCROACHMENT PERMIT.

5. RETAINING WALLS/BLOCK WALLS REQUIRE A SEPARATE PERMIT FROM THE BUILDING DEPARTMENT.

6. THE GRADING PERMIT AND AN APPROVED COPY OF THE GRADING PLAN SHALL BE ON THE PERMITTED SITE WHILE WORK IS IN PROGRESS.

7. PRELIMINARY SOIL AND GEOLOGY REPORTS AND ALL SUBSEQUENT REPORTS AS APPROVED BY THE PUBLIC WORKS DEPARTMENT, ARE CONSIDERED A PART OF THE APPROVED GRADING PLAN.

8. THE SOIL ENGINEER AND ENGINEERING GEOLOGIST SHALL PERFORM SUFFICIENT INSPECTIONS AND BE AVAILABLE DURING GRADING AND CONSTRUCTION TO VERIFY COMPLIANCE WITH THE PLANS, SPECIFICATIONS AND THE CODE WITHIN THEIR PURVIEW.

9. THE CIVIL ENGINEER SHALL BE AVAILABLE DURING GRADING TO VERIFY COMPLIANCE WITH THE PLANS, SPECIFICATIONS, CODE AND ANY SPECIAL CONDITIONS OF THE PERMIT WITHIN THEIR PURVIEW.

10. FILLS SHALL BE BENCHED INTO COMPETENT MATERIAL PER ORANGE COUNTY RDMD STANDARD PLAN NO. 1322.

11. THE SOIL ENGINEER AND ENGINEERING GEOLOGIST SHALL, AFTER CLEARING AND PRIOR TO THE PLACEMENT OF FILL IN CANYON, INSPECT EACH CANYON FOR AREAS OF ADVERSE STABILITY AND TO DETERMINE THE PRESENCE OR ABSENCE OF SUBSURFACE WATER OR SPRING FLOW. IF NEEDED, SUBDRAINS WILL BE DESIGNED AND CONSTRUCTED PRIOR TO THE PLACEMENT OF FILL IN EACH RESPECTIVE CANYON.

12. SUBDRAIN OUTLETS SHALL BE COMPLETED AT THE BEGINNING OF THE SUBDRAIN CONSTRUCTION.

13. THE EXACT LOCATION OF THE SUBDRAINS SHALL BE SURVEYED IN THE FIELD FOR LINE/GRADE AND SHOWN ON AS–GRADED PLANS.

14. AREAS TO RECEIVE FILL SHALL BE PROPERLY PREPARED AND APPROVED IN WRITING BY THE SOIL ENGINEER AND THE CITY ENGINEER OR HIS DESIGNEE PRIOR TO PLACING FILL.

15. ALL EXISTING FILLS SHALL BE APPROVED BY THE BUILDING OFFICIAL OR REMOVED PRIOR TO PLACING ADDITIONAL FILLS.

16. FILLS SHALL BE COMPACTED THROUGHOUT TO A MINIMUM OF 90% RELATIVE COMPACTION. AGGREGATE BASE FOR ASPHALTIC AREAS SHALL BE COMPACTED TO A MINIMUM OF 95% RELATIVE COMPACTION. MAXIMUM DENSITY BY UNIFORM BUILDING CODE STANDARD NO. 70–1 OR APPROVED EQUIVALENT AND FIELD DENSITY BY UNIFORM BUILDING CODE STANDARD NO. 70–2 OR APPROVED EQUIVALENT.

17. CUT AND FILL SLOPES SHALL BE NO STEEPER THAN 2 FOOT HORIZONTAL TO 1 FOOT VERTICAL (2:1) EXCEPT WHERE SPECIFICALLY APPROVED OTHERWISE.

18. ALL CUT SLOPES SHALL BE INVESTIGATED BOTH DURING AND AFTER GRADING BY THE ENGINEERING GEOLOGIST TO DETERMINE IF ANY SLOPE STABILITY PROBLEM EXISTS. SHOULD EXCAVATION DISCLOSE ANY GEOLOGICAL HAZARDS OR POTENTIAL GEOLOGICAL HAZARDS, THE ENGINEERING GEOLOGIST SHALL SUBMIT RECOMMENDED TREATMENT TO THE BUILDING OFFICIAL FOR APPROVAL.

19. WHERE SUPPORT OR BUTTRESSING OF CUT AND NATURAL SLOPES IS DETERMINED TO BE NECESSARY BY THE ENGINEERING GEOLOGIST AND SOIL ENGINEER, THE SOIL ENGINEER SHALL SUBMIT DESIGN, LOCATION AND CALCULATIONS TO THE BUILDING OFFICIAL PRIOR TO CONSTRUCTION. THE ENGINEERING GEOLOGIST AND SOIL ENGINEER SHALL INSPECT AND CONTROL THE CONSTRUCTION OF THE BUTTRESSING AND CERTIFY TO THE STABILITY OF THE SLOPE AND ADJACENT STRUCTURES UPON COMPLETION.

20. WHEN CUT PADS ARE BROUGHT TO NEAR GRADE, THE ENGINEERING GEOLOGIST SHALL DETERMINE IF THE BEDROCK IS EXTENSIVELY FRACTURED OR FAULTED AND WILL READILY TRANSMIT WATER. IF CONSIDERED NECESSARY BY THE ENGINEERING GEOLOGIST AND SOIL ENGINEER, A COMPACTED FILL BLANKET WILL BE PLACED.

21. ALL TRENCH BACKFILLS SHALL BE TESTED AND APPROVED BY THE SOIL ENGINEER PER THE GRADING CODE SECTION 8.01.420.

22. ANY EXISTING IRRIGATION LINES AND CISTERNS SHALL BE REMOVED OR CRUSHED IN PLACE AND APPROVED BY THE BUILDING OFFICIAL AND SOIL ENGINEER.

23. ANY EXISTING WATER WELLS SHALL BE ABANDONED IN COMPLIANCE WITH THE SPECIFICATIONS APPROVED BY ORANGE COUNTY HEALTH CARE AGENCY (714–433–6287 OR 714–433–6288). A PERMIT IS REQUIRED.

24. ANY EXISTING CESSPOOLS AND SEPTIC TANKS SHALL BE ABANDONED IN COMPLIANCE WITH THE UNIFORM PLUMBING CODE TO THE APPROVAL OF THE CITY BUILDING INSPECTOR.

25. STOCKPILING OF EXCESS MATERIAL SHALL BE APPROVED BY THE CITY ENGINEER OR HIS DESIGNEE PRIOR TO EXCAVATION.

26. EXPORT SOIL MUST BE TRANSPORTED TO A CERTIFIED RECYCLING FACILITY OR TO A PERMITTED SITE IN ACCORDANCE WITH THE CITY?S CONSTRUCTION AND DEMOLITION (C&D) ORDINANCE (MUNICIPAL CODE SECTION 6.12). A VALID C&D APPLICATION MUST APPROVED AND ON FILE WITH THE PUBLIC WORKS AND ENGINEERING DEPARTMENT.

27. THE PERMITTEE SHALL COMPLY WITH THE GRADING CODE REQUIREMENTS FOR HAUL ROUTES WHEN AN EXCESS OF 5,000 CUBIC YARDS OF EARTH IS TRANSPORTED TO OR FROM A PERMITTED SITE ON PUBLIC ROADWAYS (SECTION 8.01.280 OF THE GRADING CODE)

28. THE PERMITTEE IS RESPONSIBLE FOR DUST CONTROL MEASURES.

29. THE PERMITTEE SHALL GIVE RESPONSIBLE NOTICE TO THE OWNER OF ADJOINING LANDS AND BUILDINGS PRIOR TO BEGINNING EXCAVATIONS WHICH MAY AFFECT THE LATERAL AND SUBJACENT SUPPORT OF THE ADJOINING PROPERTY. THE NOTICE SHALL STATE THE INTENDED DEPTH OF EXCAVATION AND WHEN THE EXCAVATION WILL COMMENCE. THE ADJOINING OWNER SHALL BE ALLOWED AT LEAST 30 DAYS AND REASONABLE ACCESS ON THE PERMITTED PROPERTY TO PROTECT HIS STRUCTURE, IF HE SO DESIRES, UNLESS OTHERWISE PROTECTED BY LAW.

30. ALL CONCRETE STRUCTURES THAT COME IN CONTACT WITH THE ON–SITE SOILS SHALL BE CONSTRUCTED WITH TYPE V CEMENT, UNLESS DEEMED UNNECESSARY BY SOLUBLE SULPHATE–CONTENT TESTS CONDUCTED BY THE SOIL ENGINEER.

