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CALIFORNIA
COASTAL COMMISSION

RESOLUTION NO. 06-09-13-06

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DANA
POINT, CALIFORNIA, REGARDING LOCAL COASTAL PROGRAM
AMENDMENT LCPA06-03 AND REQUESTING CERTIFICATION BY
THE CALIFORNIA COASTAL COMMISSION

WHEREAS, after notice duly given pursuant to Government Code Section 65090 and Public Resources Code Sections 30503 and 30510, the Dana Point Planning Commission on June 7, 2006, held a public hearing to consider the adoption of Dana Point Local Coastal Program Amendment LCPA06-03 and via a resolution adopted on June 21, 2006, recommended its approval to the City Council; and

WHEREAS, the City Council, after giving notice as prescribed by law, held a public hearing on September 13, 2006, regarding the proposed Dana Point Local Coastal Program Amendment LCPA 06-03, and the City Council finds that the proposed amendment is consistent with the Dana Point General Plan, the Local Coastal Program and the California Coastal Act; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Dana Point as follows:

Section 1. That the above recitals are true and correct and incorporated herein.

Section 2. The City Council of the City of Dana Point certifies that it intends to implement the Local Coastal Program in a manner fully consistent and in conformance with Division 20 of the Public Resources Code as amended, the California Coastal Act of 1976.

Section 3. That the Dana Point City Council approved Dana Point Local Coastal Program Amendment LCPA06-03 pursuant to Ordinance No. 06-08. LCPA06-03 pertains to the adoption of the Dana Point Harbor Revitalization Plan and District Regulations to amend the Dana Point Specific Plan and replace the Dana Point Harbor Planned Community Program document. The amendment is to both the land use plan and the implementing actions. A copy of Ordinance No. 06-08 approving LCPA06-03 with the specific content of the proposed amendment is attached hereto as Exhibit A and is incorporated herein by this reference as though fully set forth herein.

Section 4. The City certifies that it has found that the land use plan as amended is in conformity with and adequate to carry out the Chapter Three policies of the Coastal Act.

Section 5. The City certifies that it has found that the implementing actions as amended are in conformity with and adequate to carry out the provisions of the Coastal Act and land use plan.

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PAGE 1 OF 3

COASTAL COMMISSION

Section 6. LCPA06-03 pertains to the adoption of the Dana Point Harbor Revitalization Plan and District Regulations to amend the Dana Point Specific Plan and Zoning Code to replace the Dana Point Harbor Planned Community Program.

Section 7. The City hereby certifies that the amendment will be submitted to the Coastal Commission for review and approval and the California Coastal Commission is hereby requested to consider, approve and certify Dana Point Local Coastal Program Amendment LCPA06-03.

Section 8. That pursuant to Section 13551(b) of the Coastal Commission Regulations, Dana Point Local Coastal Program Amendment LCPA06-03 will automatically take effect immediately upon California Coastal Commission approval, as provided in Public Resources Code Section 30512, 30513 and 30519.

Section 9. The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED this 13th day of September, 2006.



LARA ANDERSON, MAYOR

ATTEST:



KATHY M. WARD,
ACTING CITY CLERK

COASTAL COMMISSION

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STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF DANA POINT)

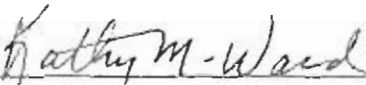
I, Kathy M. Ward, Acting City Clerk of the City of Dana Point, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 06-09-13-06, and was duly passed and adopted by the City Council of the City of Dana Point, California, at a regular meeting thereof, held on the 13th day of September, 2006, by the following roll-call vote, to wit:

AYES: Council Members Harkey, Lacy, Rayfield,
and Mayor Pro Tem Chilton

NOES: Mayor Anderson

ABSENT: None

ABSTAIN: None



KATHY M. WARD,
ACTING CITY CLERK

COASTAL COMMISSION

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ORDINANCE NO. 06-08

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DANA POINT, CALIFORNIA ADOPTING THE LOCAL COASTAL PROGRAM AMENDMENT LCPA06-03 FOR THE DANA POINT HARBOR REVITALIZATION PLAN AND DISTRICT REGULATIONS, THAT ALSO AMENDS THE DANA POINT SPECIFIC PLAN AND ZONING CODE, FOR APPROVAL AND CERTIFICATION BY THE CALIFORNIA COASTAL COMMISSION.

Applicant: County of Orange – Dana Point Harbor Department
File No.: FF# 0630-10/LCPA 06-03

WHEREAS, on July 9, 1991, the City of Dana Point adopted its General Plan; and

WHEREAS, The County of Orange has submitted the proposed Dana Point Harbor Revitalization Plan and District Regulations for the Dana Point Harbor which would amend the City's Local Coastal Program; and

WHEREAS, The Dana Point Harbor Revitalization Plan and District Regulations will amend the Dana Point Specific Plan, replacing the Dana Point Harbor Planned Community Program document; and

WHEREAS, the City of Dana Point adopted a Local Coastal Program, which was certified by the California Coastal Commission and may be amended in whole or in part; and

WHEREAS, the Dana Point Harbor Revitalization Plan and District Regulations will be consistent with and will continue to provide for the orderly, systematic and specific implementation of the City's General Plan; and

WHEREAS, The Dana Point Harbor Revitalization Plan and District Regulations will constitute the Local Coastal Program for the Dana Point Harbor, satisfying the requirements of the California Coastal Act; and

WHEREAS, the Dana Point Harbor Revitalization Plan and District Regulations is part of a comprehensive planning approach that has included extensive analysis of the Harbor area, including Environmental Impact Report No. 591 that has been certified by the Orange County Board of Supervisors and covers all Dana Point Harbor Revitalization improvements; and

WHEREAS, the preparation and adoption of the Local Coastal Program Amendment is statutorily exempt from the California Environmental Quality Act pursuant to Section 21080.9 of the Public Resources Code; and

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COASTAL COMMISSION

WHEREAS, on June 7, 2006, the Planning Commission of the City of Dana Point conducted a duly noticed public hearing to consider the Dana Point Harbor Revitalization Plan and District Regulations as an amendment to the City's Local Coastal Program; and

WHEREAS, at said public hearing, upon hearing and considering all documents, testimony and arguments of all persons desiring to be heard, the Planning Commission considered all factors relating to the Dana Point Harbor Revitalization Plan and District Regulations as an amendment to the City's Local Coastal Program, LCPA 06-03, the Dana Point Specific Plan and Zoning Code; and

WHEREAS, on June 21, 2006 the Planning Commission adopted a Resolution to forward its recommendations to the City Council for approval of the Dana Point Harbor Revitalization Plan and District Regulations and Local Coastal Plan Amendment LCPA 06-03 through Resolution No. 06-06-21-22; and

WHEREAS, the City Council did on September 13, 2006 conducted a duly noticed public hearing as prescribed by law to consider the Dana Point Harbor Revitalization Plan and District Regulations and Local Coastal Plan Amendment LCPA 06-03; and

WHEREAS, at the public hearing of September 13, after consideration of the recommendations of the Planning Commission, public testimony and evidence, the City Council made additional amendments to the Local Coastal Program Amendment and Dana Point Harbor Revitalization Plan and District Regulations as submitted and amended by the County; and

WHEREAS, the Dana Point Harbor Revitalization Plan and District Regulations, (Exhibit A is hereby amended by the City Council as identified by Exhibit B) attached hereto and made a part of this Ordinance; and

WHEREAS, at said public hearing, upon hearing and considering all documents, testimony and arguments, if any, of all persons desiring to be heard, the City Council considered all factors relating to LCPA 06-03; and

THE CITY COUNCIL OF THE CITY OF DANA POINT DOES ORDAIN AS FOLLOWS:

Section 1. That the above recitations are true and correct.

Section 2. The City Council finds as follows:

- A. That the proposed action complies with all other applicable requirements of State law and local Ordinances;

COASTAL COMMISSION

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- B. That the adoption of the proposed Dana Point Harbor Revitalization Plan and District Regulations as an amendment to the Dana Point Specific Plan and Local Coastal Program and Zoning Code is in the public interest;
- C. That the Local Coastal Program Amendment LCPA 06-03 is consistent with, and will be implemented in full conformity with the Coastal Act;
- D. That the City Council adopts the following specific findings:
1. That the public and affected agencies have had ample opportunity to participate in the LCPA process. Proper notice in accordance with the LCP Amendment procedures has been followed.
 2. That all policies, objectives, and standards of the LCPA conform to the requirements of the Coastal Act, including that the Land Use Plan as amended is in conformance with and adequate to carry out the Chapter 3 policies of the Coastal Act in that the amendment is a Harbor Land Use Plan that meets the requirements of and implements the provisions and policies of the Coastal Act at the local level by protecting, maintaining and, where feasible, enhancing the natural and scenic qualities of coastal resources; assures access consistent with conservation principles and constitutionally protected private property rights; assures priority for coastal-dependent and coastal-related development; and, encourages state and local government cooperation concerning the planning and development process.
 3. That Coastal Act policies concerning specific coastal resources, hazard areas, coastal access concerns, and land use priorities have been applied to determine the locations and intensity of land and water uses in that subsequent development within the harbor will be reviewed for compliance with the Coastal Act provisions and other applicable state law.
 4. That the level and pattern of development proposed is reflected in the amended Land Use Plan, Zoning Code, and Zoning Map. The applicable sections are being amended accordingly to be consistent with state law.

COASTAL COMMISSION

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5. That a procedure has been established to ensure adequate notice of interested persons and agencies of impending development proposed after certification of the LCPA. Proper notice in accordance with the LCP Amendment procedures has been followed.
6. That zoning measures are in place which are in conformance with and adequate to carry out the coastal policies of the Land Use Plan. The City's Zoning Code is being amended concurrently with the LCP amendment.
7. The City certifies that with the adoption of these amendments, the City will carry out the Local Coastal Program in a manner fully in conformity with Division 20 of the Public Resources Code as amended, the California Coastal Act of 1976.
8. The City certifies that the Land Use Plan, as amended, is in conformity with and adequate to carry out the Chapter Three policies of the Coastal Act.
9. The City certifies the implementing actions as amended, are in conformity with and adequate to carry out the provisions of the certified Land Use Plan.
10. The Resolution No. 06-09-13-06 of the City Council specifies that Local Coastal Program Amendment LCPA 06-03 be submitted to the Coastal Commission for certification.

Section 3. Chapter 9.25 of the City's Zoning Code is hereby deleted in its entirety and amended to read as follows:

Chapter 9.25

DANA POINT HARBOR DISTRICT

Sections:

9.25.010 Dana Point Harbor Revitalization Plan & District Regulations

9.25.010 Dana Point Harbor Revitalization Plan & District Regulations.

The land use and development regulations for this area are contained in the Dana Point Harbor Revitalization Plan & District Regulations included at Appendix C of the Dana Point Zoning Code.

COASTAL COMMISSION

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Section 4. The Dana Point Harbor Revitalization Plan & District Regulations shall replace in its entirety the Dana Point Harbor Planned Community District Development Plan and thereby amend the relevant portion of the Dana Point Specific Plan as applicable.

Section 5. The Dana Point Harbor Revitalization Plan & District Regulations shall be included as Appendix C of the Dana Point Zoning Code. Furthermore, a reference to the Dana Point Harbor Revitalization Plan and District Regulations shall replace any reference to the Dana Point Harbor Planned Community in the City's Zoning and Municipal Code including, but not limited to, Appendix A of the Zoning Code.

Section 6. The County of Orange operated parking lot on Selva Road shall not be an option for boat storage, except during interim periods of construction for Planning areas 1, 2, 9 and 10. The County shall also take the City Council's other comments, as expressed at the 9-13-06 Council meeting, into consideration as the Plan goes forward to the extent that it is feasible.

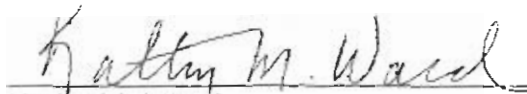
Section 7. The City Clerk shall certify to the adoption of this Ordinance and shall cause a summary thereof to be published as required by law.

PASSED, APPROVED, AND ADOPTED this 27th day of September, 2006.



LARA ANDERSON, MAYOR

ATTEST:



Kathy M. Ward
Acting City Clerk

COASTAL COMMISSION

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STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF DANA POINT)

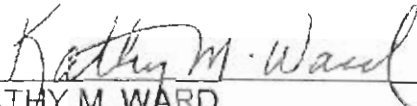
I, Kathy M. Ward, Acting City Clerk of the City of Dana Point, do hereby certify that the foregoing Ordinance No. 06-08 was duly introduced at a regular meeting of the City Council on the 13th day of September, 2006, and was duly adopted and passed at a regular meeting of the City Council on the 27th day of September, 2006, by the following vote, to wit:

AYES: Council Members Harkey, Lacy, Rayfield
 Mayor Pro Tem Chilton, and Mayor Anderson

NOES: Mayor Anderson

ABSENT: None

ABSTAIN: None


KATHY M. WARD
ACTING CITY CLERK

COASTAL COMMISSION

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November 7, 2007

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**CALIFORNIA
COASTAL COMMISSION**

California Coastal Commission
South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, California 90802-4302
Attn: Mr. Fernie Sy

Re: **City of Dana Point LCPA 06-03/Coastal Commission Reference
No. DPT-MAJ-03-06 for the Dana Point Harbor Revitalization Plan and
District Regulations**

Dear Mr. Sy:

In response to our numerous meetings and telephone conversations over the last several months regarding the above referenced application submittal, the City of Dana Point, in cooperation with the County of Orange – Dana Point Harbor Department has prepared a companion document to the Dana Point Harbor Revitalization Plan and District Regulations, intended to directly address concerns previously identified by Coastal staff in our original submittal. The Supplemental Text as it is titled provides a "more traditional" approach to presenting the Land Use Plan components of our Local Coastal Program Amendment. It should be noted that none of the information contained in the Supplemental Text document is different from that considered by the Dana Point City Council in their deliberations on the Dana Point Harbor Revitalization Plan. The goals and policies presented in the document are directly taken from several different approval documents, all previously certified by the Coastal Commission as components of the City's certified LCP.

It is our hope that once Commission staff has reviewed all the components of our application and has deemed it complete, we can work together to prepare an analysis of the County's Revitalization Plan for Dana Point Harbor to forward on to the Commission for consideration. This is an extremely important project for the City and any assistance required to facilitate a timely review of the materials that comprise our application is available from the City or the County of Orange – Dana Point Harbor Department. In the event you have any questions regarding our application, please do not hesitate to contact me directly, or alternatively, Brad Gross, the new Director of the Dana Point Harbor Department.

Thank you in advance for your assistance in processing our application request.

Sincerely,

Kyle Butterwick
Director of Community Development

COASTAL COMMISSIONEXHIBIT # 4PAGE 1 OF 1*Harboring the Good Life*



**Table 3-1
EXISTING AND PROPOSED LAND USE SUMMARY**

Planning Area	Existing	Proposed (maximum)	Difference
Planning Area 1 – Marine Services (25.2 acres)			
Dry-Stack Boat Storage (two buildings)	NA	800 spaces (see note)	+800 spaces
Dry-Stack Boat Storage & Adjacent Buildings	NA	50,000 (400 spaces)	+50,000 (400 spaces)
▪ Offices and Boater Lounge	NA	5,600 s.f.	+5,600 s.f.
▪ New Marine Retail Store ¹	NA	9,100 s.f.	+9,100 s.f.
Boater Service Building (BSB)			
▪ BSB X	5,000 s.f.	0 s.f.	-5,000 s.f.
Shipyards Building	5,000 s.f.	2,500 s.f.	-2,500 s.f.
Lighthouse Facility ²	NA	2,500 s.f.	+2,500 s.f.
County Maintenance Yard Buildings ³			
▪ Offices	1,800 s.f.	0 s.f.	-1,800 s.f.
▪ Garage	1,800 s.f.	0 s.f.	-1,800 s.f.
▪ Sheds	520 s.f.	0 s.f.	-520 s.f.
Fuel Dock	750 s.f.	750 s.f.	0 s.f.
Planning Area 2 – Day Use Commercial (18.1 acres)			
Boater Service Building (BSB)			
▪ BSB 1 ⁴	4,600 s.f.	6,800 s.f.	+2,200 s.f.
Catalina Terminal Building	0 s.f.	1,000 s.f.	+1,000 s.f.
Retail	26,000 s.f.	32,800 s.f.	+6,800 s.f.
Restaurant	51,300 s.f.	78,400 s.f.	+27,100 s.f.
Planning Area 3 – Visitor- Serving (9.5 acres)			
Hotel	136 rooms	220 rooms	+84 rooms
Meeting Space	2,000 s.f.	12,000 s.f.	+10,000 s.f.
Restaurant	0 s.f.	2,750 s.f.	+2,750 s.f.
Retail	0 s.f.	500 s.f.	+500 s.f.
Fitness Center	450 s.f.	1,500 s.f.	+1,050 s.f.
Boater Service Buildings (BSBs)			
▪ BSB 2 ⁵	3,600 s.f.	1,000 s.f.	-2,600 s.f.
▪ BSB 3	3,600 s.f.	6,600 s.f.	+3,000 s.f.
▪ BSB 4	5,000 s.f.	7,000 s.f.	+2,000 s.f.
Planning Area 4 – Marine Commercial (25.6 acres)			
Harbor Patrol Building	6,000 s.f.	7,500 s.f.	+1,500 s.f.
Restaurant	10,000 s.f.	15,000 s.f.	+5,000 s.f.
Boater Service Buildings (BSBs)			
▪ BSB D (Dana West Yacht Club)	3,600 s.f.	8,600 s.f.	+5,000 s.f.
▪ BSB E	3,600 s.f.	5,600 s.f.	+2,000 s.f.
▪ BSB F	3,600 s.f.	5,600 s.f.	+2,000 s.f.
▪ BSB 5	4,000 s.f.	6,600 s.f.	+2,600 s.f.
▪ BSB 6	3,600 s.f.	6,600 s.f.	+3,000 s.f.
▪ BSB 7	3,600 s.f.	6,600 s.f.	+3,000 s.f.
▪ BSB 8	3,600 s.f.	6,600 s.f.	+3,000 s.f.
Dana Point Yacht Club	12,400 s.f.	18,000 s.f.	+5,600 s.f.
Planning Area 5 – Day Use Recreation (21.1 acres)			
Youth and Group Facility	11,000 s.f.	17,000 s.f.	+6,000 s.f.
Boater Service Buildings (BSBs)			
▪ BSB A	3,600 s.f.	5,600 s.f.	+2,000 s.f.
▪ BSB B	3,600 s.f.	5,600 s.f.	+2,000 s.f.
▪ BSB C (County Harbor Department)	3,600 s.f.	5,600 s.f.	+2,000 s.f.
Planning Area 6 – Education and Institutional (3.6 acres)			
Ocean Institute	32,000 s.f.	32,000 s.f.	0 s.f.
Planning Area 7 – Conservation (4 acres)			
No Development	0 s.f.	0 s.f.	0 s.f.

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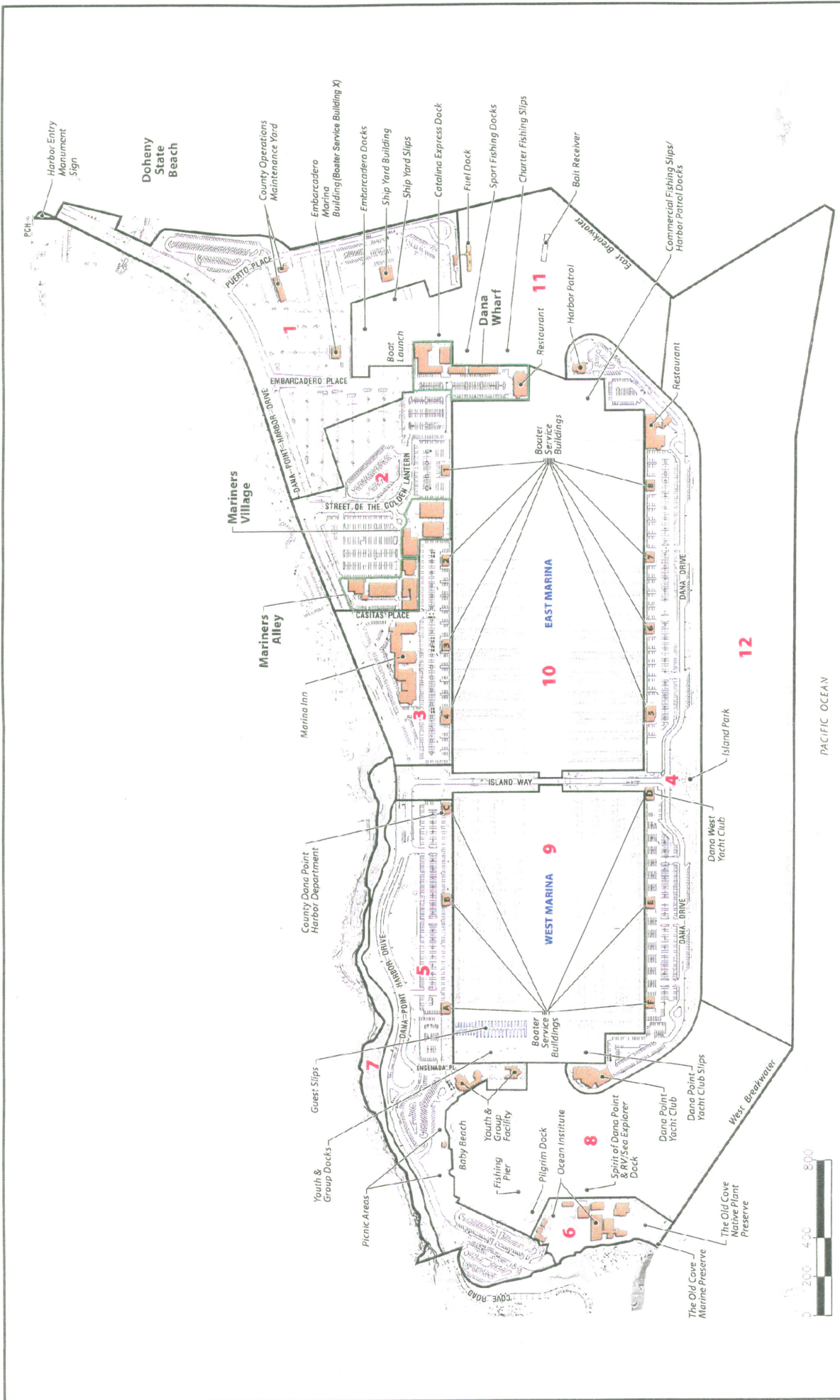
Table 3-1 (continued)
EXISTING AND PROPOSED LAND USE SUMMARY

Planning Area	Existing	Proposed (maximum)	Difference
Planning Area 8 – Educational Basin (25.8 acres)			
Baby Beach	0 s.f.	0 s.f.	0 s.f.
TOTAL	219,220 s.f.	323,300 s.f.	+104,080 s.f.⁵
TBD = to be determined; s.f. = square feet; NA = not applicable			
Notes: ¹ Includes the relocation of approximately 3,000 square feet from Planning Area 2. ² The lighthouse facility in Planning Area 1 contains a 500 square foot lighthouse and up to 2,000 square feet of other accessory uses. ³ The County Maintenance Yard Buildings will be moved off-site to a location to be determined at a later date. ⁴ The yacht brokerages in Boater Service Buildings 1 and 2 will be moved into the Commercial Core. The new Boater Service Building 2 will be a combination public restroom facility and Boater Service Building. ⁵ The increase in square footage does not reflect the additional 84 hotel rooms (Planning Area 3) and 800 dry stack spaces (Planning Area 1) proposed as part of the Revitalization Plan.			

Note: As a result of the action taken by the Dana Point City Council (Ordinance No. 06-08 and Resolution No. 06-09-13-06, adopted on September 13, 2008), the second dry stack boat storage facility building was removed from the Dana Point Harbor Revitalization Plan and District Regulations resulting in the statistical changes noted for Planning Area 1.

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COASTAL COMMISSION



Source: RBF Consulting, August 1, 2005.

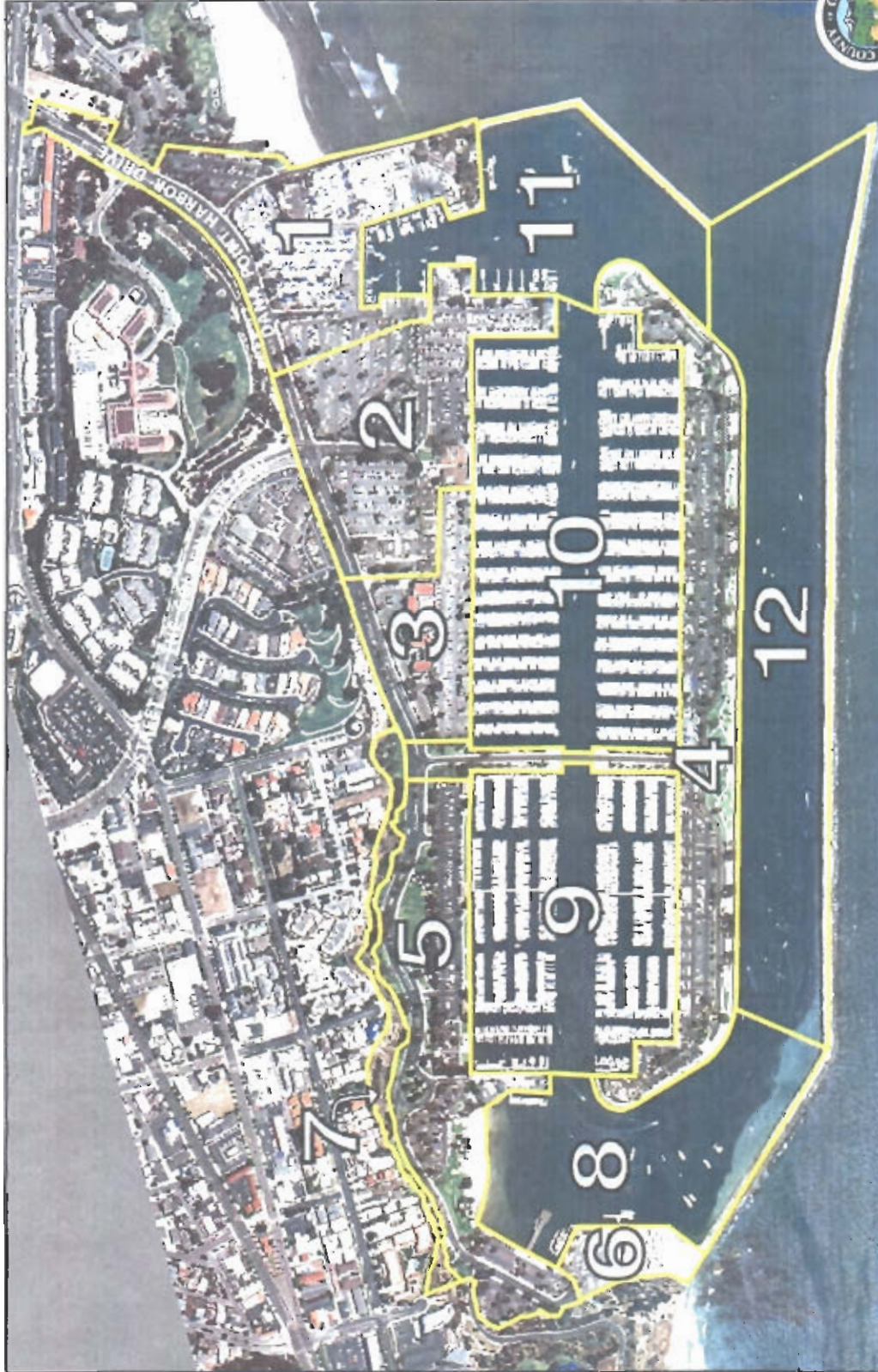


Exhibit 1.1-2
PLANNING AREA MAP



04-2009



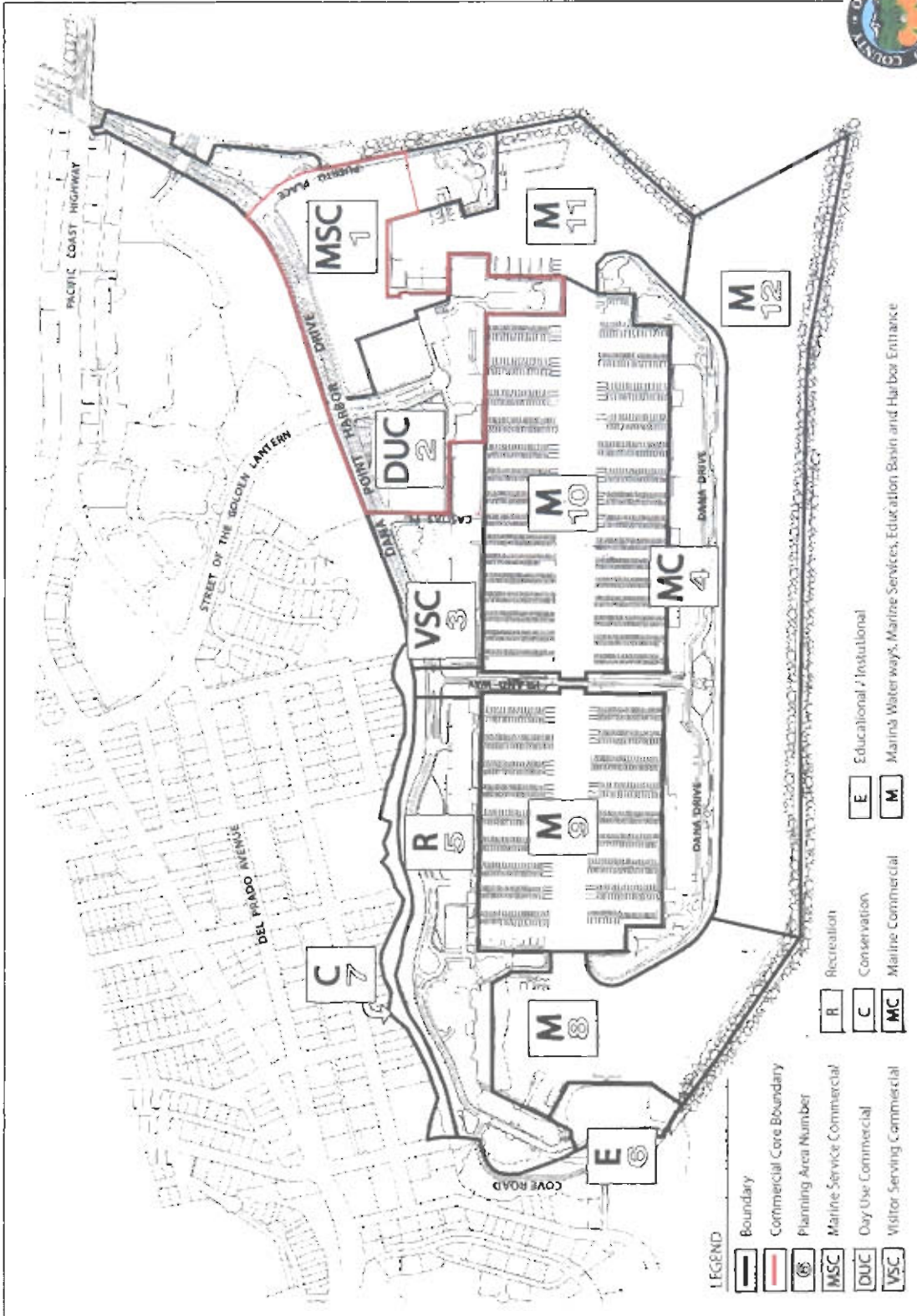
Dana Point Harbor
REVITALIZATION PLAN & DISTRICT REGULATIONS



Exhibit 2.1

DANA POINT HARBOR LAND USE PLAN

06-2009



Dana Point Harbor
REVITALIZATION PLAN & DISTRICT REGULATIONS



Current Anchor Marine lease boundary includes 2.6 acres.

- 1.2 acres are used for shipyard activities and jet ski / kayak sales and rentals.
- .4 acres are used for parking.
- 1 acre is used for surface boat storage.
- Lease expires 2012

Current Anchor Marine Lease Boundary - 2.6 Acres*

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*Acreages are approximate

ATTACHMENT C

DPH - EXISTING AND PROPOSED ACREAGES

1/29/2009

PLANNING AREAS 1 & 2	Existing	Proposed
Marine Services	15.85	13.70
Public Parking	8.74	9.43
Buildings - Boater Serving	0.38	0.69
Buildings - Day Use Commercial	2.06	1.92
Recreation	0.75	1.21
Common Area	13.57	15.95
County Yard	0.89	0.00
Boater Parking	1.06	0.40
COMBINED TOTAL	43.30	43.30

Change

Notes

-2.15 Dry stack building adds an additional Marine Services area not included in these acreages. Net increase.
 0.69 Upper level of parking deck adds additional Public Parking not included in these acreages. Net increase.
 0.31
 -0.14
 0.46
 2.38
 -0.89
 -0.66

Boater dedicated parking is reduced but sufficient dedicated boater parking is provided to meet DBW standards. Need is also reduced due to relocation of visitor slips.

AREA 3	Existing	Proposed
Marine Services	0.00	0.00
Public Parking	1.35	1.35
Buildings - Boater Serving	0.16	0.16
Buildings - Day Use Commercial	0.00	0.00
Recreation	0.00	0.00
Common Area	2.99	2.99
Boater Parking	1.06	1.06
Visitor Serving	3.94	3.94
TOTAL	9.50	9.50

No Change
 No Change
 No Change
 No Change
 No Change
 No Change
 No Change
 No Change

AREA 5	Existing	Proposed
Marine Services	0.00	0.00
Public Parking	3.47	3.47
Buildings - Boater Serving	0.50	0.50
Buildings - Day Use Commercial	0.00	0.00
Recreation	6.22	6.22
Common Area	6.78	6.78
Boater Parking	4.13	4.13
Visitor Serving	0.00	0.00
TOTAL	21.10	21.10

No Change
 No Change
 No Change
 No Change
 No Change
 No Change
 No Change
 No Change

AREA 7	Existing	Proposed
Conservation - Bluffs	4.00	4.00
TOTAL	4.00	4.00

No Change

AREA 4	Existing	Proposed
Marine Services	0.00	0.00
Public Parking	2.09	2.09
Buildings - Boater Serving	0.85	0.85
Buildings - Day Use Commercial	0.32	0.32
Recreation	4.45	4.45
Common Area	8.18	8.18
Boater Parking	9.71	9.71
Visitor Serving	0.00	0.00
TOTAL	25.60	25.60

AREA 6	Existing	Proposed
Marine Services	0.00	0.00
Public Parking	0.85	0.85
Buildings - Boater Serving	1.10	1.10
Buildings - Day Use Commercial	0.00	0.00
Recreation	0.00	0.00
Common Area	1.65	1.65
Boater Parking	0.00	0.00
Visitor Serving	0.00	0.00
TOTAL	3.60	3.60

GRAND TOTAL (All PA's)	107.10	107.10
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COASTAL COMMISSION

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CALIFORNIA STATE
LANDS COMMISSION

JOHN GARAMENDI, *Lieutenant Governor*
JOHN CHIANG, *Controller*
MICHAEL C. GENEST, *Director of Finance*

EXECUTIVE OFFICE
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

PAUL D. THAYER, *Executive Officer*
(916) 574-1800 Fax (916) 574-1810
California Relay Service TDD Phone 1-800-735-2929
Voice Phone 1-800-735-2922

January 13, 2009

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South Coast Region

File Ref: G09-00

Ted Olsen, President
Dana Point Boaters Association
P.O. Box 461
Dana Point, CA 92629

JAN 9 1 2009

CALIFORNIA
COASTAL COMMISSION

Dear Mr. Olsen:

Subject: Dana Point Harbor Revitalization Project

Thank you for the letters on October 13, 2008 and December 2, 2008. I shared your October 13, 2008 letter with the Commissioners at the October 16, 2008 Commission meeting. I had not received your second letter until after our December 3, 2008 Commission meeting, but have forwarded your letter to the Commissioners for their information.

The Dana Point Harbor Revitalization Project (Project) as proposed involves lands that were legislatively granted to the County of Orange, pursuant to Chapter 321, Statutes of 1961, and as amended, with minerals reserved to the State. All tide and submerged lands, as well as navigable rivers, sloughs, etc., are impressed with the Common Law Public Trust. The public trust is a sovereign public property right held by the State or its delegated trustee for the benefit of all people. This right limits the uses of these lands to waterborne commerce, navigation, fisheries, open space, water-related recreation, or other recognized Public Trust purposes. Any development, leases or franchises, involving these lands must be consistent with the terms of the legislative grant and the Public Trust Doctrine.

While you are correct in that the legislative granting statute includes wording that the lands shall be used "...only for the establishment, improvement and conduct of a harbor..." it is important to note that other uses are also authorized by the statute. These uses include, but are not limited to, "other utilities, structures, or other facilities necessary or convenient for the promotion and accommodation of commerce and navigation, and for recreational use, public park, parking, highway, and business incidental thereto."

By virtue of the trust grant, the California Legislature has granted the day-to-day management of the State's public trust lands within Dana Point Harbor to Orange County (County). The County is the State's trustee in managing its public lands and assets. While the Commission retains oversight jurisdiction to ensure that the

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PAGE 1 OF 2

management of these public trust lands is consistent with the County's statutory trust and the Common Law Public Trust Doctrine, the Commission does not make priority determinations between competing public trust consistent uses. Trustees, as administrators of their respective public trust lands, are charged with choosing among competing public trust uses. With a few exceptions, trustees are not required to secure approval from the Commission before embarking on development projects on their trust lands or before expending revenues generated from activities on these lands. However, Commission staff often advises its trustees on whether a certain development or expenditure is consistent with the public trust.

Your letter quotes from the Commission's Public Trust Policy statement that the Commission may choose among competing valid uses. This particular section references sovereign lands that are under the direct jurisdiction of the Commission. As stated above, in the case of Dana Point Harbor, the lands involved are sovereign lands that have been legislatively granted to a local municipality, where all right, title and interest in the property has been transferred, in trust, to the grantee with the Commission acting in a limited oversight capacity. Additionally, the reference to the Legislature not delegating the authority to modify uses permitted on public trust lands applies as a limitation to not authorize non-trust uses, such as private office space or residential use, as opposed to discretionary considerations of competing trust uses.

Based on the information provided, Commission staff cannot take a position of opposition before the California Coastal Commission when Orange County's Local Coastal Plan (LCP) amendment is considered. However, Commission staff will follow the County's LCP amendment process and make comments as needed. I encourage you to contact the California Coastal Commission regarding the displacement of recreational boating and boating resources as the Coastal Commission retains the jurisdiction in enforcing the California Coastal Act. The State Lands Commission staff will continue to monitor the Project and to ensure that uses proposed and developed will be consistent with the public trust and the County's legislative grant.

If you have any questions, please do not hesitate to contact Grace Kato at (916) 574-1227 or via email at katog@slc.ca.gov. Thank you.

Sincerely,



PAUL D. THAYER
Executive Officer

cc: Brad Gross, Dana Point Harbor Department, Orange County
Fernie Sy, California Coastal Commission
Grace Kato

COASTAL COMMISSION

EXHIBIT # 11
PAGE 2 OF 2



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Refer To File #: 290529-0001

VIA FEDERAL EXPRESS

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South Coast Region

MAY 11 2009

**CALIFORNIA
COASTAL COMMISSION**

May 8, 2009

Chairman Neely and Commissioners
California Coastal Commission
200 OceanGate, Suite 1000
Long Beach, CA 90802-4302

**Re: Dana Point Shipyard's Requested Revision of Local Coastal Program
Amendment 06-03 (Dana Point Harbor Revitalization Plan)**

Dear Chairman Neely and Commissioners:

We represent Anchor Marine, the current operator and long-term lessee of the Dana Point Shipyard (also "Shipyard") with respect to the overall County of Orange Dana Point Harbor Revitalization Plan ("Plan") and specifically the City of Dana Point ("City") Local Coastal Program Amendment 06-03 ("LCPA 06-03").

While we do not oppose the Plan or LCPA 06-03, our previous submittals and communications with the City, the County and Commission staff should make it clear that the reduction of the existing 2.6 acre Shipyard parcel to the 1.6 acres proposed in the Plan will: (1) eliminate the ability of the Harbor to supply the full range of marine services within the expanded Harbor; (2) create significant environmental impacts on water quality in the Harbor not yet analyzed in any environmental document addressing waterside activities;¹ and (3) violate important and controlling provisions of the Coastal Act (Pub. Res. Code §§ 30234, 30224 and 30225) by failing to prioritize, protect, and, as has been demonstrated to be feasible, upgrade coastal-dependent marine services that will serve recreational boaters and protect water quality in the Dana Point Harbor.

Our specific request, based upon all available County information about the "Waterside" portion of the plan yet to be environmentally cleared and approved, and the enclosed February 24, 2009 Marina Business Associates ("MBA") Market and Operations Analysis Review with Revised Considerations and Recommendations" is this: **a 2.5 acre shipyard must be provided in the Plan and mandated by the LCPA the Commission ultimately adopts, in order to ensure the full range of marine services, including do-it-yourself marine repairs, are available to serve recreational boaters in Dana Point Harbor.**

¹ The Waterside SEIR IS/NOP was issued in November 2007 and the Draft EIR has yet to surface – see attached letter on behalf of the Shipyard to the County dated January 2, 2008.



An adequately sized shipyard is particularly critical given the County's proposed Slip Mix Alternatives #3 and #4, which call for a significant increase in the number of vessels in the 30' – 50' range.

