

CALIFORNIA COASTAL COMMISSION

SOUTH COAST DISTRICT OFFICE
301 E. OCEAN BLVD., SUITE 300
LONG BEACH, CA 90802-4830
(562) 590-5071



W14a

5-19-0971 (Dana Point Harbor Partners, LLC)

June 10, 2026

CORRESPONDENCE

FW: Public Comment on June 2026 Agenda Item Wednesday 14a - Permit No. 5-19-0971-A1 (Dana Point Harbor Partners LLC, Dana Point Harbor)

From SouthCoast@Coastal <SouthCoast@coastal.ca.gov>
Date Fri 5/29/2026 7:19 PM
To Cortez, Dulce@Coastal <dulce.cortez@coastal.ca.gov>

Public comment.

From: shawn higgins <shawnghiggins@gmail.com>
Sent: Friday, May 29, 2026 4:55 PM
To: SouthCoast@Coastal <SouthCoast@coastal.ca.gov>
Subject: Public Comment on June 2026 Agenda Item Wednesday 14a - Permit No. 5-19-0971-A1 (Dana Point Harbor Partners LLC, Dana Point Harbor)

You don't often get email from shawnghiggins@gmail.com. [Learn why this is important](#)
Fully support the plans by the Dana Point Partners revised plans. It will make for a more enjoyable experience for all involved.

Thank you-
Shawn Higgins

Re: Public Comment on June 2026 Agenda Item Wednesday 14a - Permit No. 5-19-0971-A1 (Dana Point Harbor Partners LLC, Dana Point Harbor)

From Jerry Desmond <jerry@desmondlobbyfirm.com>

Date Mon 6/8/2026 12:58 PM

To SouthCoast@Coastal <SouthCoast@coastal.ca.gov>; Cortez, Dulce@Coastal <dulce.cortez@coastal.ca.gov>

Some people who received this message don't often get email from jerry@desmondlobbyfirm.com. [Learn why this is important](#)

Hi – I do not see our public comments posted online with the other correspondence on this agenda item and so I am resending now [see below]. Is there a reason that it has not been included?

Thanks –
Jerry Desmond

From: Jerry Desmond <jerry@desmondlobbyfirm.com>

Sent: Friday, June 5, 2026 4:47 PM

To: SouthCoast@coastal.ca.gov

Subject: Public Comment on June 2026 Agenda Item Wednesday 14a - Permit No. 5-19-0971-A1 (Dana Point Harbor Partners LLC, Dana Point Harbor)

Our California statewide nonprofit boater advocacy organization Recreational Boaters of California [RBOC] and our national advocacy partner BoatUS submit these comments in support of the comments of the local boating community as submitted by the Dana Point Boaters Association [DBPA] regarding the request by Dana Point Harbor Partners to amend the previously approved permit to authorize revisions to marina dock layouts within the Inner and Outer Basins of Dana Point Harbor.

As noted in the Commission's staff report on this agenda item, the enforcement division has opened an investigation into potential Coastal Act violations due to the absence of smaller slips for recreational boaters. An aberration from these permit requirements has a significant negative impact on lower-cost recreational boating opportunities.

In light of the Commission staff's finding, an appropriate amendment should not only specify the actions to be taken but also the accompanying measures to verify that the redistribution of slips indeed enhances boating opportunities as originally intended with the permit, immediately after the amendment is approved and also on an ongoing basis.

RBOC supports the DBPA request that the Commission require additional documentation and verification before finding that the amendment is consistent with the Coastal Act and the Dana Point Harbor Local Coastal Program.

Thank you for your consideration of our comments.

Jerry Desmond, Esq.

Director of Government Relations

Recreational Boaters of California

www.RBOC.org

DESMOND & DESMOND LLC

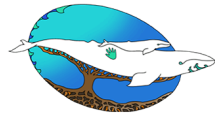
[925 L Street, Suite 260](#)

[Sacramento, CA 95814](#)

p 916.441.4166

e jerry@DesmondLobbyFirm.com

www.DesmondLobbyFirm.com



SACRED PLACES INSTITUTE
FOR INDIGENOUS PEOPLES

June 5, 2026

California Coastal Commission
45 Fremont St., Suite 2000
San Francisco, CA 94105-2219
Attn: Chair Harmon

Subject: Letter of support towards staff recommendations

Agenda Item: 14a.

Permit No. 5-19-0971-A1 (Dana Point Harbor Partners LLC, Dana Point Harbor)

Good morning Commissioners,

My name is Aolani Sanchez. I am Chumash, O'Odham, and Rarámuri respectfully residing on the homelands of the Tongva People. I work for Sacred Places Institute for Indigenous Peoples as a program associate for our Ocean Protectors and Indigenous Just Transitions programs.