31. SLOPES EXCEEDING 5 FEET IN HEIGHT SHALL BE PLANTED WITH AN APPROVED PLANT MATERIAL. IN ADDITION, SLOPES EXCEEDING 15 FEET IN HEIGHT SHALL BE PROVIDED WITH AN APPROVED IRRIGATION SYSTEM, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER OR HIS DESIGNEE.

32. ALL EXISTING DRAINAGE COURSES THROUGH THIS SITE SHALL REMAIN OPEN UNTIL FACILITIES TO HANDLE STORMWATER ARE APPROVED AND FUNCTIONAL; HOWEVER, IN ANY CASE, THE PERMITTEE SHALL BE HELD LIABLE FOR ANY DAMAGE DUE TO OBSTRUCTING NATURAL DRAINAGE PATTERNS.

33. SANITARY FACILITIES SHALL BE MAINTAINED ON THE SITE.

34. THE LOCATION AND PROTECTION OF ALL UTILITIES IS THE RESPONSIBILITY OF THE PERMITTEE.

35. APPROVED PROTECTIVE MEASURES AND TEMPORARY DRAINAGE PROVISIONS SHALL BE USED TO PROTECT ADJOINING PROPERTIES DURING GRADING.
GRADING AND EQUIPMENT OPERATIONS WITHIN ONE–HALF MILE OF A STRUCTURE FOR HUMAN OCCUPANCY SHALL NOT BE CONDUCTED BETWEEN THE HOURS OF 5:00 P.M. AND 7:00 A.M. NOR ON SATURDAYS, SUNDAYS AND CITY OF DANA POINT RECOGNIZED HOLIDAYS.
   A. ALL CONSTRUCTION VEHICLES OR EQUIPMENT, FIXED OR MOBILE, OPERATED WITHIN 1,000 FEET OF A DWELLING SHALL BE EQUIPPED WITH PROPERLY OPERATING AND MAINTAINED MUFFLERS.
   B. ALL OPERATIONS SHALL COMPLY WITH ORANGE COUNTY CODIFIED ORDINANCE DIVISION 6 (NOISE CONTROL).
   C. STOCKPILING AND/OR VEHICLE STAGING AREAS SHALL BE LOCATED AS FAR AS PRACTICABLE FROM DWELLINGS AND WITHIN THE LIMITS OF GRADING PERMIT.
   GRADING AND EXCAVATION SHALL BE HALTED DURING PERIODS OF HIGH WINDS. ACCORDING TO AIR QUALITY MANAGEMENT DISTRICT (AQMD) MEASURE F–4, HIGH WINDS ARE DEFINED AS 30 MPH OR GREATER. THIS LEVEL OCCURS ONLY UNDER UNUSUALLY EXTREME CONDITIONS, SUCH AS SANTA ANA WIND CONDITIONS.

36. ASPHALT SECTIONS MUST BE PER CODE: PARKING LOTS = 3 A/C OVER 10" (COMM.) 12" (INDUSTRIAL). OR: PRIOR TO ROUGH GRADE RELEASE FOR BUILDING PERMITS BY THE CITY GRADING INSPECTOR, THE SOIL ENGINEER SHALL SUBMIT FOR APPROVAL, PAVEMENT SECTION RECOMMENDATIONS BASED ON 'R' VALUE ANALYSIS OF THE SUB–GRADE SOILS, AND EXPECTED TRAFFIC INDICES.

37. ASPHALT CONCRETE SHALL BE CONSTRUCTED PER THE REQUIREMENTS OF ORANGE COUNTY RDMD STANDARD PLAN NO. 1805.

38. AGGREGATE BASE SHALL BE CONSTRUCTED PER THE REQUIREMENTS OF ORANGE COUNTY RDMD STANDARD NO. 1804.

39. ROOF GUTTERS SHALL BE INSTALLED TO PREVENT ROOF DRAINAGE FROM FALLING ON MANUFACTURED SLOPES. ROOF GUTTERS SHALL BE DIRECTED TOWARDS VEGETATED AREAS WHERE FEASIBLE.

40. THE CIVIL ENGINEER, AS A CONDITION OF ROUGH GRADE APPROVAL, SHALL PROVIDE A BLUE TOP WITH ACCOMPANYING WITNESS STAKE, SET AT THE CENTER OF EACH PAD REFLECTING THE PAD ELEVATION FOR PRECISE PERMITS AND A BLUE TOP WITH WITNESS STAKE SET AT THE DRAINAGE SCALE HIGH POINT REFLECTING THE HIGH POINT ELEVATION FOR PRELIMINARY PERMITS.

41. ROUGH GRADE CERTIFICATIONS FROM THE ENGINEER–OF–WORK AND THE GEOTECHNICAL ENGINEER–OF–WORK SHALL BE SUBMITTED TO THE GRADING INSPECTOR PRIOR TO ROUGH GRADE RELEASE. THE CERTIFICATIONS SHALL BE IN ACCORDANCE WITH THE CITY'S STANDARD CERTIFICATION TEMPLATES.

42. PRIOR TO FINAL APPROVAL, THE CIVIL ENGINEER SHALL CERTIFY TO THE CITY ENGINEER OR HIS DESIGNEE THE AMOUNT OF EARTH MOVED DURING THE GRADING OPERATION.

43. THE ENGINEERING GEOLOGIST SHALL PERFORM PERIODIC INSPECTION AND SUBMIT A COMPLETE REPORT AND MAP UPON COMPLETION OF THE ROUGH GRADING.

44. THE GRADING CONTRACTOR SHALL SUBMIT A STATEMENT OF COMPLIANCE TO THE APPROVED GRADING PLAN PRIOR TO FINAL APPROVAL.

45. THE COMPACTION REPORT AND APPROVAL FROM THE SOIL ENGINEER SHALL INDICATE THE TYPE OF FIELD TESTING PERFORMED. THE METHOD OF OBTAINING THE IN–PLACE DENSITY SHALL BE IDENTIFIED WHETHER SAND CONE, DRIVE RING, OR NUCLEAR, AND SHALL BE NOTED FOR EACH TEST. SUFFICIENT MAXIMUM DENSITY DETERMINATIONS SHALL BE PERFORMED TO VERIFY THE ACCURACY OF THE MAXIMUM DENSITY CURVES USED BY THE FIELD TECHNICIAN.

46. PRIOR TO FINAL INSPECTION OR FINAL APPROVAL, FINAL GRADING CERTIFICATIONS FROM THE ENGINEER–OF–WORK AND THE GEOTECHNICAL ENGINEER–OF–WORK SHALL BE SUBMITTED TO THE GRADING INSPECTOR. THE CERTIFICATIONS SHALL BE IN ACCORDANCE WITH THE CITY?S STANDARD CERTIFICATION TEMPLATES.

47. IN THE EVENT THAT SOIL CONTAMINATION IS DISCOVERED DURING EXCAVATION AND REMOVAL OF AN EXISTING TANK, WORK SHALL BE STOPPED UNTIL A SITE ASSESSMENT AND MITIGATION PLAN HAS BEEN PREPARED, SUBMITTED AND APPROVED BY HCA/ENVIRONMENTAL HEALTH AND CITY GRADING.

48. SURVEY MONUMENTS SHALL BE PRESERVED AND REFERENCED BEFORE CONSTRUCTION AND REPLACED AFTER CONSTRUCTION PURSUANT TO SECTION 8871 OF THE BUSINESS AND PROFESSIONAL CODE.

WQMP NOTES

1. ALL POST–CONSTRUCTION BEST MANAGEMENT PRACTICES (BMPS) SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE APPROVED WATER QUALITY MANAGEMENT PLAN (WQMP).

NOTICE TO CONTRACTOR

THE CONTRACTOR SHALL ASCERTAIN THE TRUE VERTICAL AND HORIZONTAL LOCATION AND SIZE OF ALL UTILITIES, PIPES, AND/OR STRUCTURES AND SHALL BE RESPONSIBLE FOR DAMAGE TO ANY PUBLIC OR PRIVATE UTILITIES, SHOWN OR NOT SHOWN HEREON.

IMPORTANT NOTICE

Section 4216/4217 of the Government Code requires a Dig Alert Identification Number be issued before a "Permit to Excavate" will be valid. For your Dig Alert I.D. Number call Underground Service Alert TOLL FREE 1-800-422-4133 Two working days before you dig.