We would point out that we have communicated this deficiency in the Plan very early in the LCP Amendment process, both formally, in the administrative record, as well as in meetings with County and Commission staff. Based on our testimony and that of several citizens at the City of Dana Point ("City") September 13, 2006 Council hearing on the LCPA, the Council included among requested amendments the following direction:

- "II. Direct County of Orange to take into account City Council comments made during meeting to the extent feasible as the Plan goes forward and is fleshed out. Specifically, the City Council would like the County to provide direction on*
- 1) amount of land allocated to the shipyard (shipyard size adequacy) and*
 - 2) reduction of boat slips to be shared for all boat sizes."*

To date, we have received no response from the County on this requested action, nor has the City received any "direction" or explanation to the best of our information.

We enclose three key documents that we would respectfully ask the Commission review and evaluate prior to approving the County-City Plan as presented to date. These three documents update our December 1, 2006 submittal to the Commission staff, our attached letter to the County on the Supplemental EIR for Waterside SEIR-IS/NOP and information on the need for a 2.5 acre Shipyard provided in meetings with Brad Gross and County Harbor Department staff on September 4, 2008 and with Teresa Henry, Karl Schwing and Fernie Sy of your Long Beach office on January 6, 2009.

The attached documents are:

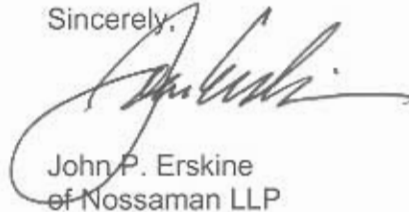
- 1) MBA's Updated February 24, 2009 Shipyard Market & Operations Analysis – Revised Recommendation;
- 2) MBA's March 26, 2009 Response to County's URS/Cash study;
- 3) Powerpoint presentation comparing the Dana Point Shipyard with the marine services provided in Newport Beach and Basin Marine Shipyard).



Please do not hesitate to contact us if we may address any questions; we will be contacting individual Commissioners as available and providing testimony at the June Commission hearings.

Thank you.

Sincerely,



John P. Erskine
of Nossaman LLP

JPE/rst
Enclosures

cc: Peter Douglas, Director, California Coastal Commission (with enclosures)
Doug Chotkevys, Dana Point City Manager (with enclosures)
Brad Gross, Director, Dana Point Harbor Department (with enclosures)

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REFER TO FILE #
290529-0001

January 2, 2008

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MAY 11 2009

CALIFORNIA
COASTAL COMMISSION

VIA U. S. MAIL AND ELECTRONIC MAIL

Brad Gross, Director
County of Orange
Dana Point Harbor Department
24650 Dana Point Harbor Drive
Dana Point, CA 92629

Re: Comments on the Notice of Preparation for the Dana Point Harbor Marina Improvement Project

Dear Mr. Gross:

We represent Anchor Marine Repair Company ("Anchor Marine") regarding its interest in the Dana Point Harbor Marina Improvement Project ("Project"). Anchor Marine is the only shipyard in the Harbor. Anchor Marine plays a vital role in maintaining the functionality and safety of the harbor, and intends to continue that role, despite the fact that previous County plans (the Dana Point Harbor Revitalization Plan) reduced Anchor Marine's existing 2.6 acre site to approximately 1.6 acres. This change in the parcel currently leased from the County will: reduce the boatyard area, reduce the on-site building, eliminate any opportunity to expand to service the larger boats planned for the harbor and drastically reduce parking. Anchor Marine supports the Harbor Department's objective to improve water quality by: providing boat repair and maintenance services on land in an environmentally controlled facility, thus avoiding pollution impacts resulting from in the water repairs and travel to other harbor shipyards.

We previously submitted comments on earlier and related projects, specifically, on September 13, 2006, we submitted comments to the City of Dana Point on the Dana Point Harbor Revitalization Plan & District Regulations.¹ Our previous comments are incorporated herein by reference and attached for your convenience. Anchor Marine continues to be concerned about the need to consider and evaluate the relationship between water side and land side issues in the Harbor in planning and environmental documents, and the continued piecemealing and segmentation of the various functions of the Harbor as the County moves

¹ Anchor Marine also submitted written comments on the Draft EIR No. 591 on November 8, 2005 and presented verbal comments at the Board of Supervisors hearing on January 31, 2006.

Brad Gross
January 2, 2008
Page 2

forward with implementing the Harbor Revitalization Plan. The two components, water side and land side, are integrally related, and changes in one of the components have the potential to result in secondary or indirect effects on the other component. This is especially true for boating related services, for example, normal boat maintenance and for emergency assistance.

The following are our comments on the Notice of Preparation for the Dana Point Harbor Marina Improvement Project, including comments on the scope and content of the environmental information to be included in the Subsequent Environmental Impact Report ("SEIR"):

1. The Project Description states that "the total number of boat slips ... would decrease from 2,409 to 2,035, resulting in a net loss of 374 slips." The Project Description, however, also states that the project will include a number of design measures "in an effort to limit the loss of slips." It is not clear whether the project includes a change in boat slips from 2,409 to 2,035, or if there is a different number of slips based on the efforts to limit the loss of slips. The Notice of Preparation ("NOP") does not state the number of boat slips that will be analyzed for purposes of analyzing impacts of the project and comparing those impacts to a "no project" alternative. The SEIR should be clear as to the number of boat slips analyzed as the after project condition.

2. The Project Description does not describe any change in overall Harbor operations related to the modified slip mix or other aspects of the Project. The Initial Study states that the land use of the site will not be changed, and the project "is not expected to increase capacity or add any significant amount of impervious surface to the project area. Long-term operations will not be significantly different than the current uses and are not expected to increase or introduce additional water quality pollutants." (Page 3-12).

Based on the NOP and Initial Study, it appears that the County is defining the project very narrowly, and is not planning a comprehensive analysis of the reasonably foreseeable operational consequences of the project. Changes in the slip mix, market demand and other factors, as referenced by the County on pages 3 and 4 of the NOP, would have reasonable foreseeable effects on the entire Dana Point Harbor. Foreseeable direct and indirect effects on both the landside and waterside environment, including water quality, traffic, noise and air quality effects should be evaluated.

3. In accordance with CEQA Guidelines section 15125, the SEIR must include a description of the physical environmental conditions as they exist at the time the NOP is published. While the NOP/Initial Study indicates no change in operations, it is unclear whether this is based on a factual description of current conditions. For example, the *Dana Point Harbor Boat Traffic Study* ("Boat Traffic Study"), November 2007 states that power boat usage is double sailboat usage (page 39). The Project Description references changes in the boating needs of the public, and that 400 boats presently exceed the policy allowing boats to be up to 3 ft. longer than their dock length. To the extent these trends and factors are present in the existing conditions at

the harbor, the SEIR must describe them as part of the existing conditions. The environmental setting "will normally constitute the baseline physical conditions by which a Lead Agency determines whether an impact is significant." (CEQA Guidelines § 15125, subd., (a).) *Save Our Peninsula Comm. v. County of Monterey*, (2001) 87 Cal. App. 4th 99, 125 (explaining that an EIR must adequately describe an existing land use because "the significance of a projects impacts cannot be measures unless the EIR first establish[es] the actual physical conditions on the property.") Thus, it is important that the County identify those existing conditions and operations in order to provide a thorough assessment of any potential impacts associated with the project.

4. Although the project is framed simply as a dock replacement project, the dock replacement includes reconfiguration of the docks and also includes new dry stack storage staging docks and dinghy docks, among other changes. The new dry stack storage staging docks are presumably to service the new dry stack storage planned as part of the land side improvements. This highlights the close relationship between the land side and water side facilities and the importance of evaluating any direct, indirect or secondary effects of the Project on the rest of the Dana Point Harbor.

5. While framed as a dock replacement, it is unclear to what extent future use of the docks is expected to change based on the Dana Point Harbor Revitalization Plan or other trends. To the extent that the land side and water side changes are inconsistent and adequate support facilities are not provided, the marketplace will respond in ways that may have environmental impacts. The planned reduction in shipyard acreage may result in repair demand being met through freelance work. For example, it is reasonably foreseeable that additional freelance boat repair/painting work will be conducted in the water or from the docks, in close proximity to the water or in the water. Boat maintenance work at these locations can significantly degrade water quality. Work in the water may increase the release of potentially hazardous materials such as copper-based paints from boat hulls. Other maintenance that may occur without hauling out to a shipyard could include varnishing, topside painting, sanding and waxing. These types of maintenance might also increase the release of potentially hazardous materials into the water, including varnish, wax and paint and related debris. The water quality and other impacts of such repair work must be addressed in the SEIR.

6. The SEIR cannot evaluate water quality impacts within the Marina waterways without evaluating the critical issue of where boat maintenance and repair will occur.

The SEIR should take into account the effect the reduced Dana Point Shipyard service area will have on water quality, since a reduction of "on-land" boat service and maintenance area will potentially increase "in-water" repairs and maintenance.

7. The SEIR should evaluate the potential increase in the copper contamination of the Dana Point Harbor due to continuation of or increase in the current level of underwater

Brad Gross
January 2, 2008
Page 4


hull-cleaning (see Technical Report 483/March 2006 – "Extent and Magnitude of Copper Contamination in the Marinas of the San Diego Region.")

8. As part of the reconfiguration of the docks, the Project also includes an increase in surface area of the floating docks and encroachments into the channels. This increase in encroachment was one of the reasons for conducting the Boat Traffic Study. While purportedly addressing existing and future boat traffic conditions, the Boat Traffic Study did not analyze such conditions in the basin between the East Basin and the easternmost basin where the dry stack storage staging docks would be located (Planning Area 11). Since the Project includes new and replacement facilities in Planning Area 11, boat traffic in Planning Area 11 should be addressed in a Boat Traffic Study and in the SEIR. Table 3-2 of the Boat Traffic Study references the Small Day-Use Vessel traffic as 44 % of the total watercraft observed, yet, the study did not evaluate conditions where such craft are launched, and did not evaluate future conditions with the new dry stack storage staging docks.

The NOP states that the Project also includes new dry stack storage staging docks. The Boat Traffic Study and the SEIR must also address existing and future conditions, including the types of boats expected to use the dry stack storage staging docks ramp and operations in the harbor based on those conditions.

If you have any questions, please feel free to call me at 949-833-7800.

Very truly yours,



Carolyn B. Lobell
of NOSSAMAN, GUTHNER, KNOX & ELLIOTT, LLP

CBL/rst
Enclosure

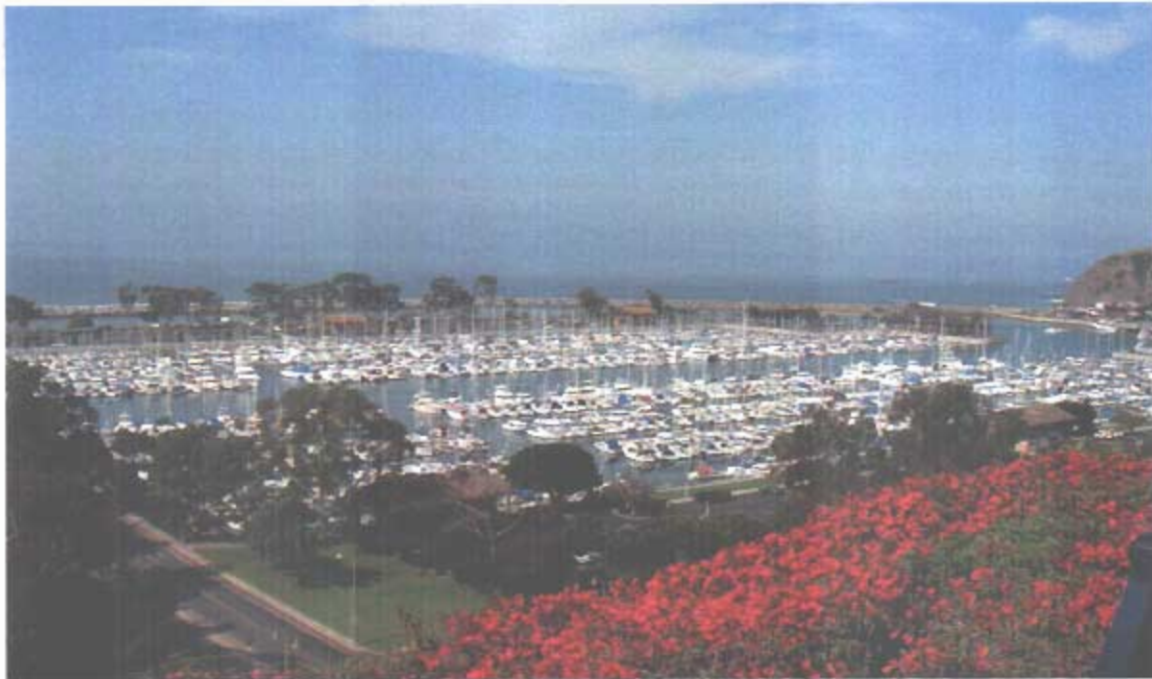
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MAY 11 2009

CALIFORNIA
COASTAL COMMISSION

DANA POINT SHIPYARD

***Market & Operations Analysis Review
with Revised Considerations & Recommendations***



Prepared by:

James "J" Mills, Consultant



**MARINA BUSINESS
ASSOCIATES**

Strategies • Performance • Results

P.O. Box 12634, Newport Beach, CA 92658

(949) 355-6732

February 24, 2009

DPT-MAJ-1-08
Exhibit #12
8 of 40

Introduction & Objectives:

This report and the included considerations and recommendations are based on analysis of the currently proposed Dana Point Harbor Marina Improvement Project Alternatives #3 & #4, and the projected impact of those marina improvements on future shipyard operations and facilities. The report is based solely on the analysis of Alternatives #3 & #4 due to the assumption that these design alternatives are the most likely to be implemented under the final revitalization plan.

Marina Business Associates has been retained by Anchor Marine, Inc., dba: Dana Point Shipyard to determine if the alternative proposals for the marina dock configuration will have a significant impact on the future market demand and other operational considerations for shipyard services in Dana Point Harbor, and to develop appropriate recommendations for future shipyard facilities and services, based on the proposed Harbor Revitalization Plan Alternatives #3 & #4, and projected demand for shipyard services, as well as environmental and other operational considerations.

Methodology:

The following research, analysis and methodology were applied in the preparation of this report by James "J" Mills, Principal Consultant:

- Marina Business Associates conducted a thorough review of the previous analysis and report, *Market and Operations Analysis & Capital Improvement Considerations* dated August 31, 2006, and all associated data included in that report, and applied the same basic methodology to the preparation of this new report and recommendations.
- Data from the County's current water-side slip mix design Alternatives #1 - #5, now under consideration was reviewed and a spreadsheet analysis was prepared of Alternatives #3 & #4, to develop market demand projections based on projected future vessel sizes and occupancy within the new alternative marina configurations.
- Data from previous market survey interviews and site inspections was reviewed and revised as applied to comparable competitive shipyard operations and facilities. The facilities surveyed and considered were:
 - Newport Harbor Shipyard, Newport Beach, CA
 - Balboa Boat Yard, Newport Beach, CA
 - Basin Marine Shipyard, Newport Beach, CA
 - South Coast Shipyard, Newport Beach, CA
 - Larsen's Shipyard, Newport Beach, CA
 - Svendsen's Shipyard, Alameda, CA
 - Mariner's Shipyard, Alameda, CA
 - Harbour Towne Marina & Shipyard, Dania Beach, FL
- Dana Point Shipyard facility site plans and layouts prepared for the previous report were reviewed and revised in order to develop the most appropriate shipyard facility design based on the current marina design alternatives and the projected service demand, space utilization requirements, and other property and operations parameters. (See attached "Conceptual Site Plan 2.1")

Key Considerations:

- The current Dana Point Shipyard facilities are not capable of providing adequate shipyard services to most vessels over 40 feet in length due to the existing shipyard layout and facilities, boat lift capacity, and environmental remediation measures in place.
 - Since the Shipyard's initial development more than 30 years ago, the average vessel size (length, weight and beam), and the number of larger vessels in Dana Point Harbor requiring shipyard services, has increased significantly.
 - The current boat lift has a maximum capacity of 50 tons and is limited to vessels with a beam measurement of no more than 18', limiting its capacity to vessels typically less than 45' in length.
- The Dana Point Harbor Revitalization Plan proposes to downsize and reduce the Dana Point Shipyard space and related services at a time when current market conditions and elements of the Revitalization Plan clearly create an increased demand for shipyard services. A well run, full-service shipyard provides an important amenity and source of revenue to the Harbor. Without adequate shipyard capacity and the ability to address the needs of a growing number of larger vessels and clientele demanding more comprehensive shipyard services, Dana Point Harbor will not be able to meet the shipyard service needs of the marina slip holders forcing these slip holders, and potential outside and visiting vessel customers, to seek services elsewhere and / or violate environmental guidelines and regulations in the Harbor.
 - Since the Dana Point Shipyard is the only shipyard facility in the Harbor and immediate surrounding area, there is a significant need for readily available space both in the water and on land to facilitate emergency response requirements.
 - Certain environmental and operational upgrades to the facilities will also be required in the future, including larger boatlift capacity and environmental containment systems, which will enhance the need for increased shipyard space.
- Increasing economic and environmental concerns make it unlikely that any new shore-side shipyard facilities will be developed or allowed within the Orange County coastal area in the future. In fact it is likely that access to area shipyard services will decrease in certain markets despite an increasing demand created by more larger vessels. These demand pressures are already in evidence in some area markets where long waiting periods and high prices for shipyard services are leading to higher incidents of unmaintained and abandoned vessels.
 - The Dana Point Shipyard is one of the few shipyard facilities in Southern California that provides facilities for do-it-yourself and outside contractor maintenance services, providing vessel owners with economical and effective alternative shipyard services. A reduction in shipyard space would necessarily have the greatest impact on these services compounding the negative economic and environmental consequences

Newport Harbor Shipyard Services Comparable Data and Market Analysis:

- Newport Harbor is approximately 15 nautical miles from the Dana Point Harbor and provides the closest comparable alternative for shipyard services.
- There are currently five operating shipyards in Newport Harbor with the capacity for vessel haul outs directly from the water to a land shipyard facility. There are also several other inland based facilities in surrounding cities capable of providing most marine services to trailerable vessels under 35 feet in length.
- Total yard area (not including parking and office / building space) of the combined shipyards in Newport Harbor is approximately 3.5 acres and average combined vessel capacity is approximately 40 vessels at any one time.
 - One of the yards has an area of approximately 1.5 acres and can service vessels up to 110' with a 90 ton lift. Vessel capacity in the yard averages only 15 vessels due to yard dimensions and layout of facilities.
 - Another yard facility has an area of approximately 1 acre but is limited to servicing vessels less than 60' due to boat lift capacity (50 ton) and vessel beam limitations. Vessel capacity in the yard is typically 12 -18 vessels.
 - The remaining three yards are each less than half an acre in size and can typically handle 3 – 5 vessels at any one time with lift capacities of 30 ton, 70 ton and 100 ton respectively.
- There are approximately 6,400 vessels berthed (on land & water) in Newport Harbor with an average vessel size of 36'. Approximately 20% of the vessels in the harbor are over 45' in length. Four of the five shipyards indicated that at least 40% of their shipyard business involves vessels over 40 feet in length.
- All of the Newport shipyards indicated that they have a waiting period and require reservations 2 – 4 months in advance for most regular shipyard services during the high season. Larger vessels in particular (>45') are subject to advance reservations due to space and maneuvering limitations. Only one of the facilities allows outside contractors or "do-it-yourselfers" to work in their yard primarily due to the lack of space available, and insurance and environmental concerns. Only one of the yards offers mechanical / engine service and none offers major mechanical services on site. These factors no doubt contribute greatly to the high level of "shipyard" work that is commonly done in-the-slip or off-shore by many vessel owners, despite the potential environmental violations and implications.
- In general, the shipyard facilities in Newport Harbor are older facilities in need of significant updates and improvement to their facilities, equipment and environmental remediation measures. Two of the yards are still using old way-car haul out systems. Haz mat collection mats, spray-paint screening and other containment measures typically used and required in modern shipyard facilities at other venues are not commonly used in these facilities, and it is most likely that at least two of the facilities would be required to close if more stringent environmental regulations were enforced. Current redevelopment and alternative land use pressures in Newport Harbor also make it likely that at least one of these yards will cease operations within the next three to five years.

Dana Point Shipyard Services – Historical Data Analysis:

- 2004 annual business data indicates that a total of 821 vessels were serviced by the Dana Point Shipyard with a low of 43 vessels in December and a high of 100 in April. The low average during the slowest four month period was 52 vessels / month and the high four month average was 91 vessels / month (+75%). The average days in the yard per vessel (turnover) was 6.9 requiring that at least 21 work bays were occupied during the busiest months on average. To meet the peak demand in April at least 23 work bays were required.
 - In 2004 less than 7% (56) of the vessels serviced by the yard were over 40' in length, due primarily to the facility's layout and boat lift limitations.
- 2005 annual business data indicates that a total of 859 vessels were serviced by the Shipyard with a low of 38 in January (following the low of Dec '04) and a high of 102 in June. The average number of vessels serviced during the slowest four month period of the year was 59 / month, and the high four month average was 90 vessels / month (+53%). The average turnover per vessel was 8.7 days requiring that at least 26 work bays were occupied during the busiest months. At this rate of turnover, at least 29 work bays were required to meet the peak demand in June.
 - In 2005 less than 7% (52) of the vessels serviced were over 40', again due primarily to the lack of facilities to service these vessels and the boat lift capacity.
- Based on this historical operations data, an appropriate shipyard design would incorporate a minimum of 23 work bays with the space capacity to service 1 – 2 vessels in the 40'+ size range. Since only smaller vessels can be adequately serviced at the current facilities the current space utilized for shipyard services (approximately 1.6 acres including parking and building space) meets most demand requirements. However, if the Shipyard capabilities are expanded to provide service to more larger-vessels, then the property not currently utilized for shipyard services will have to be upgraded and more space allocated to provide for larger vessel work bays.
 - The configuration of the current boat yard services area (1.6 acres) is NOT appropriate or adequate for the service needs of larger vessels.

Dana Point Slip & Storage & Vessel Size Data Analysis:

- Based on 2006 slip and storage information, there are approximately 2,977 wet and dry vessel storage spaces within the Dana Point Harbor. Approximately 2,746 (92%) of those slips are 40' or less in length with the remaining 231 (8%) over 41' in length.
- *The slip size data does not tell the entire story however, especially for the purpose of evaluating the Shipyard demand.* Based on 2006 vessel size data, there are approximately 2,966 vessels berthed in the Dana Point Harbor. Many if not most of the smaller double end-tie slips counted in the slip inventory have been converted to larger single end-ties for larger vessels. There is also significant over-sizing of vessels in smaller slips as well. Consequently, of the actual vessels in the Harbor, approximately 2,577 (87%) are 40' or less in length and 389 (13%) are over 41' in length (158 (68%) more than is indicated by the slip inventory).

- Based on the 2006 data analyzed above, and assuming that the typical smaller vessel (40' or less) requires a haul out and ship yard work every 3 – 4 years, and typical larger vessels over 40' require shipyard service every 2 – 3 years, the following market demand projections can be made given the 2006 vessel statistics in Dana Point Harbor:

- 1,718 vessels (@ 30' or less) 30% Service Demand = 515 / year
- 1,128 vessels (@ 31' – 50') 35% Service Demand = 395 / year
- 120 vessels (@ 51' or more) 40% Service Demand = 48 / year
- Total vessels requiring service = 958

The above assumptions can be considered conservative given that boat maintenance Best Management Practices dictate that most vessels should have new bottom paint every 1.5 – 3 years. Larger vessels typically require more shipyard services more often and the scope of these services typically pose a greater environmental threat to the surrounding area than smaller vessels if that work is not completed within an appropriately designed shipyard facility.

- Based on 2006 data, and the above analysis and projections, if the shipyard facilities and capacity were expanded to provide appropriate services to larger vessels it is apparent that potential demand is sufficient to require adequate space and services for an additional 100 +/- vessels per year over 40' in length. Given these numbers and assuming a 7.5 day turnover per vessel in the yard, a minimum of 20 work bays, with at least 4 larger than 40' in length (ranging from 45' to 90') would be required to adequately meet the average projected demand. Assuming that the average demand would increase 30% during peak periods, **a minimum of 26 work bays, with at least 6 larger than 40'**, would be required to meet that increased average demand during the busiest months.

Dana Point Harbor Revitalization - Alternatives #3 & #4 Impact Analysis:

- The revitalization of the Dana Point Harbor and Marina facilities as outlined in the County Harbor Revitalization Plan and the proposed Slip Mix Alternatives #3 & #4, will have a significant impact on the demand for shipyard services in the Harbor. Both Alternatives #3 & #4 call for a significant increase in the number of vessels in the 30' – 50' range in order to meet increased demand for vessel berthing in this size range. This increased demand for larger vessel services along with other operational and environmental considerations, will require that the Dana Point Shipyard increase the amount of land and water space utilized to provide adequate shipyard services to the Dana Point Harbor in the future.

Alternative #3 Analysis:

- Based on our analysis of the Revitalization Plan, including estimated dry storage inventory (@ 493 spaces) and the wet slip inventory proposed in Alternative #3 (see attached spreadsheet analysis @ Alternative #3), this plan will result in a total of 2,425 vessel berths **in the harbor** (an effective decrease of 541 compared to current numbers). This slip configuration will result in approximately 988 fewer vessels in the <30' range and 447 more vessels longer than 30' in length. Based on this proposed slip mix, and given the vessel service requirements discussed above, the following market demand projections can be made pertaining to the shipyard after the revitalization is complete:

- 730 vessels (@ 29' or less) 30% Service Demand = 219 / year
 - 1,595 vessels (@ 30' – 49') 35% Service Demand = 558 / year
 - 100 vessels (@ 50' or more) 40% Service Demand = 40 / year
 - Total vessels requiring service = 817
- Based on the above projections, approximately 817 vessels berthed in Dana Point Harbor can be projected to require shipyard services each year. Of those, more than 150 will be vessels over 40' in length (an increase of more than 200% over current utilization). Given these numbers and assuming a 7.5 day turnover per vessel in the yard, a minimum of 17 work bays, with at least 4 larger than 40' in length (ranging from 45' to 90') would be required to adequately meet the average projected demand. Assuming that the average demand would increase 30% during peak periods, **a minimum of 22 work bays, with at least 6 larger than 40'**, would be required to meet that increased demand during the busiest months.
 - *If we assume that 50% of the 988 vessels being displaced from the harbor by the Revitalization Plan will also seek shipyard services, this will add additional demand of 149 vessels / year increasing the average minimum work bays needed to 20 work bays, and the peak period average minimum need to 26 work bays, with at least 6 larger than 40'*

Alternative #4 Analysis:

- Based on our analysis of the Revitalization Plan, including estimated dry storage inventory (@ 493 spaces) and the wet slip inventory proposed in Alternative #4 (see attached spreadsheet analysis @ Alternative #4), this plan will result in a total of 2,528 vessel berths in the harbor (an effective decrease of 438 compared to current numbers). This slip configuration will result in approximately 1,007 fewer vessels in the <30' range and 569 more vessels longer than 30' in length. Based on this proposed slip mix, and given the vessel service requirements discussed above, the following market demand projections can be made pertaining to the shipyard after the revitalization is complete:
 - 711 vessels (@ 29' or less) 30% Service Demand = 214 / year
 - 1,717 vessels (@ 30' – 49') 35% Service Demand = 601 / year
 - 100 vessels (@ 50' or more) 40% Service Demand = 40 / year
 - Total vessels requiring service = 855
- Based on the above projections, approximately 855 vessels berthed in Dana Point Harbor can be projected to require shipyard services each year. Of those, more than 160 will be vessels over 40' in length (an increase of more than 200% over current utilization). Given these numbers and assuming a 7.5 day turnover per vessel in the yard, a minimum of 18 work bays, with at least 4 larger than 40' in length (ranging from 45' to 90') would be required to adequately meet the average projected demand. Assuming that the average demand would increase 30% during peak periods, **a minimum of 24 work bays, with at least 6 larger than 40'**, would be required to meet that increased demand during the busiest months.
 - *If we assume that 50% of the 1,007 vessels being displaced from the harbor by the Revitalization Plan will also seek shipyard services, this will add additional demand of 151 vessels / year increasing the average minimum work bays needed to 21 work bays, and the peak period average minimum need to 28 work bays, with at least 6 larger than 40'*

- The above analysis of the shipyard demand, projected to be generated by either of the studied Alternative revitalization scenarios, does not consider the potential additional demand for services that might also be required for visiting vessels and the existing larger commercial vessels that currently are berthed in areas of the Harbor that lie outside the Revitalization Plan. These additional vessels could contribute an additional 10%+ to the demand for shipyard services and space within the new Harbor shipyard facilities.

Shipyard Layout and Site Planning Design:

- A number of shipyard layout designs and site plans were developed and considered in the course of this analysis. Hogle – Ireland, a land planning and development consulting firm, were retained to assist with the space use and layout considerations and drafting of the plans.
- Particular consideration was given to the following key land use issues in the course of this design work:
 - Providing an adequate number of work bays in the appropriate sizes, and adequate work space to safely and efficiently meet the projected vessel service demands, recognizing that it is possible to fit smaller vessels in larger work bays, but not vice versa.
 - Providing adequate fairways and turning radius within the yard to safely and efficiently move vessels in and out of the work areas.
 - Providing adequate building and storage facilities to house necessary service and repair centers, office space, and equipment and material storage, without the need to significantly remodel or relocate any structures.
 - Providing adequate space for a second, larger boat travel lift, including a new travel lift staging bay, and parking for equipment.
 - Providing adequate dock area to provide safe and efficient staging and delivery of vessels from the water and clear access to the mast / motor crane and facilities.
 - Providing effective and efficiently designed environmental and HazMat remediation measures and containment facilities.
 - Providing adequate parking and safe access to the offices and yard for all customers, employees and contractors visiting or utilizing the yard facilities.
- A representative Conceptual Site Plan (2.1) has been included with this report to illustrate the optimum shipyard layout and land use to meet the projected shipyard demand requirements.
 - This site plan utilizes an area of 2.5 acres and maintains the existing buildings and parking areas (40 spaces), and the total area now under lease to Anchor Marine. The site plan assumes that necessary upgrades and improvements have been made to the property and illustrates an appropriate layout to provide modern and efficient shipyard services for 26 vessels (19 < 45' & 7 > 40'), plus 2 special environmental containment (painting enclosure) facilities. This plan also maintains the current water area and 50 ton travel lift pier, and provides for the addition of a new 90

ton travel lift pier and staging area to facilitate larger vessel haul-outs. Adequate space is provided for equipment storage and parking, emergency haul-outs, as well as easy maneuvering of vessels both on the water and land.

Conclusions:

- The Dana Point Shipyard site is one of the few properties remaining in Southern California where an appropriate, environmentally sound shipyard operation can be developed and maintained.
- Based on demand and service considerations related to the current Dana Point Shipyard operations and business, the Shipyard operations should be expanded and improved to provide the level of service required to meet the existing and future needs of all vessels in the harbor and surrounding area.
 - An optimum shipyard area of 2.5 acres should be maintained to provide adequate space for appropriate shipyard operations and services.
- Improvements and expansion of the Shipyard facilities and operations are necessary now to enhance the Shipyard's operations and ability to efficiently service the existing and projected future customer demand, and improve environmental remediation measures.
- An improved shipyard, with adequate space and appropriate facilities and services will enhance the image and marketability of the overall Dana Point Harbor and establish Dana Point Harbor as a leader in the marine community.
 - The enhanced shipyard facilities and service will serve as an example to the California Coastal Commission, The State Department of Boating & Waterways and other regulatory agencies, of Dana Point's and Orange County's commitment to sound marine development and environmental policies and practices.



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Attachments: DPS Revised Site Plan 2.1 @ 2/2/09 – 1 page
DPS Revised Data Analysis @ 2/2/09 – 4 pages

Review and Analysis Report
Dana Point Harbor Revitalization Plan
Response to Coastal Commission Follow-up Items

Prepared by:

James "J" Mills, Consultant



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P.O. Box 12634, Newport Beach, CA 92658

(949) 355-6732

March 26, 2009

- The Dana Point Harbor Revitalization Plan / Orange County Harbor Dept. response to the Coastal Commission Follow-up Items is both vague and weak in its scope and argument, and lacks significant relevant data and understanding of the shipyard and marine services business, especially related to CCC Item #1.
- Item #1 requests that the study compare other coastal shipyards (plural) – The study appears to incorporate only a cursory comparison to one (1) Newport Harbor shipyard facility (Basin Marine Shipyard), whose operations, services & market are only marginally comparable to the Dana Point Shipyard (or "DPS").
- The County's primary consultant (URS Cash & Associates) is a well qualified marine engineering and design firm, but the firm has no marine operations, marketing, or business management expertise or experience on which to base their assumptions and conclusions - This could be compared to having an interior design firm providing management advice to a restaurant operation.
- Basin Marine Shipyard is a respected and well run shipyard operation, but they offer a much more limited range of marine services than Dana Point Shipyard and operate in a significantly different market environment and therefore lack relevant experience and expertise on which to base their assumptions and conclusions.
 - Dana Point Shipyard offers the full range of repair and maintenance services (as outlined in the study), including "do-it-yourself" repair space, which is required by the County lease with DPS, engine repair, rigging, electrical, plumbing, wood working. Basin Marine Shipyard does not provide these services, but does allow outside contractors and service providers to provide limited services to customers while in the shipyard.
 - Based on 2005 operations and sales data, approximately 47% of Dana Point Shipyard revenue was generated by mechanical (engine, electric & plumbing systems) repair services and 8.7% of revenue was generated by "do-it-yourself" income.
 - There are of six (6) shipyard facilities in Newport Harbor with a combined total acreage in excess of 6.5 acres serving approximately 3,800 vessels in the water (private & commercial), approx. 1,500 additional in nearby dry storage and approximately 1,100 more in nearby inland storage – Total 6,400 (not including tenders and dinghies). This is approximately 1 acre per 1,000 vessels.
 - Dana point has one (1) shipyard with only 2.6 acres serving approximately 3,000 vessels in the immediate harbor area and an estimated 1,500 more in inland storage – Total 4,500. This is approximately 1 acre per 1,700 vessels.
 - There are approximately 28 boat repair facilities within 5 miles of Newport Harbor.
 - There are approximately 3 boat repair facilities within 5 miles of Dana Point

- The study compares the efficiency of Dana Point Shipyard @ 8 days per vessel to Basin Marine @ 4 days per vessel. While there is some validity to the comparison it was made without considering or understanding the impact of the difference in the range of services offered at the two facilities.
 - Based on 2005 data, shipyard services (including hull & bottom mtnc.) at DPS required an average of 6.7 days per vessel; mechanical services (not offered by Basin Marine) required an average of 17.1 days per vessel; contractor and “do-it-yourself lay days required an average of 3.8 days – with an overall average of 8.7 days / vessel served.
 - The statement in the study that “if the DPS were to maintain an average in-service time similar to BMS..... they would have the capacity to service every boat in the harbor at least once a year”, is NOT a relevant comparison since the scope of services and current operating conditions are not comparable.
 - DPS recognizes and has admitted that the operations and facilities need to be upgraded and streamlined to improve services and efficiency and has offered to do so at their cost.
- The study’s assumption that the average work bay size in the shipyard should be equivalent to the average slip size in the Marina is flawed
 - It is most likely that the average vessel size in the marina will be as much as 10% larger than the average slip size, as evidenced by other marina records analysis.
 - Shore-side shipyard services and facilities should necessarily focus on larger vessel needs since the cost of transporting larger vessels to other locations is significant and smaller vessels have other economical service alternatives due to their trailer-ability.
 - Business experience and market analysis also indicate that smaller vessels typically seek shipyard services less frequently than larger vessels.
 - Larger work bay space can easily be occupied by smaller vessels, however poorly designed smaller work bay space cannot be easily or efficiently utilized by larger vessels
 - The assumption in the study that no work bays larger than 60’ are required is flawed since there are in fact more than 10 vessels in the harbor over 60’ in length now, and the potential exists for numerous (44+) additional vessels over 60’ to occupy the larger slips and end-tie slips in the new marina and other existing commercial slips.
 - The potential for larger vessel emergencies and larger visiting vessel service needs should also be considered.
- The County’s Potential Shipyard Layout – 1.6 Acres has significant business and operational design shortcomings, as we have commented previously.
 - The design assumption that 34 vessels could be accommodated in the yard is not relevant or realistic and is not an optimum design as illustrated
 - The cramped yard layout has very limited maneuverability and flexibility for accommodating differing vessel sizes and configurations

- At least 16 of the vessel bays are NOT readily accessible without first moving vessels illustrated in adjacent spaces
 - At least 10 of the work bays are designed (sized) only for NARROWER "sailboats and will not accommodate standard motor yacht widths.
 - The high number of work bays illustrated in the 20- 30 foot range is not a realistic market assumption.
 - The shipyard operators would spend a major portion of their time just moving vessels around to accommodate arrivals and departures – not an efficient operation, and one that might promote significant damages and injuries.
- The study states that the County's proposed shipyard design will incorporate "minor changes" to the shipyard configuration intended to enhance and expand the shipyard marine service capacity, but contrary to that assertion, the changes appear to be MAJOR and significantly REDUCE the shipyard services, capacity, safety, and efficiency.
- The County's 1.6 acre design calls for the elimination of the existing mast / engine crane, the existing mechanical repair building and other facilities, and it may therefore be assumed that this boater service and other current services will be eliminated.
 - The 30 ton P&H Crane is used for removing and reinstalling engines into and out of vessels and for taking masts down for transport or regular maintenance and rigging, and then reinstallation when repairs are completed. The mechanics shop, which also appears slated for removal in the plan, cannot be incorporated into the new 9,000 sf building that is proposed for numerous reasons. The loud running engines, machine work, welding and associated activities could be potentially dangerous to customers that could wander into the repair area and that type of marine repair work should occur in a dedicated building away from the sales / customer service / administration offices.
 - The cost of removing the existing building and constructing the new 9,000 sf building in the plan will be approximately \$2.7 – \$3.5 million – HARDLY MINOR.
 - The Potential Shipyard Layout calls for a new 50 ton travel lift with a 20' beam capacity (current lift / pier has an 18' beam capacity) – this design change will require that the existing lift bay and ramp pier be rebuilt for a potential combined cost of \$1.0+ million
 - The proposed new 50 ton lift will have a minimal effect in terms of increasing the yards service capacity and will probably not be adequate to service larger vessels in the marina. It would be more advisable to invest and provide for an 80+ton lift with a 24' beam capacity.
 - The County's new shipyard layout does not appear to provide any space for "do-it-yourself" work areas. Is this public service to be eliminated?

- The total cost of making the proposed “minor” changes could easily exceed \$8.0 million and it is doubtful that the proposed layout could support the projected level of business – is this financially feasible?
 - The reduced parking area will not provide adequate parking for employees, contractors, and customers, especially given the potential of servicing 46 vessels at any one time as illustrated
- The County’s Potential Shipyard Layout does not appear to be supported by any financial or economic feasibility analysis or planning, and may in fact lack investment and business viability for both the County and any potential operator, which could result in the elimination of viable shipyard services in the harbor.



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Response to URS/Cash Response to Coastal Commission Staff Questions (April 2009)

DPT-MAJ-1-08
Exhibit #12
22 of 40



Newport Beach
Basin Marine



Dana Point Shipyard

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South Coast Region

MAY 11 2009



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COASTAL COMMISSION



Dana Point
Shipyard

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Presentation of Dana Point Shipyard in the Context of:

1. Coastal Act Required Expansion of Marine Services,
2. Specific Response to 2.4.2009 URS/Cash Response to CCC Staff on Questions on Adequacy of Dana Point Shipyard,
3. Overall Dana Point Shipyard Proposal for Local Coastal Plan Amendment No. 1-08 & Comparison with City/County Plan





Dana Point
Shipyard

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Summary @ Glance

	Dana Point Shipyard Proposal ¹	County Proposal	
Recreational Boating Repair Allocation	2.6	1.6	
Parking Spaces	40	30	
Engine Removal Crane	YES	NO	
Mast Step Crane	YES	NO	
Handle All Size Boats in Harbor	YES	NO	
Accommodate Modern Boat Beams (>20')	YES	NO	
Do-It-Yourself Work Area Available	YES	NO	
Utilize Existing Shipyard Infrastructure	YES	NO	
Cost to Re-Construct or Expand Capability	1.5 M	8.0 M	
Water Quality Compliance with RWQCB	YES	NO	
Freelancers – Regulated for Water Quality	YES	NO	



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¹ Generally mirrors size and service level of shipyard operations today.

