



COUNTY OF ORANGE
DANA POINT HARBOR DEPARTMENT

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Fact Sheet
February 2007

The following are frequent questions that have been brought to our attention as well as our responses.

1. What is the basic problem? How is DPHD going to solve it?

The basic problem is that the marina is over 30 years old and at the end of its life. The docks, pilings, and utilities need to be replaced. New codes and guidelines limit us on design and options; while changing market conditions cause us to make additional adjustments to the number of slips in certain size categories. The best possible replacement scenario is being pursued.

The solution is what we are working towards, with consideration to the design criteria and market conditions, and we are close to defining the project so that we can move forward with more detailed design and environmental analysis.

2. How did DPHD arrive at the current proposed / preferred plan with a net loss of 400 boats?

The Dana Point Harbor Marinas are over 30 years old and at the end of their useful life. The docks, pilings, and utilities need to be replaced. New codes and guidelines limit us on design and options; while changing market conditions cause us to make additional adjustments to the number of slips in certain size categories. The best possible replacement scenario is being pursued. Many considerations are evaluated when we review each design alternative for the Harbor. These considerations include:

- Age and Dock Condition
- Existing Boater Feedback
- Design Criteria and Codes
- Coastal Commission Recommendations
- Oversized Boats in Existing Smaller Slips
- Waitlist
- Market Demand
- Harbor Water Depth
- Economic and Financial Considerations

When taking all of these factors into consideration and determining the best layout for the Harbor for the next 30 to 50 years, it is the opinion of the DPHD that a plan with a modified slip mix with a larger average slip size is appropriate and that Layout 2 or 2C with channel encroachment will allow for this to be accomplished without forcing boats from the water.

3. “Attrition is mitigating eviction” and boaters are concerned about losing their slip.

Each month, many boaters choose to relinquish their slips voluntarily. The vast majority of these boats are in the 30’ or less size category. These boaters choose to leave the water for many personal reasons. This is not eviction. DPHD plans on using these relinquished slips to help bridge the gap between the existing number of slips and the number of slips proposed in the ultimate plan. It is DPHD’s goal to allow boaters who wish to keep a slip in the water to be able to do so. DPHD can not guarantee that every boater will be able to be accommodated in the new plan. However, DPHD will make every effort to do so.

4. The entry level boating opportunities will be wiped out / eliminated.

Most newcomers to boating start with smaller trailerable boats which can continue to be launched at the soon to be renovated Dana Point Harbor Launch Ramp. New boaters will also have a new dry stack boat storage option currently not available in the area. Many new boaters may find this option very attractive due to its reduced cost compared with storing a boat in the water and the reduced maintenance and repair needed compared with storing a boat outdoors or in the salt water, exposed to the elements. Entry level boating does not require a slip in the harbor, and entry level boaters do come in all shapes and sizes. They do not always fit in the 30' and under category. However, with that being said, slips will still be available in the water for entry level boating in all size categories using the same process that is available today, but in different amounts.

5. A reduction in the number of slips will create a hardship for boaters forcing them to buy trailers and tow vehicles.

In addition to number #3 above, some boaters may choose to place their boats in the dry stack facility which will not require a trailer or a launch vehicle. Some boaters may also choose to place their boat in surface storage either in the harbor or off-site. For the boaters choosing to do so, a trailer will be required. However, boaters who do not desire to tow their own vehicle or launch their own vehicle can elect to use the valet and launch services. Many boaters in the Embarcadero Dry Storage today, choose to take advantage of this service which is already available today.

6. Having a slip in the water is a lifestyle and dry storage is just not the same thing.

There is no denying this fact. Boaters who frequently use their boats may not be good candidates for the dry storage building. However, there is a need for the building, and there are boaters who are excited about the dry storage opportunity which will provide less expensive storage options than in water slips, improved security, protection from the elements as well as reduced maintenance costs.

7. Proposed dry boat storage count decreases from 516 to 493.

The proposed on-site dry storage will be decreased by approximately 23 boats. However, DPHD plans on increased nearby off-site storage.

8. Parking in Launch Ramp area decreases with new plan from 300 spaces to 230.

Prior to being required to remove one of the two proposed dry stack storage buildings, the launch ramp area parking plan did include 230 vehicle with trailer spaces. This plan took into consideration that there were up to 800 boats stored in the dry stack buildings which would likely decrease the number of boats being launched at the ramp. The parking for vehicles with trailers would then be reduced, while the need for auto parking would increase.