REGISTERED PROFESSIONAL ENGINEER — WILLIAM T. TRUXAW — No. 43082 — CIVIL — STATE OF CALIFORNIA

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF DANA POINT IN THE COUNTY OF ORANGE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1, AS SHOWN ON "EXHIBIT B" ATTACHED TO THAT CERTAIN LOT LINE ADJUSTMENT NO. LLA 01?190, RECORDED JULY 30, 2001 AS INSTRUMENT NO. 20010516844 OF OFFICIAL RECORDS OF ORANGE COUNTY, CALIFORNIA.

PARCEL 1B:

AN EASEMENT FOR INGRESS AND EGRESS PURPOSES OVER A STRIP OF LAND, 20.00 FEET WIDE, OVER THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 86–145, AS SHOWN ON A MAP FILED IN BOOK 214, PAGES 15 AND 16 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY AND RECORDED JULY 25, 2001 AS INSTRUMENT NO. 20010503692 OF OFFICIAL RECORDS, THE SOUTHERLY LINE OF WHICH IS DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WESTERLY BOUNDARY OF SAID PARCEL DISTANT SOUTH 0° 28' 29" WEST 43.52 FEET FROM THE NORTHERLY TERMINUS OF THE COURSE SHOWN AS "N 0° 28' 29" E 113.47' " ALONG SAID WESTERLY BOUNDARY; THENCE LEAVING SAID WESTERLY BOUNDARY, SOUTH 89° 40' 56" EAST 432.65 FEET; THENCE NORTH 30° 17' 28" EAST 27.27 FEET; THENCE SOUTH 89° 42' 32" EAST 19.20 FEET TO THE EASTERLY BOUNDARY OF SAID PARCEL 1.

THE NORTHERLY LINE OF SAID STRIP IS TO BE PROLONGED OR SHORTENED SO AS TO TERMINATE ON SAID WESTERLY AND EASTERLY BOUNDARY.

PARCEL 3:

PARCEL 1, IN THE CITY OF DANA POINT, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP FILED IN BOOK 214, PAGES 15 AND 16 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM 50% OF ALL MINERALS, ORES, PRECIOUS AND USEFUL METALS, INCLUDING PETROLEUM, OIL, GAS, ASPHALTUM AND TAR AND OTHER HYDROCARBON SUBSTANCES, THAT MAY NOW OR HEREAFTER BE FOUND, LOCATED, CONTAINED, DEVELOPED OR TAKEN ON, IN, OR UNDER FROM THAT PORTION OF SAID LAND LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF, BUT WITH NO RIGHT OF ENTRY ON THE SURFACE OF SAID LAND, AS RESERVED IN DEED FROM CHANDLER?SHERMAN CORPORATION, RECORDED OCTOBER 19, 1961 IN BOOK 5885, PAGE 278 OF OFFICIAL RECORDS OF SAID ORANGE COUNTY.

ALSO EXCEPTING THEREFROM ALL REMAINING OIL, GAS, OTHER HYDROCARBONS AND OTHER MINERALS IN AND TO SAID LAND, TOGETHER WITH THE RIGHT AS HEREINAFTER LIMITED TO DRILL, REDRILL, DEEPEN, COMPLETE, AND MAINTAIN WELLS HOLES UNDER, THROUGH AND BEYOND, AND TO DRILL FOR, PRODUCE, EXTRACT, TAKE AND REMOVE OIL, GAS, AND OTHER HYDROCARBON SUBSTANCES (AND WATER NECESSARY THEREFOR) AND OTHER MINERALS FROM AND THROUGH SAID REAL PROPERTY, TOGETHER WITH RIGHTS OF WAY AND EASEMENTS FOR ANY AND ALL OF THE ABOVE MENTIONED PURPOSES, BUT WITH NO RIGHT OF ENTRY UPON OR THROUGH SAID LAND, EXCEPT BENEATH A DEPTH OF 500 FEET BELOW THE PRESENT SURFACE OF SAID LAND, AS RESERVED IN DEED FROM THE ROMAN CATHOLIC ARCHBISHOP OF LOS ANGELES, RECORDED JULY 23, 1976 IN BOOK 11784, PAGE 827 OF OFFICIAL RECORDS.

BASIS OF BEARINGS

N32°16'54"W FOR THE CHORD BETWEEN THE ESTABLISHED BC AND EC ON CALLE PRIMAVERA PER FIELD TIE NOTES. BEARING PER PARCEL MAP NO. 86–145, PMB 214/15–16, RECORDS OF ORANGE COUNTY, CALIFORNIA.

LEGEND

AC	= ASPHALT CONCRETE
BOT	= BOTTOM
BS	= BACK OF SIDEWALK
CB	= CATCH BASIN
CF	= CURB FACE
CL	= CENTERLINE
CO	= CLEANOUT
DCV	= DETECTOR CHECK VALVE
D.G.	= DECOMPOSED GRANITE
DS	= ROOF DOWNSPOUT
EG	= EDGE OF GUTTER
EP	= EDGE OF PAVEMENT
FD	= FOUND
FDC	= FIRE DEPT. CONNECTION
FF	= FINISHED FLOOR
FG	= FINISHED GRADE
FH	= FIRE HYDRANT
FL	= FLOW LINE
FS	= FINISHED SURFACE
GB	= GRADE BREAK
GM	= GAS METER
GR	= TOP OF GRATE
GV	= GAS VALVE
ICV	= IRRIGATION CONTROL VALVE
INV	= INVERT
IP	= IRON PIPE
LS	= LIGHT STANDARD
L&T	= LEAD & TAG
MH	= MANHOLE
NG	= NATURAL GROUND
N&T	= NAIL & TAG
PB	= PULL BOX
PCC	= CONCRETE
PIV	= POST INDICATOR VALVE
PL	= PROPERTY LINE
RD	= ROOF DRAIN
R/W	= RIGHT OF WAY LINE
RW	= RECLAIMED WATER
SMH	= SEWER MANHOLE
S.D.	= STORM DRAIN
SW	= SIDEWALK
TC	= TOP OF CURB
TP	= TELEPHONE POLE
TRAN	= TRANSITION
TRANS	= TRANSFORMER
TW	= TOP OF WALL
VAR	= VARIABLE
WM	= WATER METER
WV	= WATER VALVE
N.	= NORTH
S.	= SOUTH
E.	= EAST
W.	= WEST
ℙ	= PROPERTY LINE
℄	= CENTERLINE
R/W	= RIGHT OF WAY
△	= DELTA
R	= RADIUS
L	= LENGTH
T	= TANGENT
M	= MEASURED DATA
C	= CALCULATED DATA
(RAD)	= RADIAL BEARING
PRO	= PROPORTIONATE MEASUREMENT
(210.00' R)	= RECORD DATA
210.00' M.	= MEASURED DATA
210.00' PRO.	= PRORATED DATA
210.00' C.	= CALCULATED DATA
(427.00) TC	= EXISTING ELEVATION

SYMBOLS

- FIRE HYDRANT
- STREET LIGHT
- LIGHT STANDARD
- AD — AREA DRAIN
- WM — WATER METER
- GM — GAS METER
- WV — WATER VALVE
- GAS VALVE
- PB — PULL BOX
- GRATE INLET
- SIGN
- V — VENT
- (S) SEWER MANHOLE
- (D) STORM DRAIN MANHOLE
- (T) TELEPHONE MANHOLE
- (MH) MANHOLE
- CO — SEWER CLEANOUT
- HANDICAP PARKING STALL
- (L) LANDSCAPED AREA
- (427.0) EXIST. CONTOUR
- PROPERTY LINE
- FIRE ACCESS ROAD
- GEOGRID EXTENTS

EARTHWORK QUANTITY ESTIMATES

AVAILABLE CUT:	331	CU. YD. (RAW)
REQUIRED FILL:	320	CU. YD. (RAW)
OVEREXCAVATION:	3,057	CU. YD.
SHRINKAGE (10%):	306	CU. YD.
EXPORT:	11	CU. YD.

THE ABOVE QUANTITIES DO NOT REFLECT ANY SWELLING, SUBSIDENCE, STRIPPING LOSS, DEMOLITION LOSSES, FOOTING SPOILS, OR ANY SPECIAL CONDITIONS THAT MAY BE SPECIFIED IN THE APPLICABLE GEOTECHNICAL REPOSRT(S) AND ARE FOR REFERENCE AND FEE PURPOSES ONLY. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING HIS OWN QUANTITIES FOR CONSTRUCTION AND CONTRACT PURPOSES.