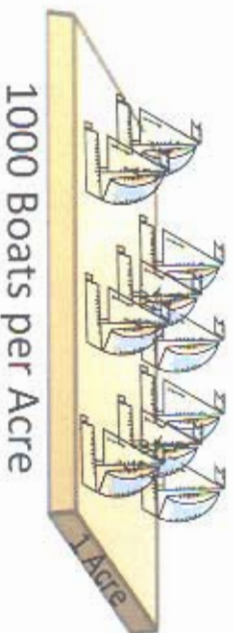


Dana Point
Shipyard

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Newport Harbor Shipyards

- Six Shipyards
 - 6.5+ Acres
 - 6400 Boats
-
- \approx 1000 Boats
per Acre



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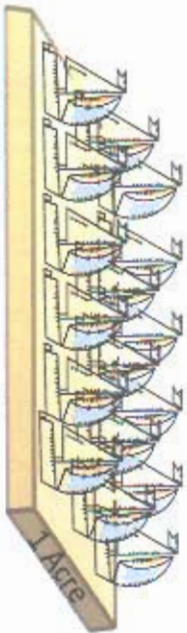


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Dana Point Harbor Shipyard

- One Shipyard
- 2.6 Acres
- 4500 Boats

☼ ≈ 1700 Boats
per Acre



1700 Boats per Acre

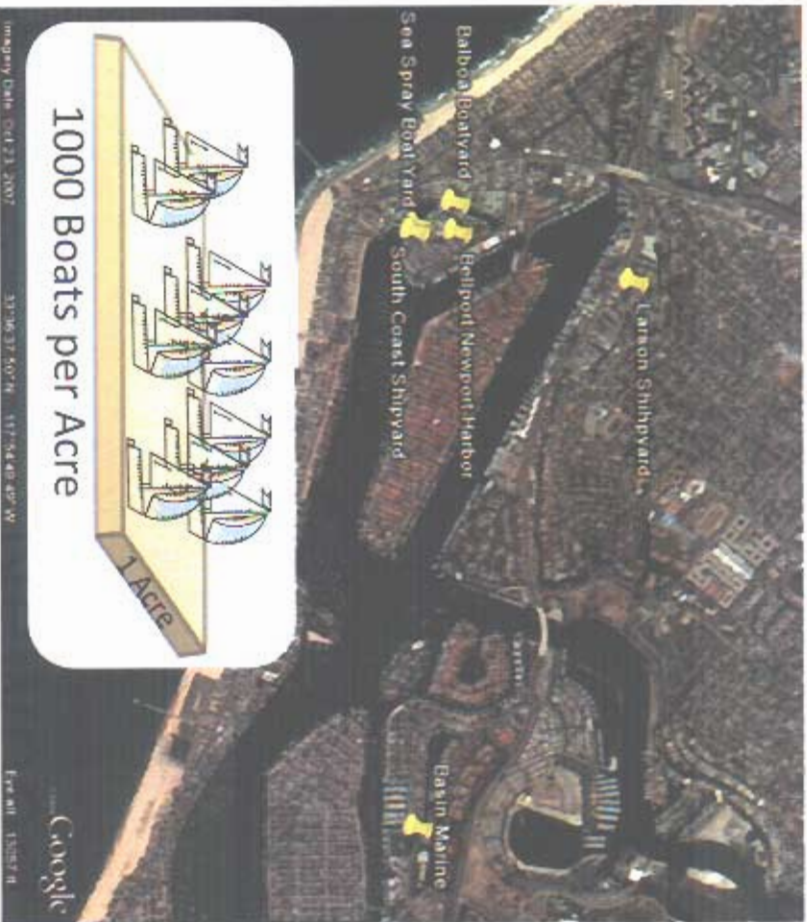




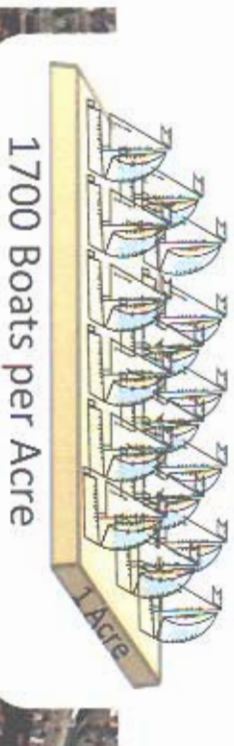
**Dana Point
Shipyard**

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Newport Harbor



Newport Harbor vs. Dana Point Harbor



Dana Point Harbor



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Dana Point
Shipyard

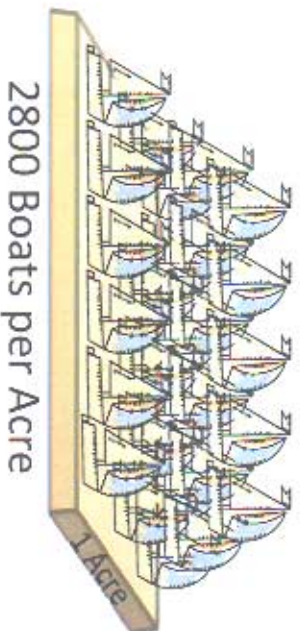
"Always here when you need us"

- One Shipyard
- 1.6 Acres
- 4500 Boats



≈ 2800 Boats

per Acre



OC Dana Point Harbor Proposed Shipyard



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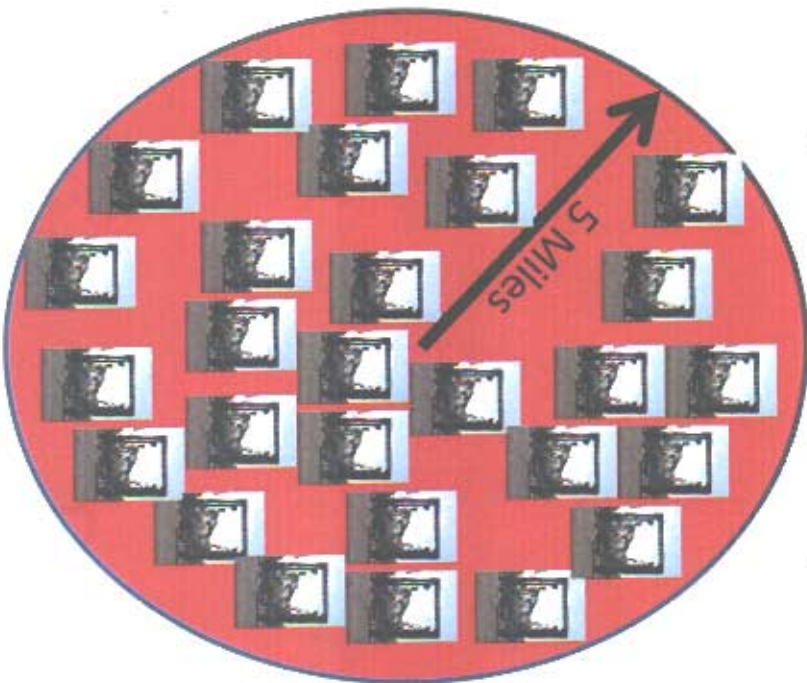
**Dana Point
Shipyard**

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Boat Repair Facilities

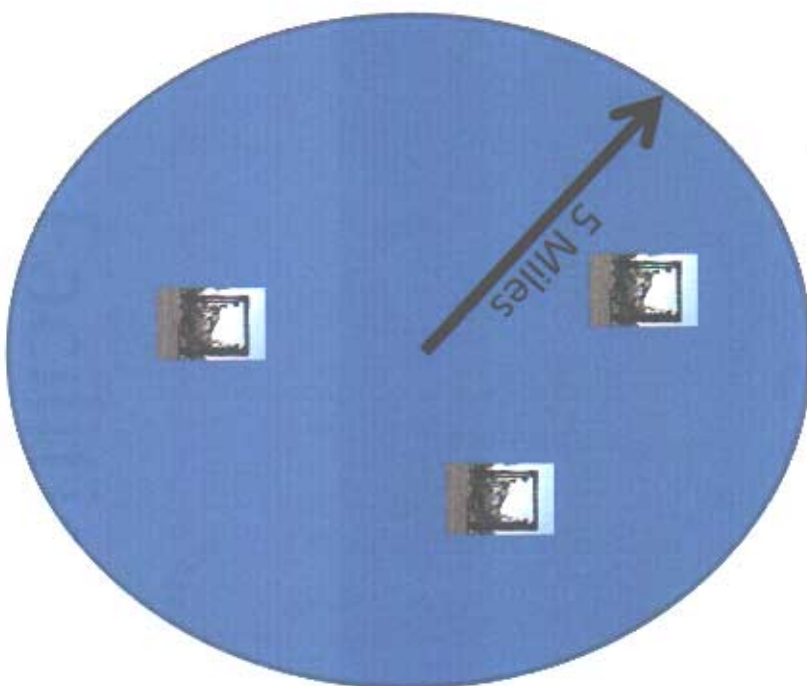
Newport Harbor

(27 w/in 5 mile radius)



Dana Point Harbor

(3 w/in 5 mile radius)



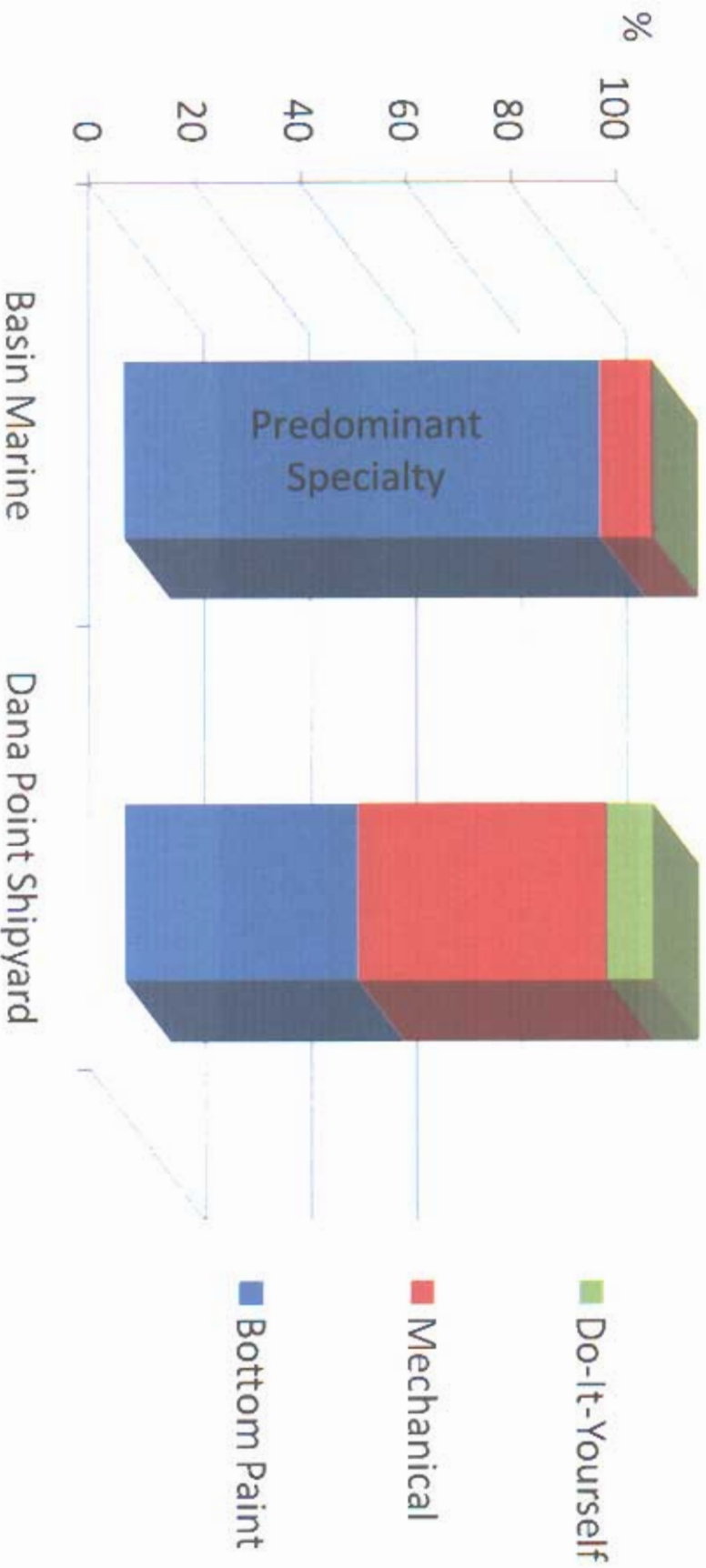
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Two Very Different Shipyards



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Analysis of "Efficiency" Issue in URS Cash Report



* Longer period impacted by delays for parts, shipping and offsite mechanical work.



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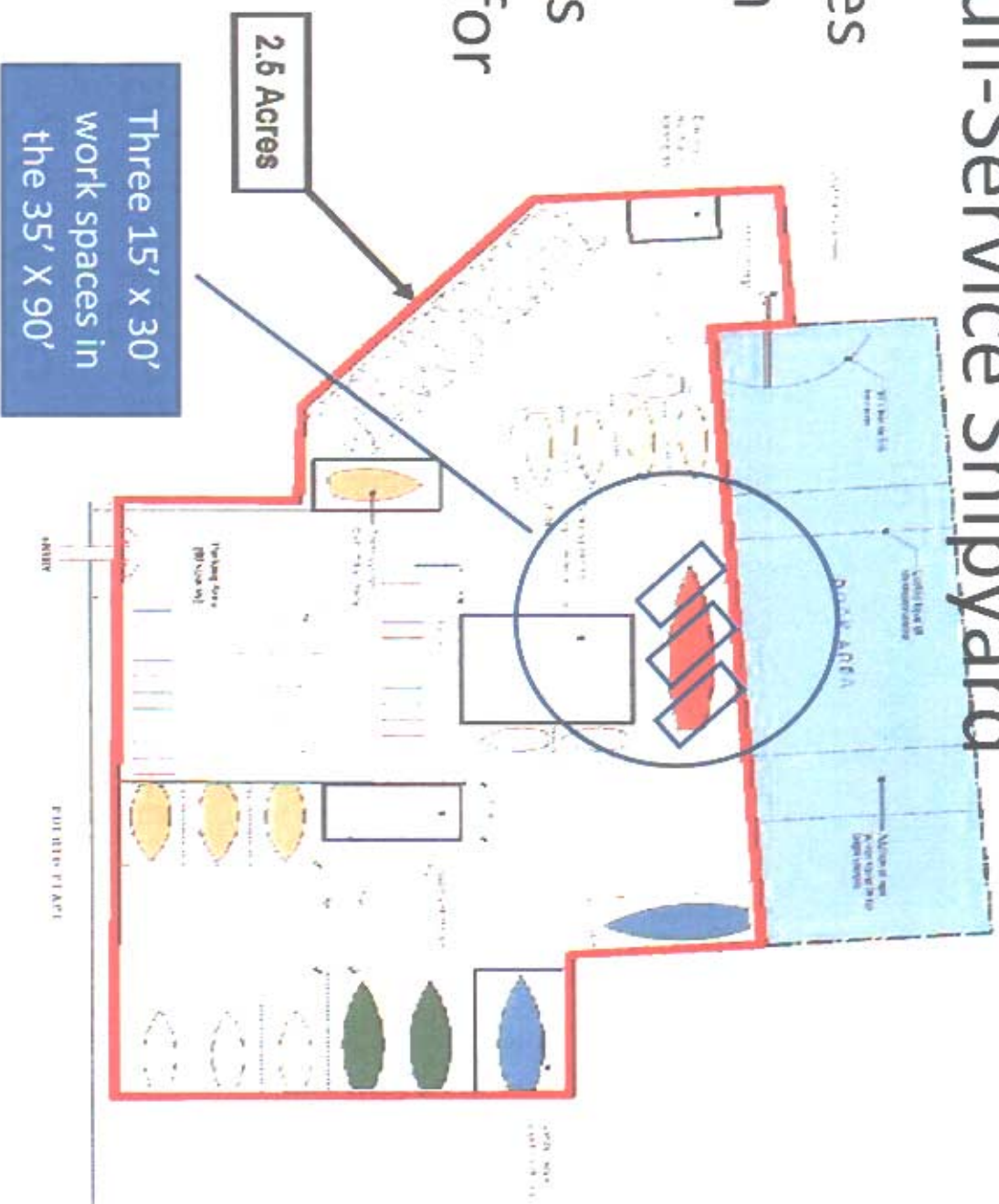


Dana Point
Shipyard

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What Larger Spaces Does for a Full-Service Shipyard

Accommodates
all vessels in
the Harbor
today and as
envisioned for
the future.



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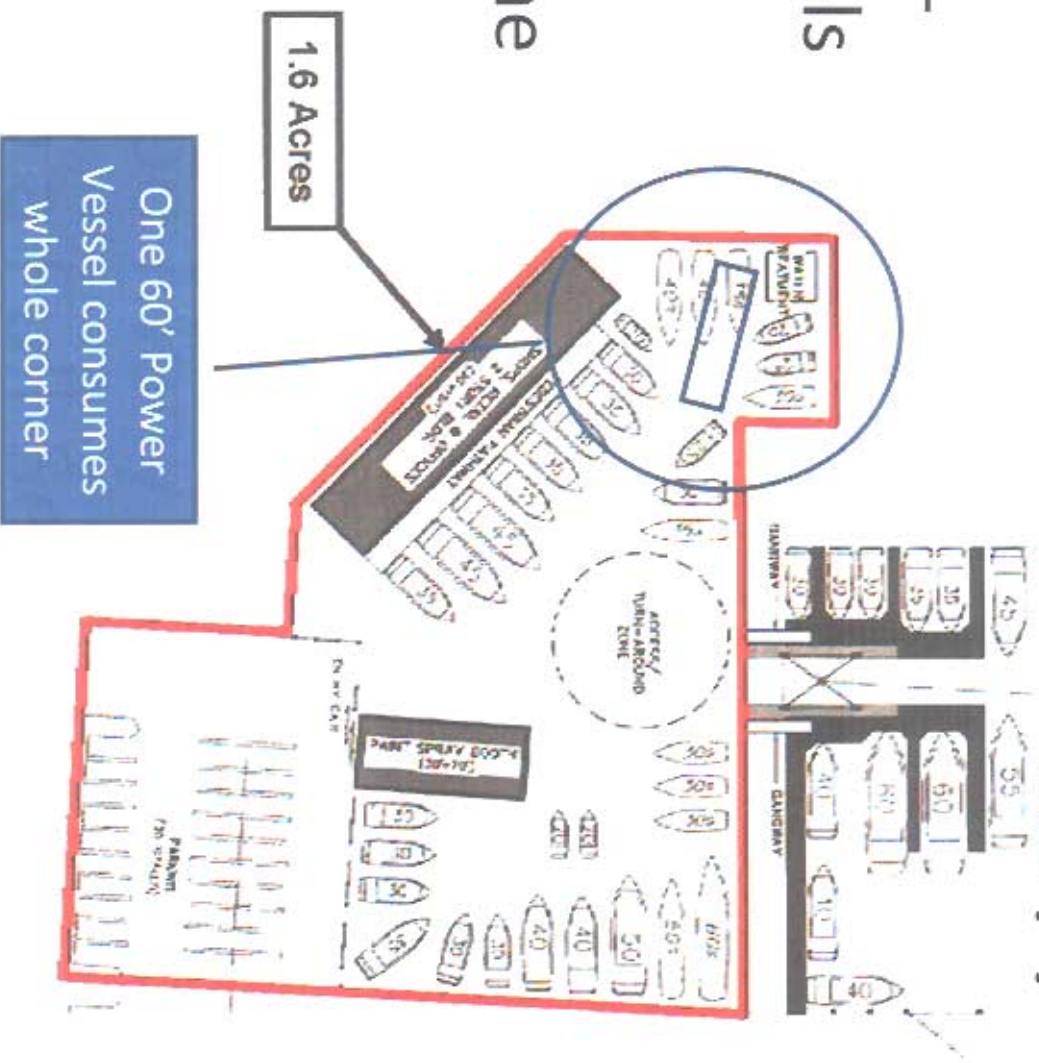


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What Too Many Small Spaces Does To a Full-Service Shipyard

Does Not accommodate all vessels in the Harbor today and as envisioned for the future.



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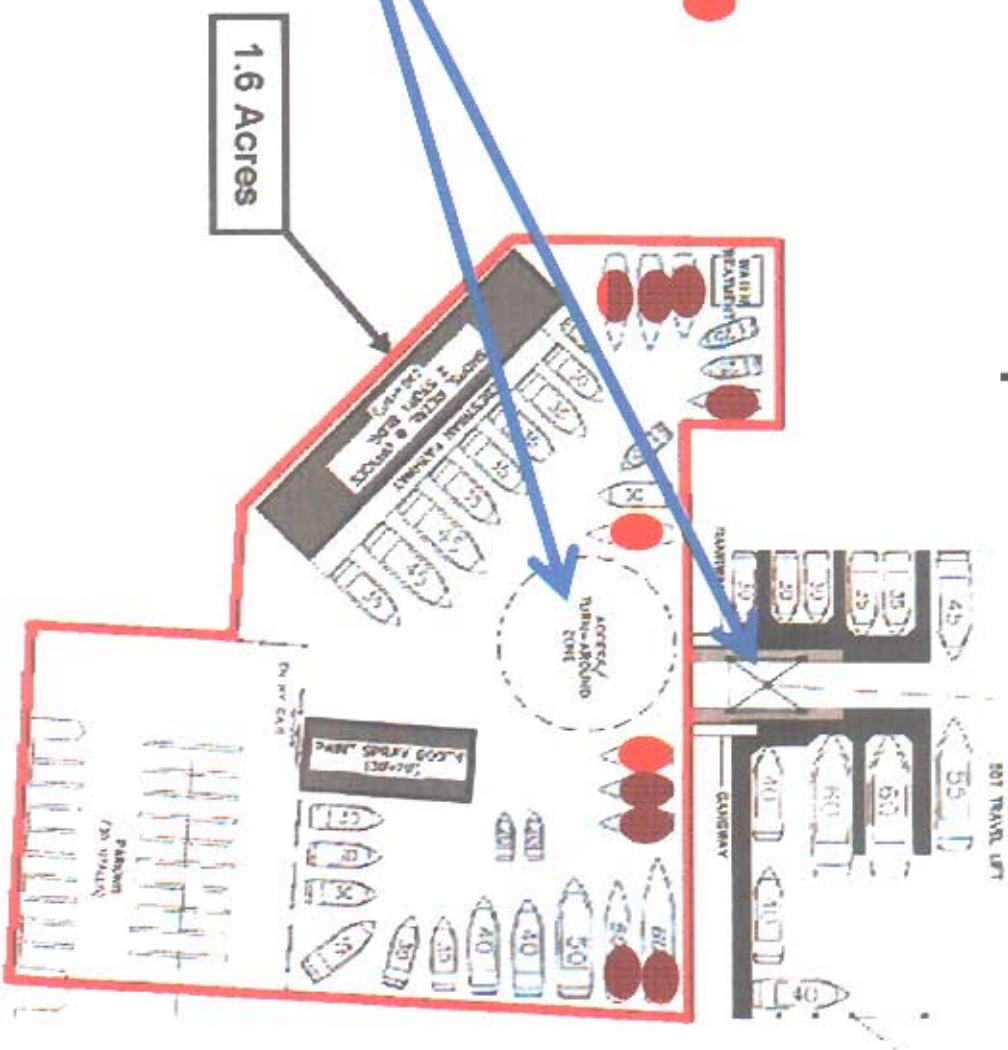
Dana Point
Shipyard

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Difficulties with County's

Proposal

- 16 of these spaces that are a logistical Rubix Cube!
- 10 narrow sailboat only spaces
- Not one 60' Power Vessel space
- Lack of maneuverability
- Will not Accommodate largest vessels in Harbor



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Dana Point
Shipyard

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- Dana Point Shipyard
- Dry Boat Storage
- Jet Ski Rental, Sales and Repair & Kayak Storage, Sales and Rental

Dana Point Shipyard Today



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Dana Point
Shipyard

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Why 1.6 Acres OK Today

- Damaged Brand Image
 - "leakage" to Oceanside, Newport Beach, Long Beach
 - Personnel Changes
 - Procedural Changes
 - Brand Repair Will Take Years
- Can't Accommodate $\geq 38'$ Sail Boats¹
- Can't Accommodate $\geq 35'$ to 50' Power Boats (Tonnage Dependent)
- Can't Accommodate $\geq 18'$ Beam Vessels
- Can't Accommodate ≥ 40 tons Vessels
- Aggressive County Lease Structure

¹ Larger sailboats require de-rigging which most customers balk at.



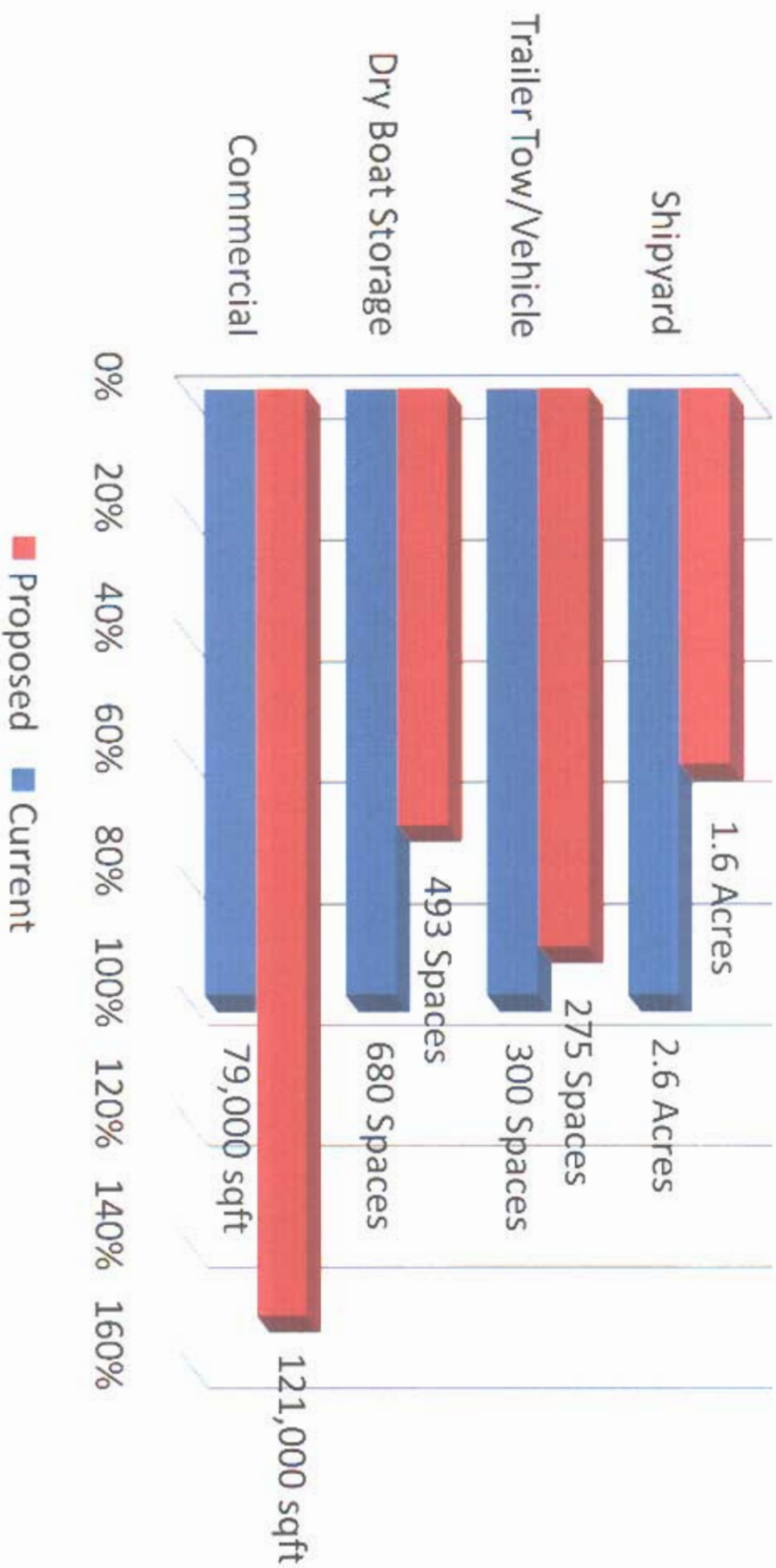
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LCPA 1-08 Land Use Changes



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Dana Point
Shipyard

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Dana Point Harbor Commercial Intensification –

East Cove

Commercial	Current Conditions	Proposed Conditions	
Hotel Rooms	134	220	→
Hotel Health Club & Sports	Small	Large	→
Hotel Conference	2 Small Rooms	12,000 SQ FT	→
Stores & Restaurants	79,000 SQ FT	123,000 SQ FT	→
Festival Plaza	0 SQ FT	34,000 SQ FT	→
Recreational Boating			
Dry Boat Storage	620-683	493*	→
Shipyard	2.6 Acres	1.6 Acres	→
Boater Parking (East Cove)	1 Acre	0.4 Acres	→
Trailer/Tow Vehicle Parking	300	275	→



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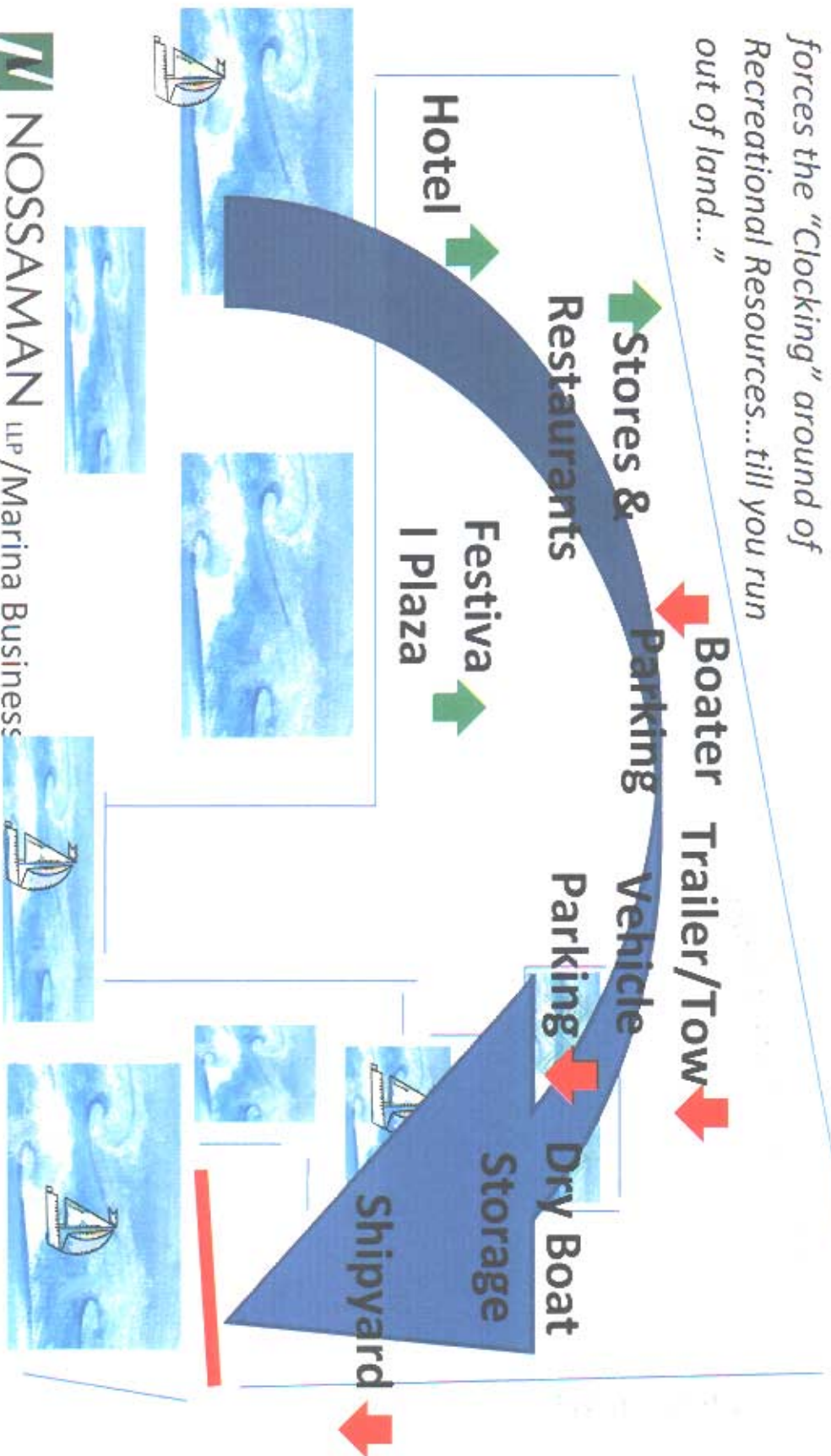
Dana Point
Shipyard

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Why the County Plan Forces a Smaller Shipyard?

Short Answer: Need more parking for Commercial Intensification

"Expansion of Commercial Resources forces the "Clocking" around of Recreational Resources...till you run out of land..."



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Dana Point
Shipyard

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Summary @ Glance

- Recreational Boating Repair Allocation
- Parking Spaces
- Engine Removal Crane
- Mast Step Crane
- Handle All Size Boats in Harbor
- Accommodate Modern Boat Beams (>20')
- Do-It-Yourself Work Area Available
- Utilize Existing Shipyard Infrastructure
- Cost to Re-Construct or Expand Capability
- Water Quality Compliance with RWQCB
- Freelancers – Regulated for Water Quality

Dana Point Shipyard Proposal ¹	County Proposal	
2.6	1.6	
40	30	
YES	NO	
YES	NO	
YES	NO	
YES	NO	
YES	NO	
YES	NO	
1.5 M	8.0 M	
YES	NO	
YES	NO	



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¹ Generally mirrors size and service level of shipyard operations today.



May 22, 2009

COASTAL COMMISSION

RECEIVED
South Coast Region

California Coastal Commission
45 Fremont Street
Suite 2000
San Francisco, CA 94105-2219
Attn: State Commissioners

EXHIBIT # 13
PAGE 1 OF 5

MAY 27 2009

CALIFORNIA
COASTAL COMMISSION**RE: Dana Point Harbor Revitalization Plan**

Dear Commissioners,

We received a copy of John P. Erskine's recent letter from Nossaman LLP to Coastal Commission Chairman Neely and the Coastal Commissioners dated May 8, 2009 regarding the Dana Point Shipyard. Nearly all of the issues brought forth in this recent letter have been raised in the past by other attorneys working on behalf of the shipyard operator, Anchor Marine.

We have consulted with OC Dana Point Harbor and we agree that the simple facts remain the same. Anchor Marine has a long term lease on 2.6 acres in Dana Point Harbor. This lease will expire in 2012. Since the lease inception, nearly 30 years ago, Anchor Marine has used only 1.2 acres (of their 2.6 acre site) as an actual shipyard, with an additional .4 acres of parking, for a total of 1.6 acres. The remaining 1.0 acres has been used for other non-shipyard related uses, and is currently surface trailer boat and vehicle storage.

The existing shipyard in Dana Point Harbor has the ability to adequately service the +/- 2400 boats in the Harbor's slips today (with an average slip size of +/- 30'), within it's 1.6 acre site footprint (1.6 acres includes the .4 acre parking lot). The proposed renovation of the Harbor's slips will likely reduce the number of slips in the Harbor to +/- 2,000, with an average size of 34'. It is the City's and OC Dana Point Harbor's position that a shipyard within the same 1.6 acre footprint (including parking) that exists today, can also have the ability to adequately service those +/- 2,000 boats in the future, even with a slightly higher average size. OC Dana Point Harbor has received letters (attached) from two different, highly experienced, southern California shipyard operators who are both familiar with Dana Point Harbor. They agree that the existing 1.6 acre site is large enough to support the repairs and maintenance of the existing boats in the Harbor today as well as those proposed in the future. This can be done while providing a full range of marine services without creating significant environmental impacts on water quality.

Harboring the Good Life

While Anchor Marine has had 30 years to expand their facility beyond the 1.2 acres they use for shipyard activities, they have chosen not to. Typically, when a business operates below their capacity, there is little reason to expand.

We received a revised Market & Operations Analysis, a response to the County's URS/Cash study and a PowerPoint presentation comparing the Dana Point Shipyard with Newport Beach shipyards as attachments to John P. Erskine's May 8, 2009 letter. We have reviewed these documents, and we have a number of questions and concerns regarding the accuracy of the information and opinions provided. While we could prepare a lengthy list of these items, including major discrepancies between the information provided in their Market Analysis Review and their PowerPoint presentation, we feel that the overriding issue is, and should be, whether or not the existing 1.6 acre footprint is large enough to support the repairs and maintenance of existing and future boats in the Harbor. Based on the information we have received from other successful shipyard operators, and research we have performed by comparing the Dana Point Harbor shipyard to other comparable facilities, we are confident that the 1.6 acre footprint (including parking) is appropriate for the continued operation of a shipyard in Dana Point Harbor.

Sincerely,



Kyle Butterwick
Director of Community Development

cc: Brad Gross, Director, OC Dana Point Harbor Department
Attachments

COASTAL COMMISSION

EXHIBIT # 13
PAGE 2 OF 5

BELLPORT
Bellport Newport Harbor Shipyard

May 21, 2009

Paul C. Lawrence
Operations Mgr
OC Dana Point Harbor
24650 Dana Point Harbor Drive
Dana Point, CA 92629

Dear Paul,

We currently operate a shipyard located in Newport Harbor. Our shipyard is situated on 27,000 sq. ft. In addition, our parking lot is .75 acres shared with other businesses. We service roughly 800 vessels each year. These vessels range in size from 20 to 150 feet. Our lift has a capacity of 90 tons and a maximum beam width of 24.

We understand that Anchor Marine Shipyard in Dana Point Harbor currently supports Dana Point Harbor's $\pm 2,400$ vessels with an average length of 30'. After evaluating the OC DPH proposed slip mix, likely to include $\pm 2,050$ vessels with an average length of $\pm 34'$, and after evaluating the size of Anchor Marine Shipyard, BellPort is confident that the ± 1.2 acre shipyard site and .4 acre parking lot allows ample space for a Shipyard to adequately provide boat maintenance and repair needs to vessels under the proposed slip mix.

With the Revitalization plans underway, BellPort would like to offer our services to operate and manage the shipyard in Dana Point. Given our proven experience in Newport Harbor, familiarity with the space in Dana Point, and vast understanding of the local market, we are certain that BellPort can provide unsurpassed services to Dana Point Harbor boaters.

Thank you,



Jesse Salem
Vice President of Shipyard Operations
BellPort Newport Harbor Shipyard

COASTAL COMMISSION

EXHIBIT # 13
PAGE 3 OF 5



829 Harbor Island Drive • Newport Beach, California 92660 • Phone (949) 673-0360 • Fax (949) 673-0625

January 20, 2009

Mr. Paul Lawrence
Operations Manager
OC Dana Point Harbor
24650 Dana Point Harbor Drive
Dana Point, CA 92629

Dear Mr. Lawrence:

I would like to introduce myself, I am president of our family held corporation and we are now in our third generation. My father Don started Basin Marine in 1939, and now my son Derek is head of our daily operations.

I understand that the revitalization plans for Dana Point include the overhaul of the shipyard which would be of a size of 1.6 acres. What a dream that would be as it is 2 1/2 times larger than our yard of 28,000 square feet!

Our facility in Newport Beach includes 7 work slips, 3 shops, 90 foot boom crane, a 50 ton Marine Travelift, ships chandlery and a complex water treatment system. Our parking of 14 spaces is shared with the city's Balboa Yacht Basin. We average 1200 haul outs a year, employ about 30 full time workers, and usually have 3 to 4 subcontractors on our premises daily.

We are familiar with the current Anchor Marine shipyard operation which is situated on a plus or minus 1.2 acre site with .4 acre parking. Based upon our experience the existing site size is large enough to support the boat repairs and maintenance of the plus or minus 2400 vessels in Dana Point Harbor today with an average length of 30 feet. The new plan of OC DPH proposes about 2050 slips with the average vessel being 34 feet. We feel comfortable in stating that a facility of this size should be able to adequately support the maintenance and repairs of the boaters in Dana Point Harbor today and as proposed in the future.

COASTAL COMMISSION

EXHIBIT # 13
PAGE 4 OF 5

Page 2
OC Dana Point Harbor
January 20, 2009

In closing I would be remiss if I did not "throw my hat into the ring" and offer our services to manage and operate a successful shipyard in Dana Point as envisioned in the Revitalization Plan. We believe that given the amount of space available, and the area market, combined with our 70 years of expertise, we would easily be able to accommodate all boaters interested in repairs and service in the proposed facility.

Sincerely,

BASIN MARINE, INC.



