



Post Office Box 461, Dana Point, California 92629 ~ (949) 485-5656

June 16, 2014

City of Dana Point
Mayor and City Council
33282 Golden Lantern
Dana Point, CA 92629

Project Number: Coastal Development Permit CDP13-0018 (Commercial Core Project)
Project Location: Dana Point Harbor (APN: 672-171-03)

Honorable Mayor and City Council Members,

Thank you in advance for your time and consideration, allowing the Dana Point Boaters Association (DPBA) to present its concerns with the submitted Dana Point Harbor Coast Development Permit (CDP13-0018) Application.

We recommend approval of the subject CDP Application with needed language corrections prior to the approval. Our thoughts are that the City should process the CDP a 2nd time after proper language revisions have been completed by the submitter. This would truly be a more efficient method, having these corrections being made now rather than being brought back by directive of the California Coast Commission; also a huge time savings, weeks not months and months of additional delay.

I respectfully submit the following areas of concern with the CDP Application, which are in conflict with the approved Dana Point Harbor Revitalization Plan & District Regulations (Implementation Plan Component)/LUP:

- *4.5 (r) – Dry Boat Storage: Facilities for dry boat storage shall maintain space for at least four hundred and ninety-three (493) boats to be stored on dry land in Marine Services Commercial area (Planning Area I); four hundred (400) of these spaces may be provided in a dry storage facility (dry stack building, deck and/or surface storage areas). The existing functionality and mode of use of surface boat storage by boaters should be provided within any dry stack boat storage facility to the maximum extent possible. Additionally, a minimum of ninety-three (93) surface boat storage spaces that can accommodate vessels that can not be stored in a dry stack storage building shall be maintained within the Harbor at all times and additional spaces shall be provided where feasible. Please Note: “Shall be maintained within the Harbor at all times and additional spaces shall be provided where feasible”.*
How is this possible when the Construction Management Parking Plan submitted within the CDP is only leaving a total of 22 dry storage spaces during the Revitalization?



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

The first Coastal Development Permit for the 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 14.2 (i). 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.

The Dry Stack Boat Storage Building or Dry Boat Storage Deck has been excluded from being completed within the Construction Parking Management Plan (Report); within the submitted CDP.

- *14.2 (i) – Dry Boat Storage – Maintain space for at least four hundred ninety-three (493) boats to be stored on the 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 can not be stored in dry stack storage building within the Harbor at all times; additional space shall be provided where feasible.*

The submitted CDP does not conform to the above section 14.2 (i). Where is this parking and/or store if the Dry Storage Building or Dry Storage Deck will not be built until after the Commercial Core is completely built and occupied.

- *During several Boater Focus Group Meetings it was agreed by ALL parties in attendance that a part of the CDP mitigation would include language as follows. This language has since appeared in various government documents.*

The change in location of Guest Docks Slip from the West Basin to the East Basin near Harpoon Henry's/Wind and Sea should be accelerated to occur either before start of the commercial construction or in conjunction with the early stage of commercial core construction. Moving these permanent slips into the West Basin by the Sailing and Events facility it would avoid negative impact to the permanent slip holders that are located there now.

- *It was also agreed during Boater Focus Group Meeting negotiations, based on DPBA analysis and recommendation, that an additional 125 vehicle parking spaces (then discussed as the minimum, the actual benefit has apparently since been revised to 165 spaces) should*



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be made available for the parking deck. These additional spaces resulted from redesign and realignment of the boater day use trailer parking area from its original layout plan. ALL parties agreed that day use boaters would be allowed to park in some of those added 125 (min.) spaces.

I find no additional designated boat parking shown in the new Parking Deck to be used by for boaters and/or their guests. There will also need to be the elimination of the 4 hour limits for the spaces.

- *See pages 4 - 6 of this letter for additional, more specific observations regarding existing CDP language.*

Again, thank you for your time and consideration. We are of course willing to extend help and/or assistance to the City of Dana Point and to OC Dana Point Harbor to resolve the matters and language of concern covered herein. We look forward to hearing from the DP City Council/Planning Commission as well as approval of the Dana Point Harbor Revitalization CDP with suggested language stipulations and concerns addressed.

Respectively Submitted,

Steven Carpenter, Director
Director
Dana Point Boaters Association



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ADDITIONAL OBSERVATIONS REGARDING EXISTING CDP LANGUAGE

Section “K” Parking Management Plan:

1. Page #2 First Paragraph: Also need to include the verbiage the proposed Revitalization Plan is in compliance with the Dana Point Tidelands Trust. After all the DP Tideland Trust oversees our harbor and its existence.
2. Page #18, Joint-Use or Shared Parking, Bullet Points: This must not include ANY Boat Trailer Parking Spaces ONLY vehicle only parking spaces.
3. Page #19, Bullet Point #3: The 493 dry storage spaces are correct but are incorrect in several other location within this document.
4. Page #22, Bullet Point #1: This is a correct statement here, but this sentence is incorrect when used elsewhere within this document where it needs to specify day use boater parking, boater trailer parking.
5. Page #22, Bullet Point #2: Where is the Detailed Parking Management Plan (min/max that can be adjusted as needed) within the CDP? We find no specific language detailing a parking plan for the use of Designated Boater Parking that will be used for special events. The LCP/PPDR-IP requires a sufficiently specific plan stating minimums for each area.
6. Page #40, First Paragraph: A specific plan for special events and holidays must be included within the Detailed Parking Management Plan (min/max that can be adjusted as needed). The plan must also state the amount of boater slip parking spaces that will be used by others during these events and holidays per CCC guidelines.
7. Page #60, Table 10: Dry Stack and Mast up Storage must be a minimum total of 493 NOT the 488 shown in table.
8. Page #60: The Shipyard vehicle and trailer parking and work area is not sufficient for do-it-yourself (DIY) recreational boaters repair and maintenance activities. There must be 1-for-1 vehicle parking space in the designated self-repair area. Where was the parking allotment for this area calculated per City Parking Codes?
9. Page #63, Bullet Point #2: This needs to be reviewed to exclude the 4 hour time limitation for all day use boater parking. It was agreed during the during previous Boater Focus Group Meeting negotiations that the DPBA found the additional 125 (min.) spaces for the parking deck. These additional spaces became available due to the redesign and realignment of the boater day use trailer parking area from its original layout plan. All parties agreed that day use boaters would be allowed to park in some of the added 125 (min.) spaces because of the redesign made available from the DPBA.
 - a. This also needs to include the amount of designated parking spaces for boater slip parking within the parking deck area.
10. Page #65, 3) 300/600 Foot Parking: There is no designated boater location and amount of designated boater parking spaces for slip holders. Does not show enough parking spaces to include existing boat slip tenants for all the slips on docks L, M, N and O.



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11. Page #68, Table #11: 493 dry boat storage spaces are required per LCP/RPDR-IP. Does not jive with other sections within the CDP. Only showing 488 spaces are shown within Table #11.
12. Page #68, Table #11: It is our opinion that the Shipyard parking is not sufficient for the amount of sf & DIY self-repair and maintenance parking for boaters doing their own boat repairs. There must be 1 for 1 parking space for self-repair yard. Where was the parking allotment for this area calculated per City Parking Codes?
13. Page #69, 7) Event Parking Management: Where is the specific parking management plan information requirements by CCC stated within this plan for recreational boating parking spaces being used for ALL special events and holidays?
14. Page #76: It is my recommendation the Parking Deck Construction schedule start date should be moved up by a minimum of 2 months in schedule. This would reduce parking demands within the existing parking lots and wharf lots during their remodel. Should actually start in conjunction with the road work realignment and upgrades.
15. Page #79. Paragraph #2: Regarding the Commercial Core, Boater Parking is a higher priority in the Coastal Act than Commercial Core Parking. **LCP/RPDR-IP 4.5 r) Dry Boat Storage: shall be maintained within the Harbor at all times.** Where in this actual CDP application is Dry Boater Storage Parking being protected as stated?
16. Page #80, First Paragraph "Conclusions": This conclusion needs to be reassessed! There is a large change in land use in areas of 1 & 2 taken over by parking deck with NO designated boater day use parking provided within the "Conclusion" for the additional 130 parking spaces provided by the DPBA redesigned Parking Deck layout; not mentioned within this document.
17. Page #81, Second Paragraph: Per Dana Point Tideland Trust states specifically other uses other than harbor are incidental. Boater parking and Boater Dry Storage are higher priority than Commercial Core Car Parking to be provided to the general public.
18. Appendices: There needs to be a specific Overview as the one in Appendices of this study for each and every Major Holiday & Weekend, Special Event and HOW Boat Slip Parking will be effected during these events. This was a requirement per the CCC for a CDP Application.

Section "M" Construction Management Parking Plan:

1. Page #1, Second Paragraph, Second Sentence; Priority must be given to Dry Boat Storage & Launch Ramp Parking: ***How is this possible if almost ALL the dry storage boats are being relocated to other offsite locations and major encroachment to day use trailer parking in the harbor and the tear out of all section areas 1 & 2.*** While in the Studies for Dry Stack Building & Dry Storage Deck reports this was not stated; with a huge saving if the Boat Storage Deck was not built?
2. Page #6: Per Coastal Act, Boating has a higher priority: With only 22 dry storage boater spaces left in the harbor during this construction period, this needs to be reassessed. This section and the sections others that follow also need reassessing. This also includes the launch ramp spaces day use trailer parking during the construction phasing. Per LCP/RPDR-IP: Where is boater



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priority being given in this Construction Parking Plan and in the Parking Management Document?

3. Page #10, Section 1.32: The boat storage building was to hold 400 dry storage boats, what happened? Now showing only 390 boats. If the Dry Boat Storage Building is re-configured to hold less than 390 boats where will these additional dry boat storage space be located? Per LCP/RPDR-IP there will be a minimum of 493 dry boat storage spaces. No consistency within this document!
4. Page #11: Boater Storage & Parking has the higher priority per Coastal Act & LCP/RPDR-IP. Where is the approved permanent off-site Dry Boat Storage location for any of these permanently relocated boats?
5. Exhibit D: Once again, It states here and also in other location that the Dry Stack Building will hold 390 boats. How will the minimum of 493 dry boat storage spaces be provided if the Dry Stack Building is configured for fewer boats due to the physical height/size of boats?