SOILS REPORT

GEOTECHNICAL ENGINEERING REPORT
SAINT EDWARD THE CONFESSOR CATHOLIC CHURCH NEW PARISH CENTER
DATED: JANUARY 16, 2018
BY: GEOTECHNICAL SOLUTIONS, INC.

EASEMENTS

⟨10⟩ EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

IN FAVOR OF: SAN DIEGO GAS AND ELECTRIC COMPANY
PURPOSE: PUBLIC UTILITIES
RECORDING NO: BOOK 9929, PAGE 563 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

* 11 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

IN FAVOR OF: SAN DIEGO GAS AND ELECTRIC COMPANY
PURPOSE: PUBLIC UTILITIES
RECORDING NO: BOOK 13739, PAGE 241 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

⟨13⟩ EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

IN FAVOR OF: CAPISTRANO BEACH COUNTY WATER DISTRICT
PURPOSE: WATER LINE
RECORDING DATE: AUGUST 18, 1992
RECORDING NO: 92–549440 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

⟨14⟩ EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

IN FAVOR OF: CAPISTRANO BEACH COUNTY WATER DISTRICT
PURPOSE: WATER LINE
RECORDING DATE: AUGUST 18, 1992
RECORDING NO: 92–549441 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

* 15 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

IN FAVOR OF: COXCOM INC., D/B/A COMMUNICATIONS ORANGE COUNTY
PURPOSE: TELECOMMUNICATIONS
RECORDING DATE: JANUARY 3, 2001
RECORDING NO: 20010003382 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

⟨17⟩ EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

IN FAVOR OF: MAKALLON DANA POINT, LLC, A DELAWARE LIMITED LIABILITY COMPANY
PURPOSE: INGRESS AND EGRESS
RECORDING DATE: JULY 25, 2001
RECORDING NO: 20010503692 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

* EASEMENT IN BLANKET IN NATURE AND IS NOT PLOTTED HEREON.

NOTE: EASEMENTS PER SAID PRELIMINARY TITLE REPORT LOCATED OUTSIDE THE SURVEY LIMITS ARE NOT PLOTTED HEREON.

SOURCE OF SURVEY:

SEE SEPARATE TOPOGRAPHIC SURVEY FOR MORE PROPERTY DIMENSIONS, EASEMENTS, & TOPOGRAPHY.

THIS PLAN IS:
NOT FOR CONSTRUCTION

0 1 2 3 4 INCHES

ORIGINAL SCALE:

REVISION	DESCRIPTION	APPROVED	DATE

SCALE: AS SHOWN
ACAD FILE NO.
PROJECT NO. CB014026

DESIGNED: SGC
DRAWN: SGC
CHECKED: JGT & WTT

William T. Truxaw (signature) — ENGINEER OF WORK
07–03–18 DATE
43082 R.C.E. NO.

PLANS PREPARED BY:
Prepared by: Joseph C. Truxaw and Associates, Inc.
Civil Engineers and Land Surveyors
265 S. Anita Dr., Suite 111, Orange, CA. 92868 (714)935–0265 fax:(714)935–0106

BENCHMARK

OCS BENCHMARK NO. 3P–24–68
ELEVATION = 15.945 FEET

DESCRIBED BY OCS 2003–FOUND 3 3/4" OCS ALUMINUM BENCHMARK DISK STAMPED "3P–24–68", SET IN THE SOUTHWESTERLY CORNER OF A 4 FT. BY 4 FT. CONCRETE CATCH BASIN. MONUMENT IS LOCATED IN THE NORTHEASTERLY CORNER OF THE INTERSECTION OF DEL OBISPO DRIVE AND PACIFIC COAST HIGHWAY, 38.1 FT. EASTERLY OF THE CENTERLINE OF DEL OBISPO AND 245.1 FT AND NORTHERLY OF THE CENTERLINE OF PCH. MONUMENT IS SET LEVEL WITH THE SIDEWALK.

APPROVED BY THE CITY OF DANA POINT PLANNING DEPARTMENT
THIS PLAN HAS BEEN REVIEWED FOR ZONING ONLY AND MEETS THE REQUIREMENT OF THE DANA POINT MUNICIPAL CODE:

CITY PLANNING DEPARTMENT DATE

PLANS REVIEWED BY:
CITY OF DANA POINT, PUBLIC WORKS & ENGINEERING SERVICES
33282 GOLDEN LANTERN
DANA POINT, CA 92629

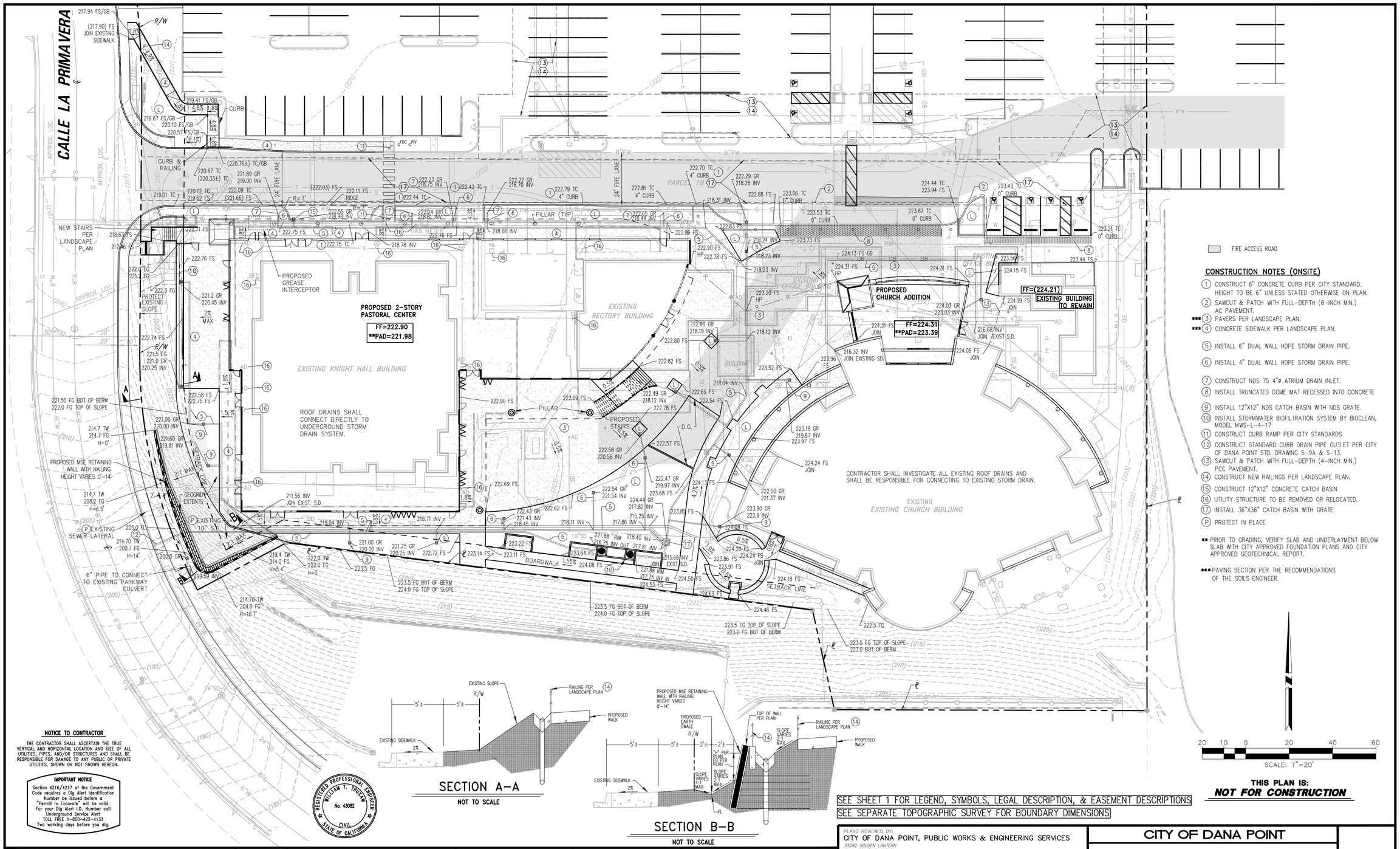
MATTHEW V. SINACORI, CITY ENGINEER DATE
RCE #59239 EXP. 06/30/19

THIS PLAN IS SIGNED BY THE CITY ENGINEER FOR SCOPE AND ADHERENCE TO CITY STANDARDS AND REQUIREMENTS, CITY CODES, AND OTHER GENERAL ENGINEERING AND REGULATORY REQUIREMENTS ONLY. THE CITY ENGINEER IS NOT RESPONSIBLE FOR DESIGN, ASSUMPTIONS, OR ACCURACY.