David L. New
President

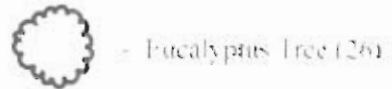
COASTAL COMMISSION

EXHIBIT # 13
PAGE 5 OF 5

KEY MAP



LEGEND



- Eucalyptus Tree (26)



- Coral Tree (3)

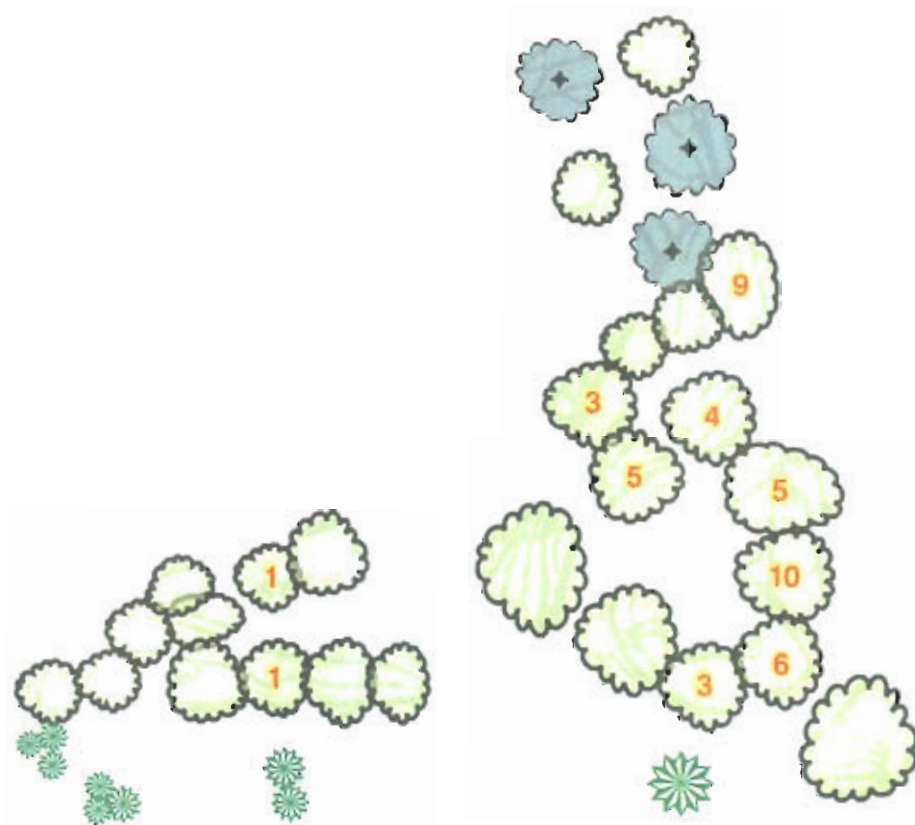


- Fan Palm (9)

10

- Number of Nests in Tree

Note: Only trees over 15 feet in height are shown



LSA



COASTAL COMMISSION

EXHIBIT # 14

PAGE 1 OF 1

FIGURE 3

Dana Point Harbor
Coastal Commission Support
Dana Point Harbor Herons

Boaters for Dana Point Harbor - Petition

List of **Amendments** to LCPA 03-06 to be considered by California Coastal Commission

- **Maintain existing dry boat storage** capacity. Do not build a 9,000 square foot retail store where boats are stored on trailers. The store, if it must be built, should be moved to the optional 10,000 square foot restaurant pad in the Commercial Core. We believe this to be a Negative Declaration*
- **Maintain existing Land Use allocation for Shipyard Operations**, including Jet Ski sales and service, kayaks rental and storage and dry boat storage. Scale back Commercial Expansion to eliminate encroachment and or elimination of recreational boating resources. **Negative Declaration***
- **Maintain the existing capacity of dry boat storage** available today in planning area 2 and the North end of planning area 1, estimated to be 620 spaces. Scale back Commercial Expansion to eliminate encroachment and or elimination of recreational boating resources. **Negative Declaration***
- **Restore and maintain dedicated boater parking** at the original design level. Re-define "multi-use" parking to protect slip renters as opposed to restaurants and stores. Scale back Commercial Expansion to eliminate encroachment and or elimination of recreational boating resources. **Negative Declaration***
- **Restore and maintain Launch Ramp Trailer/Tow Vehicle Parking** functionality. Restore original geometry to optimize compliance with Department of Boating and Waterways Design Guidelines. Increase size of parking spaces to accommodate typical use (Proposed design is minimum allowed). Scale back commercial core expansion, do not move "The Street of the Golden Lantern" and do not place parking garage in trailer/tow vehicle parking area. **Negative Declaration***
- **Retain "Park Like Setting"** by scaling back commercial core expansion and reducing maximum building height increase. Current zoning maximum is 35' with a proposed increase to 65' the park like setting will be eliminated. Reduce increase to 45'. **Negative Declaration***

*A change that is considered to be a Negative Declaration would allow the process to move forward without having to re-execute the California Environmental Quality Act or re-circulate anything for approval at the County of Orange or City of Dana Point.

*APPROXIMATELY
340 INDIVIDUALS
HAVE SIGNED THIS
PETITION

COASTAL COMMISSION

EXHIBIT # 15
PAGE 1 OF 1

Page 1

Note: All Duplicates have been Removed. Completed Contact Information available on Request.

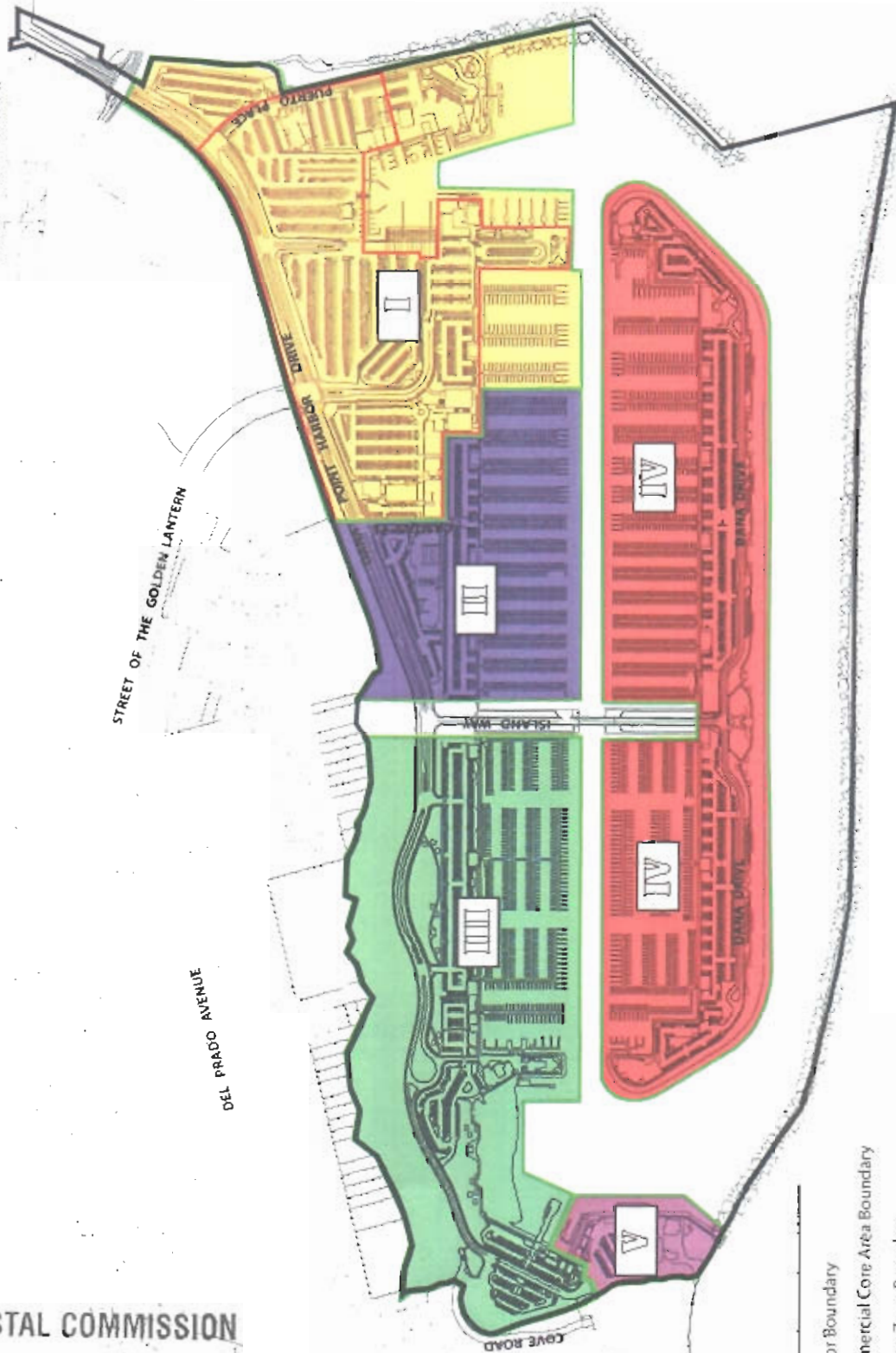
COASTAL COMMISSION

EXHIBIT # 18
PAGE 1 OF 9





PACIFIC COAST HIGHWAY

STREET OF THE GOLDEN LANTERN

DEL PRADO AVENUE



LEGEND

-  Harbor Boundary
-  Commercial Core Area Boundary
-  Parking Zone Boundary
-  Parking Zone



Dana Point Harbor

HARBOR PARKING ZONES



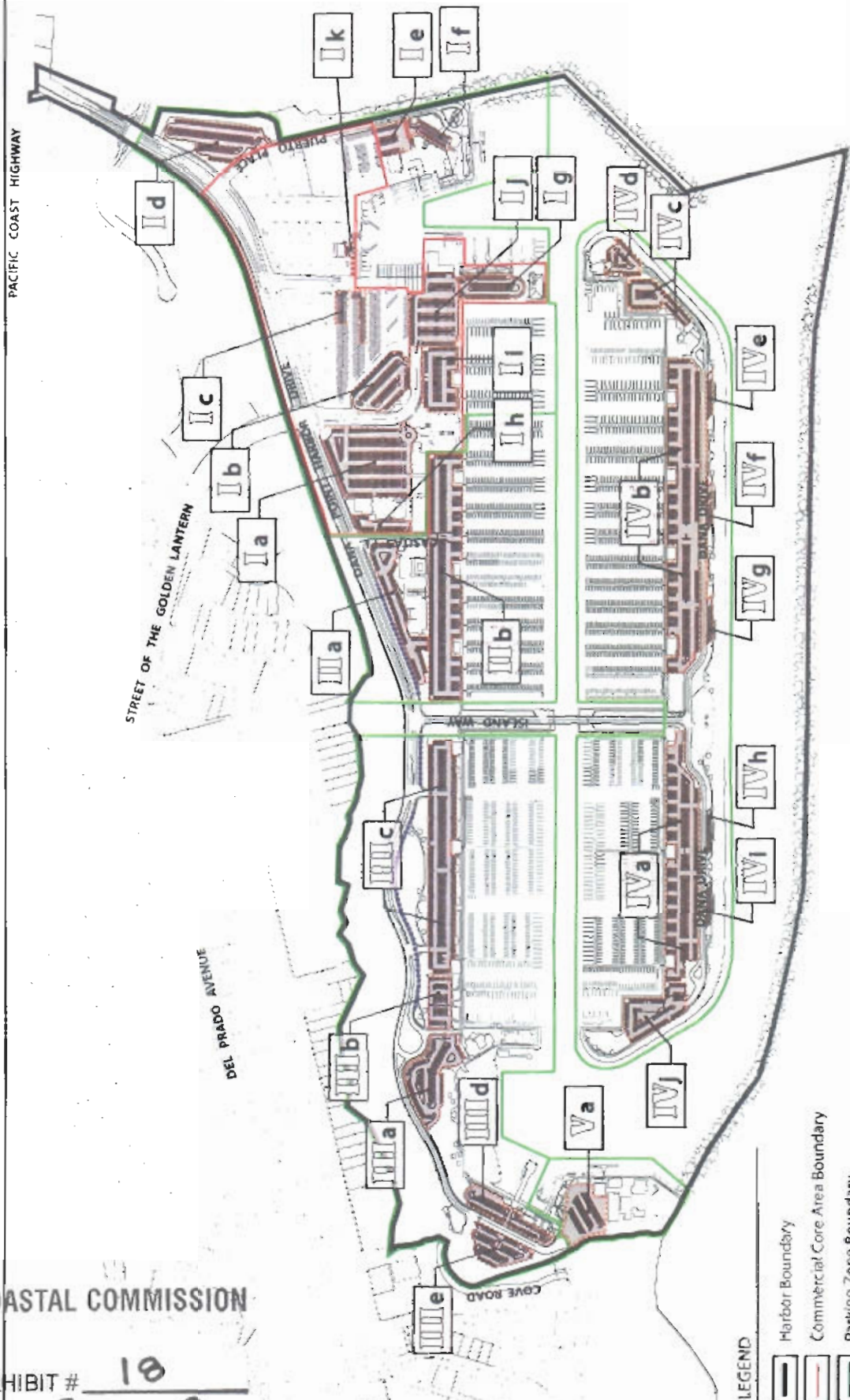
10-2009



EXISTING HARBOR PARKING AREAS

10-2009

Dana Point Harbor



- LEGEND
- Harbor Boundary
 - Commercial Core Area Boundary
 - Parking Zone Boundary
 - Parking Lot Boundary
 - On-Street Parking
 - Parking Zone
 - Parking Lot

DPH Existing Parking Areas

Area I – 1,184 spaces

- Ia 313 spaces with a 4-hour limit for Harbor users.
- Ib 127 spaces. Gate controlled. This lot is currently used for sport fishing customers. Once the morning sport fishing boats have departed, approximately 12 noon, this gate is lifted and parking in this lot is open to any harbor user.
- Ic 58 "Car Only" spaces located inside of the gated launch ramp parking area. These spaces are for boaters coming to the launch ramp without a trailer or the surface storage area.
- Id 161 spaces located off of Puerto Place. This is a pay & display lot for harbor users.
- Ie 46 spaces for the shipyard and other businesses located within the 2.6 acre leased parcel including surface boat storage customers, PWC rental & sales and kayak rental.
- If 31 spaces located near the end of Puerto Place. This is a pay & display lot for Harbor users.
- Ig 105 spaces with a 4-hour limit located on the Dana Wharf for Harbor users.
- Ih 35 spaces with a 1-hour limit for Harbor users.
- Ii 121 spaces. Gate controlled. For authorized boaters and merchants. (119 boats @ .6 = 72 spaces)
- Ij 178 spaces with a 4-hour limit located near Dana Wharf for Harbor users.
- Ik 9 spaces. 3 of these spaces have a 15 minute limit for boaters at the Embarcadero Marina. The other 6 are without a time limit and are located along the bulkhead for Embarcadero customers.

Area II – 629 spaces

- Ila 139 spaces for hotel users. Guests display parking passes on dashboards.
- Ilb 490 spaces. Gate controlled. For authorized boaters and merchants. Up to a maximum of 120 spaces reserved for Catalina Express passengers who pay to park in this lot.

Note: On-Street parking is also available in Area II but is not included here.

COASTAL COMMISSION

EXHIBIT # 18
PAGE 3 OF 9

Area III – 736 spaces

- IIIa 125 spaces for the Harbor users (including Baby Beach users, human powered craft launch users, OC Sailing and Events Center users and charter boat concession passengers).
- IIIb 37 spaces for the Harbor users (including Baby Beach users, human powered craft launch users, OC Sailing and Events Center users and charter boat concession passengers).
- IIIc 392 spaces. Not gated, but restricted to boaters with slips in the west basin on the cove side and users of the boater service buildings. This lot is also available for limited use during special events.
- IIId 109 spaces for the Harbor users (including Fishing Pier users, Baby Beach users, human powered craft launch users, OC Sailing and Events Center users and charter boat concession passengers).
- IIIe 73 spaces for the Harbor users (including Fishing Pier users, Baby Beach users, human powered craft launch users, OC Sailing and Events Center users and charter boat concession passengers). Included 20 spaces for Ocean Institute overflow parking, if needed.

Note: On-Street parking is also available in Area III but is not included here.

Area IV – 1303 spaces

- IVa 376 spaces. Not gated, but restricted to boaters with slips in the west basin on the island.
- IVb 552 spaces. Gate controlled. Restricted to boaters with slips in the east basin on the island, or users of the boater service buildings.
- IVc 76 spaces for the restaurant.
- IVd 66 spaces for Harbor Patrol and the Harbor users.
- IVe 19 spaces for the Harbor users.
- IVf 19 spaces for the Harbor users.
- IVg 19 spaces for the Harbor users.
- IVh 19 spaces for the Harbor users.
- IVi 19 spaces for the Harbor users.
- IVj 138 spaces for the DPYC and the Harbor users.

Area V – 110 spaces

- Va 110 spaces for the Ocean Institute.

COASTAL COMMISSION

EXHIBIT # 18
PAGE 4 OF 9

DANA POINT HARBOR - EXISTING PARKING REQUIREMENTS SUMMARY

9/16/2009

Parking Zone	Planning Area	Description	Land Use	Parking Requirement	Existing Size	Required Spaces	Provided Spaces ¹
I	1	Surface Boat Storage	Boat Use ²	0.25 per boat	516 Boats	129	1184
	1	Dry Stack Boat Storage	Boat Use	0.33 per boat	0	0	
	1	BSB X	Office	1 per 250 s.f. of g.f.a	2,500 s.f.	10	
	1	Shipyards Building	Motor Vehicle Sales & Repair	1 per 400 s.f. of g.f.a.	5000 s.f.	13	
	11	Recreational Boat Slips (Rental boats)	Boat Use ⁵	0.6 per boat slip	32	19	
	2	BSB 1	Office	1 per 250 s.f. of g.f.a	2,000 s.f.	8	
	2	Retail/Restaurant - Retail Component	Retail	1 per 200 s.f. of g.f.a.	26,600 s.f.	133	
	2	Retail/Restaurant - Restaurant Component	Restaurant	1 per 100 s.f. up to 4,000 s.f. plus 1 per each 80 s.f. above 4,000 s.f.	61,500 s.f. (includes outdoor/dining dining)	666	
	11	Sport Fishing	Boat Use	Measured Use		125	
	11	Charter Boat Concessions	Boat Use	1 space per 3 passengers	49	16	
	10	Rec. Boat Slips	Boat Use ⁵	0.6 per boat slip	119	71	
Total						1191	

-7

Parking Zone	Planning Area	Description	Land Use	Parking Requirement	Size	Required Spaces	Provided Spaces ⁷
II	11	Catalina Ferry	Boat Use	Measured Use		120	629
	3	Hotel	Hotel	1 per guest room	136 rooms	136	
	3	BSB 2	Office	1 per 250 s.f. of g.f.a	1,800 s.f.	7	
	3	BSB 3	Office	1 per 250 s.f. of g.f.a	1,800 s.f.	7	
	3	BSB 4	Office	1 per 250 s.f. of g.f.a	2,500 s.f.	10	
	10	Rec. Boat Slips	Boat Use ⁵	0.6 per boat slip	609	365	
Total						845	

-16

Parking Zone	Planning Area	Description	Land Use	Parking Requirement	Size	Required Spaces	Provided Spaces ⁷
III	9	Rec. Boat Slips	Boat Use ⁵	0.6 per boat slip	512	307	736
	9	Charter Boat Concessions	Boat Use	1 space per 3 passengers	49	16	
	5	OC Sailing & Events Center	Union Halls, Lodges, Clubs	1 per 75 s.f. of g.f.a.	11000 s.f.	147	
	5	BSB A	Office	1 per 250 s.f. of g.f.a	1,800 s.f.	7	
	5	BSB B	Office	1 per 250 s.f. of g.f.a	1,800 s.f.	7	
	5	BSB C	Office	1 per 250 s.f. of g.f.a	1,800 s.f.	7	
	6	Ocean Institute ³				20	
Total						512	

224

Parking Zone	Planning Area	Description	Land Use	Parking Requirement	Size	Required Spaces	Provided Spaces
IV	9 & 10	Rec. Boat Slips	Boat Use ⁵	0.6 per boat slip	1,169	701	1,303
	10	Commercial Boat Slips	Boat Use ⁵	2 per boat slip	15 slips	30	
	4	Harbor Patrol Building	Office	1 per 250 s.f. of g.f.a	6,000 s.f.	24	
	4	Restaurant	Restaurant	1 per 100 s.f. up to 4,000 s.f. plus 1 per each 80 s.f. above 4,000 s.f.	10,000 s.f.	115	
	4	BSB D - Dana West Yacht Club	Yacht Club & Storage ²	4 per 1,000 s.f.	1,800 s.f.	7	
	4	BSB E	Office	1 per 250 s.f. of g.f.a	1,800 s.f.	7	
	4	BSB F	Office	1 per 250 s.f. of g.f.a	1,800 s.f.	7	
	4	BSB 5 - Aventura Sailing Association	Yacht Club & Storage ²	4 per 1,000 s.f.	2,000 s.f.	8	
	4	BSB 6	Office	1 per 250 s.f. of g.f.a	1,800 s.f.	7	
	4	BSB 7	Office	1 per 250 s.f. of g.f.a	1,800 s.f.	7	
	4	BSB 8	Office	1 per 250 s.f. of g.f.a	1,800 s.f.	7	
	4	Dana Point Yacht Club	Yacht Club & Storage ²	4 per 1,000 s.f.	12,400 s.f.	50	
	Total					970	

333

Parking Zone	Planning Area	Description	Land Use	Parking Requirement	Size	Required Spaces	Provided Spaces
V	6	Ocean Institute ³				110	
Total						110	

0

TOTALS

3,428 3,962^{1,7} 534

BSB = Boater Service Building; s.f. = square feet; gfa = gross floor area; PA = Planning Area

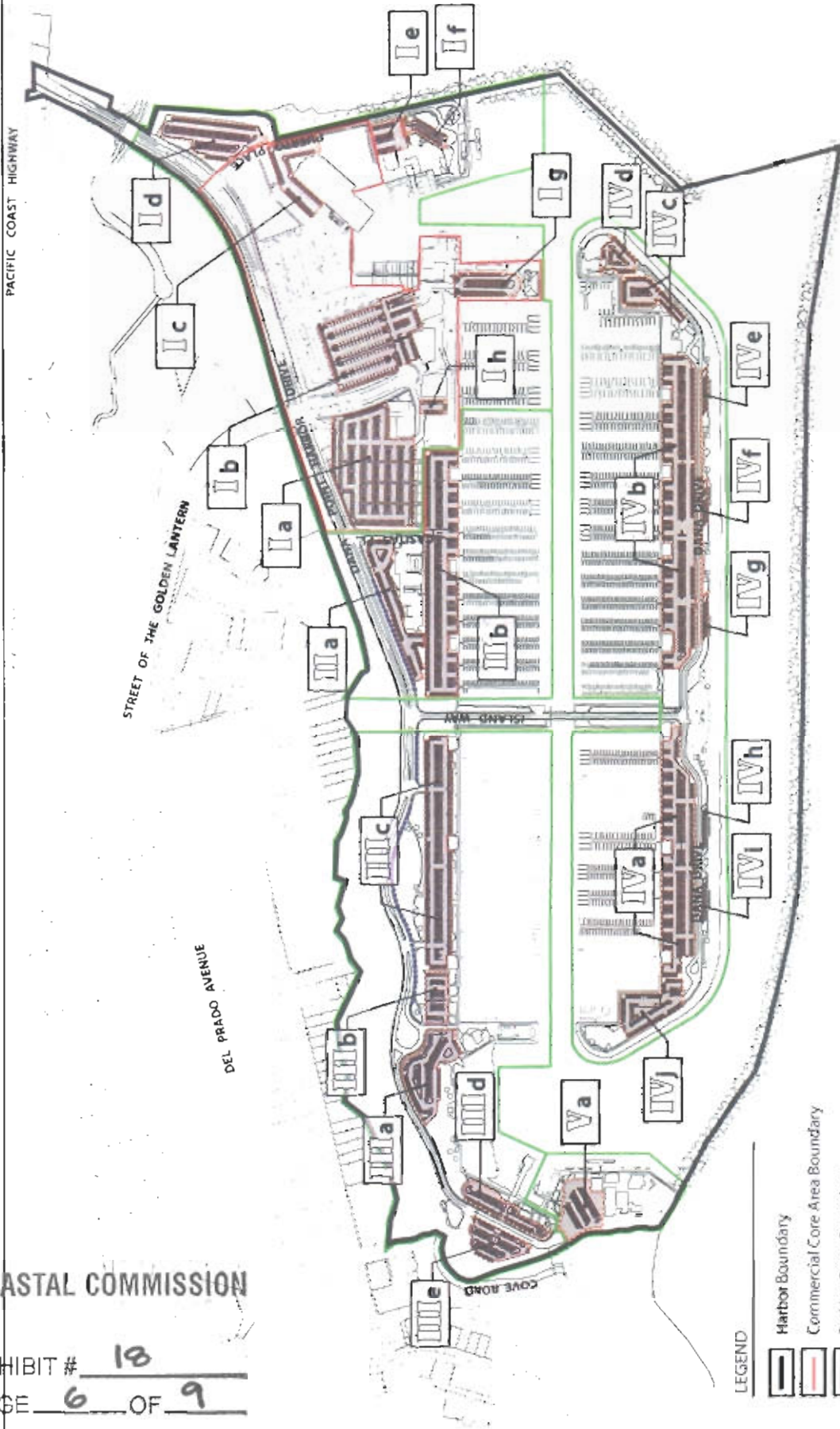
- This does not include the car with trailer spaces provided for the boat launch ramp, or the on-street parking along a portion of Dana Point Harbor Drive and Street of the Golden Lantern. Additionally, the Boater Service Buildings parking requirement is based on the office portion of the buildings gross floor area.
- Rates are based on City of Los Angeles Planning and Zoning Code, Section 12.21, 9/13/2000 revision, and California Department of Boating and Waterways standards.
- Total number of spaces required, based on "Traffic and Parking Study for the OC Marine Institute Expansion" (January 27, 2000)
- Information in black matches information in Table 4.5-5 from EIR 591. Information in red has been updated since EIR 591.
- Rates are based on California Department of Boating and Waterways standards.
- The parking requirement is calculated on a restaurant-by restaurant basis, not an aggregate total. The restaurant square footage includes outdoor patio / dining areas.
- On-street parking is also available on Dana Point Harbor Drive (62 spaces) and Street of the Golden Lantern (65 spaces). These spaces are not included in the "Provided Spaces" column.

COASTAL COMMISSION

EXHIBIT # 18
PAGE 5 OF 9

COASTAL COMMISSION

EXHIBIT # 18
PAGE 6 OF 9



LEGEND

- Harbor Boundary
- Commercial Core Area Boundary
- Parking Zone Boundary
- Parking Lot Boundary
- On-Street Parking (No Overnight)

- IV Parking Zone
- a Parking Lot



Dana Point Harbor

PROPOSED HARBOR PARKING AREAS

10-2009

DPH Proposed Parking Areas

Area I – 1,625 spaces

- Ia 503 spaces with a 4-hour limit for Harbor users. During the non-peak season months of January, February, March, April, May, October, November and December up to 75 spaces are allocated for sport fishing passengers.
- Ib 699 spaces in the parking deck with a 4-hour limit for Harbor users. Also includes +/- 45 spaces for boater parking in the lower level of the parking deck closest to the water.
- Ic 100 "Car Only" spaces. These boaters using the dry stack storage building or the surface storage area.
- Id 161 spaces located off of Puerto Place. This is a pay & display lot for harbor users.
- Ie 46 spaces for the shipyard.
- If 31 spaces located near the end of Puerto Place. This is a pay & display lot for harbor users.
- Ig 78 spaces with a 4-hour limit located on the Dana Wharf for Harbor users
- Ih 23 spaces with a 4-hour limit for Harbor users

Area II – 629 spaces

- Ila 139 spaces for hotel users.
- Ilb 490 spaces. Gate controlled. Card keys are issued to some boaters and some Harbor merchants. Up to 75 spaces reserved for Catalina Express passengers who pay to park in this lot during the non-peak season months of January, February, March, April, May, October, November and December. During the peak season months of June, July, August and September, up to 125 sport fishing passengers can park in this lot. Catalina passengers park in lot IVb during the peak season months.

Note: On-Street parking is also available in Area II but is not included here.

Area III – 736 spaces

- IIla 125 spaces for the Harbor users (including Baby Beach users, human powered craft launch users, OC Sailing and Events Center users and charter boat concession passengers).
- IIlb 37 spaces for the Harbor users (including Baby Beach users, human powered craft launch users, OC Sailing and Events Center users and charter boat concession passengers).

COASTAL COMMISSION

EXHIBIT # 18
PAGE 7 OF 9

- IIIc 392 spaces. Not gated, but restricted to boaters with slips in the west basin on the cove side and users of the boater service buildings. This lot is also available for limited use during special events.
- IIId 109 spaces for the Harbor users (including Fishing Pier users, Baby Beach users, human powered craft launch users, OC Sailing and Events Center users and charter boat concession passengers).
- IIIE 73 spaces for the Harbor users (including Fishing Pier users, Baby Beach users, human powered craft launch users, OC Sailing and Events Center users and charter boat concession passengers). Includes 20 spaces for Ocean Institute overflow parking if needed.

Note: On-Street parking is also available in Area III but is not included here.

Area IV – 1303 spaces

- IVa 376 spaces. Not gated, but restricted to boaters with slips in the west basin on the island.
- IVb 552 spaces. Gate controlled. Restricted to boaters with slips in the east basin on the island, or users of the boater service buildings. Up to 120 Catalina Express passengers can pay to park in this lot during the peak season months of June, July, August and September.
- IVc 76 spaces for the restaurant.
- IVd 66 spaces for Harbor Patrol and the Harbor users.
- IVe 19 spaces for the Harbor users.
- IVf 19 spaces for the Harbor users.
- IVg 19 spaces for the Harbor users.
- IVh 19 spaces for the Harbor users.
- IVi 19 spaces for the Harbor users.
- IVj 138 spaces for the DPYC and the Harbor users.

Area V – 110 spaces

- Va 110 spaces for the Ocean Institute.

COASTAL COMMISSION

EXHIBIT # 18
PAGE 8 OF 9

DANA POINT HARBOR - PROPOSED PARKING REQUIREMENTS SUMMARY

9/16/2009

Parking Zone	Planning Area	Description	Land Use	Parking Requirement
I	1	Surface Boat Storage	Boat Use ²	0.25 per boat
	1	Dry Stack Boat Storage	Boat Use	0.33 per boat
	1	BSB X	Office	1 per 250 s.f. of g.f.a
	1	Shipyard Building	Motor Vehicle Sales & Repair	1 per 400 s.f. of g.f.a.
	11	Recreational Boat Slips (Rental boats)	Boat Use ⁵	0.6 per boat slip
	2	BSB 1	Office	1 per 250 s.f. of g.f.a
	2	Retail/Restaurant - Retail Component	Retail	1 per 200 s.f. of g.f.a.
	2	Retail/Restaurant - Restaurant Component	Restaurant	1 per 100 s.f. up to 4,000 s.f. plus 1 per each 80 s.f. above 4,000 s.f.
	11	Sport Fishing	Boat Use	Measured Use
	11	Charter Boat Concessions	Boat Use	1 space per 3 passengers
	11	Recreational Boat Slips (Temporary slips during construction)	Boat Use ⁵	0.6 per boat slip
	10	Rec. Boat Slips	Boat Use ⁵	0.6 per boat slip
Total				

NON-PEAK (Jan, Feb, Mar, Apr, May, Oct, Nov, Dec)

Proposed Size	Required Spaces	Provided Spaces ¹
93 Boats	23	
400 Boats	132	
5,600 s.f.	22	
5000 s.f.	13	
32	19	
6,800 s.f.	27	
32,800 s.f.	164	
91,000 s.f. (includes outdoor/dining dining)	1,010	
49	16	
64	38	
79	47	
1637		1641

PEAK (June, July, Aug, Sept)

Proposed Size	Required Spaces	Provided Spaces ¹
93 Boats	23	
400 Boats	132	
5,600 s.f.	22	
5000 s.f.	13	
32	19	
6,800 s.f.	27	
32,800 s.f.	164	
91,000 s.f. (includes outdoor/dining dining)	1,010	
49	16	
64	38	
79	47	
1512		1641

Parking Zone	Planning Area	Description	Land Use	Parking Requirement
II	11	Catalina Ferry	Boat Use	Measured Use
	11	Sport Fishing	Boat Use	Measured Use
	3	Hotel	Hotel	1 per guest room
	3	BSB 3	Office	1 per 250 s.f. of g.f.a
	3	BSB 4	Office	1 per 250 s.f. of g.f.a
	10	Rec. Boat Slips	Boat Use ⁵	0.6 per boat slip
Total				

Size	Required Spaces	Provided Spaces ⁷
	120	
136 rooms	136	
1,800 s.f.	7	
2,500 s.f.	10	
465	279	629

Size	Required Spaces	Provided Spaces ⁷
	125	
136 rooms	136	
1,800 s.f.	7	
2,500 s.f.	10	
465	279	629

Parking Zone	Planning Area	Description	Land Use	Parking Requirement
III	9	Rec. Boat Slips	Boat Use ⁵	0.6 per boat slip
	9	Charter Boat Concessions	Boat Use	1 space per 3 passengers
	5	OC Sailing & Events Center	Union Halls, Lodges, Clubs	1 per 75 s.f. of g.f.a.
	5	BSB A	Office	1 per 250 s.f. of g.f.a
	5	BSB B	Office	1 per 250 s.f. of g.f.a
	5	BSB C	Office	1 per 250 s.f. of g.f.a
	6	Ocean Institute		
Total				

Size	Required Spaces	Provided Spaces ⁷
564	338	
49	16	
11,000	147	
1,800 s.f.	7	
1,800 s.f.	7	
1,800 s.f.	7	
	20	
543		736

Size	Required Spaces	Provided Spaces ⁷
564	338	
49	16	
11,000	147	
1,800 s.f.	7	
1,800 s.f.	7	
1,800 s.f.	7	
	20	
543		736

Parking Zone	Planning Area	Description	Land Use	Parking Requirement
IV	11	Catalina Ferry	Boat Use	Measured Use
	9 & 10	Rec. Boat Slips	Boat Use ⁵	0.6 per boat slip
	10	Commercial Boat Slips	Boat Use ⁵	2 per boat slip
	4	Harbor Patrol Building	Office	1 per 250 s.f. of g.f.a
	4	Restaurant	Restaurant	1 per 100 s.f. up to 4,000 s.f. plus 1 per each 80 s.f. above 4,000 s.f.
	4	BSB D - Dana West Yacht Club	Yacht Club & Storage ²	4 per 1,000 s.f.
	4	BSB E	Office	1 per 250 s.f. of g.f.a
	4	BSB F	Office	1 per 250 s.f. of g.f.a
	4	BSB 5 - Aventura Sailing Association	Yacht Club & Storage ²	4 per 1,000 s.f.
	4	BSB 6	Office	1 per 250 s.f. of g.f.a
	4	BSB 7	Office	1 per 250 s.f. of g.f.a
	4	BSB 8	Office	1 per 250 s.f. of g.f.a
	4	Dana Point Yacht Club	Yacht Club & Storage ²	4 per 1,000 s.f.
Total				

Size	Required Spaces	Provided Spaces
1,092	655	
15 slips	30	
6,000 s.f.	24	
10,000 s.f.	115	
1,800 s.f.	7	
1,800 s.f.	7	
1,800 s.f.	7	
2,000 s.f.	8	
1,800 s.f.	7	
1,800 s.f.	7	
1,800 s.f.	7	
12,400 s.f.	50	
924		1,303

Size	Required Spaces	Provided Spaces
1,092	655	
15 slips	30	
6,000 s.f.	24	
10,000 s.f.	115	
1,800 s.f.	7	
1,800 s.f.	7	
1,800 s.f.	7	
2,000 s.f.	8	
1,800 s.f.	7	
1,800 s.f.	7	
1,800 s.f.	7	
12,400 s.f.	50	
1,044		1,303

Parking Zone	Planning Area	Description	Land Use	Parking Requirement
V	6	Ocean Institute ³		
Total				

Size	Required Spaces	Provided Spaces
	110	
	110	110

Size	Required Spaces	Provided Spaces
	110	
	110	110

TOTALS

3,766 4,419 653

3,766 4,419 653

BSB = Boater Service Building; s.f. = square feet; gfa = gross floor area; PA = Planning Area

- This does not include the car with trailer spaces provided for the boat launch ramp, or the on-street parking along a portion of Dana Point Harbor Drive and Street of the Golden Lantern. Additionally, the Boater Service Buildings parking requirement is based on the office portion of the buildings gross floor area.
- Rates are based on City of Los Angeles Planning and Zoning Code, Section 12.21, 9/13/2000 revision, and California Department of Boating and Waterways standards.
- Total number of spaces required, based on "Traffic and Parking Study for the OC Marine Institute Expansion" (January 27, 2000)
- Information in black matches information in Table 4.5-5 from EIR 591. Information in red has been updated since EIR 591.
- Rates are based on California Department of Boating and Waterways standards.
- The parking requirement is calculated on a restaurant-by-restaurant basis, not an aggregate total. The restaurant square footage includes outdoor patio / dining areas.
- On-street parking is also available on Dana Point Harbor Drive (62 spaces) and Street of the Golden Lantern (65 spaces). These spaces are not included in the "Provided Spaces" column.