Sacred Places Institute for Indigenous Peoples (SPI) is a California Indigenous-led, grassroots environmental justice organization based in the unceded ancestral homelands of the Tongva People, also known as Los Angeles, California. Our mission is to build the capacity of Native Nations and Indigenous Peoples to protect sacred lands, waters, and cultures. Through all of our work, we support Native Nations and their ability to re-establish relationships with their ancestral homelands and waters. Our focus is on creating systems that prioritize Indigenous knowledge and protocols, grounded in intergenerational respect, reciprocity, and connection.

We at SPI understand it takes us all working together to protect our California Coast.

Our team reviewed the report and though we saw no notation of contacting the local Acjachemen Tribes, we did appreciate the attention to safeguard against potential impacts to marine biological systems and water quality. Therefore, we support the Commission staff's findings and overall decisions to approve the proposed amendment for the Dana Point Harbor project application with special conditions adhered to.

Thank you very much for the opportunity to comment,

A handwritten signature in black ink, appearing to read 'Aolani' followed by a stylized surname.

C. Aolani Sanchez
Program Associate
Sacred Places Institute for Indigenous Peoples

FW: Public Comment on June 2026 Agenda Item Wednesday 14a - Permit No. 5-19-0971-A1 (Dana Point Harbor Partners LLC, Dana Point Harbor)

From SouthCoast@Coastal <SouthCoast@coastal.ca.gov>
Date Mon 6/1/2026 12:12 PM
To Cortez, Dulce@Coastal <dulce.cortez@coastal.ca.gov>

Public comment

From: Tom Jones <martinfrp@sbcglobal.net>
Sent: Sunday, May 31, 2026 4:40 PM
To: SouthCoast@Coastal <SouthCoast@coastal.ca.gov>
Subject: Public Comment on June 2026 Agenda Item Wednesday 14a - Permit No. 5-19-0971-A1 (Dana Point Harbor Partners LLC, Dana Point Harbor)

You don't often get email from martinfrp@sbcglobal.net. [Learn why this is important](#)

Dear Coastal Commission members,

My name is Thomas Jones. I am a long time resident and boat owner in Dana Point, California. As you know, the commercial core a boat docks have been in need of restoration for decades. The county, development company and local community leaders got together years ago and developed a plan that many of us are very excited about. The plan brought together ideas from the local residents, the boat owners, and the commercial core. I have been impressed with the results so far. Additionally, Kelly Rinderknecht, the Marina General Manager, has done a spectacular job during the transition. She is an example of leadership that should be used as a model for future development projects.

We have waited a long time for the redevelopment of our beloved marina. I hope that you will allow the team to see this project through to its completion. I believe that you will be as proud of the finished project as we will.

Please allow the development team to complete the project to include: Modifying the Sportfishing and Charter docs to include ADA compliant ramps. Reduce the size of the outer basin guest facility. Adding more 15' slips. Add free tie up areas on the two docs in the East Cove. Allow some end ties to be used by a single, large yacht tenant.

Thank you very much.

Best regards,
Thomas Jones

FW: Public Comment on June 2026 Agenda Item Wednesday 14a - Permit No. 5-19-0971-A1 (Dana Point Harbor Partners LLC, Dana Point Harbor)

From SouthCoast@Coastal <SouthCoast@coastal.ca.gov>
Date Mon 6/1/2026 12:13 PM
To Cortez, Dulce@Coastal <dulce.cortez@coastal.ca.gov>

Public comment

From: Roni Raczkowski <ronir@msn.com>
Sent: Sunday, May 31, 2026 4:12 PM
To: SouthCoast@Coastal <SouthCoast@coastal.ca.gov>
Subject: Public Comment on June 2026 Agenda Item Wednesday 14a - Permit No. 5-19-0971-A1 (Dana Point Harbor Partners LLC, Dana Point Harbor)

You don't often get email from ronir@msn.com. [Learn why this is important](#)

We support the amendments submitted by Dana Point Harbor Partners, LLC, Dana Point. My husband and I are boating tenants.

Roni Raczkowski
714-878-3796

George Avery
949-435-9035
2georgeavery@gmail.com

Roni Raczkowski | *Real Estate Broker, CA DRE 01119609* | **714.878.3796** |

FW: Public Comment on June 2026 Agenda Item Wednesday 14a - Permit No. 5-19-0971-A1 (Dana Point Harbor Partners LLC, Dana Point Harbor)

From SouthCoast@Coastal <SouthCoast@coastal.ca.gov>
Date Mon 6/1/2026 3:41 PM
To Cortez, Dulce@Coastal <dulce.cortez@coastal.ca.gov>

Public comment.