CITY OF DANA POINT

CONCEPTUAL GRADING PLAN FOR
ST. EDWARD THE CONFESSOR CATHOLIC CHURCH
33926 CALLE LA PRIMAVERA

PLAN CHECK NO. __–____



FIRE ACCESS ROAD

CONSTRUCTION NOTES (ONSITE)

1. CONSTRUCT 6" CONCRETE CURB PER CITY STANDARD. HEIGHT TO BE 6" UNLESS STATED OTHERWISE ON PLAN.
2. SAWCUT & PATCH WITH FULL-DEPTH (8-INCH MIN.) AC PAVEMENT.
3. *** PAVERS PER LANDSCAPE PLAN.
4. *** CONCRETE SIDEWALK PER LANDSCAPE PLAN.
5. INSTALL 6" DUAL WALL HDPE STORM DRAIN PIPE.
6. INSTALL 4" DUAL WALL HDPE STORM DRAIN PIPE.
7. CONSTRUCT NDS 75 4"ø ATRIUM DRAIN INLET.
8. INSTALL TRUNCATED DOME MAT RECESSED INTO CONCRETE
9. INSTALL 12"X12" NDS CATCH BASIN WITH NDS GRATE.
10. INSTALL STORMWATER BIOFILTRATION SYSTEM BY BIOCLEAN, MODEL MWS-L-4-17
11. CONSTRUCT CURB RAMP PER CITY STANDARDS
12. CONSTRUCT STANDARD CURB DRAIN PIPE OUTLET PER CITY OF DANA POINT STD. DRAWING S-9A & S-13.
13. SAWCUT & PATCH WITH FULL-DEPTH (4-INCH MIN.) PCC PAVEMENT.
14. CONSTRUCT NEW RAILINGS PER LANDSCAPE PLAN.
15. CONSTRUCT 12"X12" CONCRETE CATCH BASIN
16. UTILITY STRUCTURE TO BE REMOVED OR RELOCATED.
17. INSTALL 36"X36" CATCH BASIN WITH GRATE.
- (P) PROTECT IN PLACE

** PRIOR TO GRADING, VERIFY SLAB AND UNDERLAYMENT BELOW SLAB WITH CITY APPROVED FOUNDATION PLANS AND CITY APPROVED GEOTECHNICAL REPORT.

*** PAVING SECTION PER THE RECOMMENDATIONS OF THE SOILS ENGINEER.

20 10 0 20 40 60
SCALE: 1"=20'

THIS PLAN IS:
NOT FOR CONSTRUCTION

SECTION A-A
NOT TO SCALE

SECTION B-B
NOT TO SCALE

NOTICE TO CONTRACTOR

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REGISTERED PROFESSIONAL ENGINEER
WILLIAM T. TRUAX
No. 43082
CIVIL
STATE OF CALIFORNIA

SEE SHEET 1 FOR LEGEND, SYMBOLS, LEGAL DESCRIPTION, & EASEMENT DESCRIPTIONS
SEE SEPARATE TOPOGRAPHIC SURVEY FOR BOUNDARY DIMENSIONS

REVISION	DESCRIPTION	APPROVED	DATE

SCALE: AS SHOWN
ACAD FILE NO.
PROJECT NO. CB014026

DESIGNED: SGC | DRAWN: SGC | CHECKED: JGT & WTT

ENGINEER OF WORK — DATE 07-03-18 — R.C.E. NO. 43082

PLANS PREPARED BY:
Prepared by:
Joseph C. Truxaw and Associates, Inc.
Civil Engineers and Land Surveyors
265 S. Anita Dr., Suite 111, Orange, CA. 92868 (714)935-0265 fax:(714)935-0268

BENCHMARK

OCS BENCHMARK NO. 39-24-68
ELEVATION = 15.945 FEET

DESCRIBED BY OCS 2003-FOUND 3 3/4" OCS ALUMINUM BENCHMARK DISK STAMPED "39-24-68", SET IN THE SOUTHWESTERLY CORNER OF A 1 FT. BY 1 FT. CONCRETE CATCH BASIN, LOCATED ON THE NORTHEASTERLY CORNER OF THE INTERSECTION OF DEL OBISPO DRIVE AND PACIFIC COAST HIGHWAY, 38.1 FT. EASTERLY OF THE CENTERLINE OF DEL OBISPO AND 249.1 FT AND NORTHERLY OF THE CENTERLINE OF PCH. MONUMENT IS SET LEVEL WITH THE SIDEWALK.

APPROVED BY THE CITY OF DANA POINT PLANNING DEPARTMENT
THIS PLAN HAS BEEN REVIEWED FOR ZONING ONLY AND MEETS THE REQUIREMENT OF THE DANA POINT MUNICIPAL CODE:

CITY PLANNING DEPARTMENT — DATE

PLANS REVIEWED BY:
CITY OF DANA POINT, PUBLIC WORKS & ENGINEERING SERVICES
33282 GOLDEN LANTERN
DANA POINT, CA 92629

MATTHEW V. SINACORI, CITY ENGINEER — DATE
RCE #59239 EXP. 06/30/19

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CITY OF DANA POINT

CONCEPTUAL GRADING PLAN FOR

ST. EDWARD THE CONFESSOR CATHOLIC CHURCH

33926 CALLE LA PRIMAVERA

PLAN CHECK NO. ___-____

2 OF 2 SHEETS

ORIGINAL SCALE: 0 1 2 3 4 INCHES

i:\Forms & Standards\Standard border\Standard Border Rev062415.dwg

SYMBOLS

- FIRE HYDRANT
- STREET LIGHT
- LIGHT STANDARD
- AD AREA DRAIN
- WM WATER METER
- GM GAS METER
- WV WATER VALVE
- GAS VALVE
- PB PULL BOX
- GRATE INLET
- SIGN
- VENT
- S SEWER MANHOLE
- D STORM DRAIN MANHOLE
- T TELEPHONE MANHOLE
- MH MANHOLE
- SEWER CLEANOUT
- HANDICAP PARKING STALL
- L LANDSCAPED AREA
- (427.0) EXIST. CONTOUR
- PROPERTY LINE