COASTAL COMMISSION

EXHIBIT # 18
PAGE 9 OF 9

COASTAL COMMISSION

EXHIBIT # 19
PAGE 1 OF 2

PACIFIC COAST HIGHWAY

STREET OF THE GOLDEN LANTERN

DEL PRADO AVENUE

COVE ROAD

ISLAND WAY

Required Parking Spaces: 110
Provided Parking Spaces: 110

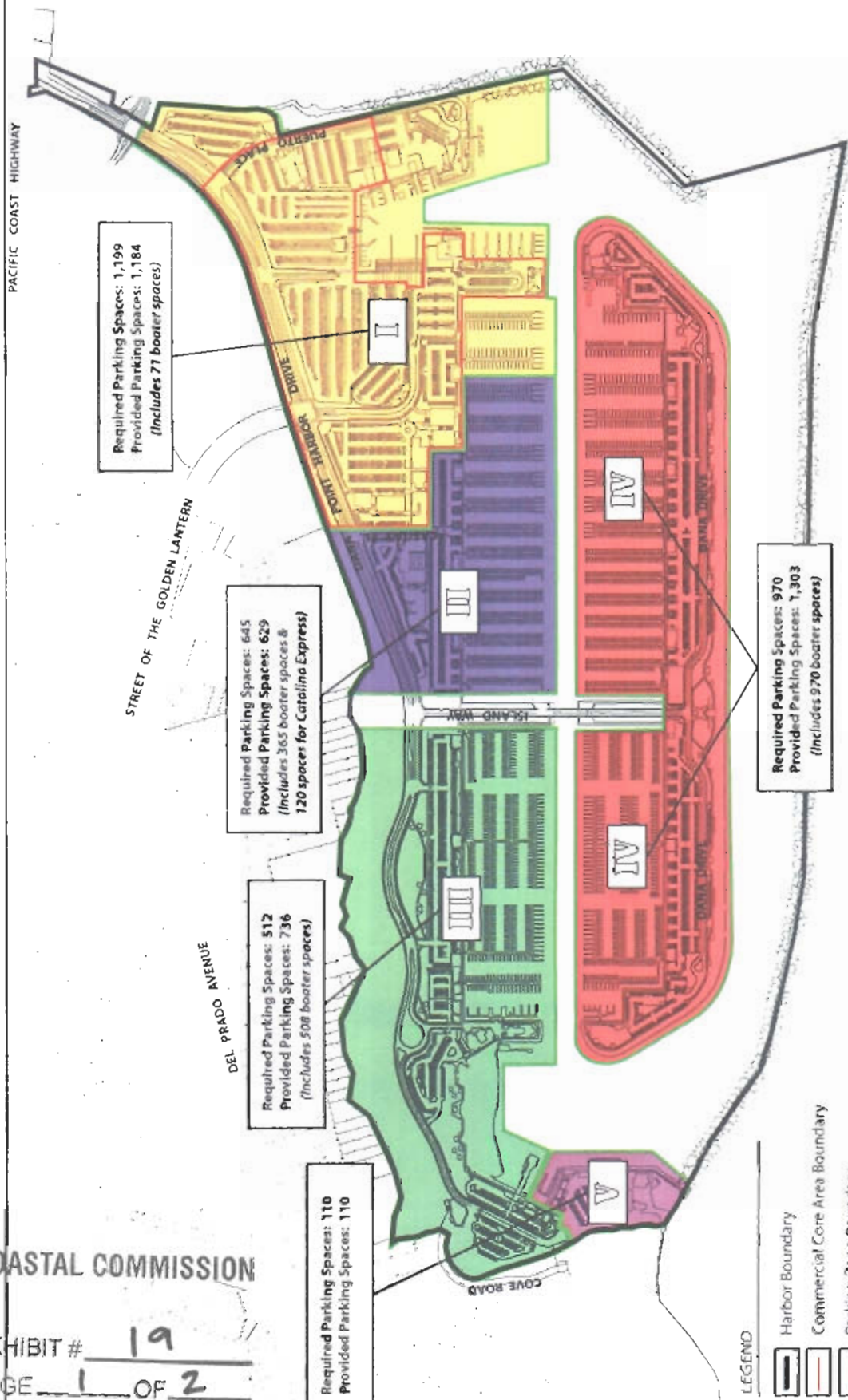
Required Parking Spaces: 512
Provided Parking Spaces: 736
(Includes 508 boater spaces)

Required Parking Spaces: 645
Provided Parking Spaces: 629
(Includes 365 boater spaces &
120 spaces for Catalina Express)

Required Parking Spaces: 1,199
Provided Parking Spaces: 1,184
(Includes 71 boater spaces)

LEGEND

- Harbor Boundary
- Commercial Core Area Boundary
- Parking Zone Boundary
- Parking Zone



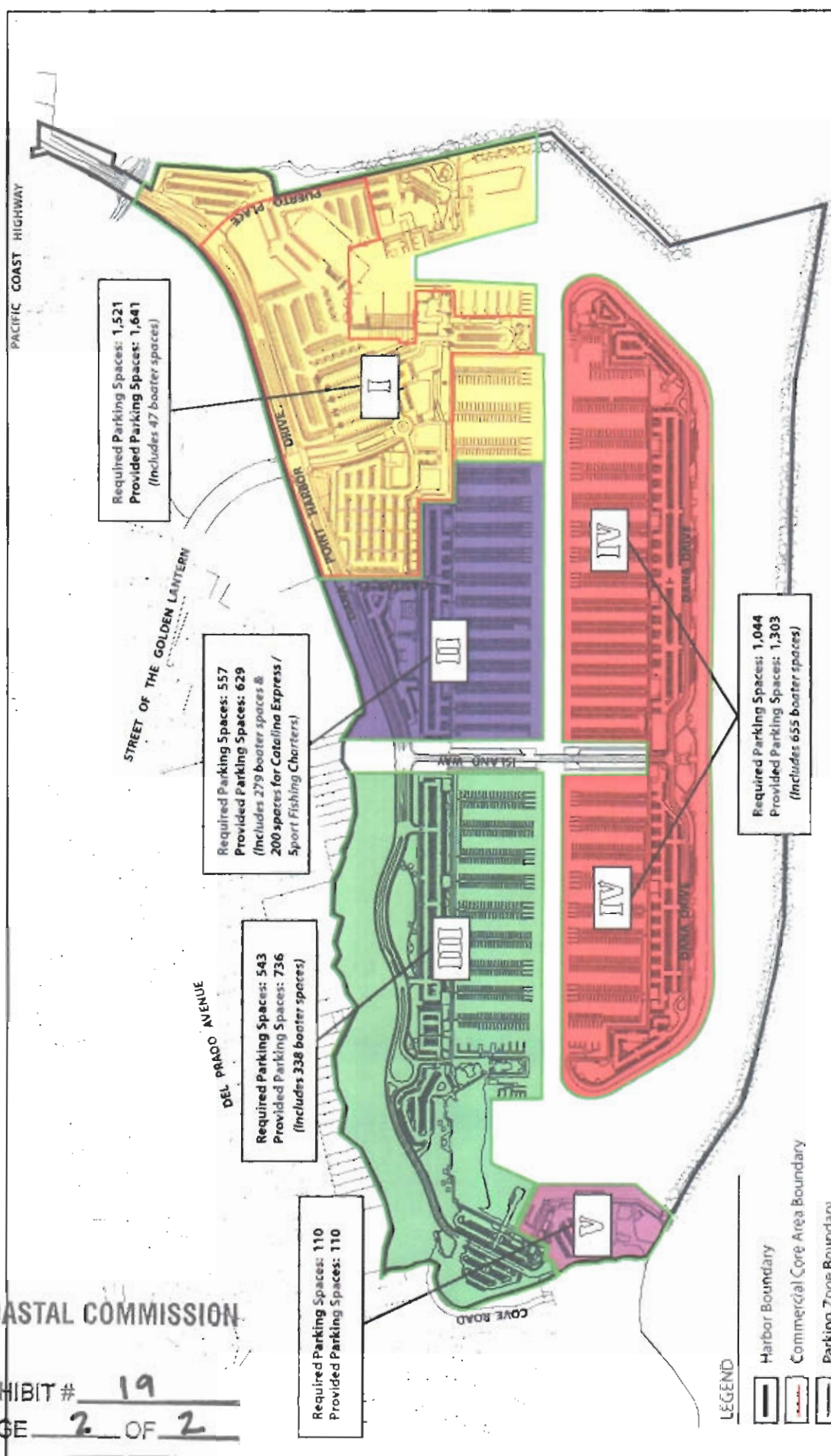
Dana Point Harbor

REVITALIZATION PLAN & DISTRICT REGULATIONS

EXISTING PARKING CONDITIONS (2,409 Slips)

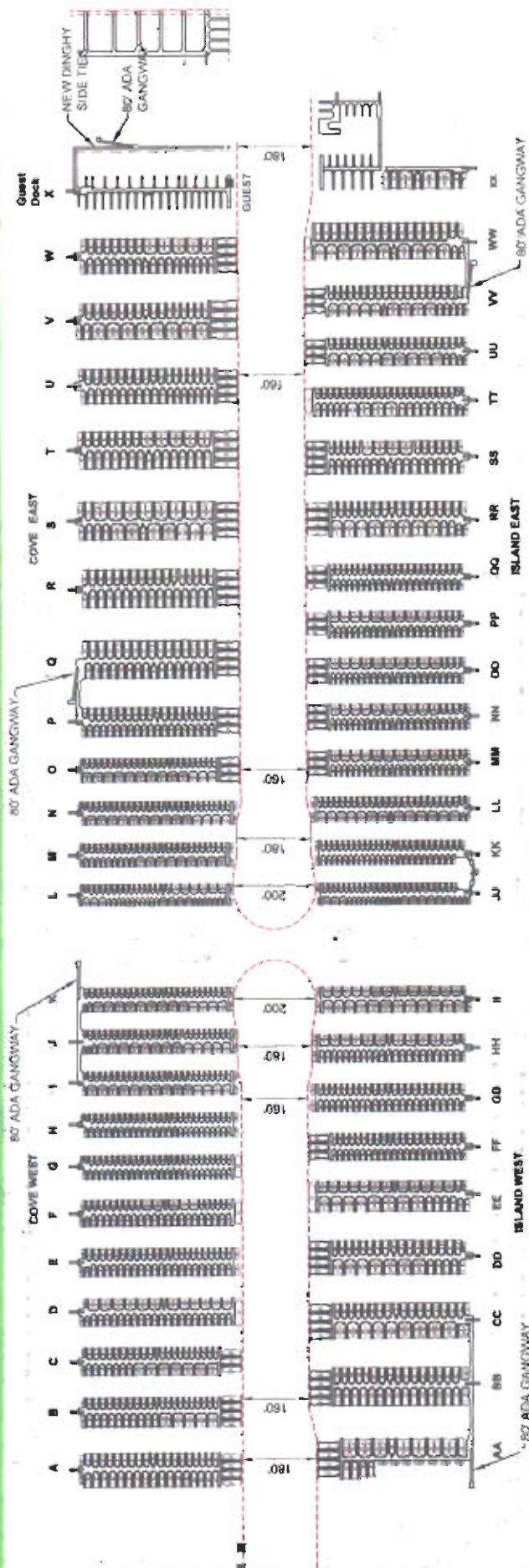


10-2009



Dana Point Harbor
REVITALIZATION PLAN & DISTRICT REGULATIONS

PROPOSED PARKING CONDITIONS (2,200 Slips)



COASTAL COMMISSION

EXHIBIT # 20
PAGE 1 OF 1

SLIP SIZE	EXISTING SLIPS	% OF TOTAL	ALT. 3.50	% OF TOTAL	LOSS / GAIN
30' & Under	1795	75%	1472	67%	-323
31' to 38'	273	11%	360	16%	87
39' to 49'	236	10%	269	12%	33
over 50'	105	4%	99	5%	-6
TOTAL	2409	100%	2200	100%	-209
NET GAIN/LOSS			-209		
AVG SIZE	29.85		31.34		

ALT. 3.50 – 31.34' avg. slip size – Decrease of 209 slips

- Meets ADA and DBW Standards
- 70% power and 30% sail width slips (40' & under)
- Re-aligns West Basin to a North-South Orientation
- Doublewides – 1/3 of all slips (except for pitchforks)
- Some Channel Narrowing
- Revision of Alt 3.5H (without increases to 50' & above)

7/22/09

DANA POINT HARBOR

MARINA IMPROVEMENT PROJECT

BOATER SELECTED DESIGN ALTERNATIVE

(Alt. 3.5 O)

9/14/2009

4 SIZE CATEGORY SUMMARY

SLIP SIZE	EXISTING SLIPS	% OF TOTAL
30' & Under	1795	75%
31' to 38'	273	11%
39' to 49'	236	10%
over 50'	105	4%
TOTAL	2409	100%
NET GAIN/LOSS		
AVG SIZE	29.85	

Doublewides - 33%, except for pitchforks

ALT. 3.5O	% OF TOTAL	LOSS / GAIN
Same Channel Narrowing 30% Slip width up to 48'		
DW's 33% of all, except pitchforks		
1472	67%	-323
360	16%	87
269	12%	33
99	5%	-6
2200	100%	-209
-209		
31.34		

9 SIZE CATEGORY SUMMARY

SLIP SIZE	EXISTING SLIPS	% OF TOTAL
20 - 24	250	10%
25 - 29	1157	48%
30 - 34	391	16%
35 - 39	270	11%
40 - 44	129	5%
45 - 49	107	4%
50 - 54	57	2%
55 - 59	33	1%
60 & over	15	1%
TOTAL	2409	100%
NET GAIN/LOSS		
AVG SIZE	29.85	
TOTAL LF	67855	

Doublewides - 33%, except for pitchforks

ALT. 3.5O	% OF TOTAL	LOSS / GAIN
198	9%	-52
885	40%	-272
457	21%	66
295	13%	25
147	7%	18
119	5%	12
54	2%	-3
31	1%	-2
14	1%	-1
2200	100%	-209
-209		
31.34		
68947		

COASTAL COMMISSION

EXHIBIT # 21
PAGE 1 OF 1

Dana Point Harbor Marina Renovation
 Alternate 3.50
 8/26/2009

SLIP LENGTH	Existing Slips by Size
20	36
21	7
22	107
23	0
24	100
25	801
26	233
28	123
29	0
30	388
31	1
32	0
34	2
35	266
36	4
38	0
39	0
40	129
45	107
50	44
53	13
55	33
60	15
65	0
70	0
72	0
76	0
Total	2409

Avg. Length 29.85

1795 (30' & Under) 75%

273 (31' - 39') 11%

236 (40' - 49') 10%

105 (50' & Over) 4%

2409 100%

New Alternative (3.50) by Size
98
0
6
4
90
465
104
311
5
389
0
17
51
92
1
199
3
147
119
54
0
31
7
4
1
1
1
2200

1472 (30' & Under) 67%

363 (31' - 39') 17%

266 (40' - 49') 12%

99 (50' & Over) 5%

2200 100%

31.34

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EXHIBIT # 22
 PAGE 1 OF 1

Dana Point Harbor
REVITALIZATION PLAN & DISTRICT REGULATIONS

Supplemental Text





Dana Point Harbor Now!
P.O. Box 4095
Dana Point, CA 92629

September 10, 2009

Ms. Sherilyn Sarb
Ms. Teresa Henry
Mr. Fernie Sy
California Coastal Commission
200 OceanGate, 10th Floor
Long Beach, CA 92802

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South Coast Region
SEP 15 2009
CALIFORNIA
COASTAL COMMISSION

Re: Dana Point LCPA (DPT-MAJ-1-08)

Dear Coastal Staff:

On behalf of Dana Point Harbor Now!, the 2500-member-group formed to support the revitalization of Dana Point Harbor, I wish to provide some responses to a recent letter you have received from Bruce Heyman who professes to be a representative of Dana Point boaters. Because we see no evidence that he in fact represents any viable group, we therefore question his motives. Because our very large membership has been closely following the process for approval of a LCP which addresses the multiple issues of concern to our members and to the Coastal Commission, we are very distressed that Mr. Heyman continues to intimate support for this LCPA while offering suggested revisions that we believe undermine the balance that the document has worked to achieve.

We recognize that a harbor must address the requirements of the Coastal Act while balancing the needs of boaters with slips, boaters without slips, non-motorized boaters, and the estimated 2 million visitors including runners, families who use the beach and the island for picnics and family gatherings, and the customers of the shops and restaurants as well as provide policies that protect the coastal resources. That kind of balance is not easily achieved and we recognize the importance of such balance. The OC Dana Point Harbor Director has worked hard with the Dana Point Boaters Association and a Boaters Focus group for several years to address many of the issues raised by Mr. Heyman and we believe that the comments raised by Mr. Heyman are not in the best interests of the harbor.

COASTAL COMMISSION

EXHIBIT # 24
PAGE 1 OF 2

We wish to comment as follows on the issues he raises:

- The shipyard issue has been adequately addressed by the LCPA per the draft available at the June hearing.
- The Yacht Clubs responsibility to provide some public access has also been adequately addressed by the LCPA.
- Increasing the parking standard for boater parking when boater parking is underutilized, threatens the viability of the visitor serving parking availability.
- Dry hoat storage has been adequately addressed by the on-land and dry boat storage spaces allowed by the LCPA.
- Unnecessarily increasing the size of the dry boat storage spaces interferes with the proposed parking deck which serves both boaters and visitors and appears inappropriate.
- Regarding the requested provision that would require the harbor to house all reduced slips by expansion of the marina or additional dry storage seems to ignore the demand studies that the harbor has made available to the Coastal staff and would place an unrealistic burden on the harbor given the constant turn-over of small boats in the harbor.

Please consider our statements and allow this amendment to go forward at the October hearing so that the long over-due revitalization can begin the next steps toward increasing the many benefits to coastal access and harbor usage.

Sincerely,

Jim Miller
DPHN! Steering Committee Member

Cc: Members of the California Coastal Commission

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EXHIBIT # 24
PAGE 2 OF 2



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SEP 16 2009
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Dana Point Harbor Now!
P.O. Box 4095
Dana Point, CA 92629

September 14, 2009

Mr. Peter Douglas
Executive Director
California Coastal Commission
46 Fremont, Suite 2000
San Francisco, CA 94105-2219

Re: Dana Point Harbor LCPA (DPT-MAJ-1-08)

Dear Mr. Douglas:

I am a member of the **Dana Point Harbor Now!** Steering Committee representing over 2500 members organized to support the revitalization of Dana Point Harbor and support the adoption of the **LCPA** which was originally scheduled for June 11, 2009. **DPHN!** had over 100 supporters with 25 speakers in attendance that day. All of these hardworking members of our greater Dana Point community waited all day, only to have the hearing postponed at 4:30 pm for lack of a quorum.

Now that the LCPA is scheduled for October 7-9, 2009, we wish to respectfully request that this item be heard on October 8th and in the morning so that our supporters can be heard and the item acted upon. Please consider our request as you schedule the hearing items. We want to attend and express our support for this very important project which must be approved before the revitalization can proceed which will increase public access, add water quality improvements and improve parking for Dana Point Harbor.

I look forward to your favorable response as we want to inform our members in adequate time for them to set their calendars to attend this important meeting.

Sincerely,

Jim Miller
DPHN Steering Committee

COASTAL COMMISSION

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PAGE 1 OF 1

cc: Sharilyn Sarb - CCC San Diego
Teresa Henry - CCC Long Beach
Fernie Sy - CCC Long Beach
Sara Wan - CCC Public Member
Patrick Kruer - CCC Public Member
Bonnie Neely - CCC North Coast Rep

Ross Mirkarimi - CCC North Central Coast Rep
Khatchick Achadjian - CCC South Central Coast
Mark Stone - CCC Central Coast Rep
Larry Clark - CCC South Coast Rep
Ester Sanchez - CCC San Diego Coast Rep



Dana West Yacht Club

Thursday, July 23, 2009

California Coastal Commission
200 Oceangate, Suite 1000
Long Beach, CA 90802

California Coastal Commissioners

Madame Chair Bonnie Neely, Bonnie.neely@co.humboldt.ca.us
Sherilyn Sarb, Deputy Director, South Coast District, ssarb@coastal.ca.gov
Teresa Henry, South Coast District Manager, thenry@coastal.ca.gov
Karl Schwing, Orange County Area Supervisor kschwing@coastal.ca.gov
Fernie Sy, Coastal Program Analyst II, fsy@coastal.ca.gov

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COASTAL COMMISSION

RE: Th 22.5A

Major Amendment Request No. 1-08 to the City of Dana Point Certified Local Coastal Program (For Public Hearing and Commission Action at the June 2009 meeting in Marina Del Rey).

Dear Members of the California Coastal Commission & Staff,

The members and Board of Dana West Yacht Club have been actively following the hearings surrounding the Dana Point Harbor Revitalization. As you may or may not be aware, we submitted a letter back in June (prior to the hearing – see attached) respectfully requesting the Commission to reconsider the inclusion of the points regarding yacht clubs in the LUP.

With the postponement of the hearing until October 2009 in Oceanside, the Board of Directors of Dana West Yacht Club would like to extend an invitation to any or all members of the Coastal Commission and staff to visit our club and meet with myself and other representatives of the Board between now and the October meeting. In recognition that schedules can be tight and not knowing if a number of you will be visiting Dana Point Harbor, if the meeting is not possible in Dana Point, then we would like to have the opportunity to visit you at a time and place of your convenience.

The goal behind this meeting would be to help acquaint the Commission and Staff to Dana West Yacht Club. We would like you to understand who we are, understand our mission and vision, and visualize how we support the community at large, even though we are a "private" club.

Please let me know if there would be an opportunity to arrange a meeting of this type. My contact information is listed below.

Sincerely,

Dawn Hickey
Commodore 2009, Dana West Yacht Club
Phone: 949.677.8530
Email: dawnhickey@cox.net

cc: Jeannie Molinaro, Vice Commodore, Dana West Yacht Club
Rick Rossback, Rear Commodore, Dana West Yacht Club
Phil Eaton, Judge Advocate
Paul Berkery, Staff Commodore, Dana West Yacht Club
Mike Metz, Staff Commodore, Dana West Yacht Club; Former President, SCYA

COASTAL COMMISSION

EXHIBIT # 26
PAGE 1 OF 3



Dana West Yacht Club

Monday, June 8th, 2009

RE: Th 22.5A

Major Amendment Request No. 1-08 to the City of Dana Point Certified Local Coastal Program (For Public Hearing and Commission Action at the June 2009 meeting in Marina Del Rey).

California Coastal Commissioners

Madame Chair Bonnie Neely, Bonnie.neely@co.humboldt.ca.us

Sherilyn Sarb, Deputy Director, South Coast District, ssarb@coastal.ca.gov

Teresa Henry, South Coast District Manager, thenry@coastal.ca.gov

Karl Schwing, Orange County Area Supervisor kschwing@coastal.ca.gov

Fernie Sy, Coastal Program Analyst II, fsy@coastal.ca.gov

OC Dana Point Harbor

Brad Gross, Director, , Brad.Gross@dphd.ocgov.com

Dear California Coastal Commission & OC Dana Point Harbor,

Dana West Yacht Club (DWYC) has been an advocate for the revitalization of Dana Point Harbor and overall supporter of the County of Orange plan. We sincerely appreciate that the County has allowed for considerable boater input into the process. Since 1997, members of our club and Board of Directors have participated on numerous focus groups with the marina, City of Dana Point, and County of Orange to help shape the Dana Point LCPA.

After reading the Coastal Commission staff recommendations that came out this past week around the Dana Point LUP, however, it is evident that language has been added about yacht clubs. While we believe we are already in compliance with the majority of the points made by the Staff, the fact that the expansion of current clubs is a "major issue", as well as the vague wording added into the recommendation around requirements for yacht clubs is concerning to us on a number of different levels.

Dana West Yacht Club is a 501C7 corporation and is a Not-For-Profit club. Our mission, for the past 30+ years consistent with the reason the harbor exists, is to promote and encourage an interest in amateur yachting in all of its phases, including cruising, racing, care and maintenance of pleasure craft, education on seamanship, navigation, piloting, safety at sea, safer and more enjoyable yachting and promotion of the sport as a family enterprise. DWYC provides a facility for the pleasure and recreation of the membership and encourages participation by owners of vessels. Our club also has a junior sailing program, which is designed to teach children of all ages how to sail.

DWYC is, and for years has been, dedicated to community service and charitable endeavors that give the public access to our club on different occasions. Over the past 13 years, DWYC has hosted the 3 day Leukemia Cup Regatta, which is open to the public, and in which we have now raised over \$1.5MM. Our 2009 event, which just took place this past week, raised \$80,000. Our club supports other charities, such as the Susan G. Komen Foundation,



Dana West Yacht Club

the Ocean Institute of Dana Point, and our members volunteer for Coastal Clean-Ups, the Dockwalkers Program, the Coast Guard Auxiliary, as well as sail with children from the Olive Crest program once per month. We provide scholarships to the general public for our junior sailing camp.

We believe that this document about land use does not necessitate the additional commentary regarding yacht clubs. The law, LUP, and any subsequent LCPA adequately provides protection for the use of harbor by the general public for any entity and therefore, as tenants of the County, we believe that yacht clubs do not need to be singled out. The proposed expansion requested by our club will serve to improve a county building and will not impede additional public access to the harbor.

The verbiage used on page 33 is concerning because it is very broad in nature and could be interpreted differently by different parties at any point in time. It sets a precedence and position that has not been consistently applied across California harbors in regards to yacht clubs.

In addition, the Commission is asking for DWYC, as a Not-For-Profit club, to provide services to the public, for free or for low cost. It appears to be a biased accountability, as none of the For-Profit businesses are singled out as being held to this standard.

As a 30+ year tenant of the harbor, Dana West Yacht Club is committed to ultimately support the findings of the Commission and will abide by the agreement made within that law. As stated previously, we believe we are already in compliance of the majority of the points made. However, we respectfully ask the Commission to reconsider the inclusion of the points regarding yacht clubs in the LUP.

Sincerely,

Dawn Hickey
Commodore 2009
Dana West Yacht Club

cc: Jeannie Molinaro, Vice Commodore, Dana West Yacht Club
Rick Rossback, Rear Commodore, Dana West Yacht Club
Dana West Yacht Club Board of Directors
Paul Berkery, Staff Commodore, Dana West Yacht Club
Mike Metz, Staff Commodore, Dana West Yacht Club; Former President, Southern California Yachting Association
Andy Fuller, Commodore, Dana Point Yacht Club
Recreational Boaters of California
Southern California Yachting Association

COASTAL COMMISSION

EXHIBIT # 26
PAGE 3 OF 3



Dana West Yacht Club

Thursday, July 23, 2009

California Coastal Commission
200 Oceangate, Suite 1000
Long Beach, CA 90802

California Coastal Commissioners

Madame Chair Bonnie Neely, Bonnie.neely@co.humboldt.ca.us
Sherilyn Sarb, Deputy Director, South Coast District, ssarb@coastal.ca.gov
Teresa Henry, South Coast District Manager, thenry@coastal.ca.gov
Karl Schwing, Orange County Area Supervisor kschwing@coastal.ca.gov
Fernie Sy, Coastal Program Analyst II, fsy@coastal.ca.gov

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COASTAL COMMISSION

RE: Th 22.5A

Major Amendment Request No. 1-08 to the City of Dana Point Certified Local Coastal Program (For Public Hearing and Commission Action at the June 2009 meeting in Marina Del Rey).

Dear Members of the California Coastal Commission & Staff,

I should like to clarify the position of Dana West Yacht Club as regards the revitalization plan as a whole. The first paragraph of the letter dated June 8, 2009, and resent July 23, 2009, could be interpreted as an expression of support for the Dana Point Harbor Revitalization Plan in its entirety, except for those portions referring to yacht clubs. In fact, Dana West Yacht Club is neutral on the revitalization plan as a whole, although specifically opposes the language regarding yacht clubs in the LUP.

I hope this is of some help to the commission and staff in future proceedings in this matter.

Please let me know if you have any further questions.

Sincerely,

Dawn Hickey
Commodore 2009, Dana West Yacht Club
Phone: 949.677.8530
Email: dawnhickey@cox.net

cc: Jeannie Molinaro, Vice Commodore, Dana West Yacht Club
Rick Rossback, Rear Commodore, Dana West Yacht Club
Phil Eaton, Judge Advocate
Paul Berkery, Staff Commodore, Dana West Yacht Club
Mike Metz, Staff Commodore, Dana West Yacht Club, Former President, SCYA

COASTAL COMMISSION

EXHIBIT # 27
PAGE 1 OF 1

Fernie Sy

From: Steven Alan Fry [stevenalanfry@sbcglobal.net]
Sent: Thursday, September 10, 2009 3:02 PM
To: Fernie Sy
Subject: Dana Point LUP - Errors and Omissions Report

Greetings Fernie,

As a Director for the Dana Point Boaters Association I am leading a new effort to develop a plan to revitalize the "West End" of Dana Point Harbor, in particular the heavily utilized Baby Beach area in Planing Area # 5 that is largely ignored in the current Revitalization Plan.

In fact, the Baby Beach area is the most heavily visited recreational area within the harbor and has become a regional hub for the harbor's most popular #1 user group - the hand launched Day-Use-Vessels. More boats come and go from this area than anywhere else in the harbor. The facilities are clearly inadequate, in generally poor condition and parking has become a major problem.

In preparation for an initial West End discussion that Rodger Beard and I recently had with Brad Gross and staff on August 5, I conducted a line-by-line review of their Land Use Plan and discovered some significant omissions and errors.

This information was submitted in writing to Brad Gross on August 28th. I spoke with Brad yesterday about these items and understand that he has no issues with the findings or the suggested changes. He indicated that I should forward this information to you as you are currently compiling your report and would be better able at this point in time to request or incorporate these repairs and updates in a timely manner. Brad indicated he would welcome your call to discuss.

Per Brad's request, here is the information I identified in my review:



MEMO re: LUP/LCPA Errors and Omissions

During the LUP review process I discovered significant errors and/or omissions that can be easily resolved.

Fernie, for your convenience I offer suggested revisions in the spirit of cooperation and hopefully saving you and your staff time.

Chapter 1 – "Introduction"

1.1 "Description of Dana Point Harbor Revitalization Plan "

<!--[if !supportLists]-->• <!--[endif]--> This general description of the revitalization plan omits any reference to upgrading the Baby Beach facilities

<!--[if !supportLists]-->○ <!--[endif]--> Major components of the plan that are cited are the hotel replacement, yacht club expansions, restaurant renovations, enlarged BOB, Sailing and Events Center, upgraded shipyard and Harbor Patrol offices

<!--[if !supportLists]-->• <!--[endif]--> **SUGGEST** – Add "; upgrading and expansion of Baby Beach

EXHIBIT # 28
 PAGE 1 OF 3

9/21/2009

facilities to meet the growing needs of hand launched Day Use Vessels

1.1.1 "Scope"

<!--[if !supportLists]-->• <!--[endif]-->This detailed description of the revitalization plan recognizes the Coastal Act of 1976 and as in section 1.1 omits any reference to upgrading the Baby Beach facilities

<!--[if !supportLists]-->• <!--[endif]-->Major components of the plan that are cited are the hotel replacement, yacht club expansions, restaurant renovations, enlarging the OC Sailing and Events Center, upgraded shipyard and Harbor Patrol offices.

<!--[if !supportLists]-->• <!--[endif]-->Chapter 3 policies of the Coastal Act define coastal-dependent developments including, as one example, Coastal Act 30224 which states *"Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land."*

<!--[if !supportLists]-->• <!--[endif]-->**SUGGEST** – Insert "; upgrading and expansion of Baby Beach facilities to meet the growing needs of hand launched Day Use Vessels."

Chapter 2 "Land Use Plan"

2.1 "Overview"

<!--[if !supportLists]-->• <!--[endif]-->Essentially the same verbiage as section 1.1 and 1.1.1, unlike the other harbor recreational areas, there is no mention of specific revitalization plans for Planning Area 5

<!--[if !supportLists]-->• <!--[endif]-->**SUGGEST** – Add *"Planning area 5 plans include upgrading and expansion of Baby Beach facilities to meet the growing needs of hand launched Day Use Vessels and expanding the level of access for non-boating day-use visitors:"*

2.2 "Land Use Designations"

<!--[if !supportLists]-->• <!--[endif]-->Current operations, LUP proposed operations and one DPBA requested operation in Planning Area 5 are not consistent with operations allowed under the Recreational (R) designation.

<!--[if !supportLists]-->1. <!--[endif]-->"Yacht clubs / boating associations" is NOT included even though the Dana Outriggers Club, a dues-paying member club operates there.

<!--[if !supportLists]-->2. <!--[endif]-->"Parking areas" is NOT included

<!--[if !supportLists]-->3. <!--[endif]-->Seasonal water taxi station is NOT included although its inclusion is specifically stated in Chapter 5, section 5.2, paragraph 5.

<!--[if !supportLists]-->4. <!--[endif]-->"Marine retail sales" is NOT included (DPBA requests this use be added as an important monetization contribution for West End plans.)

<!--[if !supportLists]-->• <!--[endif]-->**SUGGEST** – Add these four uses to the Recreation (R) designation or change the Planning Area #5 use designation to Marine Commercial (MC) per Policy stated in 4.2.2-8 *"Maintain the Marine Commercial (MC) and Marine Services Commercial (MSC)*

COASTAL COMMISSION

EXHIBIT # 29

PAGE 2 OF 3

designation in areas on or near the water to encourage a continuation of coastal-dependent and coastal-related uses."

Chapter 4 "Coastal Development / Related Development"

4.1 "Dana Point Harbor Coastal-Dependent / Related Development"

<!--[if !supportLists]-->• <!--[endif]-->The harbor's hand-launched user group is missing from the list in 4.1 of Coastal-Dependent boating activities. The growing community of hand-launched user group includes kayaks, paddle boards, outriggers, stand-up paddle surfboards, canoes, wind surfers, day-sailors and wave skis.

4.1.1.1

<!--[if !supportLists]-->○ <!--[endif]-->Reinforcing LUP Policy as stated "Coastal-dependent development, as defined in Chapter 9.75 of the Zoning Code shall have priority over other developments on or near the shoreline." (*Coastal Act Section 30255*)

4.1.1.2

<!--[if !supportLists]-->○ <!--[endif]-->Reinforcing LUP Policy as stated "Coastal areas suited for water-oriented recreational activities that cannot be readily provided at inland water areas shall be protected for such uses." (*Coastal Act Section 30220*)

4.2.1.2

<!--[if !supportLists]-->○ <!--[endif]-->Reinforcing Policy as stated "Protect, and where feasible, expand and enhance low cost public boating facilities, such as providing a dedicated hand launch area at Baby Beach during peak usage periods..."

<!--[if !supportLists]-->• <!--[endif]-->**SUGGEST:** Add "*hand launched vessels such as kayaks, paddle boards, outriggers, stand-up paddle surfboards, canoes, wind surfers, day-sailors and wave skis.*" to section 4.1.

Fernie, the changes and additions I am submitting are vital to correct some technical mistakes as well as to include the Baby Beach area and hand-launched Day-Use-Vessels into the plan. Failure to do so omits the busiest recreational facility and boating community in the harbor.

Please contact me if you have any questions. I would appreciate your timely feedback.

Thank you for working hard to deliver the best possible plan for Dana Point Harbor!

Regards,

Steven Alan Fry
949.636.3211 mobile

COASTAL COMMISSION

EXHIBIT # 28
PAGE 3 OF 3

9/21/2009



Post Office Box 461, Dana Point, California 92629

09/15/09

RECEIVED
South Coast Region

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

SEP 16 2009

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

CALIFORNIA
COASTAL COMMISSION

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 **COASTAL COMMISSION**ed 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.

COASTAL COMMISSION

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,



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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TIDELANDS & SUBMERGED LANDS

3.2 Tidelands Leases

Tidelands and submerged lands are subject to a public trust that, among other things, limits their use to navigation, fishing, commerce, public access, water-oriented recreation, open space and environmental protection. At the time Dana Point Harbor was first constructed, the Harbor was divided into a number of sub-areas that were subject to long-term lease agreements with the developers of the facilities located within each leasehold boundary. Presently, the County of Orange (OC Dana Point Harbor) controls all areas of the Harbor with the following 2 exceptions: the shipyard (located in Planning Area 1) and the Ocean Institute (located in Planning Area 6).

Prior to development of the existing buildings in the Harbor, the Ocean Institute site was used as a camping area for recreational vehicles and tents (between 1971 and 1980). The Ocean Institute began in 1981 as a joint power authority and then re-chartered as a nonprofit organization, with the broad objective of increasing awareness and understanding of the marine environment (formerly known as the Orange County Marine Institute until November 1999). With a small staff, the organization has developed a highly successful science and environmental education program with a mission to provide marine-related education to school-aged children and adults throughout Orange County.

The Ocean Institute's programs and exhibits are a destination for school field trips on weekdays throughout the school year. Most visitors are elementary school students visiting the exhibits and the bookstore, tall ships or exploring the nearby tide pools of the Marine Life Refuge that is located southwest of the Ocean Institute grounds. On weekends, the facilities are open to the public.

In addition to the County's practice of leasing other properties throughout the Harbor to independent merchants, recreational services and equipment vendors and restaurateur's, Dana Point Harbor also provides facilities for the on-going activities of a sailing association and two yacht clubs. As is the case with all Harbor lease agreements, facilities are provided on a rental basis that also includes a profit sharing component that is based on a percentage of sales receipts.

Under the terms of leases, the sailing association and yacht clubs are specifically for the purpose of operating the facilities and conducting the boating, social, youth programs and educational activities that are generally associated with the operation of such a club or organization. ~~Each of the leases further stipulates that the clubs activities include youth programs and boating education programs available to the general public. Furthermore, the clubs must also make significant portions of the facilities available at all reasonable times to the public (member and~~

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~~non-member) groups for banquets, receptions, meetings, luncheons, conferences, seminars and other similar events as the size of the facility permits.~~

Additionally, the lease agreements provide that any boat slip area included as part of the leasehold (as applicable) shall be used for small boat rigging, temporary berthing of transient/guest boaters and/or slip rental to yacht club or sailing association members or the public on a non-discretionary basis and at fair market charges based on the prevailing rates in Dana Point Harbor. Transient/guest boaters are permitted to occupy the slips for periods ranging from overnight to seven days and may also be made available on a reciprocal basis to members of visiting boater clubs for up to three days.

3.2.1 Tidelands Lease -- Policies

- 3.2.1-1 Administer the use of the tidelands and submerged lands in a manner consistent with the tidelands trust and all applicable laws.
- 3.2.1-2 Promote the use of the Harbor for navigation, fishing, public access, water-oriented recreation and the provision of coastal-dependent uses adjacent to the water in leasing or re-leasing of publicly owned land. Commercial uses, incidental to the above uses, are also allowed.
- 3.2.1-3 Evaluate and ensure the consistency of the proposed use with the public trust restrictions and the public interest at the time any tideland lease is re-negotiated or renewed.

3.2.1-4

~~New boating/yacht clubs or associations that require membership and/or fees for enrollment/initiation and/or other recurrent fees (e.g. member dues, assessments, etc.), or any other facilities that operate similarly, on public tidelands, are prohibited. Any expansion of existing legally established boating/yacht clubs, associations and/or such clubs that renew or renegotiate their lease on public tidelands shall be required to: 1) allow unrestricted public access to and along the bulkhead/waterfront; 2) make significant portions of the facilities available at all reasonable times to the public (member and non-member) groups for banquets, receptions, meetings, luncheons, conferences, seminars and other similar events, and shall market the facilities as such; 3) provide activities at the facilities accessible to the general public throughout the year such as, but not limited to, sailing and navigation classes; sailing and boat racing events, and boating safety classes; 4) offer sailing, navigation, and boating safety classes and boat use and equipment for free and low cost to economically disadvantaged families; 5) prohibit membership requirements that discriminate against anyone on the basis of race, color, religion, sex, national origin, sexual orientation or disability.~~

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TIDELANDS & SUBMERGED LANDS

3.2.1-5 The County shall offer a program to include, but not be limited to, sailing, navigation, and boating safety classes, and boat and equipment use, for free to youths (up to age 18) of economically disadvantaged families, with any proposal to expand or improve County operated facilities (e.g., OC Sailing & Events Center) that offer water oriented recreational opportunities to the public.

3.3 Marine Waterways, Marine Services, Education Basin and Harbor Basin

The marinas include the West Marina in Planning Area 9 (west of Island Way, which includes the West Turning Basin and the OC Sailing and Events Center docks), the East Marina in Planning Area 10 (east of Island Way, adjacent to Dana Wharf, including the East Turning Basin, a full-service fuel dock and a bait receiver) and the Embarcadero Marina, located in Planning Area 11 adjacent to the public boat launch ramp. The marinas are fully sheltered from the open ocean by approximately 8,000 linear feet of federal breakwater plus the Island.

The West Marina (Planning Area 9) channel connects the marina to the West Turning Basin, which contains docks for the Sea Explorer and the two tall ships, the Spirit of Dana Point and the Pilgrim. In addition, a public beach area commonly known as Baby Beach is located adjacent to the West Turning Basin.

The East Marina (Planning Area 10) contains the Orange County Sheriff Harbor Patrol docks, which are located near the entrance to the East Marina. Commercial fishing slips are located adjacent to the Sheriff Harbor Patrol docks. The East Marina channel connects the East Marina to the East Turning Basin, which contains a full-service fuel dock and a bait receiver.

Embarcadero Marina is located in Planning Area 11, northeast of the East Turning Basin. Planning Area 11 also contains the sport fishing docks, charter boat docks, the Catalina Express dock, boat rental facilities, the public boat launch ramp and docks, as well as the docks used by the shipyard operator.

The LUP allows for the renovation and/or replacement of the docks and related infrastructure to better serve visitors and coastal dependent businesses while ensuring that boating and water-oriented recreational uses are protected and enhanced. Additionally, new Embarcadero / dry stack boat storage staging docks and dinghy docks are anticipated. Public access to the existing yacht clubs/association will increase with expansion of those facilities as well as the provision of free and low cost sailing, navigation, and boating safety classes to economically disadvantaged youths with the expansion of certain County facilities in the Harbor.

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Dry storage of vessels is on-land storage of vessels including vessels normally stored in open or enclosed rack structures, on trailers, cradles, boat stands or by other means. The LUP amendment allows for commercial dry boat storage in a multi-story dry boat storage facility with the capacity of housing approximately 400 vessels in the Marine Services Commercial (MSC) area and requires that the existing number of surface dry storage spaces within the MSC area also be maintained until a dry storage facility is built and is open for use. Also, a minimum of 93 mast up surface boat storage spaces will be maintained and additional surface dry boat spaces, where feasible. Additionally, the yacht clubs and associations have facilities for the limited storage of members' boats.

4.2.1 Vessel Launching -- Policies

- 4.2.1-1 Protect and where feasible, expand and enhance vessel-launching facilities in Dana Point Harbor. Provide low-cost use of such facilities.
- 4.2.1-2 Protect, and where feasible, expand and enhance low-cost public boating facilities, such as providing a dedicated hand launch area at Baby Beach during peak usage periods; make publicly accessible areas of the docks available for hand launching; and providing adequate locations for vendors renting kayaks, paddleboards or other similar small vessels.
- 4.2.1-3 As part of a comprehensive Dana Point Harbor Sign Program, provide information to assist boat owners/operators and the public in locating public launching facilities.

4.2.2 Berthing and Storage -- Policies

- 4.2.2-1 Provide a variety of berthing opportunities reflecting State and regional demand for slip size throughout Dana Point Harbor without reducing the total number of boats housed within the harbor unless it can be demonstrated that demand has been reduced.
- 4.2.2-2 Protect, and where feasible, enhance and expand berthing, dry boat storage facilities and hand launch vessel storage opportunities.
- 4.2.2-3 Maintain existing quantity of anchorage space, and where feasible, provide new anchorages in areas of the Harbor that minimize interference with navigation and where shore access and support facilities are available.
- 4.2.2-4 Continue to enforce requirements that moored and docked vessels are seaworthy and navigable (including, but not limited to, Orange County Codified Ordinance Section 2-2-52) [this document needs to be attached as the referenced document appears inappropriate], thereby preserving the safe and positive image of Dana Point Harbor and promoting public use of the water.
- 4.2.2-5 Protect, and where feasible, expand and enhance facilities and services for visiting vessels, including public mooring and docking facilities, dinghy

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docks, guest slips, club guest slips, pump-out stations and other facilities. A minimum of 42 guest slips shall be maintained in the Harbor.

4.2.2-6 Protect and enhance berthing opportunities in Dana Point Harbor by

Expanding berthing areas and minimizing the net loss of slips. The total number of slips may be reduced in order to meet the demand of the existing waiting list for larger slips, to reduce the number of boats that overhang their current slips by more than 3 feet, and to meet current engineering and ADA design requirements. The Revitalization slip CDP must be issued before implementing any development allowed by this LUP that would constrain any possible berthing expansion or retention. The net loss of slips shall not exceed 477 slips and the average slip length shall not exceed 34 feet.

4.2.2-7 Design and site new development to avoid impacts to existing coastal-

dependent and coastal-related developments. When reviewing new development proposals, give full consideration to the impact on coastal-dependent and coastal-related land uses including not only the proposed development on the subject property, but also the potential to limit existing coastal-dependent and coastal-related land uses on adjacent properties.

4.2.2-8 Maintain the Marine Commercial (MC) and Marine Services Commercial

(MSC) designation in area on or near the water to encourage a continuation of coastal-dependent and coastal-related uses.

4.2.2-9 Encourage and maintain marine-related businesses and industries unless the

demand for such facilities no longer exists. A shipyard shall be an allowable use in Planning Area 1 and shall be maintained at no less than ~~4-6~~ 2.5 acres in size. Existing Kayak, Jet Ski, and Stand Up Paddle board businesses are to be maintained and expanded if possible.

4.2.2-10 Ensure that the redevelopment of Dana Point Harbor maintains and enhances the following coastal-dependent and coastal related uses:

- Redesign and if necessary expand the existing boat launch facility to maximize the number of vehicle with trailer parking spaces meeting Department of Boating and Waterway guidelines (minimum 292 spaces);
- Retain the existing number of dry boat storage spaces, 683 planning area 1 and 2, until a replacement dry stack storage facility is constructed and open for use. Maintain a minimum of ~~93-283~~ [explanation: 683-400] mast up surface boat storage spaces within the Harbor at all times, additional spaces shall be provided where feasible;
- Retain the existing number of slips in the east and west marina until a dry stack storage facility and surface boat storage is constructed and open for use within the Harbor while insuring that all eliminated small slips (<30') are accommodated by expanded dry boat storage within the harbor; and

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- Maintain boater parking at a minimum ratio of 0.~~7560~~ parking spaces per boat slip in all areas of the Harbor.

4.3 Harbor Support Facilities

Harbor support facilities are uses, equipment and vessels that provide repair, maintenance, new construction, parts and supplies, fueling, waste removal, cleaning and related services to vessels berthed in or visiting Dana Point Harbor.

4.3.1 Harbor Support Facility -- Policies

- 4.3.1-1 Protect public coastal access recreational opportunities through the provision of adequate support facilities and services.
- 4.2.3-2 Ensure the distribution of support facilities and services in Dana Point Harbor considers the amount of public use.
- 4.3.1-3 Protect and where feasible, expand and enhance facilities necessary to support vessels berthed or moored in Dana Point Harbor, such as boat haul-out and repair facilities.
- 4.3.1-4 Protect and where feasible, expand and enhance existing harbor support uses serving the needs of existing waterfront uses, recreational boaters, the boating community and visiting vessels.
- 4.3.1-5 Maintain the ability to distribute, remove and relocate support facilities and services in Dana Point Harbor in response to changes in land uses and recreational interests while continuing to provide comparable facilities and levels of service.
- 4.3.1-6 Coordinate with the California State Department of Parks and Recreation to expand and enhance support facilities and access opportunities between Dana Point Harbor and Doheny State Beach.
- 4.3.1-7 As part of a comprehensive Dana Point Harbor Sign Program, provide information to direct the public to parking areas, restrooms and other support facilities in and adjacent to Dana Point Harbor.