The latest plan for the marine services area, with only one dry stack building includes 285 vehicle with trailer spaces for the launch ramp area. In addition to the launch ramp parking, there are 178 parking spaces for other vehicles in the marine services area, which meets all codes and guidelines for the County, City and the State.

9. Circulation in dry storage area/launch ramp will be congested.

Circulation in the launch ramp area will actually be improved with the new proposed plan. A widened Puerto Place will lead to the entrance into the launch ramp area will actually be controlled with multiple lanes to add additional staging capacity on-site to help avoid stacking out onto public streets. This access way will be wide enough for four lanes of traffic which can be controlled based on the

traffic flow. During morning launch ramp peak, three lanes can be available for entry with one lane for exiting. This can be reversed on busy afternoons to increase the number of lanes for exiting the area. Customers will pay their launch and parking fees upon departure, rather than the current operation where customers pay upon arrival. There will be improved launch preparation areas and wash down areas upon return. The proposed launch ramp parking area will include 285 spaces for vehicles with trailers. In addition, there will be 178 auto parking spaces available for those using the dry stack storage facility, mast up storage or customers coming to the marine retail store. Separate access to the dry stack storage / mast up parking area will be provided to avoid congestion with launch ramp staging.

10. How will DBW budget cuts impact our funding?

Funding will be at risk as long as the State continues to deplete these funds for other uses. However, DBW has encumbered \$5.2M of the \$45M loan for planning and engineering, with more increments expected this year. Boaters can help by encouraging the state legislature to leave the funds for their intended purpose – to improve boating facilities in California. For more information on how to do this, please contact DPHD.

11. Can you save money on construction costs by keeping the West Basin in the same existing configuration since it would require fewer gangways and fewer gates?

Yes, the West Basin could be constructed in a similar arrangement with connected walkways, but it was found that more slips can be provided in an arrangement with independent walkways, especially if the channel encroachment is found to be appropriate. In addition, only 10% of the boaters surveyed preferred the West Basin type configuration with the connected walkways. Many boaters felt that independent walkways also provided better security, since fewer people have access.

12. How long will construction take?

Once the slip replacement construction begins, it could take from 5 to 7 years. Construction may need to be in phases for loan funding or other financial considerations. DPHD will also be limited by the number of boats that can be temporarily relocated in the water, while slips are being rebuilt. There could be temporary slips placed in various areas throughout the harbor for this purpose. All of these factors will be considered when a detailed phasing plan is prepared.

13. This is a big project and will be a difficult phasing operation.

Yes, the phasing of this project will be a difficult and complicated task and will require more analysis which has not yet been conducted. The phasing plan will take many factors into consideration including temporary slip locations, environmental concerns, funding availability, financial considerations, and landside improvements among others.

14. Will the project be phased so that the docks in the worst condition are replaced first?

The project phasing will be a difficult and complicated analysis considering many factors including the condition of the existing docks in each area.

15. Is the landside project driving the waterside improvements?

These projects are independent of one another. The landside project has been processed by the County and the City of Dana Point, and is currently waiting for Coastal Commission consideration. This does not change the fact that the docks are in need of replacement - the marina project would be moving forward regardless of the proposed landside improvements.

16. Is DPHD maximizing the revenue potential on the landside to help pay for the waterside improvements?

Revenues from the Harbor overall, both on land and in the water, will fund the proposed improvements. If maximizing profits on the landside were the County's main objective, you would see much more additional retail square footage, taller buildings, multi-level parking structures, paid parking and brand name / chain type retail stores along with additional retail, high-end hotel or residential type uses throughout the harbor. This type of development would not be consistent with the 1997 Dana Point Harbor Task Force priorities to keep the Harbor's present character and family atmosphere, not commercializing the island, and promoting a balance of revenue and non-revenue land uses.

17. The Commercial Core development is kicking boaters out of their parking.

Parking for a small number of slips adjacent to the Commercial Core will be located farther away than it is today. DPHD envisions that only 2 fingers of docks will have to deal with this issue. However, the distance will still be within State criteria for proximity to the slips. There are advantages to having a slip in front of the Commercial Core area and there are also some disadvantages. Having less convenient parking than today is one of those disadvantages.