LEGEND

AC = ASPHALT CONCRETE	VAR = VARIABLE
BS = BACK OF SIDEWALK	WM = WATER METER
CB = CATCH BASIN	WV = WATER VALVE
CF = CURB FACE	
CL = CENTERLINE	N. = NORTH
CO = CLEANOUT	S. = SOUTH
DCV = DETECTOR CHECK VALVE	E. = EAST
D.G. = DECOMPOSED GRANITE	W. = WEST
DS = ROOF DOWNSPOUT	ℙ = PROPERTY LINE
EG = EDGE OF GUTTER	℄ = CENTERLINE
EP = EDGE OF PAVEMENT	R/W = RIGHT OF WAY
FD = FOUND	Δ = DELTA
FDC = FIRE DEPT. CONNECTION	R = RADIUS
FF = FINISHED FLOOR	L = LENGTH
FG = FINISHED GRADE	T = TANGENT
FH = FIRE HYDRANT	M = MEASURED DATA
FL = FLOW LINE	C = CALCULATED DATA
FS = FINISHED SURFACE	(RAD) = RADIAL BEARING
GB = GRADE BREAK	PRO = PROPORTIONATE MEASUREMENT
GM = GAS METER	(210.00' R) = RECORD DATA
GR = TOP OF GRATE	210.00' M. = MEASURED DATA
GV = GAS VALVE	210.00' PRO. = PRORATED DATA
ICV = IRRIGATION CONTROL VALVE	210.00' C. = CALCULATED DATA
INV = INVERT	(427.00) TC = EXISTING ELEVATION
IP = IRON PIPE	
LS = LIGHT STANDARD	
L&T = LEAD & TAG	
MH = MANHOLE	
NG = NATURAL GROUND	
N&T = NAIL & TAG	
PB = PULL BOX	
PCC = CONCRETE	
PIV = POST INDICATOR VALVE	
PL = PROPERTY LINE	
RD = ROOF DRAIN	
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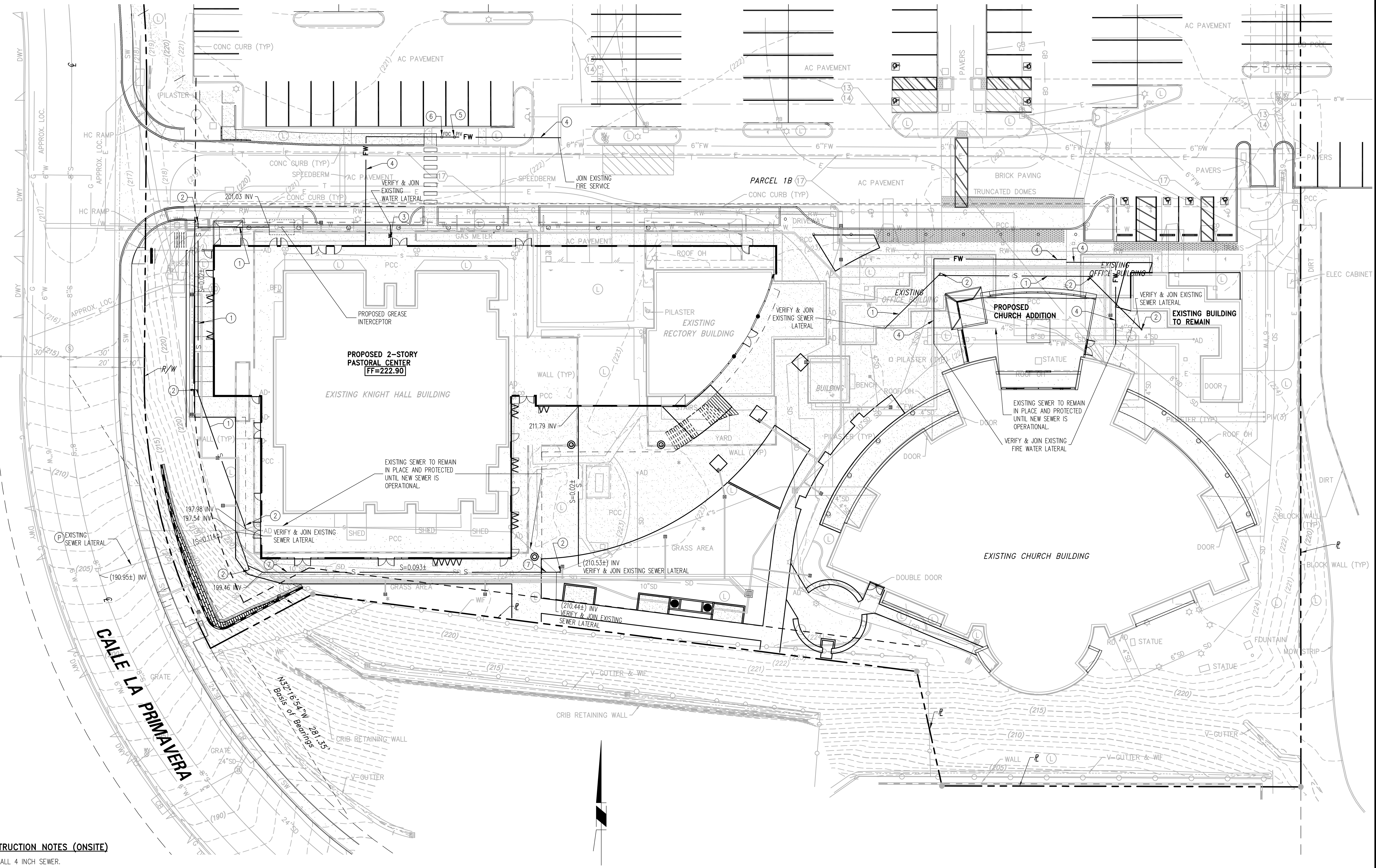
SMH = SEWER MANHOLE	
S.D. = STORM DRAIN	
SW = SIDEWALK	
TC = TOP OF CURB	
TP = TELEPHONE POLE	
TRAN = TRANSITION	
TRANS= TRANSFORMER	



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CONSTRUCTION NOTES (ONSITE)

1. INSTALL 4 INCH SEWER.
2. INSTALL CLEANOUT.
3. INSTALL WATER SERVICE LINE.
4. INSTALL FIRE WATER SERVICE LINE.
5. INSTALL POST INDICATOR VALVE PER CITY STANDARD.
6. INSTALL FIRE DEPARTMENT CONNECTION PER UL & UFC STANDARDS.
7. INSTALL _" SEWER. MATCH EXISTING SIZE.

(P) PROTECT IN PLACE

REGISTERED PROFESSIONAL ENGINEER WILLIAM T. TRUXAW No. 43082 CIVIL STATE OF CALIFORNIA

THIS PLAN IS:
NOT FOR CONSTRUCTION

SEE CONCEPTUAL GRADING PLAN FOR STORM DRAIN.

REVISION	DESCRIPTION	APPROVED	DATE

SCALE: AS SHOWN
ACAD FILE NO.
PROJECT NO. CBO14026

DESIGNED: SGC | DRAWN: SGC | CHECKED: JGT & WTT

William T. Truxaw — ENGINEER OF WORK — 07-02-18 DATE — 43082 R.C.E. NO.

PLANS PREPARED BY:
Prepared by: **Joseph C. Truxaw and Associates, Inc.**
Civil Engineers and Land Surveyors
265 S. Anita Dr., Suite 111, Orange, CA. 92868 (714)935-0265 fax:(714)935-0106

BENCHMARK

OCS BENCHMARK NO. 3P-24-68
ELEVATION = 15.945 FEET

DESCRIBED BY OCS 2003-FOUND 3 3/4" OCS ALUMINUM BENCHMARK DISK STAMPED "3P-24-68", SET IN THE SOUTHWESTERLY CORNER OF A 4 FT. BY 4 FT. CONCRETE CATCH BASIN. MONUMENT IS LOCATED IN THE NORTHEASTERLY CORNER OF THE INTERSECTION OF DEL OBISPO DRIVE AND PACIFIC COAST HIGHWAY, 38.1 FT. EASTERLY OF THE CENTERLINE OF DEL OBISPO AND 245.1 FT AND NORTHERLY OF THE CENTERLINE OF PCH. MONUMENT IS SET LEVEL WITH THE SIDEWALK.

APPROVED BY THE CITY OF DANA POINT PLANNING DEPARTMENT
THIS PLAN HAS BEEN REVIEWED FOR ZONING ONLY AND MEETS THE REQUIREMENT OF THE DANA POINT MUNICIPAL CODE:

CITY PLANNING DEPARTMENT — DATE

PLANS REVIEWED BY:
CITY OF DANA POINT, PUBLIC WORKS & ENGINEERING SERVICES
33282 GOLDEN LANTERN
DANA POINT, CA 92629

MATTHEW V. SINACORI, CITY ENGINEER — DATE
RCE #59239 EXP. 06/30/19

THIS PLAN IS SIGNED BY THE CITY ENGINEER FOR SCOPE AND ADHERENCE TO CITY STANDARDS AND REQUIREMENTS, CITY CODES, AND OTHER GENERAL ENGINEERING AND REGULATORY REQUIREMENTS ONLY. THE CITY ENGINEER IS NOT RESPONSIBLE FOR DESIGN, ASSUMPTIONS, OR ACCURACY.