4.4 Marine Commercial (MC) and Marine Services Commercial (MSC)

The Harbor Patrol Facility is contemplated to be expanded from 6,000 sq. ft. to 7,500 sq. ft. A potential seasonal water taxi may be provided, with pick-up/drop-off locations at the Harbor Patrol Facility, at one or more locations in Island Park and at the Dana Point Yacht Club.

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To aid and enhance water quality improvements a materials and recycling disposal station would be installed within Planning Area 4 to facilitate boater drop-off of materials such as oil absorbing bilge pads. Plans also contemplate enhancements in visitor parking availability and the replacement of existing turn-around at each end of Dana Drive to resolve large vehicle and emergency access constraints. Additional public parking may also be provided through the reconfiguration of Dana Drive.

The Land Use Plan amendment would provide enhancements to the Marine Services Commercial area by allowing one (1) dry stack boat storage facility building with a capacity to store up to 400 boats generally ranging in size from 20 to 40 feet. Currently, County maintenance buildings occupy a portion of this Planning Area.

The dry stack facility would offer enhanced boater services, including valet launch and retrieval services and may also include new offices, marine retail sales and boater lounge area, a hoist, boat maintenance area and other support space.

The provision of surface boat storage and parking for the boat launch (i.e. vehicle with boat trailer) is a priority in the Marine Services Commercial area. At full build-out, the marine services area parking will include ~~326-513~~ [explanation 683 * .75] vehicle parking spaces, approximately ~~93-283~~ [explanation 683-400] surface boat storage spaces and 292 vehicles with trailer parking spaces.

4.4.1 Marine Commercial (MC) and Marine Services Commercial (MSC) – Policies

4.4.1-1 Facilities serving the commercial fishing and recreational boating industries shall be protected and where feasible, upgraded. Existing commercial fishing and recreational boating shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry. (Coastal Act Section 30234)

4.4.1-2 Renovation of the southern portion of the Marine Services Commercial area of the Harbor (southern portion of Planning Area 1) may include reconfiguration of ~~the only~~ areas presently used for non-~~shipyard-related~~ recreational boating activities ~~such as boat storage, boat brokerages, jet ski rentals and sales and kayak rentals~~ to include a future boat storage area.

4.4.1-3 To provide enhancements to boater facilities and services in the Marine Services Commercial area (Planning Area 1) construct one (1) dry stack

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boat storage facility building with a capacity to store up to 400 boats generally ranging in size from 20 to 40 feet. Other services may include ancillary marine-related administrative, professional and business offices, marine retail store, a boater lounge area, a hoist, boat maintenance area, and potentially other boat maintenance and support space. The existing public launch ramp and associated vehicle and trailer parking facilities shall be enhanced and maintained. The existing vehicle with trailer parking spaces shall be reconfigured such that all spaces meet California Department of Boating and Waterways guidelines, 30% shall be of 10 x 40 feet 50% shall be 45 x 12' and 20% shall be 51 x 12'. Maximum number of spaces should be pull through but not less than 50% of each size category.

- 4.4.1-4 To aid and enhance water quality improvements a materials and recycling disposal station will be installed to facilitate boater drop-off of materials such as oil absorbing bilge pads.
- 4.4.1-5 Renovation of the Marine Commercial area (Planning Area 4) may include the potential expansion of the two existing yacht clubs, restaurant upgrades and modifications to the Harbor Patrol offices to provide additional meeting rooms and staff office space. ~~Additional new private (membership) yacht clubs are prohibited.~~
- 4.4.1-6 Access to the Marine Services Commercial areas shall be maintained during all construction phases. A Construction Management Plan shall be prepared identifying the configuration of construction staging areas, temporary access routes and parking areas and will be submitted with development permit applications.

4.5 Public Facilities

The Land Use Plan policies for the Dana Point Harbor related to the location of public facilities are in furtherance of the following Coastal Act policy:

Coastal Act §30212.5 provides:

Wherever appropriate and feasible, public facilities, including parking areas or facilities shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise of overcrowding or overuse by the public of any single area.

Lands designated for public facilities that are on or adjacent to the shoreline are primarily used for public parking for access to the beach and open space areas, public safety facilities and educational facilities. In Dana Point Harbor, these facilities include Baby Beach, Island Park, the Ocean Institute, Harbor Patrol and the OC Sailing and Events Center.

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4.5.1 Dana Point Harbor Public Facility -- Policies

- 4.5.1-1 Wherever appropriate and feasible, public facilities, including parking areas or facilities shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area. This is to include Planning Areas 1 and Two.-(Coastal Act Section 30212.5)

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CHAPTER 5
DANA POINT HARBOR REVITALIZATION PLAN

VISITOR SERVING COMMERCIAL DEVELOPMENT

5.0 Visitor-Serving Commercial Development

This chapter sets forth the Land Use Plan policies for Dana Point Harbor related to the location of visitor serving commercial and related development which are in furtherance of the following Coastal Act policies:

Coastal Act §30213 provides:

Lower cost visitor and recreational facilities shall be protected, encouraged and where feasible, provided. Developments providing public recreational opportunities are preferred.

Coastal Act §30221 provides:

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Coastal Act §30222 provides:

The use of private lands suitable for visitor serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial or general commercial development, but not over agriculture or coastal-dependent industry.

Coastal Act §30223 provides:

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Coastal Act §30250 (c) provides:

Visitor Serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

5.1 Visitor Serving Commercial (VSC) and Day Use Commercial (DUC)

In order to insure that Coastal Act priorities are accommodated in the Day Use Commercial Planning Area, extensive site planning has been undertaken, balancing the need for boater services and parking, visitor serving retail and restaurants, coastal access, etc. All these land uses, when combined, play a significant role in ensuring that the policies in this Section can be met and Coastal Policies ensured.

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CHAPTER 5
DANA POINT HARBOR REVITALIZATION PLAN

VISITOR SERVING COMMERCIAL DEVELOPMENT

5.1.1 Visitor Serving Commercial (VSC) and Day Use Commercial (DUC) -- Policies

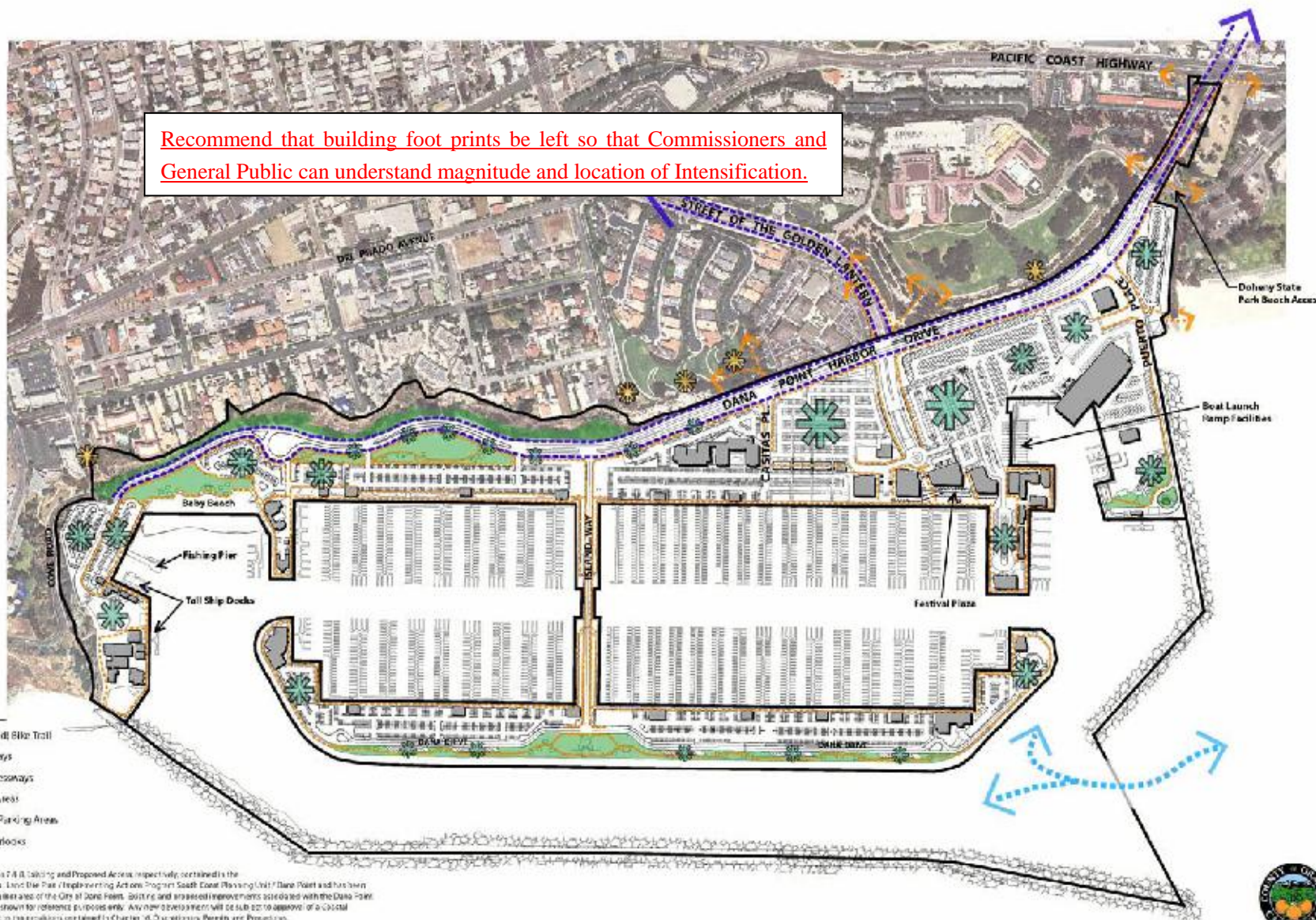
- 5.1.1-1 Future visitor serving facilities shall be located in those areas designated as Visitor Serving Commercial and Day Use Commercial by the Dana Point Harbor Land Use Plan.
- 5.1.1-2 Continue to provide commercial uses, including eating and drinking establishments, recreation and entertainment establishments as a means of providing public access to the waterfront.
- 5.1.1-3 The Commercial Core area shall include a public Pedestrian Promenade, located immediately adjacent to the waterfront and extending from Casitas Place to Dana Wharf that will vary in width from 15 to 50 feet.
- 5.1.1-4 Design of the Commercial Core buildings and facilities shall improve the water orientation of these visitor serving land uses through the integration with the Festival Plaza, the Pedestrian Promenade and the merchants located on Dana Wharf.
- 5.1.1-5 As a part of planned new development, visitor serving commercial and restaurant uses may be integrated into a two-level podium structure, with visitor serving commercial and restaurant uses and parking on each level.
- 5.1.1-6 The two-level parking deck in the Commercial Core area shall be designed to provide direct access from the Street of the Golden Lantern and adjacent Harbor surface parking areas.
- 5.1.1-7 Cluster and phase new commercial development in the Harbor to minimize significant adverse individual or cumulative impacts on public recreational areas and the ability to provide adequate land area and support facilities for higher priority public access, public recreational and coastal dependent uses.
- 5.1.1-8 Phase new commercial development such that sufficient parking for higher priority uses (e.g. slips, boat launch, surface boat storage) is provided prior to construction of the new commercial development.
- 5.1.1-9 The quantity of boat slips to be provided in the Harbor shall be identified through issuance of required CDP(s) for boat slip replacement prior to approval of any new commercial development in the Harbor to ensure that adequate land area is reserved to provide parking for the boat slips.

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Dana Point Harbor
REVITALIZATION PLAN & DISTRICT REGULATIONS



Exhibit 5.1

DANA POINT HARBOR COASTAL ACCESS



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California Coastal Commission
Suggested Modifications (Entire Document)

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**CHAPTER 6
DANA POINT HARBOR REVITALIZATION PLAN**

PUBLIC ACCESS AND RECREATION

- 6.1.1-4 Existing, new or improved public access shall be well posted. A comprehensive signage plan shall be implemented in conjunction with new development to inform the public of the availability of and provide direction to coastal access ways, on-site recreational amenities, and public parking areas. The County shall coordinate an access signing system to facilitate regional access from Interstate 5 and Pacific Coast Highway.
- 6.1.1-5 Public access will continue to be provided to the marine life refuge.
- 6.1.1-6 Existing access trails will be managed for controlled access if use is excessive and contributing to the deterioration of highly sensitive habitat areas. Management mechanisms shall be maintained, and where necessary modified, in conjunction with the State Department of Fish and Game.
- 6.1.1-7 Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation. (Coastal Act Section 30211)
- 6.1.1-8 Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development except where it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, or where adequate access exists nearby. (Coastal Act Section 30212)
- 6.1.1-9 Public access, which shall be conspicuously posted, and public recreational opportunities, shall be provided to the maximum extent feasible for all the people to access the coastal zone area and shoreline consistent with public safety needs and the need to protect public rights and natural resource areas from overuse. (Coastal Act Section 30210)
- 6.1.1-10 Public access and views of the waterfront shall be enhanced through the creation of a large, centralized outdoor Festival Plaza (approximately 35,000 sq. ft.), and located at the southern terminus of the Street of the Golden Lantern that provides a combination of landscaping, special paving and informal seating opportunities, serving as a central gathering place for events, activities and celebrations.
- 6.1.1-11 Wherever appropriate and feasible, public facilities including parking areas or facilities, shall be distributed throughout an area so as to mitigate against

Comment: Modify the Dana Point Harbor Coastal Access Map to remove the anticipated foot prints/locations of new buildings.

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CHAPTER 6
DANA POINT HARBOR REVITALIZATION PLAN
PUBLIC ACCESS AND RECREATION

To minimize the disruption of traffic and parking facilities in and around the Harbor for marina users and visitors during construction activities, a Construction Management Plan would provide alternative strategies that include use of a combination of on- and off-site parking areas to be utilized for the temporary storage of boats, vehicles and employee parking. During significant special events or periods of peak Harbor usage, Harbor visitors and guest parking at off-site locations would be linked by using regularly scheduled shuttle transportation.

Dana Point Harbor Parking -- Policies

- 6.2.5-1 All parking facilities shall be designed to include safe and secure parking for bicycles.
- 6.2.5-2 Encourage the use of shared parking facilities where feasible to improve public access to the coast. Coastal Development Permit to be issued defining shared parking rules, process monitoring and modifications before implementation. (Coastal Act Sections 30212.5 & 30252)
- 6.2.5-3 Adequate parking will be provided in close proximity to all facilities. Too Vague
- 6.2.5-4 Maintain public access to the coast by providing better transit and parking opportunities. (Coastal Act Section 30252)
- 6.2.5-5 Provide sufficient off-street parking. (Coastal Act Section 30250)
- 6.2.5-6 Dedicated boater parking areas shall be located within a maximum of 1,00030-feet of the head of docks they serve.
- 6.2.5-7 Provide opportunities for shared parking facilities in the Harbor. See 6.2.5-2 above.
- 6.2.5-8 Create a parking management program which assesses parking demand and requirements based on seasonal variations in the use of Harbor facilities, while prioritizing dedicated boater parking opportunities. Need to specify enforcement process as City/County have ignored for last 40 years.
- 6.2.5-9 Off-street parking requirements for uses shall be provided consistent with the ratios required in Section 14 of the Harbor District Regulations Off-Street Parking Standards and Regulations as certified by the California Coastal Commission on [insert date]. Changes to these requirements require a Local Coastal Program Amendment. How is it possible for us to evaluate this without Section 14 published and agreed to? Grossly undercounting commercial slips.
- 6.2.5-10 Separate pedestrian sidewalks will be provided as part of the ramp design to minimize pedestrians using parking aisles to access the Commercial Core area businesses.

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Bruce Heyman Comments

California Coastal Commission
Suggested Modifications (Entire Document)

DPT-MAJ-1-08
EXHIBIT 17

**CHAPTER 6
DANA POINT HARBOR REVITALIZATION PLAN**

PUBLIC ACCESS AND RECREATION

- 6.2.5-11 Prioritize construction of proposed parking facilities in new development to augment parking for Harbor visitors and boaters while insuring that no recreational boating resources are compromised by the construction of said parking facility.
- 6.2.5-12 Dedicated boater drop-off areas and parking shall be provided in the Commercial Core.
- 6.2.5-13 Existing surface parking may be re-striped to improve efficiencies in parking stall configuration.
- 6.2.5-14 Prior to the approval of any Coastal Development Permit or Grading Permit for Revitalization Plan improvements, OC Dana Point Harbor shall prepare a Parking Management Plan (PMP) that ensures public access will be retained and to reduce construction congestion / conflicts.
- 6.2.5-15 OC Dana Point Harbor shall prepare a Traffic Management Plan (TMP) to include a provision for use of off-site locations for parking for peak Harbor use periods.

6.2.6 Arterial Highways, Local Roads and Circulation

The overarching goal of ensuring that new development maintains and enhances public access to the coast, as required by Coastal Act §30212, is carried out through the planned regional circulation improvements required by the affected agencies. Exhibit 6-1, Dana Point Harbor Arterial Highways, shows the roadway system serving the Dana Point Harbor and surrounding land uses. Access to Dana Point Harbor is provided principally from Pacific Coast Highway via Dana Point Harbor Drive and the Street of the Golden Lantern. Pacific Coast Highway is classified as a Major Arterial Highway and both Dana Point Harbor Drive and the Street of the Golden Lantern are Primary Arterials.

Dana Point Harbor Drive is a four-lane divided roadway trending in an east-west direction to the turn-around located adjacent to the OC Sailing and Events Center, where the road transitions to a 2-lane, non-divided roadway; on-street parking is provided in some locations. The posted speed limit is 25 mph for the segment between Cove Road and the Street of the Golden Lantern and 30 mph on the divided segment between Street of the Golden Lantern and Pacific Coast Highway. Street of the Golden Lantern is a four to six-lane divided roadway trending in a north-south direction; on-street parking is provided north of Dana Point Harbor

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Suggested Modifications (Entire Document)

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- 6.3.1-6 Maintain, enhance, and where feasible, expand places to hand launch small non-motorized watercraft and provide necessary parking; as well as opportunities to rent and store such watercraft.

6.3.2 Recreational and Education Programs

Dana Point Harbor, through the operations of several independent businesses and non-profit organizations presently offer a variety of low-cost boating opportunities including: ferry passenger service to Catalina Island, guest docks, jet ski, kayak, paddleboard and boat rentals, whale watching excursions, sports fishing charters and tours of historic tall ships. Additionally, a number of the boater-related organizations in the Harbor offer instructional classes on sailing and boating throughout the year that are available to anyone who is interested. The Ocean Institute and OC Sailing and Events Center both conduct an extensive number of recreational and educational programs for groups ranging in age from toddlers and elementary school students to adults, including summer and school break youth programs. Public watercraft launching is available at the boat launch ramp facility and hand launching of canoes, kayaks and paddle boards can be done at Baby Beach, the public dock at the fishing pier, the boat launch ramp and from the dock areas throughout the Harbor.

6.3.3 Temporary Events

Dana Point Harbor has ~~long-recently become been~~ the venue for temporary events, including film productions, runs, races, water-related sporting events, concerts, boat shows, holiday observances and other such events. Presently, the County and the City of Dana Point regulate these events by requiring special event permits.

Temporary Event -- Policies

- 6.3.3-1 Temporary events shall minimize impacts to public access, recreation, recreational boating resources and coastal resources. A Coastal Development Permit shall be required for all temporary events ~~that meet all of the following criteria: 1) held during and between Memorial Day and Labor Day weekends or on any holiday; 2) occupy any portion of a public sandy beach; and 3) involve a charge for general public admission where no fee is currently charged for use of the same area.~~ A Coastal Development Permit shall also be required for temporary events that do not meet all of these criteria, but have the potential to result in significant adverse impacts to public access and/or coastal resources. (Coastal Act/30212)
- 6.3.3-2 Special event permits and Coastal Development Permits (as required above) for temporary events shall be required to provide details on event characteristics, including duration (from set up/assembly to break-down/dismantling and clean-up times), event hours, per day estimated

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attendance, parking management and shuttle arrangements, plan to minimize disruption to recreational boating resources, traffic control, noise control, waste removal, insurance, equipment to be used, food service, entertainment, sponsorships and advertising/marketing plans.

6.3.3-3 A Special Event Permit shall be required for all events that necessitate the temporary closure of a public roadway and shall be reviewed and approved by the Orange County Sheriff's Department prior to permit issuance.

6.3.3-4 Shuttle service from off-site parking areas and available to the public free of charge shall be required to serve any temporary event requiring a Coastal Development Permit.

6.3.4 Access for Persons with Disabilities

People with disabilities that limit their mobility require special improvements in order to be afforded access to coastal resources. Dana Point Harbor continues to ensure that persons with disabilities have access to coastal areas through implementation of an ongoing retrofitting of the existing facilities and the enhancements proposed as part of the Dana Point Harbor Revitalization Plan improvements to land and waterside areas.

Access for Persons with Disabilities -- Policies

6.3.4-1 Ensure accessibility of pedestrian facilities to the elderly and disabled.

6.3.4-2 Ensure that planned public facilities include provisions for adequate access for persons with disabilities and that to the extent feasible, existing facilities are appropriately retrofitted to include such access as required by the Americans with Disabilities Act (ADA) in a manner consistent with the protection of coastal resources.

6.3.4-3 Design guardrails on piers, trails and public viewing areas to take into consideration the views at the eye level of persons in wheelchairs.

6.3.4-4 Provide appropriately located handicap parking spaces in designated boater parking areas to allow access to gangways and boat docks designed to accommodate wheelchairs.

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Possible Additional Wet Slips in Dana Point Harbor

Boaters for Dana Point Harbor

9.20.09

Contact: Bruce Heyman (949) 289-8400

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SEP 21 2009

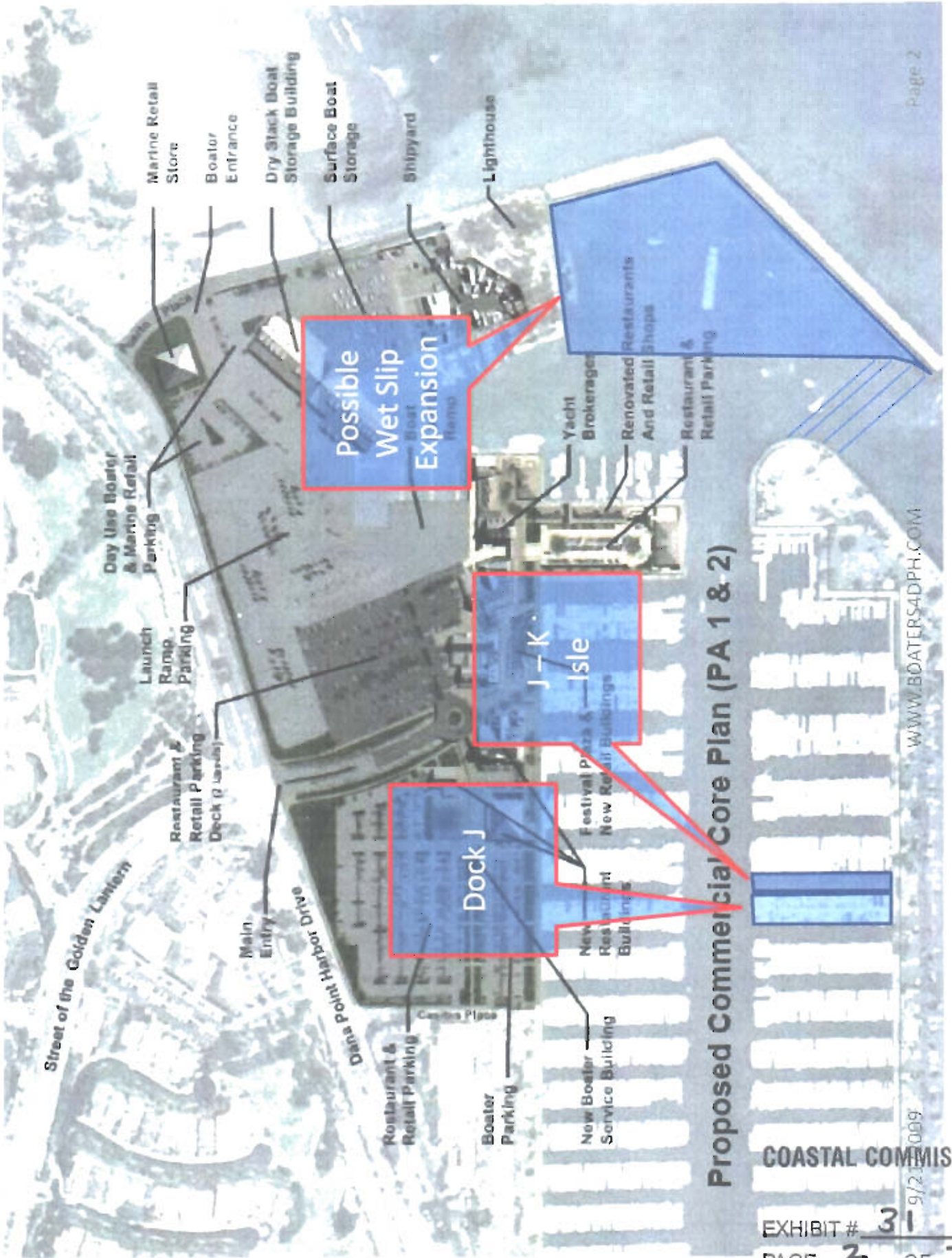
CALIFORNIA
COASTAL COMMISSION

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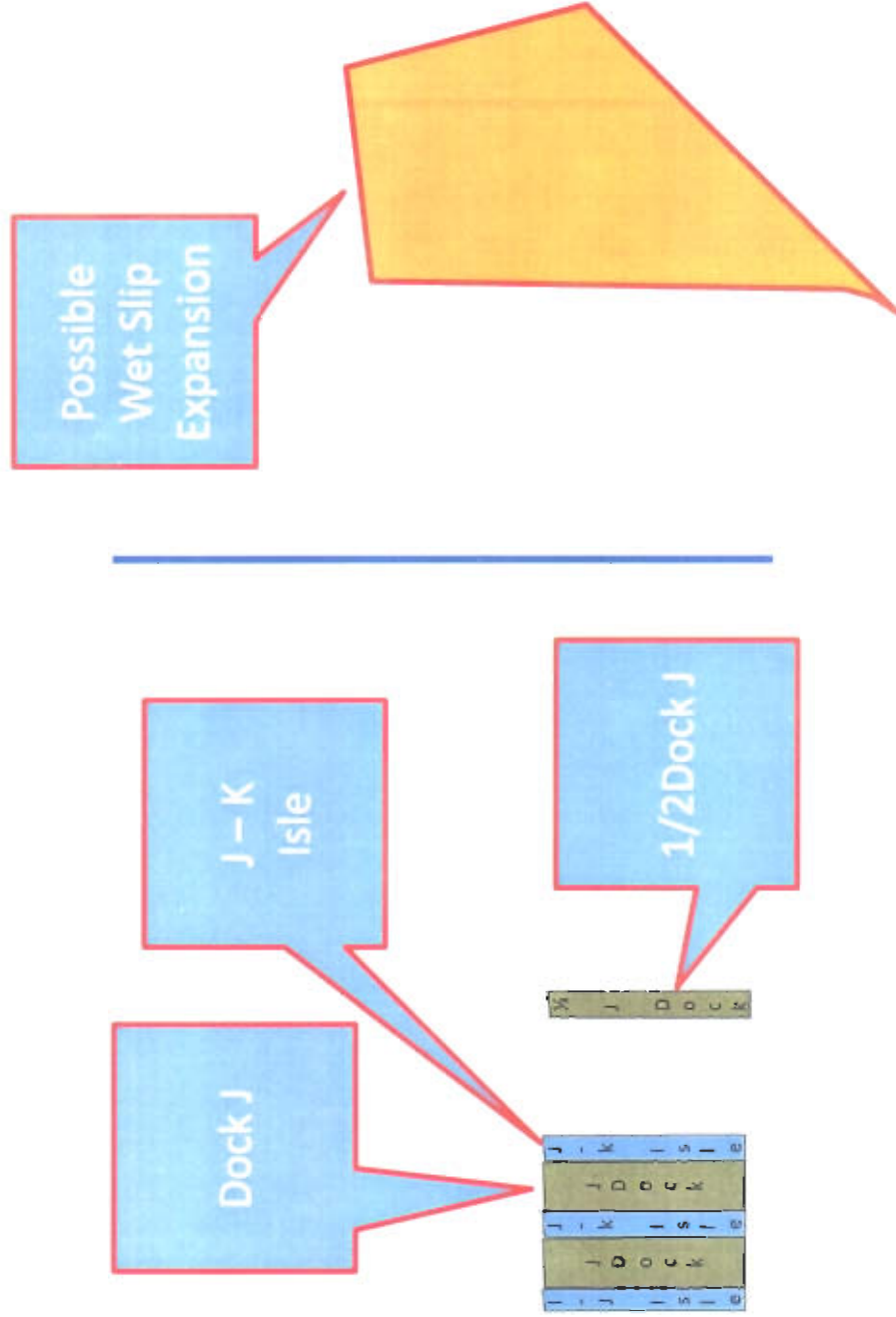
Proposed Commercial Core Plan (PA 1 & 2)

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East Basin – Expansion Opportunities



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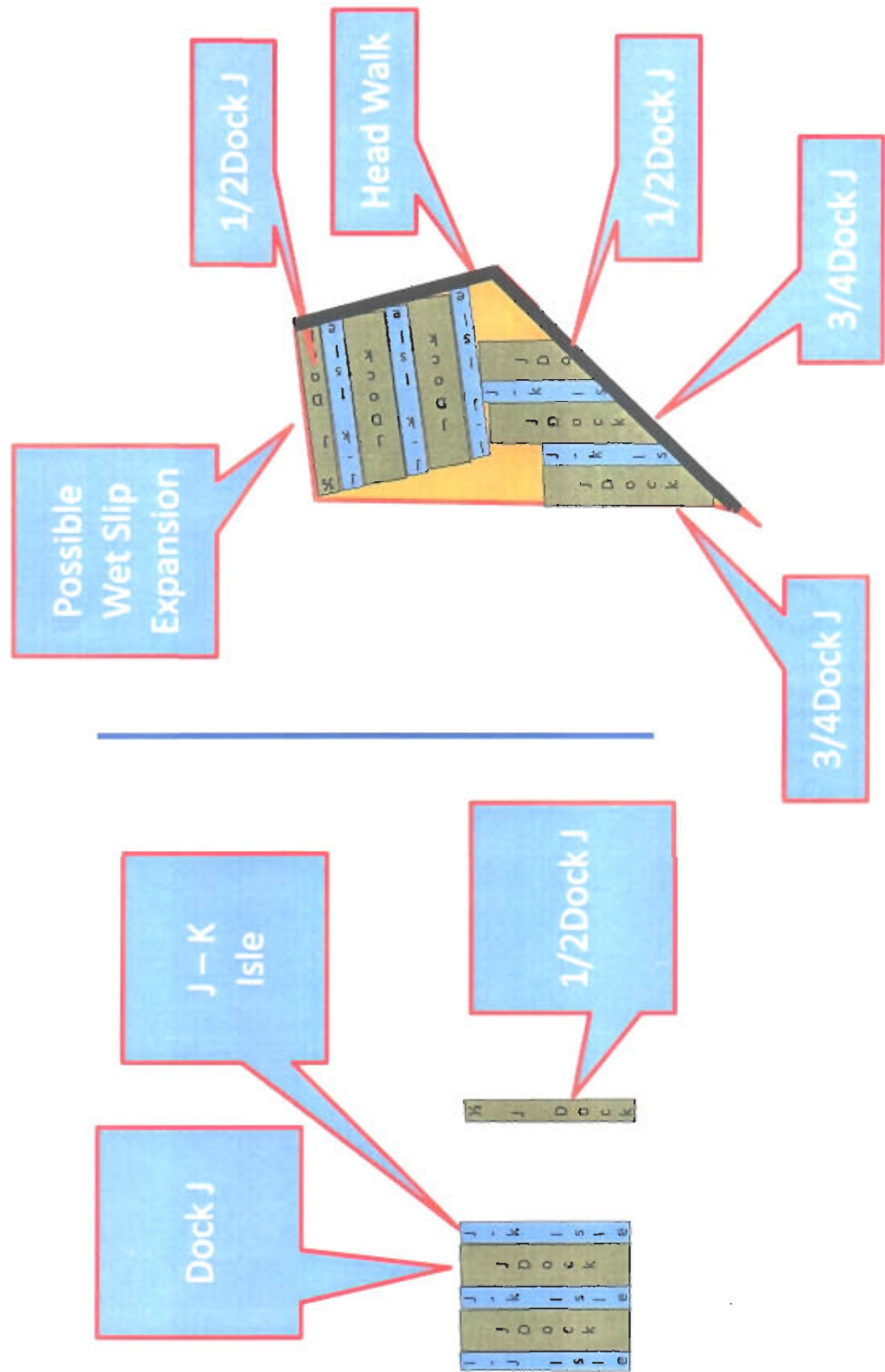
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East Basin – Expansion Opportunities



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East Basin Expansion

- Leaving Space Available for:
 - Fuel Dock
 - Bait Barge (now a dock)
- Expansion can accommodate 4.5 - J Docks
- Today J dock is made up of:
 - 5 - 50' Foot Slips (pitch forks)
 - 20 - 35' Power Slips
 - 19 - 30' Power Slips
 - Total of 44 with a mean of 34.5' (Today's Harbor mean is < 30')
- New West Slip Area will support:
 - 22 - 50' Slips
 - 90 - 35' Slips
 - 85 - 30' Slips
 - Total Gain 198 Slips with a mean of 34.5'

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Expansion Discussion

- Rejected By OC DPH During Boater Focus Group Because: “...*not enough parking in that area*...”
- A Better Design is Possible
 - With Professional Design Tools it is expected that a better design is possible for this area. This draft design was prepared to show the density that is possible.
 - This draft design resulted in an average slip length substantially higher than the current harbor. A average slip length equal or slightly above today's average would yield more slips.
 - Instead of eliminating the smaller slips in favor of larger slips in the existing harbor berthing areas it might be possible to leave that area unchanged and fill out this area with larger slips.
- Army Corps of Engineers – Discussed Issues
 - Access for Break Wall Repair
 - Break Wall Has Never Needed Repair
 - Dana Point is a reasonably “quite water” area
 - Repair can be done from outside the harbor when the water is calm
 - Area is Currently an Anchorage for “Safe Harbor” Vessels
 - During Dangerous Weather Would Only Be Able to Accommodate a Couple Of Vessels At Anchor
 - “Safe Harbor” vessels can easily be accommodated as they are in Santa Barbara by placing in slips or side tied to other vessels. “...When the conditions are bad, no one is going anywhere....”

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Recommendations for Land Use Plan

- This LUP as currently constructed allows a substantial expansion of the “allowed” but not “protected” stores and restaurants and commensurate parking, by reducing the “protected” recreational boating resources. **The LUP should be modified to required the allocation of sufficient land to “park” the possible expansion (really additions to avoid a net loss of slips) in Planning Area 1 and 2.**
- This expansion area when combined with the County’s current proposal for slip loss will net to zero. **The LUP should be modified to reduced the proposed slip loss from 477 with an average of 34’ to a net loss of 0 with an average of 32’.**

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Boaters for Dana Point Harbor - Petition

List of **Amendments** to LCPA 03-06 to be considered by California Coastal Commission

- Maintain existing **dry boat storage** capacity. Do not build a 9,000 square foot retail store where boats are stored on trailers. The store, if it must be built, should be moved to the optional 10,000 square foot restaurant pad in the Commercial Core. We believe this to be a Negative Declaration*
- Maintain existing Land Use allocation for **Shipyards Operations**, including Jet Ski sales and service, kayaks rental and storage and dry boat storage. Scale back Commercial Expansion to eliminate encroachment and or elimination of recreational boating resources. Negative Declaration*
- Maintain the existing capacity of **dry boat storage** available today in planning area 2 and the North end of planning area 1, estimated to be 620 spaces. Scale back Commercial Expansion to eliminate encroachment and or elimination of recreational boating resources. Negative Declaration*
- Restore and maintain **dedicated boater parking** at the original design level. Re-define "multi-use" parking to protect slip renters as opposed to restaurants and stores. Scale back Commercial Expansion to eliminate encroachment and or elimination of recreational boating resources. Negative Declaration*
- Restore and maintain **Launch Ramp Trailer/Tow Vehicle Parking** functionality. Restore original geometry to optimize compliance with Department of Boating and Waterways Design Guidelines. Increase size of parking spaces to accommodate typical use (Proposed design is minimum allowed). Scale back commercial core expansion, do not move "The Street of the Golden Lantern" and do not place parking garage in trailer/tow vehicle parking area. Negative Declaration*
- Retain **"Park Like Setting"** by scaling back commercial core expansion and reducing maximum building height increase. Current zoning maximum is 35' with a proposed increase to 65' the park like setting will be eliminated. Reduce increase to 45'. Negative Declaration*

*A change that is considered to be a Negative Declaration would allow the process to move forward without having to re-execute the California Environmental Quality Act or re-circulate anything for approval at the County of Orange or City of Dana Point.