From: Dennis Parks <dparques@aol.com>
Sent: Monday, June 1, 2026 1:36 PM
To: SouthCoast@Coastal <SouthCoast@coastal.ca.gov>
Subject: Public Comment on June 2026 Agenda Item Wednesday 14a - Permit No. 5-19-0971-A1 (Dana Point Harbor Partners LLC, Dana Point Harbor)

You don't often get email from dparques@aol.com. [Learn why this is important](#)
Good afternoon,

I am a boater and current tenant of the Dana Point Marina in addition to serving on the Dana Point Harbor Oversight and Advisory Committee established by Orange County Supervisor Foley. I have reviewed the proposed amendment to the Dana Point Harbor Partners development permit and feel that all aspects of the subject amendment will benefit boater tenants and guests to the harbor. In addition, the amendment will allow the DPHP to comply with local ADA requirements facilitating handicap access by the public to vendor dock spaces as well as the creation of smaller slips (broader secure access for the small boat owner) and thereby expanding the overall slip inventory.

Sincerely,

dp

Dennis R. Parks
(949) 521-3446 m

FW: Public Comment on June 2026 Agenda Item Wednesday 14a - Permit No. 5-19-0971-A1 (Dana Point Harbor Partners LLC, Dana Point Harbor)

From SouthCoast@Coastal <SouthCoast@coastal.ca.gov>
Date Tue 6/2/2026 9:32 AM
To Cortez, Dulce@Coastal <dulce.cortez@coastal.ca.gov>

From: Donna Kalez <dmkalez@gmail.com>
Sent: Tuesday, June 2, 2026 6:37 AM
To: SouthCoast@Coastal <SouthCoast@coastal.ca.gov>
Cc: Donna Kalez <dmkalez@gmail.com>
Subject: Public Comment on June 2026 Agenda Item Wednesday 14a - Permit No. 5-19-0971-A1 (Dana Point Harbor Partners LLC, Dana Point Harbor)

You don't often get email from dmkalez@gmail.com. [Learn why this is important](#)



6/1/26
California Coastal Commission,
RE: approve Item 14 permit # 5-19-0971-a1

My name is Donna Kalez, and I am the daughter of Don Hansen, founder of Dana Wharf Sportfishing & Whale Watching. My father started our business in 1971 as one of the first businesses to operate from Dana Point Harbor and was a steadfast supporter of both the harbor and the vision that ultimately became the Dana Point Harbor Revitalization Project.

From the very first day he opened his business, my father would often say, "They should have built more parking." For more than 50 years, one of his greatest hopes for the harbor was the addition of a parking structure to better serve boaters, visitors, and local businesses. Thank you for making that dream a reality by approving the Harbor Revitalization Plan.

Sadly, my father passed away in 2022 and was unable to see the completion of the revitalization project he supported for over 20 years. However, an equally important part of his legacy and perhaps the most important aspect for us besides parking is the modernization of Dana Wharf's aging dock system. Our docks are more than 40 years old and have reached the end of their useful life. We have patiently awaited their replacement as part of the harbor revitalization plan.

The Sportfishing / Charter dock replacement, which is Dana Wharf Sportfishing's docks, has been part of this project from the beginning. The only change is incorporating ADA-compliant access

requirements, as directed by the Orange County Planning Commission. These improvements will ensure that the harbor remains accessible, safe, and welcoming for everyone.

On behalf of Dana Wharf, our employees, our customers, and the generations of families who enjoy this harbor and have been enjoying our public Fishing and Whale Watching trips for 55 years , I respectfully ask that you approve this project , please approve these changes it is vital to the success of the harbor and approve Item 14 permit # 5-19-0971-a1.

Thank you for your consideration.

