



*Dana Point Boaters Association*

# Boaters Prescription



## The Harbor's Revitalization Project

- Dana Point Harbor is about boats.
- Changes must help boats, boaters, and boating – not hurt them.
- By state law, a publicly owned harbor on public tidelands has a special mission.
- It is not a shopping destination, theme park, or a tourist attraction.
- Land and water uses and needs cannot be addressed separately. The harbor is one entity and requires one consolidated plan and should have a unified regulatory review.
- A new design must reflect the changing realities of boating, the public interest, the environment, and economics.
- Transparency in the county's processes is needed.

## Boater Resources

- No reallocation of resources from boating and individual recreational use to commercial use.
- More slips and more water access in general is the preferred option.
- Expand harbor footprint to accommodate an increased number of slips and moorings for larger boats.
- Minimize the number of boats lost by continuing the existing "3 foot overhang" rule.
- Existing dedicated boater parking (slip, launch ramp, baby beach) must be protected.
- Previous takeaways of recreational boater parking and slips for commercial use must be restored.
- More dry storage for power, sail, and day-use vessels with no decrease in harbor-based storage.
- More and improved access for dinghies, human and small sail-powered craft is needed.
- No bans on small boats using the harbor channels.
- No loss of maritime support facilities – shipyard, chandlery, heads, fuel, bait, anchorages, etc.
- Preserve public access through charter, rental, commercial boat facilities, guest docks, and brokers but no expansion at the expense of individual recreational boating.
- Youth boating training opportunities, boating groups, and clubs protected and encouraged.
- Slip contract/license issues and attrition policy must be remedied.

## Safety, Environmental, and Economic Issues

- No environmental degradation – water, air, or visual.
- A continued commitment to public park uses, second only to recreational boating.
- Vehicular traffic must be managed to keep public benefit and boater safety as top priorities.
- Fiscal responsibility in revitalization projects, which must protect boaters, merchants, and taxpayers.
- Fiscal transparency and closer adherence to generally accepted accounting principles.
- Boaters pay their own way – and do not subsidize non-maritime commercial.
- Non-maritime commercial pays its own way - and does not subsidize boaters.
- Continue dedication to the heritage of a family-oriented, reasonably priced, small boat harbor.
- Move to cost-based pricing from market pricing for all boating resources to promote affordability.

### 1961 Statutes of the State of California, Chapter 321, Section 1 Page 1362

(a) That said lands shall be used by said county, and its successors, only for the establishment, improvement and conduct of a harbor, and for the construction, maintenance and operation thereon of wharves, docks, piers, slips, quays and other utilities, structures, facilities and appliances necessary or convenient for the promotion and accommodation of commerce and navigation, and for recreational use, public park, parking, highway, playground, and business incidental thereto...