CITY OF DANA POINT

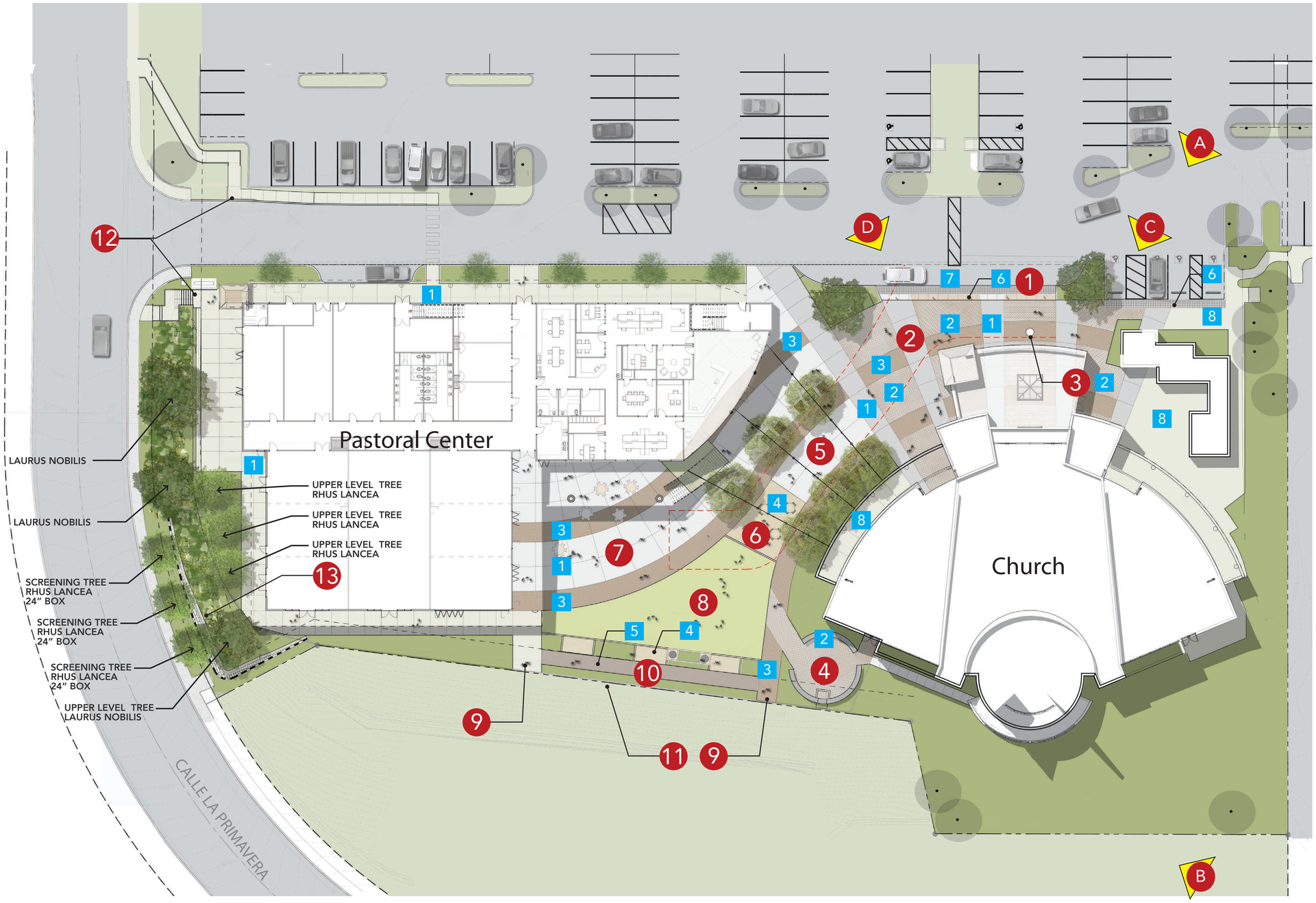
CONCEPTUAL SEWER & WATER PLAN FOR
ST. EDWARD THE CONFESSOR CATHOLIC CHURCH
33926 CALLE LA PRIMAVERA

PLAN CHECK NO. __-____

1 OF 1 SHEETS

ORIGINAL SCALE:

I:\Forms & Standards\Standard border\Standard Border Rev062415.dwg



SEE SHEET L-2 FOR PERSPECTIVE IMAGES.

Landscape Key

1. VEHICULAR DROP-OFF
2. ARRIVAL PLAZA
3. WELCOMING JESUS STATUE
4. OUR LADY OF GUADALUPE SHRINE
5. TREE BOSQUE
6. SEATING AREA
7. PLAZA
8. EVENT LAWN
9. VIEW OUTLOOKS
10. VIEW SEATING & BOARDWALK
11. NEW FENCING 42" HEIGHT
12. NEW PEDESTRIAN ENTRY
13. NEW SLOPE PLANTING AND 24" BOX SCREENING TREES (RHUS LANCEA MULTI TRUNK)

Hardscape Key

NUMBER	ITEM	COLOR/ FINISH
1	COLORED CONCRETE	
2	PAVER FIELD	
3	PAVER BAND	
4	DECOMPOSED GRANITE	
5	BOARDWALK	
6	DETECTABLE WARNINGS	
7	ASPHALT PAVING	
8	EXISTING PAVING TO REMAIN	

Tree Palette

SYMBOL	NAME	SIZE
	ARBUTUS 'MARINA' • STRAWBERRY TREE	60" BOX STD. TRUNK
	LAURUS NOBILIS • SWEET BAY	36" BOX STD. TRUNK
	PLATANUS RACEMOSA • CALIFORNIA SYCAMORE	48" BOX MULTI-TRUNK
	RHUS LANCEA • AFRICAN SUMAC	24" BOX MULTI-TRUNK

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Conceptual Landscape Plan

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LANDSCAPE ARCHITECTURE
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O 949.250.4822 www.landconcern.com

St. Edwards The Confessor

Dana Point, CA

0 10 20 40
SCALE: 1" = 20'

A Aerial 1

B Aerial 2

C Narthex East

D Narthex West

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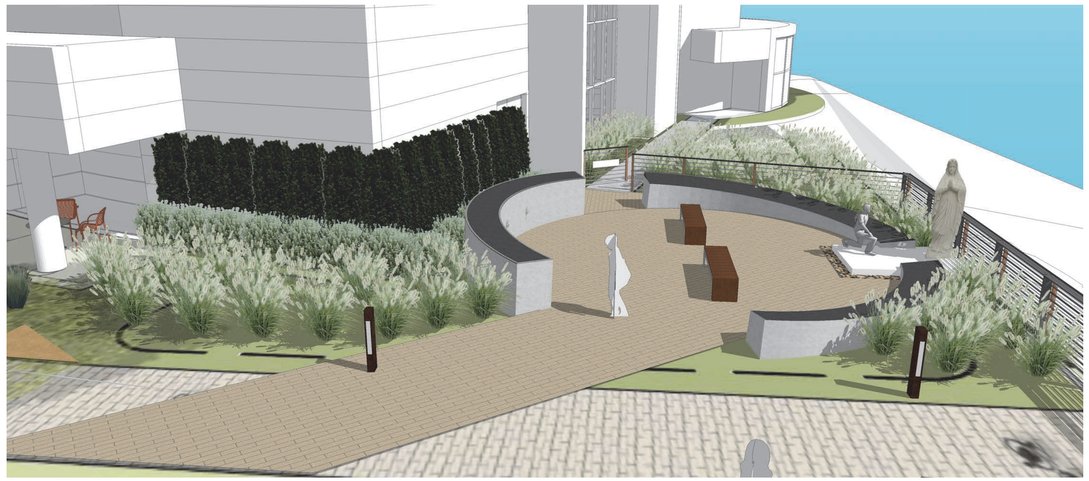
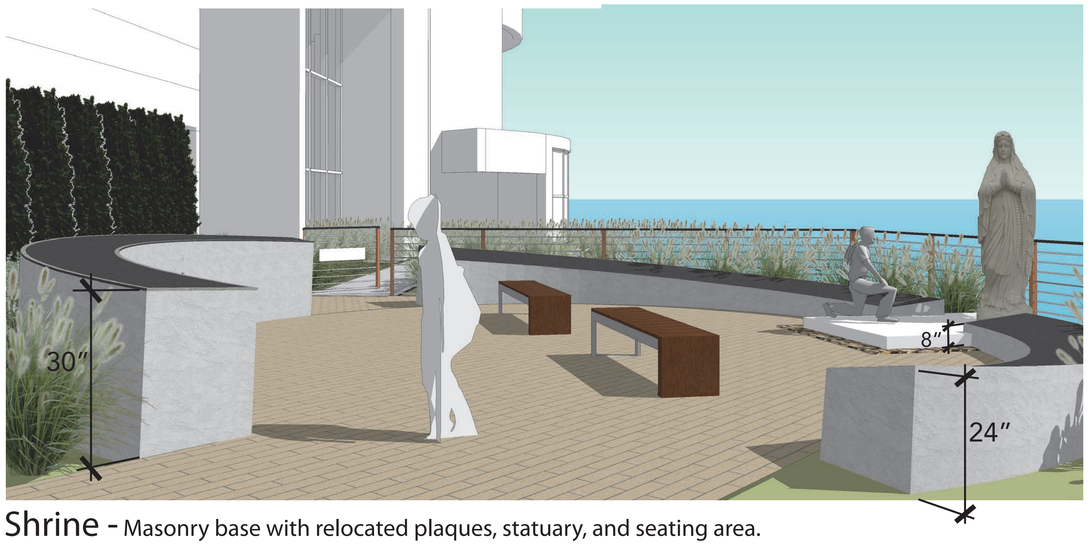


Shrine

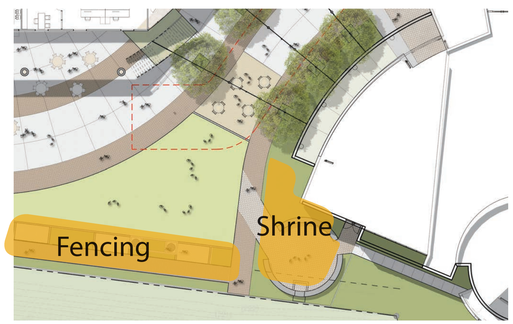
Tubular Steel Fencing



Shrine - Masonry base with relocated plaques, statuary, and seating area.

