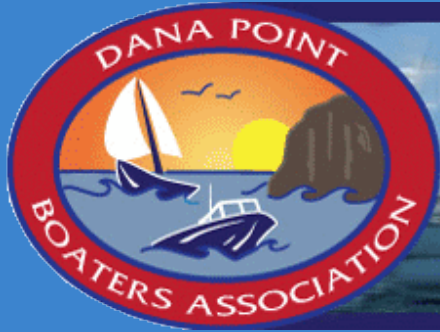


Dana Point Boaters Association



Coastal Commission Hearing
October 8, 2009

LCP Amendment DPT-MAJ-1-08
(Dana Point Harbor Revitalization Plan)



Who is DPBA – Why are we here?

- California Non Profit corporation – 500+ dues paying boater members of all types
- Our Goal: protect, expand & enhance the many diverse recreational boating uses of Dana Point Harbor
- Our Commitment: work with all stakeholders, find ways to create positive change that is good for ALL
 - Not issue specific, we'll be here in years to come
- A Boaters Rx, dozens of major reports to CCC, OC DPH, SLC and City of DP, plus ~500 petition signatures delivered to CCC earlier this year

AND since June hearing, thousands of hours in boater volunteer efforts...



A Harbor or “Regional Visitor Serving”?

1. Balance and harmony must be *achieved* and *maintained* between commercial & boating uses

Dana Point is first and foremost a Harbor
– *a place for boats* – this must be first priority!
– *but it can be other things too...*

Two key “Ways and Means” initiatives helping:

- I. Boater Focus Group (BFG)
- II. Parking Task Force (PTF)



Slip Re-Mix

2. The proposed elimination of 80% of existing slips under 30' was unacceptable

The proposed reduction of 477 total slips was unacceptable

Status: Resolved in principle by design Alt. 3.5O

- 23% loss in slips <30' - endorsed by BFG & boaters poll
- Net Slip Loss (all sizes) reduced to 209 (actually much less)

CCC Staff Report calls out 155 max slip loss –
Less after expansion – DPBA supports this



Boating Versus Commercial Parking?

3. Uses involving *access to the water* take priority over land uses unrelated to actual use of the water

BUT...

Planning Area 1 (designated MSC 1... marine uses) **provides 13.56% less surface area than exists today!**