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Boaters for Dana Point Harbor - Petition 2009

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949-289-8400

#	Last	First	City	State
1	Abernathy	Ron	Rancho Santa Margarita	CA
2	Adams	Alicia	Huntington Beach	CA
3	Addison	Wayne	Dana Point	CA
4	Alberola	Rene	Laguna Niguel	CA
5	Alford	Marta	Mission Viejo	CA
6	Ament	michael	rancho Santa Margarita	CA
7	Anderson	Gisele	San Juan Cap	CA
8	Anderson	Jerome	Capistrano Beach	CA
9	Anderson	Larry	Coto de Caza	CA
10	Andrzejewski	Holly	Buena Park	CA
11	Andrzejewski	Stanley	Buena Park	CA
12	Antifora	Vito	Long Beach	CA
13	Arlene	Tepper	Upland	CA
14	Armstrong	Christy	San Clemente	CA
15	Armstrong	Howard	Lake Forest	CA
16	Armstrong	Larry	Capistrano Beach	CA
17	Armstrong	William (Casey)	San Clemente	CA
18	Arnett	Gary	Mission Viejo	CA
19	Ary	Scott	Santa Ana	CA
20	Austin	Mark	San Clemente	CA
21	Ayers	Terry	Temecula	CA
22	Ayestaran	Sharlene	Long Beach	CA
23	B	Richard	Yorba Linda	CA
24	Babcock	Suzanne	Lake Forest	CA
25	Baker	Doug	Lake Forest	CA
26	Baker	Herb	Crestline	CA
27	Bakken	Robert	Laguna Beach	CA
28	Balch	Kevin	Brea	CA
			Dana Point - Capo	
29	Balsamo	Steve	Beach	CA
30	Bamsey	Scott	Huntington Beach	CA
31	Barker	Rod	San Diego	CA
32	Barker	Timothy	Santa Monica	CA
33	Barrett	Douglas	Mission Viejo	CA
34	Barwick	William	Laguna Niguel	CA
35	Battaglia	Hank	Las Vegas	NV
36	Bayless	Chuck	Dana Point	CA
37	Beal	Marlene	Dana Point	CA
38	Beatlie	Bruce	Dana point	CA
39	Beaver	Greg	huntington beach	CA
40	Bedell	Gerre	mission Viejo	CA
41	Bell	Dave	Alta Loma	CA

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42	Bell	Greg	Huntington Beach	CA
43	BELL	Ray	DANA POINT	CA
44	Bennett	Max	San Clemente	CA
45	Bervington	James	San Clemente	CA
46	Bethke	Barbara	Palos Verde Estates	CA
47	betts	terry	dana point	ca.
48	Bikmaz	Chet	San Dimas	CA
49	bilawa	reiner	poway	CA
50	Biolos	Ira	Dana Point	CA
51	Bittner	Todd	Coronado	CA
52	Bobsin	Ralph	Mission Viejo	CA
53	Bohn	David	El Cajon	CA
54	Boos	John	San Clemente	CA
55	Bordner	Ken	San Juan Capistrano	CA
56	Bothe	Nancy	Pleasant Hill	CA
57	Bowen	Teri	Dana Point	CA
58	Boyer	Tim	Dana Point	CA
59	Brandenburg	William	Lake Forest	CA
60	Brantley	David	Newport Beach	CA
61	Brantley	David	Newport Beach	CA
62	Breen	Bob	Laguna Niguel	CA
63	Breen	Freda	Laguna Niguel	CA
64	brennock	gerald	dana point	CA
65	Brent	Ronald	Newbury Park	CA
66	Breusing	Kathy	Corona del Mar	CA
67	Briggs	Jeff	Playa del Rey	CA
68	Brisson	Bruce	Los Alamitos	CA
69	Brooks	Bill	Newport Beach	CA
70	Brooks	Michael	Dana Point	CA
71	Brown	Steve	RSM	CA
72	Brown	William	Poway	CA
73	Browne	Michael	Trabuco Canyon	CA
74	Browne	Mike	Trabuco Canyon	CA
75	Browning	Carol	Fullerton	CA
76	Browning	Richard	Yorba Linda	CA
77	Bryan	Jerry	San Clemente	CA
78	Bryden	David	Laguna Niguel	CA
79	Bucello	Lou	Laguna Niguel	CA
80	Buck	David	Laguna Niguel	CA
81	BUCK	MARY LOU	LAGUNA NIGUEL	CA
82	Buck	Mary Lou	Laguna Niguel	ca
83	Buffa	Cindy	Huntington Beach	CA
84	Buffa	Jack	Huntington Beach	CA
85	BUFFA	JACK	HUNTINGTON BEACH	CA
86	Buffa	Joel	Huntington Beach	CA

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87	Bufa	Karafaye	Huntington Beach	CA
88	Burdick	Jay	Yorba Linda	CA
89	Burke	Diane	Aliso Viejo	CA
90	Burke-Pratley	Patricia	Dana Point	CA
91	Burress	David	Coto de Caza	CA
92	Burt	Kathleen	San Clemente	CA
93	Bush	Michael	Palm Springs	CA
94	Buster	Cheryl	San Clemente	CA
95	Buster	Dennis	San Clemente	CA
96	Butler	James	San Clemente	CA
97	Butler Jr.	Frank R.	oceanside	CA
98	Calderone	Michael	Laguna Niguel	CA
99	Caldwell	John	Huntington Beach	CA
100	Campbell	Dan	Rancho Santa Margarita	CA
101	Campbell	William	Fallbrook	CA
102	Campman	Charles	Laguna Niguel	CA
		lawrence and		
103	Cann	Carol	mission viejo	CA
104	Carew	Patrick	Laguna Niguel	CA
105	Carpenter	Ray	Tustin	CA
106	Catalano	Frank	Hesperia	CA
107	Chapman	Ken	Mission Viejo	CA
108	Cheatley	Susie	San Juan Capistrano	CA
109	Chew	Steven	Laguna Beach	CA
110	Chichi	Brian	San Juan Capistrano	CA
111	Chmiel	Ed	North Tustin	CA
112	Christensen	Chuck	San Clemente	CA
113	Christensen	Michael	Long Beach	CA
114	Christiansen	Jeff	Mission Viejo	CA
115	Christie	Brian	Irvine	CA
116	Chu	David	Irvie	CA
117	Chuck	Christensen	San Clemente	CA
118	Church	Donald	Mission Viejo	CA
119	CHURCH	RUTH	Mission Viejo	CA
120	Cisneros	Miguel	Mission Viejo	CA
121	Clark	Chris	Lake Forest	CA
122	Clark	Robert	Encinitas	CA
123	Clark	Theo	Mission Viejo	CA
124	Clark	William	Dana Point	CA
125	Clements	Ken	Brea	CA
126	Coggins	Martin	Dana Point	CA
127	Collier	Robert	Yorba Linda	CA
128	colman	richard	laguna hills	CA
129	contreras	ali	huntington beach	CA
130	Cook	Annette	Rancho Cucamonga	CA

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131	cook	josephine	Rancho Cucamonga	CA
132	Cook	Wallace	Solana Beach	CA
133	Cooper	Pete	Laguna Niguel	CA
134	Cope	Catherine	Dana Point	CA
135	Corby	John	Laguna niguel	CA
136	Cordero	Carol	Dana Point	CA
137	Corwin	Ann	Laguna Niguel	CA
138	Costelow	Gerrit	Yucaipa	CA
139	Cox	Donald O.	La Paz	BCS
140	Coyle	Pete	Laguna Niguel	Ca
141	Crays	Donald	San Clemente	CA
142	Crays	Marilynn	San Clemente	CA
143	Cron	Dennis	Apple Valley	CA
144	Cullison	Derrick	Santee	CA
145	Culver	B. Dwight	Laguna Beach	CA
146	Cummings	Tim	Bermuda Dunes	CA
147	Curtis	Larry	Mission Viejo	CA
148	Dahl	Jim	San Clemente	CA
149	DALLAS	STEVEN	LAGUNA WOODS	CA
150	Dalrymple	Brendon	Laguna Nigues	CA
151	Danque	Denny	Escondido	CA
152	Davey	Cameron	San Clemente	CA
153	Davies	Christopher	San Juan capistrano	CA
154	Davis	David	La Habra Heights	CA
155	Davis	Henry	Irvine	CA
156	Davis	Preston	Oxnard	CA
157	Davis	stewie	La Habra Heights	CA
158	Davis	William	Yorba Linda	CA
159	Daybell	Richard	Fullerton	CA
160	DeAnda	Jack	Mission Viejo	CA
161	decker	drew	dana point	ca
162	dekonig	Roy	laguna niguel	CA
163	Delgado	Danny	Westminster	CA
164	denes	barry	villa park	CA
165	Denlinger	John	Laguna Niguel	CA
166	Denman	Don	San Clemente	CA
167	Denton	Norm	Dana Point	CA
168	Dickinson	Norman	San Clemente	CA
169	Diederich	Mark	Oceanside	CA
170	Diehl	Wanderley	Carlsbad	CA
171	Difede	Michael	Laguna Beach	CA
172	Dimotakis	Manolis	Altadena	CA
173	Dinkle	Joshua	Laguna Niguel	CA
174	Dombrowski	Keith	Placentia	CA
175	donahue	kevin	mission viejo	CA

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176	Dotson	Dennis	SANTA ANA	CA
177	Dotson	John	Lake Forest	CA
178	Downer	Thomas	Dana Point	CA
179	downey	mark	laguna niguel	CA
180	Drenick	David	Dana Point	CA
181	Duan	Jcdey	San Juan Capistrano	CA
182	Dudda	Andreas	San Clemente	CA
183	Dugan	Michael	San Juan Capistrano	CA
184	Duran	Lisa	Upland	CA
185	Ebinger	Erwin R	West Covina	CA
186	Eder	Jeffrey	Costa Mesa	CA
187	Edmonston	Richard	Huntington Beach	CA
188	eduardo	chutney	rsm	CA
189	Edwards	Mary	San Clemente	CA
190	Edwards	Phil	San Clemente	CA
191	Eggen	Mark	San Clemente	CA
192	Ellis	Mark	Dana point	CA
193	Emmett	Robert	Dana Point	CA
194	Engstrom	Keith	Laguna Niguel	CA
195	Erickson	Guy	San Juan Capistrano	CA
196	Espinoza	Raymond	Laguna Hills	Ca
197	etter	gary	Mission Viejo	CA
198	Evans	Michael W	Walnut	CA
199	Evans	Mike	Walnut	CA
200	Fagan	Paul	Mission Viejo	CA
201	Falvo	Don	Mission Viejo	CA
202	Farris	Michael	Santee	CA
203	Farrow	Rebecca	San Clemente	CA
204	Ferguson	James	San Clemente	CA
205	Ferguson	Randy	Anaheim	CA
206	Ferrara	Steve	dan point	CA
207	Fieberg	Don	Laguna Niguel	CA
208	Fillet	Dan	Huntington Beach	CA
209	Finch	Benjamin	Long Beach	CA
210	Flint	Kenneth	Dana Point	CA
211	FLINT	KENNETH	DANA POINT	CA
212	flores	stanley	laguna Beach	CA
213	flores	toni	laguna beach	CA
214	Floyd	Gary	Laguna Niguel	CA
215	Foreman	Ricardo	Buena Park	CA
216	Forsen	Hal	San Clemente	CA
217	Foster	D	Dana Point	CA
218	FRANKLIN	PETER	LA MESA	CA
219	French	Nancy	San Juan Capistrano	CA
220	French	Ronald	San Juan Capistrano	CA
221	Frenette	Dan	Long Beach	CA

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222	Friedman	Robert	Dana Point	CA
223	fryer	joel	la jolla	CA
224	Fung	Walter	Santa Ana	CA
225	Funk	Tim	San Diego	CA
226	Gadbois	Paul	Brea	CA
227	Gagliano	Ron	Huntington Beach	CA
228	gagnet	michael	Dana Point	CA
229	gagnon	Rik	san clement	CA
230	Gallagher	Duke	San Clemente	CA
231	Gallegos	rudolfo	La Puente	CA
232	Galvez	Manny	San Clemente	CA
233	Gardner	Norman	Mission Viejo	CA
234	Gelyana	Donald	Chino Hills	CA
235	Giberti	Gerard	Alhambra	CA
236	gibson	kenneth	dana point	CA
237	Gildner	Joseph	San Clemente	CA
238	Gill	John	San Clemente	CA
239	Gilpin	Bernie	Irvine	CA
240	Glick	Allan	San Diego	CA
241	Goff	Ralph	Placentia	CA
242	Goffman	Jack	Dana Point	CA
243	Gomez	Ashlee	Huntington Beach	CA
244	Gomez	David	Huntington Beach	CA
245	Gomez	Francisco	Chino	CA
246	Gomez	Laura	Huntington Beach	CA
247	Gomez	Matthew	Huntington Beach	CA
248	Gomez	Natalie	Huntington Beach	CA
249	Gonzales	Walter	San Clemente	CA
250	Goodboy	Timothy	LaCrescenta	CA
251	Gocde	Jeremiah	Temecula	CA
252	Gould	James	Fullerton	CA
253	Gould	Wayne	Dana Point	CA
254	Graham	Andy	Poway	CA
255	granata	james	dana point	CA
256	Grant	Fred	Encinitas	CA
			RANCHO PALOS	
257	Graser	Richard	VERDES	CA
258	Gray	Tracy	Yorba Linda	CA
259	greene	kevin	santa ana	CA
260	Greer	Rich	San Clemente	CA
261	gregory	george	san clemente	CA
262	Grimm	Robert	Laguna Hills	CA
263	Grimm	Robert	Laguna Hills	CA
264	Gripe	Roger	Diamond Bar	CA
265	GROOS	ERIC	SAN JUAN	CA

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Note: All Duplicates have been Removed. Completed Contact Information available on Request.

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949-289-8400

		CAPISTRANO	
266	Guarino Bruce	San Juan Capistrano	CA
267	Guccione Jim	Lake Forest	CA
268	Gumpel John	Mission Viejo	CA
269	Hadley Dennis	San Marcos	CA
270	Haeussler Arthur	Vista	CA
271	Haffner John	Irvine	CA
272	Hakola Bryan	Laguna Niguel	CA
273	Hale Dan	Whittier	CA
274	Haley Richard	Lake Fores	Ca
275	Hall JG	Coto de Caza	CA
276	Hall Jon	cdc	CA
277	Halverson Jim	San Juan Capistrano	CA
278	Hamilton Paul	Dana Point	CA
279	Hancock Dan	San Clemente	CA
280	hannah george	laguna niguel	CA
281	hansen mike	dana point	CA
282	hanson timothy	huntington beach	CA
283	Harper Ray	Dana Point	CA
284	HARRIMAN ALLAN	HUNTINGTON BEACH	CA
285	harris bob	sun city	CA
286	Harth Ken	Laguna Niguel	CA
287	Hartstein Bradley	Dana Point	CA
288	Hartstrom Jr. Rolland R.	San Pedro	CA
289	Hartung Robert	Laguna Niguel	CA
290	Hatcher Michael	laguna beach	CA
291	Hawthorne Rick	Costa Mesa	CA
292	Hayward Chuck	Palm Springs	CA
293	Hazelbaker Brian	Laguna Niguel	CA
294	Hazzard Randy	Placentia	CA
295	Hearne Patrick	Dana Point	CA
296	Heim Doug	Dana Point	CA
297	heine mark	del mar	CA
298	HEINTZ DARYL	SAN CLEMENTE	CA
299	helin kristine	torrance	ca
300	HELLINGS GLEN	DANA POINT	CA
301	Henderson Roy	Newport Beach	CA
302	HENDRICKSON RONALD	ONTAIO	CA
303	HERDAN LANCE	RIVERSIDE	CA
304	Hermes David	Oceanside	CA
305	Herzfeld Melinda	Laguna Hills	CA
306	Herzfeld Philip	Laguna Hills	CA
307	Heyman Bruce	San Juan Capistrano	CA
308	Heyman Diane	San Juan Capistrano	CA
309	Hibdon Michael	San Pedro	CA

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Note: All Duplicates have been Removed. Completed Contact Information available on Request.

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310	Higgins	Nancy	Dana Point	CA
311	Hilgenberg	Lutz	San Juan Capistrano	CA
312	Hillman	Greg	Riverside	CA
313	Hinkelman	Jodi	Dana point	CA
314	Hint	Lamont	Long Beach	CA
315	Hobbs	Victor	El Toro	CA
316	Hodel	Ronald	Dana Point	CA
317	Hoffman	Bill	Cypress	CA
318	hogan	bill	dana point	ca
319	Hoiland	Robert	San Clemente	CA
320	Holguin	Jessica	Highland	CA
321	Holland	Heather	Carlsbad	CA
322	Holland	Scott	Carlsbad	CA
323	Hollins	Michael	Carlsbad	CA
324	Holmes	Dick	Mission Viejo	CA
325	Hopkins	Bill	Dana Point	CA
326	Hopper	Charls	Dana Point	Ca
327	Hoskins	Gary	Cypress	CA
328	Howard	Kirsten	Mission Viejo	ca
329	Howell	James	Oceanside	CA
330	Hubbart	Michael@	Mission Viejo	CA
			SAN JUAN	
331	HUBER	ROBERT	CAPISTRANO	CA
332	Hughes	Colleen	Chino Hills	CA
333	Hughes	George	Dana Point	CA
334	Hughes	James	Chino Hills	CA
335	hughes	rita	capistrano beach	CA
336	Hundeby	Ted	Irvine	CA
337	Hupp	Richard	Lake Forest	CA
338	Ierardi	Erica	Laguna Niguel	CA
339	Ilg	Frederick	San Clemente	CA
340	Ilg	Marsha	San Clemente	CA
341	Illian	James	La Canada	CA
342	Illian	Nancy	A Canada	CA
343	Infante	Anthony	Seal Beach	CA
344	ingerson	philip	lake forest	CA
345	isaacson	Debbie	Irvine	CA
346	Isaacson	Julia	Irvine	CA
347	Isaacson	Mike	Irvine	CA
348	Isaacson	Molly	Irvine	CA
349	Isaacson	Scarlett	irvine	CA
350	Jack	Taylor	Dana Point	CA
351	Jacobsen	Jim	Dana Point	CA
352	Jacobson	Michael	Laguna Woods	CA
353	Jacquelin	PJ	Laguna Niguel	CA

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354	James	Jesse	La Jolla	CA
355	Jenkins	Jacqueline	Newport Beach	CA
356	Jennings	Mark	Dana Point	CA
357	Jensen	Valarie	Placentia	CA
358	Johansson	John	Laguna Hills	CA
359	John	Beers	Menifee	CA
360	Johnson	Alan	Mission Viejo	CA
361	Johnson	Russell	Trabuco Canyon	CA
362	Johnson	Ryan	Mission Viejo	CA
363	Johnson	Shelley	Trabuco Canyon	CA
364	Jones	Gordon	San Diego	CA
365	Jones	Tiffany	San clemente	CA
366	JORDAN	MARK	OCEANSIDE	CA
367	Juneau Jr.	Gary	San Clemente	CA
368	kader	mitch	irvine	CA
369	Kalohi	Kathy	Gardena	CA
370	Karten	Harvey	Del Mar	CA
371	Kassel	Sanford	Laguna Niguel	CA
372	Kaufman	Richard	Sun City	CA
373	Keith	John	Laguna Beach	ca
374	Kelly	Robert	San Clemente	CA
375	Kiefer	Kenneth	Encinitas	CA
376	kim	bui	La Habra Heights	CA
377	Kirkland	William	Orange	CA
378	Kirstine	Robert	Long Beach	CA
379	Kirwan	Tom	Chula Vista	CA
380	Klein	Thomas	Lake Forest	CA
381	Kleppinger	William (Hank)	South Laguna	CA
382	Klotz	Brian	San Clemente	CA
383	Knoke	Robert	Mission Viejo	CA
384	Knott	Brian	Laguna Beach	CA
385	Kovalcik	Todd	Aliso Viejo	CA
386	Kroger	Jerry	Laguna Niguel	CA
387	Kronowit	Mitch	Mission Viejo	CA
388	krueger	pat	Dana Point	CA
389	Kulp	Jill	Mission Viejo	CA
390	Kulp	Thomas	Mission Viejo	CA
391	Kutcher	Celia	Capistrano Beach	CA
392	LaBarre	Jeffrey	Los Angeles	CA
393	Lackey	Elmer	Laguna Hills	CA
394	Lagestee	James	Chino	CA
395	LAM	BINH	POMONA	CA
396	Landresse	PJ	Laguna Woods	CA
397	lauber	william	pomona	CA
398	Lazarus	Mollie	San Clemente,	CA

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399	Leal	Juan	El Cajon	CA
400	Leal	Juan	El Cajon	Ca
401	Ledak	Stephen	Santee	CA
402	Lee	Brian	San Clemente	CA
403	Lee	David	Laguna Hills	CA
404	Lee	Tedra	San Clemente	CA
405	LEEPER	TERRY	Capistrano Beach	CA
406	Legg	Truman	Mission Viejo	CA
407	Lerma	Laurence M.	Chula Vista	CA
408	liddy	john	Lake Forest	CA
409	Lietzke	Marianne	Laguna Hills	CA
410	Liles	Julie	Dana Point	CA
411	Liles	Larry	Dana Point	CA
412	Lin	Ken	Bellflower	CA
413	Lincoln	Michelle	San Clemente	CA
414	Linder	John	Mission Viejo	CA
415	Litster	Gordy	Bermuda Dunes	CA
416	Loesch	Dave	Dana Point	CA
417	Loewe	Nancy	Aliso Viejo	CA
418	Lopez	richard	highland	CA
419	Lopez	Tony	Grand Terrace	CA
420	Loxsom	Cyndi	Irvine	CA
421	Loxsom	Frank	Irvine	CA
422	Loxsom	James	Irvine	CA
423	Loxsom	Mark	Irvine	CA
424	Loxsom	Regina	Irvine	CA
425	Lucas	Jay	Los Angeles	CA
426	LUKE	RUSSELL	ANAHEIM	CA
427	Iutton	kris	dana point	CA
428	Lynch	Ed	san Juan Capistrano	CA
429	Lynch	Mike	Alta Loma	CA
430	Lysek	Judie	Mission Viejo	CA
431	Lysek	Ted	Mission Viejo	CA
432	Lysek	Theodore	Mission Viejo	CA
433	M	Thomas	San Juan Capistrano	CA
434	MacCaul	Bruce	Dana Point	CA
435	MacCleverty	Gary	Aliso Viejo	CA
436	Mack	Michael	San Juan Capistrano	CA
437	Magliolo	Roberta	Dana Point	CA
438	Mahdavi	Iraj	Laguan Nigule	CA
439	Mahdavi	Iraj	Laguan Nigule	CA
440	Malland	Richard	San Clemente	CA
441	Malone	Belinda	Riverside	CA
442	mandichak	joseph	Laguna Hills	CA
443	Manges	Alan	Oceanside	CA

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444	Marble	lawrence	San Clemente	CA
445	Manano	Ross E	Long Beach	CA
446	Marino	Nancy Vernon	Marina del Rey	CA
447	MARKS	DAN	EL SEGUNDO	CA
448	Marshall	John	Capistrano Beach	CA
449	Martenuk	Steve	San Clemente	CA
450	MARTIN	BRYAN	DANA POINT	CA
451	MARTIN	BRYAN	DANA POINT	CA
452	Martin	Michael	Laguna Niguel	CA
453	Martin	Owen	Lake Forest	CA
454	Martinez	Johnny	San Bernardino	CA
455	Massaro	Dixie	Dana Point	CA
456	Mathews	Randy	Dana Point	CA
457	Mathias	Beverly	Tustin	Ca
458	Matlock	Kathleen	Dana Point	CA
459	Matthews	Dale & Gail	San Diego	CA
460	Maury	Marc	Pomona	CA
461	May	Jim	Beaumont	CA
462	Mayberry	Cynthia	Rcho Sta Margarita	CA
463	Mayer	Duff	San Clemente	CA
464	Mayers	Rob	Carlsbad	CA
465	maynard	robert	capistrano beach	CA
466	Mc Intyre	Robert	Capistrano beach	CA
467	McCallister	Stuart	Pacific Palisades	CA
468	McCluskey	Lance	Lake Forest	CA
469	McConkey	Matthew	San Juan Capistrano	Ca
470	MCDANIEL	MIKE	LAKE ELSINORE	CA
471	McErlean	Mark	Laguna Niguel	CA
472	McFadden	Diane	Lake Forest	CA
473	McFadden	jackj	Lake Forest	CA
474	McGee	Fred	Del Mar	CA
475	McGinnis	Michael	East Irvine	CA
476	McIntyre	Bill	San Clemente	CA
477	McIntyre	Robert	Capistrano Beach	CA
478	McKinley	Janet	Dana Point	CA
479	McMillin	David	Garden Grove	CA
480	McNair	Jim	Hacienda Heights	CA
481	McNamee	Phillip	Cypress	CA
482	Meehan	James	San Clemente	CA
483	Meisel	Pam	San Pedro	CA
484	Mencuccini	Lou	Dana Point	CA
485	Merriman	Barbara	Dana Point	CA
486	Michalkiewicz	Ken	Encinitas	CA
487	Midlik	Rick	Aliso Viejo	CA
488	Miklos	Terry	Big Bear Lake	CA

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489	Miller	Paul	Laguna Niguel	CA
490	Mills	Debra	Encinitas	CA
491	Milner	John	Dana Point	CA
492	Misek	Jozsef	Placentia	CA
493	Misek	Jozsef	Placentia	CA
494	Monaco	Joe	San Diego	CA
495	Montrella	Beverly	Mission Viejo	CA
496	Montrella	Jim	Mission Viejo	CA
497	Moore	Douglas	Oceanside	CA
498	Morales	Jorge	Laguna Niguel	CA
499	Morgan	Michelle	Laguna Niguel	CA
500	Morris	Joanne	Swartz Creek	MI
501	Mortensen	James	Irvine	CA
502	Morton	Robert	San Juan Capistrano	CA
503	Mourer	john	fallbrook	CA
504	moyer	william		
505	muldown	michael	walnut	CA
506	Mullaly	Scott	San Marcos	CA
507	Murphy	Mike	Laguna Niguel	CA
508	Murray	Glenn	San Juan Capistrano	CA
509	Nadoiski	Tom	San Juan Capistrano	CA
510	Navarro	Richard	Diamond Bar	CA
511	Neben	Michael	Irvine	CA
512	Neben	Michael	Irvine	CA
513	Negrete	Francisco	Whittier	CA
514	Nehem	David	Santa Ana	CA
515	Nelson	Henry	San Diego	CA
516	Neves	Paul	San Diego	CA
517	Nevius	Sharon	Alta Loma	CA
518	Nevius	Sharon	Alta Loma	CA
519	Newberry	Mark	San Clemente	CA
520	Nichols	G. Duane	Walnut	CA
521	Nicklin	David	Laguna Niguel	CA
522	Noonan	Michael	miss	CA
523	norris	walter	laguna niguel	ca
524	Nulty Jr	Tom	Dana Point	CA
525	O'CONNOR	STEVE	LAGUNA BEACH	CA
526	O'Connor	Steven	Laguna Beach	CA
527	Oliveri	Tom	Anaheim Hills	CA
528	Olsen	Kurt	Laguna Beach	CA
529	Olsen	Patrica	Mission Viejo	CA
530	Olsen	Patricia	Mission Viejo	CA
531	Olsen	Ted	Mission Viejo	CA
532	Olsen	Ted	Lake Forest	CA
533	Opittek	Eugene	Santa Ana	CA

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534	Orban	David	Dana Point	CA
535	Osinski	Alison	San Diego	CA
536	Owens	Timothy	Dana Point	CA
537	Paez	Carlos A.	Dana Point	CA
538	Park	Joseph	Torrance	CA
539	Parker	Michael	Marina Del Rey	CA
540	Patterson	James	Enncinitas	CA
541	Payne	Roy	Mission Viejo	CA
542	Penney	Richard	San Clemente	CA
543	perguson	tim	capo. bch.	CA
544	Perry	Albert	San Diego	CA
545	Perry	Jeffrey	Pomona	CA
546	Perry-Gadbois	Patricia	Brea	CA
547	Peters	Wes	Escondido	CA
548	Petersen	Theresa	La Mirada	CA
549	PETERSON	Gary	SAN CLEMENTE	CA
550	PETERSON	SHELLY	SAN CLEMENTE	CA
551	Pierson	John	Trabuco Canyon	CA
552	PLOTNIK	DAVE	S.J.C.	CA
553	PLUMMER	GARY	alta loma	CA
554	Pocock	John	Dana Point	CA
555	Poncy	Ty	Laguna Niguel	CA
556	Powell	David	San Clemente	CA
557	POWELL	DEREK	LAGUNA NIGUEL	CA
558	powell	derek	laguna niguel	CA
559	Powers	Steve + Donna	Dana Point	CA
560	Prather	Chip	San Clemente	CA
561	prather	gary	dana point	CA
562	presley	steve	la mesa	CA
563	Pribus	Fred	San Juan Capistrano	CA
564	Proffit	Jennifer	Rancho Santa Margarita	CA
565	Proffit	Josh	RSM	CA
566	Progar	Mel	Mission Viejo	CA
567	pugmire	mike	Mission Viejo	CA
568	Pultorak	John	Dana Point	CA
569	Purvis	John	Valley Center	CA
570	Quesada	Barbara	Laguna Niguel	CA
571	Quinn	Tim	Dana Point	CA
572	Quinones	Adam	Whittier	CA
573	Rahn	Craig	SanJuan Capistrano	CA
574	Ramirez	Ralph	Rosemead	CA
575	Ramsey	Gerry	Point Richmond	CA
576	Ramunni	Michael	Lake Forest	CA
577	Raslowsky	David	Trabuco Canyon	CA
578	Raslowsky	Gregg	Trabuco Canyon	CA

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579	ratner	phillip	laguna niguel	CA
580	RATZ	JOHN	LAGUNA BEACH	CA
581	Rauterkus	Edward	San Clemente	CA
582	Reagan	Tom	Dana Point	CA
583	reasoner	gary	newport beach	CA
584	Reaves	Chris	Simi Valley	CA
585	Redwing	Liz	Marina del Rey	CA
586	reich	aaron	san clemente	CA
587	Reid	Mike	Dana Point	CA
588	Reilly	michael	San Marcos	CA
589	REYNOLDS	THOMAS	SAN BERNARDINO	CA
590	Riddle	Charles	Upland	CA
591	Ridgway	Walter	San Clemente	CA
592	Riley	Thomas	Aliso Viejo	CA
593	ROBERTS	EUGENE F.	LAGUNA HILLS	CA
594	ROBERTS	Eugene R.	LAGUNA HILLS	CA
595	Roberts	Patricia	LAGUNA HILLS	CA
596	Robertson	B	Ramona	CA
597	Robertson	Larry	Fallbrook	CA
598	Robinson	Jerry	Ricvhardson	TX
599	Robinson Jr.	Bryan	Azusa	CA
			SAN JUAN	
600	RODMAN	KAREN	CAPISTRANO	CA
601	rogers	chris	dana point	CA
602	Rolfe	David	Irvine	CA
603	roman	bill	la mirada	CA
604	ronstandt	Debbie	San Clemente	CA
605	Rood	Linda	Lake Forest	CA
606	Roy	Glyn	La Mirada	CA
607	Rucker	Stan	Highland	CA
608	Rucker	Yvonne	Highland	CA
609	Rueckert	William	Dana Point	CA
610	Ruffini	Richard	Costa Mesa	CA
611	Ruth	Bill	Rolling Hills	CA
612	Salem	April	SAn Clemente	CA
613	Salvucci	Robert	Rancho Santa Fe	CA
614	Sams	Rick	Temecula	CA
615	Sams	Rick	Temecula	CA
616	Sargent	Steve	Lake Forest	CA
617	SASSALOS	SUSAN	PLAYA DEL REY	CA
618	Saumier	Delker	Spring Valley	CA
619	Saumier	William	Spring Valley	CA
620	Scallon	Captain Pat	Trabuco Canyon	CA
621	Scallon	Patrick	Trabuco Canyon	CA
622	Scharer	Ueli	Mission Viejo	CA

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623	Schmeltzer	Norman	Laguna Niguel	CA
624	Schnepf	Michael	Solana Beach	CA
625	Schumacher	Dan	Laguna beach	CA
626	Schumacher	Daniel	Laguna Beach	CA
627	Schumacher	Lauryl	Laguna Beach	CA
628	Schumacher	Lauryl	Laguna Beach	CA
629	Schutter	Howard	San Juan Capistrano	CA
630	Schwander	Dennis	Oceanside	CA
631	Schwedes	Cecile	Westlake Village	CA
632	secor	kim	san juan cap	CA
633	Seewald	Michael	Encinitas	CA
634	Seiler	Geoff	Dana Point	CA
635	Setum	Thomas	San Clemente	CA
636	Shaw	Audra	Long Beach	CA
637	Shaw	Caitlin	Long Beach	CA
638	Shaw	Holiday	Long Beach	CA
639	Sheridan	Allan	Orange	CA
640	Sheridan	Scott	Mission Viejo	CA
641	Shulze	John	Rancho Santa Margarita	CA
642	Silver, M.D.	Arthur	Coronado	CA
643	Silvey	Mark	Newport Beach	CA
644	Sindberg	Leif	Dana Point	CA
645	Skelly	Bryan	Mission Viejo	CA
646	Skerbelis	John	Riverside	CA
647	Skorstad	Pam	San Clemente	CA
648	Smith	Gary	Rancho Santa Margarita	CA
649	Smith	Millie	San Diego	CA
650	Smith	Tom	Laguna Niguel	CA
651	Smith	William	Huntington Beach	CA
652	Snider	Robert	Murrieta	CA
653	solberg	william	los angeles	CA
654	Southard	John	Westminster	CA
655	Speake	Christine	San Clemente	CA
656	Spears	Spyro	Los Angeles	CA
657	Speiser	Stephen	San Diego	CA
658	Stallings	Tom	Dana Point	CA
659	Steele	William	Capistrano Beach	CA
660	Steffey	Darrell	Marina del Rey	CA
661	Steinkamp	William	Dana Point	CA
662	steve	nielsen	dana point	CA
663	stevenson	mark	san diego	CA
664	stoll	maria	capistrano beach	CA
665	stoll	patrick	capistrano beach	CA
666	Stone	James	San Diego	CA
667	Stout	Don	Huntington Beach	CA

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668	Strazzulla	Carl	San Clemente	CA
669	streib	stephen	bonita	CA
670	Swaim	Hal	La Habra	CA
671	Sweet	Vicki	Capistrano Beach	CA
672	Szalkiewicz	Bob	San Diego	CA
673	Talay	James	Mission Viejo	CA
674	Tanaka	Roger	Westchester	CA
675	Taylor	Bill	San Juan Capistrano	CA
676	Taylor	Jack	Dana Point	Ca
677	taylor	jim	mission viejo	CA
678	Tedford	Harvey	San Clemente	CA
679	Tepper	Alyssa	Capo Beach	CA
680	Tepper	Arlene	Upland	Ca
681	Tepper	Jan	Capo Beach	CA
682	Tepper	jan	upland	ca
683	Terpening	Bob	Fullerton	CA
684	thomas	don	dana point	CA
685	THOR	R	SAN PEDRO	CA
686	Tiano	Jack	Dana Point	CA
687	Tiano	Marvin	San Clemente	CA
688	Timmerman	Tim	Trabuco Canyon	CA
689	Tintle	Denis	Dana Point	CA
690	Toole	Pat	Rncho Snta Marg	CA
691	Tran	Khanh	Lake Forest	CA
692	Trell	Darryl	Los Angeles	CA
693	Treydte	Jim	Rancho Santa Margarita	CA
694	Truka	Neil	San Juan Capistrano	CA
695	Tuck	Deanna	San Juan Capistrano	CA
696	Valenzuela	Ralph	Colton	CA
697	Vass	Steven	Laguna Niguel	CA
698	Verdugo	R. David	San Diego	CA
699	Vigeant	Monique	Laguna Niguel	CA
700	Villanueva	Jesse	Oceanside	CA
701	Voell	Michael	Idyllwild	CA
702	Vogel	Martin	Huntington Beach	CA
703	Voight	Kenneth	Fountain Valley	CA
704	Volle	Mark	Fullerton	CA
705	Vote	Fred	San Clemente	CA
706	Vozzolo	Ken	Laguna Niguel	CA
707	Waggoner	Jim	Dana Point	Ca.
708	Waggoner	Michael	Dana Point	CA
709	Walch	Lucky	Dana Point	CA
710	Wallace	Wayne	Dana Point	CA
711	Waller	Jack	Lake Elsinore	CA
712	Ward	Tony	Rancho Santa Fe	CA

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713	Weiman	Danielle	Foothill Ranch	CA
714	Wellner	Allerd	San Juan Capistrano	CA
715	wetzler	george	sanclemente	CA
716	WHATLEY	ROBERT	LAGUNA NIGUEL	CA
717	White	David	Mission Viejo	CA
718	White	Sharon	Laguna Niguel	CA
719	White	Steven	Laguna Niguel	CA
720	Whitehill	Wayne	Arcadia	CA
721	Whitmore	Ralph	Torrance	CA
722	Wiesen	Karen	Riverside	CA
723	Wilkinson	Diane	Fullerton	CA
724	Williams	Heath	Huntington Beach	CA
725	Wills	Harvey	Newport Beach	CA
726	Wirth	Steven	Escondido	CA
727	Wynne	Cindy	Laguna Niguel	CA
728	Yamasaki	John	Laguna Niguel	CA
729	Yates	Paul	Henderson	Nev
730	York	Michael	San Clemente	CA
731	Young	Marc	Laguna Beach	CA
732	Youngblood	Margie	Laguna Beach	CA
733	Youngblood	Stanley	Laguna Beach	CA
734	Zaveski	David	Aliso Viejo	CA
735	Ziemer	Roger	Mission Viejo	CA

COASTAL COMMISSION

EXHIBIT # 32

PAGE 18 OF 18

Fernie Sy

From: Bruce Heyman [bruceheyman@cox.net]
Sent: Tuesday, September 15, 2009 10:28 PM
To: Teresa Henry; Fernie Sy; Karl Schwing
Cc: bruceheyman@cox.net
Subject: Dana Point Harbor Parking

Dear Teresa, Karl, Fernie,

I'd like to point out a couple of issues on the County's parking study that led to the Commissions' Staff conclusion that 0.60 parking spaces per vessel would adequately serve the boaters of Dana Point Harbor, especially given that most municipalities are using 0.75 and that Dana Point Harbor is currently designed with 0.75 to 1.6 parking spaces per vessel.

- The study supplied by the County only contains four data points, far too few to make any proper statistical observations.
- The study occurred on three Saturdays and one Sunday with the heaviest usage on the Sunday suggesting that more Sunday's should have been surveyed.
- Boaters for Dana Point Harbor observed on Sunday, August 9th, 2009 that the East Cove Dedicated Boater Parking (situated between Harpoon Henry's and the Dana Wharf area) was full. Many times it was observed that boaters entered the lot with their key card, drove around the lot finding no parking and then exited the lot.
- It is acknowledged that there will never be enough parking for Boaters, the Public and the Merchant's businesses on holidays, including the 4th of July. However, not only does OC DPH not protect the spaces set aside for Boaters, but it actually uses the dedicated boaters' parking spaces for other revenue producing activities. This year, Boaters for Dana Point Harbor observed the County of Orange selling parking spaces for Catalina Express customers and placing Merchant and Restaurant employees in the East Island Dedicated Boater Parking Lot. On the 4th of July the County also provided a shuttle service for employees and Catalina Express Customers who were given access to the East Island Dedicated Boater Parking Lot to get them back to the cove side of the Harbor. This activity deprived many boaters of parking spaces that were already in high demand by the paying slipholders on this very busy holiday.
- Boaters for Dana Point Harbor have also observed OC DPH parking valet cars in both the Trailer Tow Vehicle (Launch Ramp) Parking Area and the Dedicated East Cove Boater Parking Area. Further, a special access gate to the Trailer Tow Vehicle Parking Area has been installed for the exclusive use of the valet staff.
- OC Dana Point Harbor has also built a guard shack at the entrance of Dedicated East Cove Boater Parking Area to facilitate the sale of parking spaces for the Catalina Express and the use of the lot for Restaurant and Merchant Valet parking.

We are kindly asking you to tighten up the protections for recreational boater parking both during holiday events and during normal usage. We believe a professionally executed parking study would show that 0.60 will not be an acceptable baseline for the East Cove Boater Parking.

Regards,

Bruce Heyman
 On behalf of:
 Boaters for Dana Point Harbor

COASTAL COMMISSION

EXHIBIT # 33
 PAGE 1 OF 2

9/21/2009

www.boaters4dph.com
bruceheyman@cox.net
949-289-8400

COASTAL COMMISSION

EXHIBIT # 33
PAGE 2 OF 2

Fernie Sy

From: Sherilyn Sarb
Sent: Monday, August 24, 2009 10:16 AM
To: Fernie Sy
Cc: Karl Schwing; Fa'alili Mahmoud
Subject: FW: Dana Point ex-parte

For the file.

**Sherilyn Sarb, Deputy Director
California Coastal Commission**

South Coast District, Orange County (562) 590-5071
San Diego District (619) 767-2370

-----Original Message-----

From: Vanessa Miller
Sent: Monday, August 24, 2009 8:29 AM
To: Jeff Staben; Sherilyn Sarb; Fa'alili Mahmoud
Subject: FW: Dana Point ex-parte

-----Original Message-----

From: LWan22350@aol.com [mailto:LWan22350@aol.com]
Sent: Sunday, August 23, 2009 3:19 PM
To: Vanessa Miller
Subject: Re: Dana Point ex-parte

In a message dated 8/23/2009 7:49:28 A.M. Pacific Daylight Time, bruceheyman@cox.net writes:

Sara,

I put the redlined version here:

<http://boaters4dph.com/Documents/Th22.5a-6-2009-a2%20B4DPH%208.11.09%20v1.0.pdf>

but staff wanted me to break it into smaller files and send it to them directly. I can do that but not with the bandwidth that I have out on the water.

Please let me know if the link works for you.

Best,

Bruce

COASTAL COMMISSION

EXHIBIT # 34
PAGE 1 OF 8

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JUL 28 2009

CALIFORNIA
COASTAL COMMISSION

FAX TRANSMISSION COVER SHEET

COUNTY OF HUMBOLDT

BOARD OF SUPERVISORS

825 FIFTH STREET, EUREKA, CA 95501

PHONE (707) 476-2390 FAX (707) 445-7299

RECEIVED



Destination Fax No: 415 904-5400

Phone No: _____

Date: July 28, 2009

Number of Pages Being Transmitted
(Including this Page): 3

To: CAC Coastal Commission

From: Nancy Hampton
for Bonnie Neely

Message:

Follows an ex-parte communication
regarding the June 2009 Hearing on
the City of Dana Point Certified
Local Coastal Program.

Should you have any questions, please call me at 707-476-2390.

If all pages are not received, or if copies are illegible, please contact the
Humboldt County Board of Supervisors at (707) 476-2390.

COASTAL COMMISSION

EXHIBIT # 34

PAGE 2 OF 8

**FORM FOR DISCLOSURE
OF EX PARTE
COMMUNICATION**

Date and time of communication:
(For messages sent to a Commissioner by mail
or facsimile or received as a telephone or other
message, date & time of receipt should be indicated.)

July 23, 2009, 2:23 pm

Location of communication:
(For communications sent by mail or facsimile, or
received as a telephone or other message, indicate
the means of transmission.)

via e-mail

Person(s) initiating communication:

Dawn Hickey, Dana West Yacht Club

Person(s) receiving communication:

Commissioner Bonnie Neely

Name or description of project:

June 2009 Agenda Item Th22.5a - City of Dana
Point Certified Local Coastal Program

Detailed substantive description of content of communication:
(If communication included written material, attach a copy of the complete text of the written material.)

See attached e-mail clarifying the position of the Dana West Yacht Club regarding the
revitalization plan.

Date: July 24, 2009


Signature of Commissioner

If the communication was provided at the same time to staff as it was provided to a Commissioner, the
communication is not ex parte and this form does not need to be filled out.

If communication occurred seven or more days in advance of the Commission hearing on the item that
was the subject of the communication, complete this form and transmit it to the Executive Director within
seven days of the communication. If it is reasonable to believe that the completed form will not arrive by
U.S. mail at the Commission's main office prior to the commencement of the meeting, other means of
delivery should be used, such as facsimile, overnight mail, or personal delivery by the Commissioner to
the Executive Director at the meeting prior to the time that the hearing on the matter commences.

If communication occurred within seven days of the hearing, complete this form, provide the information
orally on the record of the proceedings and provide the Executive Director with a copy of any written
material that was part of the communication.

Coastal Commission Fax: 415 904-5400

COASTAL COMMISSIONEXHIBIT # 34PAGE 3 OF 8

Hampton, Nancy

From: Neely, Bonnie
Sent: Thursday, July 23, 2009 2:23 PM
To: Hampton, Nancy
Subject: FW: DWYC Letter re: Th22.5A
Attachments: DWYC CCC Letter 07.22.09.doc



DWYC CCC Letter
07.22.09.doc (...)

Treat this as an exparte. Thanks.

-----Original Message-----

From: Dawn Hickey [mailto:dawnhickey@cox.net]
Sent: Thursday, July 23, 2009 1:39 PM
To: Neely, Bonnie; ssarb@coastal.ca.gov; thenry@coastal.ca.gov; kschwing@coastal.ca.gov; fsy@coastal.ca.gov
Cc: philipeaton@aol.com; jeannie@jeanniehyde.com; rick.rossback@cox.net; berkery1@cox.net
Subject: DWYC Letter re: Th22.5A

Dear Coastal Commission Staff:

Pursuant to the email and hard copy letter mailed yesterday, please accept the attached letter as a point of clarification regarding our letter dated June 8th, 2009.