Tubular Steel Fencing

Key Map



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TREES

Strawberry Tree
Arbutus ‘Marina’

Japanese Blueberry
Elaeocarpus decipiens

Pineapple Guava
Feijoa sellowiana

Sweet Bay
Laurus nobilis

California Sycamore
Platanus racemosa

African Sumac
Rhus lancea

VINES

Bougainvillea
Bougainvillea ‘San Diego Red’

Carolina Yellow Jasmine
Gelsemium sempervirens

GRASSES

Foothill Sedge
Carex tumulicola

Slender Veldt Grass
Pennisetum spathiolatum

SHRUBS

Foxtail Fern
Asparagus ‘Myersii’

Coyote Brush
Baccharis ‘Pigeon Point’

Dwarf Bottlebrush
Callistemon ‘Little John’

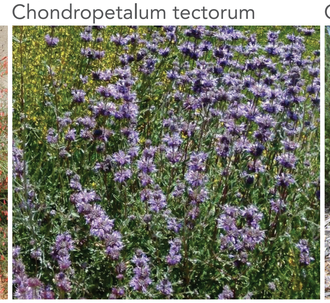
Cape Rush
Chondropetalum tectorum

Rockrose
Cistus species

Flax Lillies
Dianella species

Philodendron
Philodendron ‘Xanadu’

Coral Fountain
Russelia equisetiformis



Grey Musk Sage
Salvia ‘Pozo Blue’

Dwarf Coast Rosemary
Westringia ‘Gray Box’

SUCCULENTS

Agave
Agave species

Aloe
Aloe vera

Blue Yucca
Yucca rigida

Tangerine Stalked Bulbine
Bulbine ‘Tiny Tangerine’

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Conceptual Planting Palette

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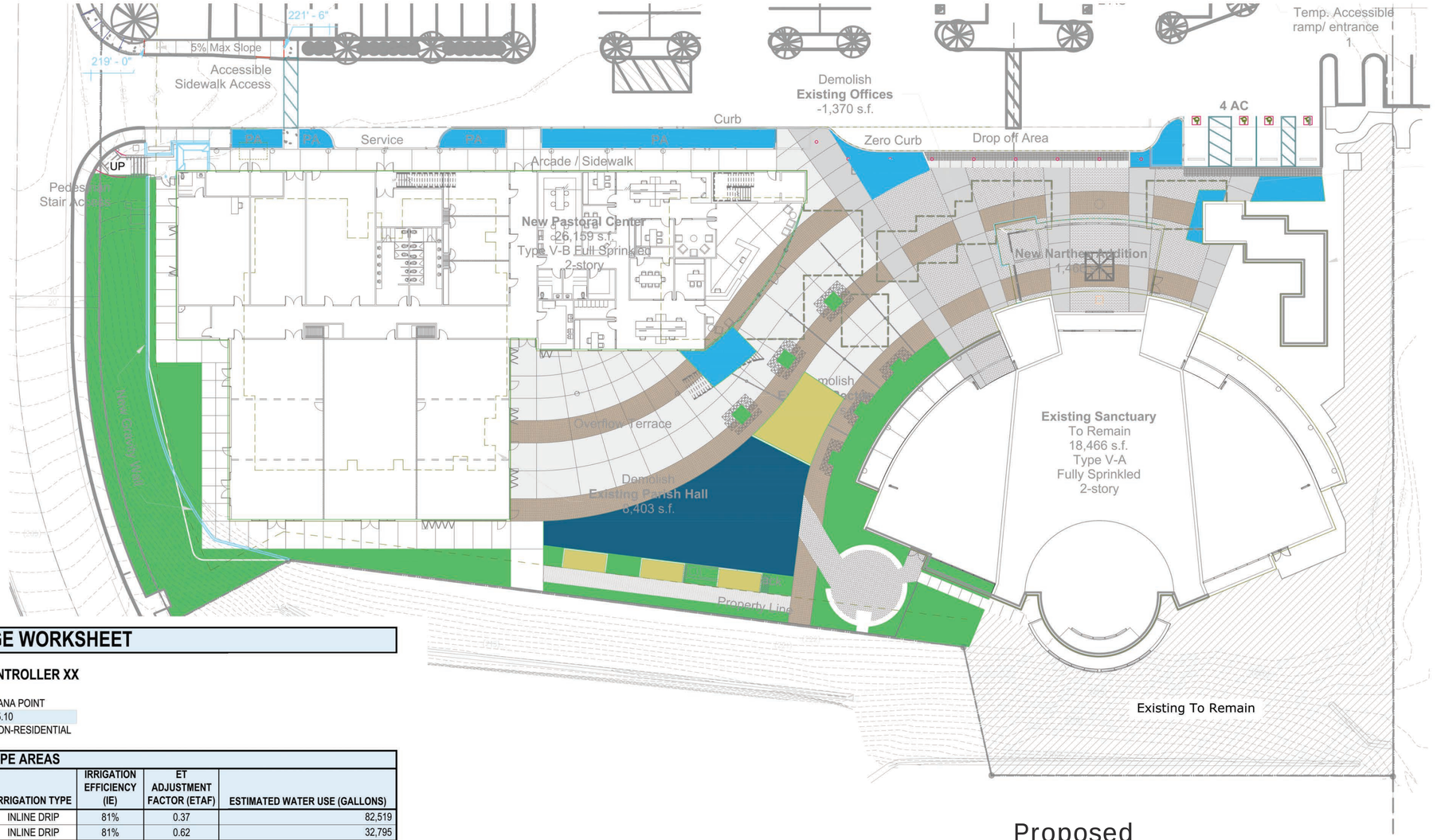

MWELO WATER USAGE WORKSHEET

WATER METER XX / CONTROLLER XX

CITY OR ZONE DANA POINT
REFERENCE EVAPOTRASPIRATION (ETo) 45.10
LANDSCAPE TYPE NON-RESIDENTIAL

REGULAR LANDSCAPE AREAS

HYDROZONE NO.	LANDSCAPE AREA (SQ. FT.)	PLANT TYPE	PLANT FACTOR (PF)	IRRIGATION TYPE	IRRIGATION EFFICIENCY (IE)	ET ADJUSTMENT FACTOR (ETAF)	ESTIMATED WATER USE (GALLONS)
1	7,968	SHRUB - LOW WATER USE	0.3	INLINE DRIP	81%	0.37	82,519
3	1,900	SHRUB - MOD WATER USE	0.5	INLINE DRIP	81%	0.62	32,795
		---		---			-
TOTAL (SQ. FT.)	**9,868**					**ESTIMATED TOTAL WATER USE (GALLONS)**	**115,314**

SPECIAL LANDSCAPE AREAS

TYPE	LANDSCAPE AREA (SQ. FT.)	PLANT TYPE	PLANT FACTOR (PF)	IRRIGATION TYPE	IRRIGATION EFFICIENCY (IE)	ET ADJUSTMENT FACTOR (ETAF)	ESTIMATED WATER USE (GALLONS)
RECYCLED WATER	-						-
ACTIVE PLAY	2,542	TURF - COOL SEASON		MSMT ROTARY	81%	1.00	71,079
EDIBLE GARDEN	-						-
URBAN FOREST	-						-
TOTAL (SQ. FT.)	**2,542**					**SLA ESTIMATED TOTAL WATER USE (GALLONS)**	**71,079**
						SITEWIDE ESTIMATED TOTAL WATER USE (GALLONS)	**186,393**
PROPOSED **TOTAL AREA (SQ. FT.)**	**12,410**					**MAXIMUM APPLIED WATER ALLOWANCE (GALLONS)**	**195,247**
						ETWU < MAWA	**YES**

Hydrozone Legend

- Proposed Low Water Use
- Proposed Medium Water Use
- Proposed Active Play Turf
- Proposed Non-irrigated D.G.

Proposed Permeable Area

Pervious - 12,412 sq. ft.

Impervious - 22,505 sq. ft.

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Conceptual Hydrozone

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