

Dana Point Harbor Marina Improvement Project
Project Update Meeting
March 12, 2008

Alternatives Summary, and Question and Answer Recap

Alternatives

- If you took part in the previous Boater Workshops, some of the boards you reviewed tonight may look familiar while others are new or revised and have not been seen before.
- There are many similarities between these alternatives so it can get a little confusing when trying to compare one alternative to another, so let me walk you through these and describe their differences to you.
 - We have used four size categories and colored the plans to match, so you can see where the different size slips are located.
 - We also know that some of you like to look at the slip breakdown in more detail so we provided a nine slip size category breakdown for you on the “Alternatives Comparison Summary” board as well. The nine categories were not provided to confuse you, but just to provide you with more information, if you wanted it.
 - If you have questions as we go through these, please jot them down and share them with us during the public comment portion of the meeting or contact us at the Harbor Office.

Existing Slip Layout

- 2,409 slips
- Average slip length – 29.85’
- 75% of slips are 30’ or less
- Docks and piles in general are in poor condition and need to be replaced
- Does not meet ADA or CAL BOATING standards
- Many hundreds of boats remain larger than their slips and hundreds more exceed our 3’ over hang rule
- This is the No Project Alternative – we will continue with a repair and maintenance program which will get progressively more expensive over the years and eventually we will no longer be able to keep up with the repairs.

Alternative 1 - Attempts to replace existing slips in the original design while meeting ADA & CAL BOATING standards

- 2,254 slips
- Average slip length – 29.51’
- Loss of 155 slips
- Slip losses in all 4 size categories
- 75% of slips remain 30’ or less
- Many hundreds of boats remain larger than their slips and hundreds more exceed our 3’ over hang rule
- Meets ADA & CAL BOATING standards

Alternative 2

- 2,439 slips
- Average slip length – 30.03’
- Gain of 30 slips
- Slight slip gain in all 4 size categories
- 74% of slips are 30’ or less
- Includes mix of power & sail width slips - 70 % power / 30% sail ratio
- Includes doublewide slips (33% of the 30’ & under slips)
- Includes narrowing of the inner channel (20’ on each side and 40’ on each side near the bridge)
- Re-aligns West Basin to a north / south orientation
- Meets ADA & CAL BOATING standards
- Many hundreds of boats remain larger than their slips and hundreds more exceed our 3’ over hang rule

Alternative 3

- 1,932 slips
- Average slip length – 33.97’
- Loss of 477 slips
- Slips gained in the 31’ - 38’ category and the 39’ – 49’ category
- Slip loss in the 30’ & under (5 of the 50’ & larger slips lost also)
- 48% of slips are 30’ or less
- Includes mix of power & sail width slips - 70% power / 30% sail ratio
- Includes doublewide slips (33% of the 30’ & under slips)
- Does not include channel narrowing
- Re-aligns West Basin in a north / south orientation
- Meets ADA & CAL BOATING standards
- Allows for some right-sizing of oversized boats

Alternative 4

- 2,035 slips
- Average slip length – 33.99’
- Loss of 374 slips
- Slips gained in the 31’ - 38’ category and the 39’ – 49’ category
- Slip loss in the 30’ & under (5 – 50’ & larger slips lost also)
- 48% of slips are 30’ or less
- Includes mix of power & sail width slips - 70% power / 30% sail ratio
- Includes doublewide slips (33% of the 30’ & under slips)
- Includes narrowing of the inner channel (20’ on each side and 40’ on each side near the bridge)
- Re-aligns West Basin in a north / south orientation
- Meets ADA & CAL BOATING standards
- Allows for more right-sizing of oversized boats

Alternative 5

- 2,158 slips
- Average slip length – 32.48’
- Loss of 251 slips
- Slips gained in the 31’ - 38’ category and the 39’ – 49’ category

- Slip loss in the 30' & under (3 of the 50' & larger slips lost also)
- 60% of slips are 30' or less
- Includes mix of power & sail width slips – 70% power / 30% sail ratio
- Includes doublewide slips (33% of the 30' & under slips)
- Includes narrowing of the inner channel (20' on each side and 40' on each side near the bridge)
- Re-aligns West Basin in a north / south orientation
- Meets ADA & CAL BOATING standards
- Allows for some right-sizing of oversized boats

Questions asked during Public Comment

- Questions regarding funding:
 - Funding for the waterside continues to accumulate from Cal Boating. To date we have \$15 million in low interest loans secured at Cal Boating and we anticipate continued phased funding to accumulate over the next few years. If we time the project right, our construction and funding schedules should mesh. We will begin to re-evaluate funding and the possibilities of Revenue Bonds for the landside project in the next few months. We want to get a bit closer to the Coastal Commission permit hearing before we expend resources to update our financial projections for the Commercial Core funding. All loans and bonds will be repaid by Dana Point Harbor Department revenues generated within the Harbor.
 - Cal Boating was one of the only state departments not to have their budget reduced in this year's State budget cuts. The funds that support Cal Boating are deposited into a Harbors and Waterways revolving fund – a protected fund derived from taxes paid by boaters at the fuel pump. As long as Cal Boating's projects and budget remain healthy, all indications show that DPHD should be able to expect funding from Cal Boating to continue.
- ADA access questions:
 - The new designs provide ADA accessible slips per the requirements set forth in the law. Not every slip will be ADA accessible, but a percentage will be as required by law.
- Questions about limiting access for non-motorized vessels:
 - Projects funded by Cal Boating may not discriminate between what types or kinds of vessels that can have access to the harbor. Vendors/Instructors should educate the users on safety in the water. The Baby Beach non-motorized launch area is not programmed for any changes.
- Questions regarding dredging:
 - We are planning to dredge the buildup in the main channel. The specific areas are the entrance channel shoal in front of the Ocean Institute, the areas near OC Sailing and Events Center and Baby Beach. Also included, is the beach nourishment program at Baby Beach and Capo Beach. Baby Beach- approx 6,000 cubic yards of beach sand. Capo Beach- approx 48,000 cubic yards of beach sand.
 - Since receiving our Notice of Intent to issue a permit from the California Coastal Commission (CCC), we have completed a side-scan sonar and a biological

assessment of the pipeline route and the possible location for a near shore deposit. The DPH maintenance dredge is on the 5/7/08 CCC agenda to issue the immaterial amendment to the Coastal Development Permit allowing for near shore placement of dredged material. Our plan is to deliver sand directly on Capo Beach, but we want to keep the option of a near shore deposit open. The Plans and Specs are being finalized to reflect the additional near shore placement option. We have secured a permit from the California State Lands Commission, an Army Corps provisional permit, a Clean Water Act certification, a CEQA Notice of Exemption; an approval letter from the City of Dana Point and Coastal Commission Permit for the on-shore placement.

- We hope to advertise the dredge job for bidding around the end of April, with a planned start date around mid September. The entire maintenance dredging should be completed by mid - December.

- Questions regarding the 3' overhang rule and whether it will still apply after the renovation:
 - This is a programming issue which has been managed by the marina operators. Currently there are hundreds of boats that exceed this policy, and need to be relocated into the appropriately sized slip. Overhang will need to be considered on a slip by slip or channel area basis. Minimum back up areas will need to be maintained for safety – allowable overhang will be determined according to the area available.

- Questions whether the dinghy docks are in the new plan:
 - The dinghy docks are still proposed to be located next to the wharf.

- Questions regarding the impact of the 2 level parking deck on slips:
 - The 2 level parking deck is not removing slips. Boater parking will still be accommodated in the new plan which is required by Cal Boating.