



Post Office Box 461, Dana Point, California 92629

09/15/09

To: California Coastal Commission and Staff (See Distribution List)

RE: Dana Point Boaters Association Comments Regarding  
Proposed LCPA DPT-MAJ-08, aka Dana Point Harbor Revitalization Plan  
Land Use Component Dated May 29, 2009

Dear Commissioners and Staff:

The Dana Point Boaters Association (DPBA) represents over 500 dues paying boaters as well as many other users of Dana Point Harbor. Since its inception in March of 2007, DPBA has expended countless hours working on behalf of boaters to protect boating resources and access to the Harbor. On behalf of all Dana Point boaters, we have regularly met with OC DPH, OC Supervisors, Coastal Staff, City of Dana Point officials, local merchants, and a multitude of other stakeholders to provide boater input into the process of fashioning an LCPA that properly reflects boater's rights.

Since the June Coastal Commission hearing that postponed consideration of the LUP, we have worked closely with OC DPH to achieve a significant boater focused compromise with regard to the issue of waterside slip design in the LCPA. Working with OC DPH and within the jointly sponsored Boater Focus Group, boaters were able to agree on a top level design for the Harbor that significantly reduces the number of slips that will be lost due to remix and other proposed changes. The design, labeled 3.50, calls for a Harbor housing 2200 slips, or 209 less than the number of slips today, and much less than the 477 called out as the maximum in the Dana Point Harbor Redevelopment Plan which is embedded within the LUP. This design limits the slip loss of boats measuring under 30' from the originally proposed 1140 to 324, and provides for a reasonable increase in the number of slips in the 30-40' size to reflect wait list and other considerations.

As this waterside design agreement impacts many areas of the LCPA, we would like to ensure that it is properly reflected within the LUP. Therefore, we request that in section 4.2.2-6 of the LUP (and wherever else referenced), under Berthing and Storage Policies, that makes reference to no more than 477 slip loss and average slip size of no more than 34' be amended with the

agreed upon design 3.50 numbers of 209 and 31.34'. Based on our discussions with OCDPH, we are aware of the likelihood of many additional slips beyond the 2200 will be available in the final design stages, and feel that design 3.50 provides an adequate cap on slip loss.

Related to the waterside design agreement is the proposed dry stack boat storage facility. This proposed facility is intended to house 400 boats (non sail) and has been cited in the LUP and Coastal Staff report as mitigation for both waterside and landside slip loss due to LCPA design proposals. With the significant reduction in proposed slip loss mentioned above, we would propose that references to any requirement that the boat storage facility be built prior to construction are no longer necessary. Further, should the boat storage facility be built at some future date, we would consider this structure as a possible enhancement for dry storage within the harbor, rather than current mitigation.

The issue of surface boat storage bears further attention by the Commission. The LUP contains provisions to protect the existing surface boat storage, in section 4.2.2-10 and elsewhere in the report, until such time as the boat storage facility is built, then only provides for 93 surface boat storage spaces after that point. In the description of Planning Area 1, mention is made that current surface boat storage is 516 boats, and 183 vehicles with trailer spaces. We request that section 4.2.2-10 be amended to include today's surface boat storage numbers for easy reference. Further we would recommend that since the proposed Marine Retail Store location has been eliminated from Planning Area 1 per Coastal Staff recommendation and OC DPH agreement that the minimum number of surface boat storage spaces can be increased significantly, and that increase should be reflected in this section and throughout the LUP document. We have reviewed OC DPH plans that could easily more than double the minimum 93 specified.

The issue of surface boat storage is directly impacted by the imposition of a proposed two level parking structure within a large portion of the area currently used for boat storage and launching. Exhibit 2-1 of the LUP illustrates the proposed location of the parking structure in the area labeled MSC 1. This incursion into the boat storage, trailer boater parking, and launching areas has been the subject of much debate as it relates to the launching of boats, and the loss of square footage dedicated to boating storage (somewhere around 8.5% we believe). While the DPBA has no objection to a parking structure in the Harbor, the proposed location and configuration will likely become an issue during the CDP process.

The LUP proposes to reduce boater parking to .6 per boater ratio from what is a much larger ratio today. With the exception of East Cove boater parking, where the new Commercial Core will have the greatest impact on boater parking, the proposed ratio appears workable with proper program management. We propose section 4.2.2-10 of the LUP be amended to provide that boater parking within the East Cove be protected, by specifying the requirement that non boater uses, in particular Catalina Express and restaurant valet parking currently within East Cove be relocated, and further that no other non boater related parking be allowed thereafter. This should assure that East Cove boaters will have adequate parking after Revitalization.

Section 6.2.5-6 states that boater parking shall be located within a maximum distance of 1000 feet from the docks they serve. After discussions with OC DPH, it would appear there should be no instance where this distance should need to be more than 600 feet. Therefore we request amendment of this section to reflect the smaller distance. Further since this 600 foot distance is 400-500 feet longer than the maximum existing distance; it should be mitigated by appropriate program management. Such management would include for example, providing no charge electric cart access for portage of boater provisions and baggage, enforced boater only loading zones at the parking structure entrance, and dedicated boater parking within the proposed parking structure.

In section 6.3.1, Recreational Opportunities, in planning areas 9 & 10 there appears to be an incorrect reference to the existing number of slips in the Harbor. The widely accepted number of slips currently is 2409, while the figure quoted is 2260. We would like to see this correction made for the record.

Our last comments regarding the LUP relate to the provision of repair and haul out facilities within the Harbor. While section 4.3.1-3 provides for the protection and possible expansion of these types of facilities, section 4.2.2-9 proposes to reduce the only such facility we currently have, the Shipyard, from 2.6 to a minimum of 1.6 acres. There is an obvious contradiction within the LUP, and the provision of such services within the Harbor should be protected. We recommend that the LUP be amended to increase the minimum to 2.0 acres for dedicated repair and haul out facilities.

We are of course available for questions and comments.

Respectfully,

A handwritten signature in black ink, appearing to read 'Rodger Beard', with a long, sweeping horizontal stroke extending to the right.

Rodger Beard  
President  
Dana Point Boaters Association

*A nonprofit, all volunteer California Corporation representing over 500 dues paying recreational boaters of Dana Point Harbor*

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