Regards,
Dawn Hickey
Dana West Yacht Club
Commodore 2009

COASTAL COMMISSION

EXHIBIT # 34
PAGE 4 OF 8



Dana West Yacht Club

Thursday, July 23, 2009

California Coastal Commission
200 Oceangate, Suite 1000
Long Beach, CA 90802

California Coastal Commissioners

Madame Chair Bonnie Neely, Bonnie.neely@co.humboldt.ca.us
Sherilyn Sarb, Deputy Director, South Coast District, ssarb@coastal.ca.gov
Teresa Henry, South Coast District Manager, thenry@coastal.ca.gov
Karl Schwing, Orange County Area Supervisor, kschwing@coastal.ca.gov
Fernie Sy, Coastal Program Analyst II, fsy@coastal.ca.gov

RE: Th.22.5A

Major Amendment Request No. 1-08 to the City of Dana Point Certified Local Coastal Program (For Public Hearing and Commission Action at the June 2009 meeting in Marina Del Rey).

Dear Members of the California Coastal Commission & Staff,

I should like to clarify the position of Dana West Yacht Club as regards the revitalization plan as a whole. The first paragraph of the letter dated June 8, 2009, and resent July 23, 2009, could be interpreted as an expression of support for the Dana Point Harbor Revitalization Plan in its entirety, except for those portions referring to yacht clubs. In fact, Dana West Yacht Club is neutral on the revitalization plan as a whole, although specifically opposes the language regarding yacht clubs in the LUP.

I hope this is of some help to the commission and staff in future proceedings in this matter.

Please let me know if you have any further questions.

Sincerely,

Dawn Hickey
Commodore 2009, Dana West Yacht Club
Phone: 949.677.8580
Email: dawnhickey@cox.net

cc: Jeannie Molinaro, Vice Commodore, Dana West Yacht Club
Nick Rossback, Rear Commodore, Dana West Yacht Club
Phil Eaton, Judge Advocate
Paul Berkery, Staff Commodore, Dana West Yacht Club
Mike Metz, Staff Commodore, Dana West Yacht Club; Former President, SCYA

Dana West Yacht Club
24601 Dana Drive, Dana Point, CA 92629
949.563.4188 - www.danawest.org

COASTAL COMMISSION

EXHIBIT # 34
PAGE 5 OF 8

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South Coast Region
SEP 2 2009

FORM FOR DISCLOSURE OF
EX-PARTE COMMUNICATIONS

CALIFORNIA
COASTAL COMMISSION

Name or description of the project:: Dana Point Harbor
Time/Date of communication: 8/30/09
Location of communication: Dana Point Harbor
Person(s) initiating communication: Jim Montrella
Person(s) receiving communication: Sara Wan
Type of communication: meeting

Jim took me around the harbor to show me the harbor. Went to the shipyard- said it really needs to be larger, particularly if there will be more larger boats. Showed me the heron trees- ran into Brad from the Dana Point Harbor. He said there were 47 active nests in the trees. Jim asked about the trees that had been cut down on the island. He said that those were cut down because they were old and dying however when we went to the area it was clear that there were other reasons why they had been cut down. The public parking lot on east side had no public parking available- all of the spaces were taken. There was a lot with some spaces but that was for employees and the Dana Sport Fishing business. Apparently it had once been for boaters and the public but it had been converted. This was by boat ramp. Parking lot immediately adjacent to ramp was full but it did have some cars without trailers in it. Jim said that they sometimes used it for the businesses nearby who gave people passes to use it and it was sometimes used for valet parking. The boat ramp parking is convenient but the parking spaces probably need to be wider than they are. The new parking lot for trailers will be over 1000 feet away and require over a mile and a half drive to get to since there is no direct road to it. The other area being suggested on water dept land is over 1.8 miles away with no way to get back to the ramp. Area of dedicated boater (slips) parking - east cove- now has a guard gate- should be open to the public but it is not

Dock A- long dock originally with fingers and small boats- don't know when this was converted or if it received a CDP or how the numbers are being counted- existing big boats or original small slips

A lot of end ties- again how are they being counted- as small or large boats

Baby beach- very polluted

Concerned about impact of any high rise on the wind and sailing

Concerned about the loss of slips and particularly on the loss of small slips

Discussed vacancy rate- recently renters were told they could only rent on a temporary basis making the slips less desirable. - used to be a long waiting time- years for a slip including small slips

Looked at west basin- totally full

East basin- 25' slips were all full but most had several feet of overhang- still under 30'

20' slips- there were some slips that could be vacant- hard to tell because they could be out- but there were still only 1-2 for each finger- not many

Most of the boats in the smaller slips were sail boats

Looked at the linear park on wet's side- no public parking for these

COASTAL COMMISSION

EXHIBIT # 34
PAGE 6 OF 8

8/31/2009 3:32 PM FROM: ERM TO: 1 415 357-3839 PAGE: 003 OF 003

Parks, multiple small areas- on east side- totally full of people- no space left- there is public parking for this area but all full

Ocean Institute- told there is public parking but there are no signs indicating that

Walkway around outside by street on east side should be widened

Date: 8/31/09



Commissioner's Signature

COASTAL COMMISSION

EXHIBIT # 34
PAGE 7 OF 8

8/29/2009 3:01 PM FROM: Fax TO: 1 415 357-3839 PAGE: 001 OF 001

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South Coast Region

SEP 1 2009

CALIFORNIA
COASTAL COMMISSIONFORM FOR DISCLOSURE OF
EX-PARTE COMMUNICATIONS

Name or description of the project:: Dana Point Harbor
Time/Date of communication: 8/27/09
Location of communication: 22350 Carbon Mesa Rd, Malibu
Person(s) initiating communication: Jim Montrella
Person(s) receiving communication: Sara Wan
Type of communication: phone call

Jim expressed his concerns to me about the upcoming LCP amendment

- 1- Lack of parking for trailerable boats- the proposed one is not convenient, while it appears to be 1000 ft away, which is quite far by itself. in fact you cannot drive directly to it but have to drive a mile and a half to get there
- 2- The boat barn for 400 boats is not for sailboats

Date: 8/29/09



Commissioner's Signature

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AUG 31 2009
CALIFORNIA
COASTAL COMMISSION

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EXHIBIT # 34
PAGE 8 OF 8

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South Coast Region

SEP 21 2009

CALIFORNIA
COASTAL COMMISSION

September 17, 2009

Mrs. Bonnie Neely, Chair
California Coastal Commission
200 Oceangate, Suite 1000
Long Beach, Ca 90802

Attention: Teresa Henry

RE: DANA POINT HARBOR LCPA (DPT-MAJ-1-08)

Dear Chairwoman Neely:

As a 5 year member of the Dana Point Yacht Club, I consider myself an active member of the community. I want to express my strong support for the City of Dana Point LCPA regarding the Dana Point Harbor. This LCPA is most important to the South Orange County economic climate to allow for long over-due improvements and upgrades to this Harbor. This amendment will improve our water quality, beautify and improve public assembly areas which will encourage further community involvement and provide much needed handicapped access. I urge you to support the approval of this amendment.

Sincerely,



John & Carol Keator
26441 Veracruz Lane
Mission Viejo, Ca. 92691

COASTAL COMMISSION

EXHIBIT # 35
PAGE 1 OF 13

Sept.16, 2009

Mrs. Bonnie Neely, Chair
California Coastal Commission
200 Oceangate, Suite 1000
Long Beach, CA 90802

Attention: Teresa Henry

RE: DANA POINT HARBOR LCPA (DPT-MAJ-1-08)

Dear Chairwoman Neely:

Please accept this letter as my strong support for the City of Dana Point LCPA regarding the Harbor.

This amendment is critical to the South Orange County economic climate. It will work towards enhancing harbor water quality and will allow for long over-due improvements and upgrades to the harbor such as the beautification and improvements to public assembly areas which will encourage further community involvement and provide much needed handicapped access.

As a 23 year visitor to and user of the restaurant and fishing facilities at Dana Point, I consider myself an active member of the harbor community, and I therefore urge you to support the approval of this amendment.

Sincerely,

Aimee Fraser
3390 Country Village Rd. Apt. #1104 Riverside , Ca . 92509

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South Coast Region

SEP 21 2009

CALIFORNIA
COASTAL COMMISSION

COASTAL COMMISSION

EXHIBIT # 35
PAGE 2 OF 13

September 17, 2009

Mrs. Bonnie Neely, Chair
California Coastal Commission
200 OceanGate, Suite 1000
Long Beach, Ca 90802

Attention: Teresa Henry

RE: DANA POINT HARBOR LCPA (DPT-MAJ-1-08)

Dear Chairwoman Neely:

I live in Laguna Niguel and I consider myself an active member of the community. I want to express my strong support for the City of Dana Point LCPA regarding the Dana Point Harbor. This LCPA is most important to the South Orange County economic climate to allow for long over-due improvements and upgrades to this Harbor. This amendment will improve our water quality, beautify and improve public assembly areas, which will encourage further community involvement and provide much needed handicapped access. I urge you to support the approval of this amendment.

Sincerely,



Sherm Gruszczyński

14 Andorra

Laguna Niguel, CA 92677

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South Coast Region

SEP 21 2009

CALIFORNIA
COASTAL COMMISSION

COASTAL COMMISSION

EXHIBIT # 35
PAGE 3 OF 13

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South Coast Region
SEP 21 2009
CALIFORNIA
COASTAL COMMISSION

Date, 2009

Mrs. Bonnie Neely, Chair
California Coastal Commission
200 Oceangate, Suite 1000
Long Beach, CA 90802

Attention: Teresa Henry

RE: DANA POINT HARBOR LCPA (DPT-MAJ-1-08)

Dear Chairwoman Neely:

Please accept this letter as my strong support for the City of Dana Point LCPA regarding the Harbor.

This amendment is critical to the South Orange County economic climate. It will work towards enhancing harbor water quality and will allow for long over-due improvements and upgrades to the harbor such as the beautification and improvements to public assembly areas which will encourage further community involvement and provide much needed handicapped access.

As a ²⁰ year visitor to and user of the restaurant and fishing facilities at Dana Point, I consider myself an active member of the harbor community, and I therefore urge you to support the approval of this amendment.

Sincerely,

Gary & Sheri Adkins

Name
Address

*394 Van Ness Ave
Upland CA 91786*

COASTAL COMMISSION

EXHIBIT # 35
PAGE 4 OF 13

DANA POINT INN, LLC

8400 Sunset Blvd., #3A, West Hollywood, CA 90069

(323) 656-8090

FAX (323) 656-4158

www.sunsetpacifichotels.com

August 16, 2009

Mrs. Bonnie Neely, Chair
California Coastal Commission
200 OceanGate, Suite 1000
Long Beach, Ca 90802



Attention: Teresa Henry

RE: DANA POINT HARBOR LCPA (DPT-MAJ-1-08)

Dear Chairwoman Neely:

As a nine year member of the business owner in Dana Point. I consider myself an active member of the community. Though my business is not located directly in the Dana Point Harbor, the Harbor is supremely important to my business, which is hospitality. I want to express my strong support for the City of Dana Point LCPA regarding the Dana Point Harbor. This LCPA is most important to the South Orange County economic climate to allow for long over-due improvements and upgrades to this Harbor. This amendment will improve our water quality, beautify and improve public assembly areas which will encourage further community involvement and provide much needed handicapped access. I urge you to support the approval of this amendment.

Sincerely,


Robert Jackson, Managing Member
Dana Point Inn, LLC
Dba Holiday Inn Express Hotel & Suites
34280 Pacific Coast Hwy.
Dana Point, CA 92629

COASTAL COMMISSION

EXHIBIT # 35
PAGE 5 OF 13

September 16, 2009



Mrs. Bonnie Neely, Chair
California Coastal Commission
200 Oceangate, Suite 1000
Long Beach, Ca 90802

Attention: Teresa Henry

RE: DANA POINT HARBOR LCPA (DPT-MAJ-1-08)

Dear Chairwoman Neely:

As a -- year resident of Dana Point Harbor, I consider myself an active member of the community. I want to express my strong support for the City of Dana Point LCPA regarding the Dana Point Harbor. This LCPA is most important to the South Orange County economic climate to allow for long over-due improvements and upgrades to this Harbor. This amendment will improve our water quality, beautify and improve public assembly areas which will encourage further community involvement and provide much needed handicapped access. I urge you to support the approval of this amendment.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nancey & Alan Savinelli".

Nancey & Alan Savinelli
41 Palm Beach Court
Dana Point, CA 92629

COASTAL COMMISSION

EXHIBIT # 35
PAGE 6 OF 13

September 10, 2009

RECEIVED
South Coast Region

SEP 15 2009

CALIFORNIA
COASTAL COMMISSION

Mrs. Bonnie Neely, Chair
California Coastal Commission
200 OceanGate, Suite 1000
Long Beach, Ca 90802

Attention: Teresa Henry

RE: DANA POINT HARBOR LCPA (DPT-MAJ-1-08)

Dear Chairwoman Neely:

As a resident of LAGUNA NIGUEL, I consider myself an active member of the community. This revitalization affects the surrounding cities and their communities as well. I want to express my strong support for the City of Dana Point LCPA regarding the Dana Point Harbor. This LCPA is most important to the South Orange County economic climate to allow for long over-due improvements and upgrades to this Harbor.

This amendment will improve our access to the water, water quality, and beautify and improve public assembly areas which will encourage further community involvement and provide much needed handicapped access. I urge you to support the approval of this amendment.

Sincerely,



Name: WILLIAM LRR

Address: 9 VITTORIA ST
LAGUNA NIGUEL, CA
92677

COASTAL COMMISSION

EXHIBIT # 35
PAGE 7 OF 13

September 1, 2009

Mrs. Bonnie Neely, Chair
California Coastal Commission
200 OceanGate, Suite 1000
Long Beach, CA 90802

Attention: Teresa Henry

RE: DANA POINT HARBOR LCPA (DPT-MAJ-1-08)



Dear Chairwoman Neely:

Please accept this letter as my strong support for the City of Dana Point LCPA regarding the Harbor.

This amendment is critical to the South Orange County economic climate. It will work towards enhancing harbor water quality and will allow for long over-due improvements and upgrades to the harbor such as the beautification and improvements to public assembly areas which will encourage further community involvement and provide much needed handicapped access. Water quality has been a difficult issue for our harbor over the years, and it is time we addressed the problem completely.

As a fifteen year visitor to, and user of, the restaurant and fishing facilities at Dana Point, I consider myself an active member of the harbor community, and I therefore urge you to support the approval of this amendment.

Sincerely,

A handwritten signature in cursive script that reads "Diane Schmitt".

Diane Schmitt
1644 Via Tulipan
San Clemente, CA 92673

COASTAL COMMISSION

EXHIBIT # 35
PAGE 8 OF 13

Date August 28, 2009

Mrs. Bonnie Neely, Chair
California Coastal Commission
200 Oceangate, Suite 1000
Long Beach, CA 90802

Attention: Teresa Henry

RE: DANA POINT HARBOR LCPA (DPT-MAJ-1-08)

RECEIVED
South Coast Region

SEP 1 2009

CALIFORNIA
COASTAL COMMISSION

Dear Chairwoman Neely:

Please accept this letter as my strong support for the City of Dana Point LCPA regarding the Harbor.

This amendment is critical to the South Orange County economic climate. It will work towards enhancing harbor water quality and will allow for long over-due improvements and upgrades to the harbor such as the beautification and improvements to public assembly areas which will encourage further community involvement and provide much needed handicapped access.

As a -- year visitor to and user of the restaurant and fishing facilities at Dana Point, I consider myself an active member of the harbor community, and I therefore urge you to support the approval of this amendment.

Sincerely,



Name: Gil Payne
Address: 28376 Via Nandina
Laguna Niguel, Ca. 92677

COASTAL COMMISSION

EXHIBIT # 35
PAGE 9 OF 13

Date, 2009

Mrs. Bonnie Neely, Chair
California Coastal Commission
200 Oceangate, Suite 1000
Long Beach, CA 90802

Attention: Teresa Henry

RE: DANA POINT HARBOR LCPA (DPT-MAJ-1-08)




Dear Chairwoman Neely:

Please accept this letter as my strong support for the City of Dana Point LCPA regarding the Harbor.

This amendment is critical to the South Orange County economic climate. It will work towards enhancing harbor water quality and will allow for long over-due improvements and upgrades to the harbor such as the beautification and improvements to public assembly areas which will encourage further community involvement and provide much needed handicapped access.

As a 20 year visitor to and user of the restaurant and fishing facilities at Dana Point, I consider myself an active member of the harbor community, and I therefore urge you to support the approval of this amendment.

Sincerely,


Dave Connell and family
3055 Alta Laguna Blvd.
Laguna Beach, CA 92651

PS: We strongly oppose the MLPA's plans to close off more of the coast to fishing. Fish and Game has plenty of rules and regulations to protect the fish. Dana Point fishing is a major tourist attraction and employer. Anything the Coastal Commission can do to help keep the MLPA from destroying this valuable asset is much appreciated by us taxpaying citizens. The ocean belongs to all of us, not just to certain special interest groups.

COASTAL COMMISSION

EXHIBIT # 35
PAGE 10 OF 13

8/10/2009

California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
(415) 904-5200 FAX (415) 904-5400

RECEIVED
South Coast Region

AUG 11 2009

RECEIVED

AUG 10 2009

CALIFORNIA
COASTAL COMMISSION

Re: Dana Point Harbor Revitalization Plan

CALIFORNIA
COASTAL COMMISSION

To the Commissioners and whom it may concern:

I am a boat owner and a slip renter in the Dana Point Harbor.

I am extremely concerned and frustrated with the procedures, the smoke and mirrors and the throw them a bone attitude of The County of Orange, the Harbor Merchants and Restaurant Owners, the Dana Point Harbor Association, the Dana Point Harbor Now the harbor operating companies and City of Dana Point when it comes to the Dana Point Harbor Revitalization Plan. To add to my concern, I've recently read that the press was not allowed into a meeting being held on public land in a public facility on July 22nd. What is going on? Is anyone questioning the policies and proceedings of this most crucial event in the history of the Dana Point Harbor?

Citing from the California Coastal Act (Section 30224 Recreational boating use; encouragement; facilities) it clearly states: "Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land."

The verbiage in the California Coastal Act is very clear. Please help me to understand how anyone with the power to vote on the revitalization plan can allow a process that eliminates slips rather than add slips? The only answer I can come up with is this: Fewer slips = Fewer parking spaces dedicated to the slip renters = More land for development for the merchants. This certainly cannot be allowed to happen by the simple facts written into the California Coastal Act. If the Dana Point Harbor was built for the enjoyment of recreational boaters and any commerce that evolves from this is 'secondary', how can the weight be given to the secondary position and ignore the laws that clearly state otherwise?

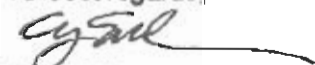
I am hopeful that the Supervising committees see through the smoke and mirrors that is put before them and agrees with the facts of law and the intent of the California Coastal Act. I am hopeful that they agree that the rights of the recreational boaters takes priority over any well-funded, misleading organization or committee that wishes to squash their rights.

I beg and urge you to consider the following:

1. That the Attrition Policy in place be eliminated
2. That the 3 overhang policy and be reinstated and demand it remain in place
3. Demand a full and complete accounting of how many slips the harbor should ACTUALLY have and not the 2409 that remain AFTER the many changes that took place without a ANY permits.
4. That the smaller slips be moved off the main channel eliminating the potential for OC DPH to double the number of the largest slips AFTER the CCC approves the plan (again, smoke and mirrors) and
5. The authorities stand firm for the recreational boaters and that their rights take priority over any and all considerations.

I sincerely thank you for your time and review of this matter.

Kindest regards,



Guy Erickson

Proud Dana Point Harbor slip renter and recreational boater
Dana Point Marina Company ID#21955

33762 Via De Agua, San Juan Capistrano, CA 92675 949.240-2495

COASTAL COMMISSION

EXHIBIT # 35PAGE 11 OF 13

8/10/2009

California Coastal Commission, South Coast District Office
Sherilyn Sarb, Deputy Director
200 Oceangate, 10th Floor
Long Beach, CA 90802-4416
(562) 590-5071 FAX (562) 590-5084



Re: Dana Point Harbor Revitalization Plan

Ms. Sarb:

I am a boat owner and a slip renter in the Dana Point Harbor.

I am extremely concerned and frustrated with the procedures, the smoke and mirrors and the throw them a bone attitude of The County of Orange, the Harbor Merchants and Restaurant Owners, the Dana Point Harbor Association, the Dana Point Harbor Now the harbor operating companies and City of Dana Point when it comes to the Dana Point Harbor Revitalization Plan. To add to my concern, I've recently read that the press was not allowed into a meeting being held on public land in a public facility on July 22nd. What is going on? Is anyone questioning the policies and proceedings of this most crucial event in the history of the Dana Point Harbor?

Citing from the California Coastal Act (Section 30224 Recreational boating use; encouragement; facilities) it clearly states: "Increased recreational boating use of coastal waters shall be encouraged. In accordance with this division, developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, protected water areas, and in areas dredged from dry land."

The verbiage in the California Coastal Act is very clear. Please help me to understand how anyone with the power to vote on the revitalization plan can allow a process that eliminates slips rather than add slips? The only answer I can come up with is this: Fewer slips = Fewer parking spaces dedicated to the slip renters = More land for development for the merchants. This certainly cannot be allowed to happen by the simple facts written into the California Coastal Act. If the Dana Point Harbor was built for the enjoyment of recreational boaters and any commerce that evolves from this is 'secondary', how can the weight be given to the secondary position and ignore the laws that clearly state otherwise?

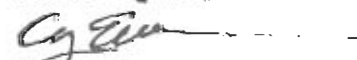
I am hopeful that the Supervising committees see through the smoke and mirrors that is put before them and agrees with the facts of law and the intent of the California Coastal Act. I am hopeful that they agree that the rights of the recreational boaters takes priority over any well-funded, misleading organization or committee that wishes to squash their rights.

I beg and urge you to consider the following:

1. That the Attrition Policy in place be eliminated
2. That the 3 overhang policy and be reinstated and demand it remain in place
3. Demand a full and complete accounting of how many slips the harbor should ACTUALLY have and not the 2000 that remain AFTER the many changes that took place without a ANY permits.
4. That the smaller slips be moved off the main channel eliminating the potential for OC DPH to double the number of the largest slips AFTER the CCC approves the plan (again, smoke and mirrors) and
5. The authorities stand firm for the recreational boaters and that their rights take priority over any and all considerations.

I sincerely thank you for your time and review of this matter.

Kindest regards,


Gary Erickson
Proud Dana Point Harbor slip renter and recreational boater
Dana Point Marina Company ID#21955
33762 Via De Agua, San Juan Capistrano, CA 92675 949.240-2495

COASTAL COMMISSION

EXHIBIT # 35
PAGE 12 OF 13

Bonnie Neely
Chair
Dana Point LCPA

RECEIVED
South Coast Region
JUN 29 2009

Quick note about the plans for DP ramp and surrounding parking area.

CALIFORNIA
COASTAL COMMISSION

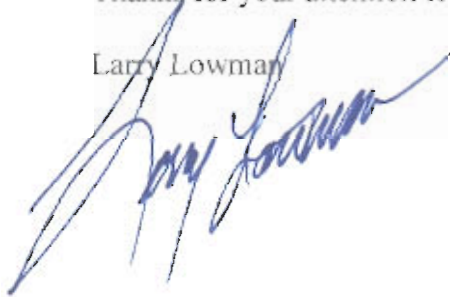
First the plans seem to me to violate Coastal Act 30224 and 30234.

If the plans are executed and come to be, I will have to find a safer place to launch my boat and park my vehicle and trailer. Safer from the aspect of accidents, thefts and time consumption. I could go into each item but I am sure you will have many people testify to each of these concerns.

I launch my boat or go with friends that launch their boat 25 to 35 times a year.

Thanks for your attention to my note.

Larry Lowman



COASTAL COMMISSION

EXHIBIT # 35
PAGE 13 OF 13

Fernie Sy

From: Teresa Henry
Sent: Wednesday, September 16, 2009 4:06 PM
To: Fernie Sy
Subject: FW: Dana Point Shipyard

Teresa Henry
District Manager
South Coast District
California Coastal Commission
(562) 590-5071
(590) 590-5084 (fax)

-----Original Message-----

From: Jodey Dugan [mailto:sjcdugans@cox.net]
Sent: Saturday, June 06, 2009 5:35 AM
To: Teresa Henry
Subject: Dana Point Shipyard

Please reconsider down sizing the Dana Point shipyard. To downsize, will force many of us Boaters to go to Newport or Oceanside which w/ the price of marine fuel, very costly. Our slips are already some of the highest in California!

Thank you,

Jodey Dugan
Slip G-28 East basin, Dana Point

COASTAL COMMISSION

EXHIBIT # 36
PAGE 1 OF 10

9/21/2009

Fernie Sy

From: Teresa Henry
Sent: Monday, August 03, 2009 4:22 PM
To: Fernie Sy
Subject: FW: Dana Point Harbor NOW ~ Letter of Support

Teresa Henry
District Manager
South Coast District
California Coastal Commission
(562) 590-5071
(590) 590-5084 (fax)

-----Original Message-----

From: Sheri Hockmeyer [mailto:sunkzd2@yahoo.com]
Sent: Monday, June 08, 2009 12:30 PM
To: Teresa Henry
Cc: Donna Kalez
Subject: Dana Point Harbor NOW ~ Letter of Support

Dear Chairwoman Neely,
Please see the attached letter of support for the Dana Point Harbor Revitalization Plan.
Your consideration is greatly appreciated.
Sincerely,
Sheri Hockmeyer
Resident of San Clemente
Employed in the Dana Point Harbor

COASTAL COMMISSION

EXHIBIT # 36
PAGE 2 OF 10

8/31/2009

Fernie Sy

From: Kneavel, Karen [Karen.Kneavel@prob.ocgov.com]
Sent: Thursday, July 16, 2009 10:23 AM
To: Fernie Sy
Subject: Dana Point Harbor

To Whom it May Concern:

As a resident of Dana Point, I have resided in the area since the 1950's. I favor the revitalization plans for Dana Point Harbor. The original buildings are outdated and definitely need renovating to bring them up to current building standards. Dana Point deserves a **new**, modern, family friendly atmosphere where everyone can enjoy the amenities in one central area. Especially since there are several four stars and a five star hotel in the area, not to mention the Headland and Strands development as well as the Marine Institute. Therefore, I would like to see a Harbor we can be proud of. Thank you.

Karen Kneavel
22 H Corniche Drive
Dana Point, CA 92629

karen.kneavel@prob.ocgov.com

COASTAL COMMISSION

EXHIBIT # 36
PAGE 3 OF 10

June 8, 2009

Mrs. Bonnie Neely, Chair
California Coastal Commission
200 Oceangate, Suite 1000
Long Beach, Ca 90802

Attention: Teresa Henry

RE: DANA POINT HARBOR LCPA (DPT-MAJ-1-08)

Dear Chairwoman Neely:

As a 20 year resident of both Dana Point and San Clemente, I consider myself an active member of the community. I am also an employee of Dana Wharf Sportfishing & Whale Watching, a merchant in the Dana Point Harbor.

I want to express my strong support for the City of Dana Point LCPA regarding the Dana Point Harbor. This LCPA is most important to the South Orange County economic climate to allow for long over-due improvements and upgrades to this Harbor. This amendment will improve our water quality, beautify and improve public assembly areas which will encourage further community involvement and provide much needed handicapped access. I urge you to support the approval of this amendment.

Sincerely,

Sheri L. Hockmeyer
5 Corte Arbertura
San Clemente, CA 92673
Sunkzd2@yahoo.com

COASTAL COMMISSION

EXHIBIT # 36
PAGE 4 OF 10

Fernie Sy

From: Dave Burruss [burruss@cox.net]
Sent: Tuesday, June 23, 2009 5:26 PM
To: Teresa Henry; Fernie Sy
Subject: FW: Dana Point Boater Focus Survey / Here we go again

COASTAL COMMISSION
 EXHIBIT # 36
 PAGE 5 OF 10

From: Dave Burruss [mailto:burruss@cox.net]
Sent: Tuesday, June 23, 2009 5:07 PM
To: 'erin.fennell@dphd.ocgov.com'
Cc: 'bonnie.neely@co.humboldt.ca.us'
Subject: Dana Point Boater Focus Survey / Here we go again

I wish I had the money the County has squandered on this issue. I have gone to all of the harbor departments meeting that have been held for revitalizing the harbor, in the "spirit of boater participation". I have also participated in giving you my feedback and by answering questioners that the county and/or its consultant has asked for. However, I find that the harbor department and/or consultant ignoring the boater communities input and simply rewording their questioners until they get the results they want. I have seen countless examples of what I would call "double negative data sampling" come from your organization. For example, at the very first forum the county held for boaters, the harbor department and their consultant polled the boater about their thoughts of going to double wide slips. The overwhelming portion of the participants at that meeting clearly were against this and they are still opposed to it today. The boaters made that quite clear to the harbor department and the consultant. I say this because on the next meeting the consultant shared the result of the previous survey and it showed that 85% of the boaters did not want to take this approach. Yet, this message was disregarded and the following surveys would spin the issue in a different way. We would be asked as to whether we wanted double wide or have 550 slips eliminated. Clearly the boating community favored the earlier because they didn't want to lose slips. By creating a question that presented two negatives, you would skirt the true issue and then claim it was what the boater wanted. There wasn't a choice of yes or no on double-wides. You spun the question. You skirted the real issue! I personally feel that the harbor department has stonewalled the boating community since day one. You have placated the group only when you felt that it was absolutely necessary. It gives me and many others that I know the impression that the department is promoting a hidden agenda. The attitude of the Harbor Department has been "we will try and accommodate you... if it fits in with our plans!" This is a small harbor... not a large one. We understand and support the need to renew the harbor... both land and water side. However, that doesn't mean that we support this effort at the expense of boaters. All the plans that you have submitted to the boating community and to the coastal commission have shown a reduction of slips, with the exception of one. I would imagine that you are saying that they are backing one of the plans or that the boaters have been polled about these plans. This is a half truth and very misleading! The majority of boating community does not want to see the renovation of the water side if it means the loss of slips. It took me almost three years to get a 28' slip. Clearly demand exceeds supply. It doesn't take a rocket scientist to realize that reducing slips will increase the amount of time that one will spend to get their slip. You claim that you want to provide enhanced service to the boating community but then propose double wide slips, narrowing

6/24/2009

The overwhelming majority of the boaters don't want double wide slips

The overwhelming majority of boaters don't want to reduce slips

The overwhelming majority of the boaters don't want to reduce or relocate parking

The overwhelming majority of the boater don't want to see the small guy shoved out of the harbor

The overwhelming majority of the boaters don't want the channel width narrowed

Here is my response to your latest survey, but given in protest because it does not represent the true issue.

Slip Size	Existing #	Existing %	Proposed #	Proposed %
20'-24'	250	10.4%	250	10.4%
25'-29'	1157	48.0%		0.0%
30'-34'	391	16.2%	1548	64.3%
35'-39'	270	11.2%	270	11.2%
40'-44'	129	5.4%	129	5.4%
45'-49'	107	4.4%	107	4.4%
50'-54'	57	2.4%	57	2.4%
55'-59'	33	1.4%	33	1.4%
60'+	15	0.6%	15	0.6%
Total	2409	100.0%	2409	100.0%

Dave Burress

Dana Point Boater

COASTAL COMMISSION

EXHIBIT # 36
PAGE 6 OF 10

From: MIKE METZ [mailto:mikemetz1@cox.net]
Sent: Monday, June 08, 2009 1:51 PM
To: 'thenry@coastal.ca.gov'
Subject: Dana Point Harbor

Dear Chairwoman Neely,

My name is Mike Metz. I've had a 45' boat in Dana Point Harbor for almost 15 years. I'm a former Commodore of the Dana West Yacht Club and a former President of the Southern California Yachting Association. I have also been an active participant in the redevelopment process for 12 years. I have had numerous dealings and meetings with the City and County staff in Dana Point, both current and past regimes. I'm a member of the Dana Point Boaters Association and personally know both the current and past senior officers of that organization. I also am very familiar with the Boaters for Dana Point, with is a one man operation run by the original founder of the Dana Point Boaters Association.

I won't be at the Marina Del Rey hearing but did want to share some comments with you and your staff.

I am very supportive of the plan to improve and modernize the harbor. I'm also very happy with the quantity and quality of opportunities that the County Staff have provided for boater and public comment in the process. I have been to many, many "focus" group and other meetings. I have had numerous individual meetings with the Harbor staff.

I'm also very aware that there are other forces, the Boaters Association, Boaters for Dana Point, and others, who are against many of the proposed improvements. Some are against any changes at all. With few exceptions, these people simply say no and offer few alternatives. They may claim to represent hundreds of boaters. That is simply not the case. There is a core group of a few people that promote their particular agenda. These groups have very few actual meetings with their membership and never tell "the whole story" to their members. They pick a particular issue and spin it to stir up others. I will give the Boaters Association some credit for recent progress. That group, under a new President, has started to actually meet with the harbor staff to discuss and negotiate issues.

In summary, my many friends in the harbor and I support the overall Plan as currently designed and we appreciate the efforts the County has made to offer boaters a serious opportunity to participate in the process.

If I can be of any further assistance, please call.

Sincerely,

Mike Metz

COASTAL COMMISSION

EXHIBIT # 36
PAGE 7 OF 10

-----Original Message-----

From: Jayne Schanna [mailto:jayneschanna@cox.net]

Sent: Monday, June 08, 2009 1:14 PM

To: Teresa Henry

Subject: DANA POINT HARBOR LCPA

Mrs Bonnie Neely, Chair
CA Coastal Commission
200 Oceangate, Suite 1000
Long Beach CA 90802

Attn: Teresa Henry

RE: DANA POINT HARBOR LCPA (DPT-MAJ-1-08)

Dear Chairwoman Neely:

As 11 year residents of Laguna Niguel and weekly visitor to Dana Point Harbor, we consider ourselves an active member of the community. We want to express our strong support for the City of Dana Point LCPA regarding the Dana Point Harbor. This LCPA is most important to the South Orange County economic climate to allow for long over-due improvements and upgrades to the Harbor. This amendment will improve our water quality, beautify and improve public assembly areas which will encourage further community involvement and provide much needed handicapped access. I urge you to support the approval of this amendment.

Sincerely,

Jeff & Jayne Schanna
11 Antibes
Laguna Niguel CA 92677
jayneschanna@cox.net

COASTAL COMMISSION

EXHIBIT # 36
PAGE 8 OF 10

Teresa Henry

From: jim mills1@juno.com
Sent: Monday, June 08, 2009 1:01 PM
To: Teresa Henry

We have been residence of Dana Point 22 years and Laguna Niguel 9 years prior to that. We support the Harbor revitalization plan.

Jim and Marietta Mills

COASTAL COMMISSION

EXHIBIT # 36
PAGE 9 OF 10

Teresa Henry

From: Jim Webb [jimwebb_2002@yahoo.com]
Sent: Monday, June 08, 2009 12:28 PM
To: Teresa Henry
Subject: DANA POINT HARBOR LCPA (DPT-MAJ-1-08)

Mrs. Bonnie Neely, Chair
California Coastal Commission
200 Oceangate, Suite 1000
Long Beach, Ca 90802

Attention: Teresa Henry

RE: DANA POINT HARBOR LCPA (DPT-MAJ-1-08)

Dear Chairwoman Neely:

As a 12 year resident of Dana Point, I am an active member of the community. I have been a boater in this harbor for over ten years and I would like you to know of my unconditional support for the City of Dana Point LCPA regarding the Dana Point Harbor. This LCPA is most important to the South Orange County economic climate to allow for long over-due improvements and upgrades to this Harbor. This amendment will improve our water quality, beautify and improve public assembly areas which will encourage further community involvement and provide much needed handicapped access. I urge you to support the approval of this amendment.

Sincerely,

Jim Webb
34001 Violet Lantern
Dana Point, CA. 92609
jimwebb_2002@yahoo.com

COASTAL COMMISSION

EXHIBIT # 36
PAGE 10 OF 10

6/30/2009

392 Spaces – Summer Peak 215 (55%)

West Basin Cove Lot

55% Peak Occupancy on Saturday 7/15/06 @ 3:00 pm

490 Spaces – Summer Peak 371 (76%)
(371 includes 106 Catalina Express passengers parked in the lot.
371-106 = 265 or 54% Peak Occupancy by slip renters and BSB users.)

East Basin Cove Lot - Lot 2

76% Peak Occupancy on Sunday 7/16/06 @ 1:00 pm
Includes Catalina Express passenger parking

East Basin Cove Lot - Lot 6

90% Peak Occupancy on Sunday 7/16/06 @ 1:00 pm
Includes Merchant Management parking

**121 Spaces -
Summ. Peak
109 (90%)**

COASTAL COMMISSION

EXHIBIT # **37**

PAGE **1** OF **3**

376 Spaces – Summer Peak 211 (56%)

West Basin Island Lot

56% Peak Occupancy of 211 on Sunday 7/16/06 @ 3:00 pm

552 Spaces – Summer Peak 252 (46%)

East Basin Island Lot

46% Peak Occupancy of 252 on Saturday 7/15/06 @ 3:00 pm

Dana Point Harbor Boater Parking – Peak Occupancy - Summer 2006

Lots were surveyed on June 24th, July 15th, July 16th & August 12th, 2006 every 2 hours from 9:00 am until 9:00 pm. The peak parking count of the four days for each area is shown above. Surveys conducted by KOA Traffic Planning & Engineering.

392 Spaces – Summer Peak 215 (55%)

West Basin Cove Lot

55% Peak Occupancy on Saturday 7/15/06 @ 3:00 pm

Parking for Existing Boats

512 @ .60 = 308

Parking for Existing Boats

470 @ .60 = 282

376 Spaces – Summer Peak 211 (56%)

West Basin Island Lot

56% Peak Occupancy of 211 on Sunday 7/16/06 @ 3:00 pm

490 Spaces – Summer Peak 371 (76%)

(371 includes 106 Catalina Express passengers parked in the lot.
371-106 = 265 or 54% Peak Occupancy by slip renters and BSB users.)

East Basin Cove Lot - Lot 2

76% Peak Occupancy on Sunday 7/16/06 @ 1:00 pm

includes Catalina Express passenger parking

Parking for Existing Boats

612 @ .60 = 368

Parking for Existing Boats

699 @ .60 = 420

552 Spaces – Summer Peak 252 (46%)

East Basin Island Lot

46% Peak Occupancy of 252 on Saturday 7/15/06 @ 3:00 pm

**121 Spaces -
Summ. Peak
109 (90%)**

East Basin Cove Lot - Lot 6

90% Peak Occupancy on Sunday 7/16/06 @ 1:00 pm
includes Merchant Management parking

Parking for Existing Boats

116 @ .60 = 70

COASTAL COMMISSION

EXHIBIT # **37**

PAGE **2** OF **3**

Dana Point Harbor Boater Parking – Peak Occupancy - Summer 2006

Lots were surveyed on June 24th, July 15th, July 16th & August 12th 2006 every 2 hours from 9:00 am until 9:00 pm. The peak parking count of the four days for each area is shown above. Surveys conducted by KOA Traffic Planning & Engineering.

392 Spaces – Summer Peak 215 (55%)

West Basin Cove Lot

55% Peak Occupancy on Saturday 7/15/06 @ 3:00 pm

Parking for Proposed Boats

504 @ .60 = 303

Parking for Proposed Boats

415 @ .60 = 249

376 Spaces – Summer Peak 211 (56%)

West Basin Island Lot

56% Peak Occupancy of 211 on Sunday 7/16/06 @ 3:00 pm

490 Spaces – Summer Peak 371 (76%)

(371 includes 106 Catalina Express passengers parked in the lot.
371-106 = 265 or 54% Peak Occupancy by slip renters and BSB users.)

East Basin Cove Lot - Lot 2

76% Peak Occupancy on Sunday 7/16/06 @ 1:00 pm

Includes Catalina Express passenger parking

Parking for Proposed Boats

393 @ .60 = 236

Parking for Proposed Boats

649 @ .60 = 389

552 Spaces – Summer Peak 252 (46%)

East Basin Island Lot

46% Peak Occupancy of 252 on Saturday 7/15/06 @ 3:00 pm

121 Spaces -
Summ. Peak
109 (90%)

East Basin Cove Lot - Lot 6
90% Peak Occupancy on Sunday 7/16/06 @ 1:00 pm
includes Merchant Management parking

Parking for Proposed Boats

74 @ .60 = 45

COASTAL COMMISSION

EXHIBIT # **37**

PAGE **3** OF **3**

Dana Point Harbor Boater Parking – Peak Occupancy - Summer 2006

Lots were surveyed on June 24th, July 15th, July 16th & August 12th, 2006 every 2 hours from 9:00 am until 9:00 pm. The peak parking count of the four days for each area is shown above. Surveys conducted by KOA Traffic Planning & Engineering.

Exhibit No. 38

All e-mail and correspondence received by the Commission in conjunction with its scheduled hearing on Dana Point LCPA 1-08 that was to be held on June 11, 2009, but was subsequently postponed, are incorporated herein by reference. However, those materials have not been reproduced again for the staff report for October 2009. If you wish to review those letters, please use the following link to the June 11th staff report which contains reproductions of those letters and email:

<http://documents.coastal.ca.gov/reports/2009/6/Th22.5a-6-2009.pdf>