



Post Office Box 461, Dana Point, California 92629

November 8, 2014

*To the addressed and respected representatives of the Local, Regional and State Government Agencies, as well as directed staff: (see list at end of document)*

The Dana Point Boaters Association (Dana Point Boaters Association) was formed in 2006 when recreational boaters, along with many other local stakeholders became alarmed by the County of Orange authored plan to redevelop Dana Point Harbor. The goal originally was to repurpose much of the existing land area from affordable recreational boating, general recreation / park and picnic oriented community purposes, for which our harbor is much loved by residents of Southern Orange County, and into what The County still describes as a "Regional Visitor Serving" role.

In the first draft of the proposed Harbor revitalization plan, the new goal of the harbor landside was to feature conventions/meetings, much more business dining, increased shopping as well as resort oriented activates which would then collectively dominate the previously more affordable recreational scene.

Due to active participation and involvement by a wide range of grass-roots community groups, residents, merchants, recreational boaters including the Dana Point Boaters Association, throughout the arduous, and surprisingly lengthy vetting process prescribed by the Coastal Commission, the following items have since been eliminated from the CDP in the form that apparently will come before The City of Dana Point City Council, for the appeal re-hearing on November 18th:

- A hotel/convention center on the water's edge, with meeting rooms, restaurants, tennis courts, replacing the Dana Point Marina motel (*plans have since have been scrapped, at last for short term*).
- A three story parking structure (*instead two stories is now planned*).
- A marine retail center and associate parking, which would have replaced much of the remaining current Embarcadero Marina dry boat storage area (*since has been dropped from plan documents*).
- Two 65 foot high boat storage buildings also known as "boat barns" (*now only one structure is planned*).
- Elimination of over 1100 of 2400 boat slips (*per most recent documents, elimination is now not to exceed 155 slips*).

It is emphasized here that that the process of local community involvement must continue.

This letter is directed to the addressed parties for consideration before, during *and after* the upcoming local appeal rehearing of Dana Point Harbor Landside Reconstruction CDP (Coastal Development Permit) # 13-0018(I) planned for November 18<sup>th</sup>, 2014.

Attached is a nine page, detailed analysis of recreational boating construction issues and mitigations which we strongly believe should be stipulated, as requirements for the approval of the subject CDP by City of Dana Point City Council.

In addition, we wish to draw your attention to the excerpts below, from the “Dana Point Harbor District Regulations”, which legally governs the consideration and issuance of this coastal development permit. Again, we strongly believe that approval of this CDP application must, in all respects, be consistent with the language of this document in order to avoid subsequent rehearing by the full California Coastal Commission.

Here then is the language we wish to draw your close and considered attention to:

Chapter 14 – Dana Point Harbor District Regulations, Page II-14.3 of II-14.12, Paragraph: i)

Commercial Development Phasing – New commercial development shall be phased such that required parking for higher priority uses (e.g., marina boat slips, public boat launch facility, surface boat storage, beach, picnic and parks) is provided and maintained. Parking for these higher priority uses shall be provided as follows:

Commercial Core Area – The first Coastal Development Permit for new development of the Commercial Core shall be required to demonstrate as part of the CDP that required land area has been reserved for parking for higher priority uses located within the Commercial Core area (e.g., designated boater parking, public launch ramp facility and boat storage), in the quantity and location required in Section II-14.2 (j). The CDP shall also require that the parking for the higher priority uses within the Commercial Core shall be constructed and open for use prior to the occupancy of the new Commercial Core development.

Marine Service Commercial, Marine Commercial and Recreation Areas – The location and amount of new development adjacent to park and beach areas shall not adversely impact public use of the low cost water oriented recreation, park and beach uses by ensuring that adequate parking spaces are maintained for these uses. Accordingly, all Coastal Development Permits for new development in Planning Areas 1, 4 and 5 shall demonstrate that the intensity of the proposed development and the proposed hours of operation will not adversely impact public use of the beach or park area within the Planning Area.

Parking for marina boat slips, the public launch ramp facility and dry boat storage shall be provided in the amounts and locations as follows:

Designated Boater Parking – Parking for 2,409 boat slips shall be provided at a minimum ratio of 0.60 parking spaces per slip or end tie unless a net loss of slips is authorized by a Coastal Development Permit. Boater parking shall be located as close as possible to the land/dock connection point of the docks they serve. Typically, the boater parking spaces should be within 300 feet of the land/dock connection point of the docks they serve, but where adherence to this standard is infeasible, the parking spaces shall be within a maximum of 600 feet of the land/dock connection point of the docks they serve. Mitigation measures should be provided to assist boaters with transport of passengers, equipment and provisions from parked vehicles to boats the land/dock connection point of the docks they serve in cases where the distance between parking spaces and the docks exceeds 300 feet and/or where there are other factors present which make such transport difficult.

Public Launch Ramp Facility – There shall be no net loss of the existing three hundred thirty-four (334) vehicle with trailer parking spaces. Redesign and expand the existing five and seven-tenths (5.7) acre boat launch facility to maximize the number of vehicle with trailer parking spaces meeting minimum California Department of Boating and Waterways guidelines (10 by 40 feet). Some large and smaller vehicle with trailer parking spaces shall also be provided in adequate amount to meet demand as determined through the Coastal Development Permit process.

Dry Boat Storage – Maintain space for at least four hundred ninety-three (493) boats to be stored on dry land in Planning Area 1; 400 of these spaces may be provided in a dry stack storage facility. Maintain a minimum of ninety-three (93) surface boat storage spaces, that can accommodate vessels that cannot be stored in a dry stack storage building within the Harbor at all times; additional space shall be provided where feasible.

In closing, we wish to express our sincere appreciation to all the fellow stakeholders who have worked so hard to protect and enhance the beautiful facility which we know today as Dana Point Harbor.

Dana Point Harbor truly is one of the finest, if not the finest multi-purpose recreational harbor in the entire world.

Respectfully,

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

Rodger Beard, President,  
For The Directors and Officers of  
The Dana Point Boaters Association

ATTACHMENT: CDP 13-0018(I) DPBA Mitigations.PDF

ADDRESSEES:

Lisa Bartlett, Mayor, City of Dana Point  
Brad Gross, Director, OC Dana Point Harbor  
Sherilyn Sarb, Deputy Director [Orange County], California Coastal Commission  
Teresa Henry, District Manager [Long Beach], California Coastal Commission  
Fernie Sy, Coastal Program Analyst II [Long Beach Office], California Coastal Commission