MSC 1

Today 15.85 Acres

Proposed 13.70 Acres

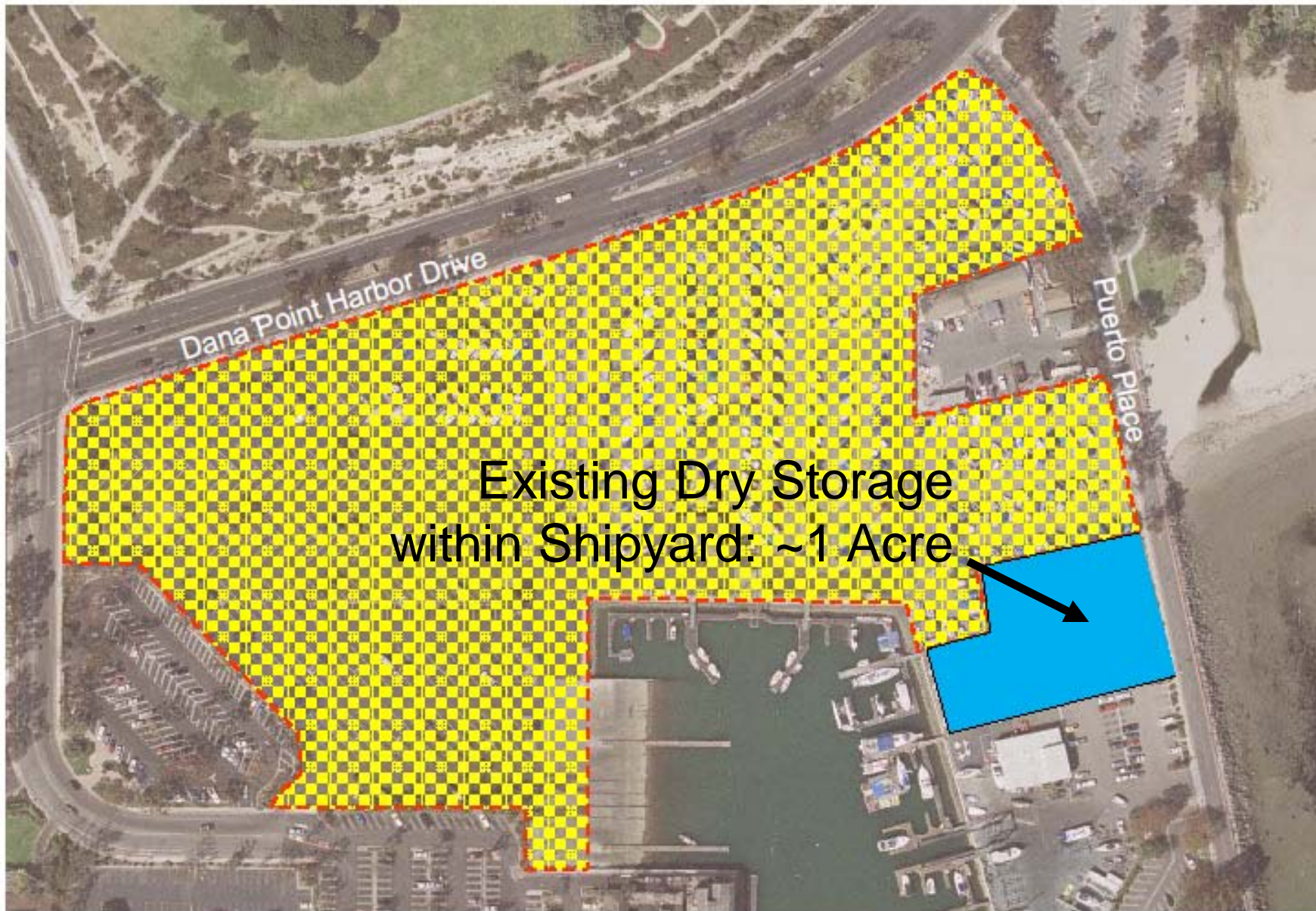
Net Loss 2.15 Acres

13.56% NET LOSS

How did this happen?



OC DPH – EXISTING LAUNCH RAMP AND SURFACE STORAGE



Existing Dry Storage
within Shipyard: ~1 Acre

ADDITIONAL SURFACE STORAGE WITHIN THE EXISTING SHIPYARD



OC DRH – PROPOSED LAUNCH RAMP AND SURFACE STORAGE



Dana Point Harbor Drive

Puerto Place

OC DPH - PROPOSED LAUNCH RAMP AND SURFACE STORAGE



Impact of Lost MSC 1 Acreage...

4. Per LCPA, 83% (487 of 580*) existing surface dry storage spaces would be eliminated!

All agree, proposed marine retail in boat storage area should be removed from approved LCPA

So 93 spaces in LCPA is too low – *But regardless*
580 (now) – 493 (proposed) = **87 spaces go away**

*We walked the property this Monday,
10/5/09 and physically counted 580 vessels



Physical Inventory Breakdown

Embarcadero Dry Storage Yard	476
Parked outside Embarcadero Yard (<i>trailer tow vehicle parking</i>)	64
Shipyard Boat Storage Yard	<u>40</u>
Total (<i>excludes empty trailers</i>)	580

580 (now) – 493 (proposed) = **87**
boaters who must leave harbor!

FACT: **THE NET LOSS IN DRY BOAT
STORAGE SPACES IS 15%**



MSC 1 FACTS

Recapping the data show so far...

Surface Area:

Down 13.56%

Total Number of Boats Stored: Down 15.00%

But there's more...



Mitigation? (NOT!)

5. Dry Stack Boat Barn (***Boating-By-Appointment***) is not mitigation for the loss of existing boating resources

- Access severely limited by appointment constraints (*been golfing lately?*)
- Much more costly (10-15 million \$ cost recovery!)

OC DPH Agrees: Boating-By-Appointment is not mitigation and has asked Staff to postpone Boat Barn decision to a final separate harbor phase!

What do boaters think? We asked...



We asked Boaters...

Only 17 positive responses (8.5%)
288 negative responses (91.5%)

2007 Dana Point Boater Survey

What are your feelings on the proposed dry stack boat storage solution?

Answer Options	Response Percent
1 Yes - It sounds like a good idea to me, I would use	4.1%
2 Yes - I might use but have questions/concerns	4.4%
3 No - My boat is too big to use	23.5%
4 No - My boat is otherwise not suitable (for example, a sailboat)	25.1%
5 No - Not interested	27.0%
6. No - It sounds like a bad idea	15.9%



Direction Is Clearly Needed Here

6. Providing new commercial parking must not trump land side boating related needs

Status:

- Worked extensively with OC DPH and others
- Consensus on some issues & features
- But no change to LCPA language was made

MSC 1 as currently defined is NO-GO!

PLEASE HELP



Waterside Concerns

7. There should be plans for expanding boating resources

Increased waterside amenities proposed

- Broker slips moved to new area by fuel dock*
- More slips near Sailing Events Center*
- Full time dinghy docks at Commercial Core

** Will add to total slip count*

Above are water side matters (not LCPA) **BUT**
Shipyard Expansion definitely is LCPA matter!



Day Use Vessels

8. No specific improvements in LCPA for hand launch vessel community, yet they represent a significant source of harbor land use as well as interior water traffic

Status: Initial OC DPH meetings favorable

- Joint OC DPH and DPBA conclusion is “can do” without delaying current LCPA process
- Concerns submitted to Coastal Staff and now appear in written recommendations



Take Away Points

- Balance Vs. “regional visitor serving” – It’s a harbor – Recreational boating needs must be addressed as higher priority
- CDP Process can and we expect it will work well w/boater input – If not then we will be back!
- Boaters, OC DPH and Staff have spoken – Redesign Alternative 3.5O (with ≤ 155 net slip loss)
- We need a full service shipyard AND no net loss in Dry Storage and Boat Launch surface area



Take Away Points

- Boating-By-Appointment – not mitigation for loss of existing dry storage & trailer boating resources
- New hotel OK - BUT must be “affordable” and built within same footprint
- Boater volunteers Vs. professional lobbyists and well financed special interests



Thank You