18. Catalina passengers are taking parking away from boaters – parking will be more difficult on cove side, especially after hotel is revitalized.

The hotel revitalization has not been designed. A conceptual analysis has been conducted in order to study the hotel as a part of the programmatic portion of the Environmental Impact Report (EIR). While the hotel, as proposed in the EIR, can increase modestly in the number of rooms, meeting space, restaurant space, etc..., this can only be done if appropriate parking is provided on the site which would include parking for hotel guests, boaters and Catalina Express passengers. A two level parking deck may be required in that area in order to accomplish this, but design studies for this have not even begun. Any renovations to the hotel will require additional environmental analysis and public review.

19. The marine retail store should be moved to the Commercial Core.

The marine retail store was originally moved to the marine services area, connected to the side and back of one of the proposed two dry stack boat storage buildings. When the proposed second building was removed from the plan, adjustments needed to be made to allow access around the back of the dry stack building, therefore, the marine retail store was modified to a free standing building near Dana Point Harbor Drive. This new location actually provides better visibility for the store and has plenty of parking. The store is more conveniently located for boaters using the dry stack facility, the launch ramp and the shipyard. Boaters in vessels can use the docks in front of the dry stack facility to boat over to the marine retail store. Locating the store in the Commercial Core would also increase parking requirements in that area and would make access to the store less attractive to most boaters.

20. Financial questions – what is real cost, how will it be paid for, is waterside funding the landside, will rates increase, when will we have a strategy?

The current estimate for the waterside improvements total \$85M. The Department of Boating and Waterways (DBW) has set aside \$45M as a low interest loan, the rest will be paid for from one of the strategies identified by the County. Those currently being considered include a second bond sale to fund the balance of the waterside improvements, project phasing so the harbor's cash flow can pay the difference, increasing the amount of the DBW loan (this is subject to DBW approval), and

reducing the scope of the project. There may be other options not yet identified and additional analysis will be performed to identify the best strategy.

21. What if traffic study shows channel encroachment is not an option?

Channel encroachment will provide greater opportunities to increase the number of slips in the Harbor. However, this will not be done if it creates a condition in the channel which is not safe. If the traffic study shows that encroachment is not a viable option as proposed, we will consider encroachment on one side, less of an encroachment on one or both sides, or no encroachment at all. Each scenario will have an impact on the total slip count.

22. With the current configuration, how wide is the channel? End ties could already be restrictive depending on size of boat – what is real width?

We will be analyzing this issue when we conduct the boat traffic study. Information regarding channel widths will be made available to the boaters as DPHD receives it, and as we gain a better understanding of how encroachment will impact boating in the main channel.

23. Boaters don't like double-wide slips for their boats, why are they being proposed?

DPHD has heard the concerns over double-wide slips. If it weren't for the substantial benefit of increasing slip totals, we would not be proposing them. As it stands, the plan shows approximately 300 of the 30 feet and under slips as double-wide slips. That's 1/3 of the total 30 feet and under slips. This could be used for people just coming off of the wait list, where they will remain until another more attractive option comes available – then freeing that double-wide for someone else on the wait list. DPHD strongly feels the benefit of providing these 300 double-wide slips is important in order to reduce the impact on overall slip availability.

24. Why not build stern tie docks, which will allow for more slips and dinghy tie ups at the bow.

Initial study of stern tie dock systems revealed that it could raise the cost of the project significantly and would not increase the number of slips. In addition, boaters seem to prefer docks which allow vessels to tie up bow-first. Additional dinghy storage options are currently being considered including additional tie-up near restaurants and dinghy & kayak dry storage on the docks.

25. With the West Basin configuration going away, will the wet dinghy storage be lost?

It is proposed that the existing West Basin configuration be changed to a configuration similar to the East Basin today, in order to increase boat storage capacity. The old West Basin design was more conducive to wet dinghy storage near the bulkheads. There will be some wet dinghy storage opportunities in the new configuration, but they will be reduced, which will increase the need for more dry storage dinghy facilities. Additional dry dinghy storage near the water will be provided.

26. Can we add slips east and southeast of the fuel dock area along the breakwater?

There are a number of significant obstacles related to creating docks in this area, but DPHD is pursuing this idea. This area is directly adjacent to the Federal Anchorage area, the fuel dock leasehold and the breakwater, which is an area that experiences significant ocean surge. It would also require completely separate access, parking and utility services. This area may be a candidate for relocation of some of the yacht broker slips, freeing up space in the marinas for additional slips available to the general public. DPHD is pursuing this issue further with the appropriate federal government agencies.