Sincerely,

Donna Kalez

Dana Wharf Sportfishing and Whale Watching

Donna Kalez, Co- Owner
Dana Wharf Sportfishing & Whale Watching
34675 Golden Lantern
Dana Point, Ca. 92629
949.496.5794 ext 116

FW: Public Comment on June 2026 Agenda Item Wednesday 14a - Permit No. 5-19-0971-A1 (Dana Point Harbor Partners LLC, Dana Point Harbor)

From SouthCoast@Coastal <SouthCoast@coastal.ca.gov>
Date Thu 6/4/2026 11:05 AM
To Cortez, Dulce@Coastal <dulce.cortez@coastal.ca.gov>

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

From: James McGarry <mcgarryjames2@gmail.com>
Sent: Thursday, June 4, 2026 10:57 AM
To: SouthCoast@Coastal <SouthCoast@coastal.ca.gov>
Subject: Public Comment on June 2026 Agenda Item Wednesday 14a - Permit No. 5-19-0971-A1 (Dana Point Harbor Partners LLC, Dana Point Harbor)

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<<https://aka.ms/LearnAboutSenderIdentification>>

June 4, 2026

California Coastal Commission

Subject: Opposition to Proposed Amendment of Dana Point Harbor Partners Permit

Dear Commissioners,

I am writing as a Dana Point Harbor marina tenant of more than four decades to express my profound disappointment and strong opposition to the permit amendment currently being sought by Dana Point Harbor Partners (DPHP).

Frankly, the fact that DPHP is now requesting amendments to its original Coastal Development Permit is difficult to comprehend. The modifications they are proposing should have been incorporated into the original design and construction plans for the waterside revitalization project from the very beginning. The boating community repeatedly brought concerns regarding DPHP's non-compliance with the approved permit to the attention of the Coastal Commission over the course of many years. It is therefore both troubling and curious that these deficiencies are only now being formally acknowledged after six years of construction.

The obvious question remains: Why were these issues not identified and corrected before construction began?

From the perspective of many long-term harbor tenants, this situation appears to be nothing more than an attempt to legitimize a bait-and-switch approach. Rather than being held accountable for failing to construct what was originally approved, DPHP is now seeking retroactive permission to alter the project and cover deficiencies that should never have existed in the first place.

As someone who has spent more than forty years in Dana Point Harbor, I can state without hesitation that the product delivered to the boating community falls far short of what was promised. Despite continual assurances from DPHP, the waterside improvements have produced an inferior marina experience while simultaneously subjecting tenants to relentless slip fee increases without meaningful justification, transparency, or oversight.

Among the numerous deficiencies experienced by boaters are:

- Intermittent and unreliable electrical service to marina docks.
- Wi-Fi service that consistently fails to meet the standards advertised by DPHP.

- Security gates that provide minimal protection and can reportedly be bypassed with little effort.
- Dock surfaces that become dangerously slippery when wet, creating ongoing safety concerns for tenants and visitors.
- Dock construction materials that appear inadequate for long-term maintenance, with surfaces reportedly so thin that pressure washing risks exposing underlying foam components.
- Boater service buildings that remain unconstructed despite DPHP's claims that more than two-thirds of the waterside project has been completed.
- Fifteen-foot slips that were required as part of the project and even advertised on DPHP's website but do not currently exist anywhere within the marina.
- Slip numbering practices that create confusion and appear designed to exaggerate the actual number of available slips.

These examples represent only a fraction of the shortcomings and frustrations that harbor users have endured throughout this project.

Equally concerning is the overall trajectory of the revitalization effort. What was originally presented as a three-to-five-year, \$250 million project has now stretched beyond seven years, with costs reportedly exceeding \$700 million and substantial portions of the project still unfinished. The boating community has endured years of disruption, uncertainty, and escalating costs while receiving a product that many believe is inferior to what was promised.

The result is unmistakable. Longtime boaters are leaving Dana Point Harbor in increasing numbers. While construction delays and disruptions have certainly contributed to this exodus, the primary drivers are the deteriorating value proposition, the perceived decline in marina quality, and the never-ending increases in slip fees.

For these reasons, I respectfully urge the California Coastal Commission to reject the proposed amendment. Approving this request would effectively reward years of non-compliance and project mismanagement. Rather than amending the permit to accommodate deficiencies after the fact, the Commission should carefully evaluate whether DPHP has fulfilled the obligations and commitments upon which the original permit approval was based.

The boating community was promised a world-class harbor revitalization. What has been delivered thus far falls well short of that promise.

Thank you for your consideration of these concerns and for your continued responsibility in protecting California's coastal resources and the public trust.

Respectfully,

James McGarry

Dana Point Harbor Tenant

Dana Point, California



DANA POINT BOATERS ASSOCIATION | P.O. BOX 461, DANA POINT, CA 92629-0461

Email: officers@danapointboaters.org | Website: <http://danapointboaters.com> | Phone: 949-485-5656

June 5, 2026

California Coastal Commission

Re: CDP Amendment No. 5-19-0971-A1 Dana Point Harbor Revitalization Project Agenda Item W14a

Chairwoman Harmon and Commissioners:

We respectfully submit these comments regarding proposed Amendment No. 5-19-0971-A1 for the Dana Point Harbor Revitalization Project.