27. We should move yacht brokers to the fuel dock area, or put them by the commercial core, not spread them throughout the Harbor.

This could be a feasible alternative to the current approach, we will analyze this option. Some potential obstacles could be cost for additional docks in the fuel dock area; whether the docks would encroach on federal waterways; the size of slips to be retained by the yacht brokers and whether that could be accommodated for on one finger; etc.

28. Will Yacht Clubs get more slips than what they have today?

No. Yacht Club slips are negotiated as part of their lease agreements, these numbers will not change in the new plan.

29. Are we increasing guest docks in the new plan?

In an older version of the marina plan, which had two dry stack boat storage buildings, the guest docks were proposed to increase from 42 to 66. However, many boaters expressed concerns that this took away from the slip count for the marinas, and with the removal of the second dry stack storage building, DPHD has modified the plan to include only 42 – the number that exist today. The guest docks are currently planned for relocation near the Commercial Core area, freeing up the current location by the Youth and Group Facility for additional slips.

30. We should make guest docks double-wides.

This will be considered, however, the guest docks are not currently considered in the slip count. Increasing the number on that guest dock finger may provide space for a few additional regular slips on the same finger, while leaving the 42 guest docks. This will be considered.

31. Does the plan call for additional pump outs and hazard waste drop locations?

The plan currently calls for the same number of pump out stations that exist today, which is four (4). However, DPHD is exploring grant opportunities to provide additional pump out stations if the need is there.

Both the East and West Basin marinas currently have used oil and bilge pad disposal locations available. The proposed plan will likely include the addition of hazardous material disposal locations in addition to the used oil and bilge pad disposal locations.

32. What can be done at Baby Beach?

Baby Beach provides access to calm waters and beach area for many diverse users. Many people such as picnickers, kayakers, kids and parents enjoy Baby Beach on any given day. While DPHD would consider feasible alternatives which lead to additional slips for boaters, we must also consider the impact those alternatives have on other public uses and opportunities.

33. Some boat owners maintain a fractional ownership of their boat so the new owner can retain the slip.

The marina companies have policies in place which specifically do not allow for fractional ownerships. If a boat is sold the slip must be vacated.

34. What is being done about water quality in the Harbor?

A number of water quality efforts are already underway at the Harbor, including:

- Year-round water sampling monitoring
- Coordinated harbor water quality monitoring w/ four other harbors
- Storm drain diversion & filter system at baby beach
- Boat wash filter system at launch ramp
- Bird netting at the pier
- Numerous investigations & studies
- 41 filters in storm drains throughout the harbor
- State-of-the-art pressure washer w/ vacuum to collect wash water

In addition, the Commercial Core renovation will include the installation of many storm drain filters and diversions. The Commercial Core improvements will also relocate many old existing sewer lines near the bulkhead wall, with new lines further away from the water. The Waterside renovation could include additional new pump out facilities and hazardous waste disposal sites.

35. Harbor Patrol – why is their building so big, what’s the plan for their building?

The DBW loan documents and EIR state that the Harbor Patrol building could be renovated or expanded, but there are no plans to proceed with that renovation at this time.

36. The Fuel Dock and Shipyard charge too much. Are their rates high because of the rent they pay to the County?

Both are leases which were negotiated with each respective tenant decades ago. Conditions could change when a new lease is negotiated at the expiration of the current ones. The fuel dock pays a rent equal to 10% of their sales, the fuel prices are set by the owner of the business.

The shipyard pays rents in the following categories: wholesale marine hardware (and engine parts) 1% of gross sales; boat sales 1.5% of gross sales; boat Repair: 4% of gross sales; ship chandlery: 4% of gross sales; Do-It-Yourself rental space: 7% of gross sales; dry storage: 20% of gross sales. As with the fuel dock owner, prices for the shipyard services are set by the owner.

Since rent is based on a percentage of sales, the County would benefit from increased sales.

37. Will there be additional meetings regarding the marina design?

We hope to conclude our meetings for this phase of the process. After this we will be performing the boater traffic study for the channel encroachment possibility, and completing the necessary environmental studies. Additional meetings will occur at that point for the environmental review process, as well as the County Planning Commission and the Board of Supervisors hearings.