While we appreciate the efforts of Coastal Commission enforcement staff to address the permit compliance issues identified in September 2024, we are concerned that the record before the Commission does not yet adequately demonstrate that the amended marina configuration is fully consistent with the Coastal Act, the approved permit, and the Dana Point Harbor Local Coastal Program.

This amendment arises directly from enforcement concerns that required small-vessel slips approved under CDP No. 5-19-0971 were not included in the marina layout being constructed. Coastal Commission enforcement staff found that 37 approved 15-foot slips in Cove East and 22 approved 21-foot slips in East Island were absent from the marina configuration and further noted that the marina's public marketing materials advertised slips only from 21 to 85 feet in length. Enforcement staff concluded that the absence of these smaller slips raised concerns regarding consistency with the approved permit and with Coastal Act policies protecting lower-cost recreational boating opportunities.

The current amendment seeks to address these deficiencies. However, several significant issues remain unresolved.

First, the slip accounting remains difficult to independently verify. The staff report states that the amendment relocates 37 previously approved 15-foot slips and adds 28 additional 15-foot slips, resulting in a total of 82 such slips. At the same time, the exhibit plans reference the addition of 54 fifteen-foot berths. We respectfully ask the Commission to require a complete berth-by-berth reconciliation demonstrating exactly how the approved inventory, existing inventory, and proposed inventory relate to one another and confirming that all slips are being counted consistently and only once. Until such a reconciliation is provided, it remains difficult for the public or the Commission to independently verify the claimed increase in small-vessel berthing opportunities.

Second, the amendment appears to rely heavily on flexible operational assumptions regarding end ties. The staff report explains that up to 24 end ties may function either as a single 65-foot berth or as multiple smaller slips depending on vessel demand and marina operations. As a result, the number of 65-foot slips increases from 23 to 45 largely through revised counting assumptions rather than through clearly identifiable physical berth additions. We respectfully request the Commission to require a clear explanation of how these flexible-use berths are counted to ensure that the amended slip mix does not overstate actual boating capacity or create the appearance of additional berthing opportunities that may not exist under all operating scenarios.

Third, the staff report states that the total number of slips will increase from 2,254 to 2,275 slips. On its face, this appears to represent an increase in recreational boating opportunities. However, the report also explains that



DANA POINT BOATERS ASSOCIATION | P.O. BOX 461, DANA POINT, CA 92629-0461
Email: officers@danapointboaters.org | Website: <http://danapointboaters.com> | Phone: 949-485-5656

portions of this increase result from revised classifications of side-ties and flexible-use end ties rather than from the construction of additional docks, additional water area, or additional marina infrastructure.

This matter warrants clarification to carefully distinguish between a numerical increase in reported slip counts and a genuine increase in boating opportunities. If the same physical berth can be counted as either one 65-foot slip or multiple smaller slips depending upon operational decisions made by the marina, we request the Commission require a clear demonstration that the reported increase from 2,254 to 2,275 slips reflects actual recreational boating capacity rather than revised accounting assumptions. Such clarification is particularly important because the underlying enforcement matter arose from discrepancies between approved and constructed slip inventories.

Fourth, Dana Point Harbor LCP Policy 4.2.2-6 expressly provides that priority shall be given to slips accommodating vessels less than 25 feet in length. While the amendment proposes an increase in 15-foot slips, it also reduces numerous berth categories between 28 and 58 feet while significantly increasing the number of 65-foot slips.

The issue is not whether Dana Point Harbor should accommodate larger vessels. The Commission already approved a marina configuration that included berths for larger boats. Rather, the question is whether the revised slip mix continues to provide an appropriate balance of boating opportunities for the broad spectrum of California recreational boaters. The berth categories proposed for reduction include many of the slip sizes commonly used by typical recreational boaters, while the principal increase occurs in one of the harbor's largest berth categories.

The Coastal Act emphasizes protection and enhancement of lower-cost recreational opportunities and increased public boating access. The Commission's 2024 enforcement action was prompted by the disappearance of smaller, lower-cost slips that had been required as part of the approved project. Accordingly, we appreciate the Commission carefully evaluating whether the proposed redistribution of slips serves the boating public as a whole or instead shifts marina capacity away from the vessel sizes most commonly used by recreational boaters. Evidence demonstrating that the amended slip mix advances, rather than diminishes, public recreational boating opportunities and remains consistent with the Coastal Act's lower-cost recreation policies and Dana Point Harbor LCP Policy 4.2.2-6 is an important priority.

Fifth, approval of this amendment should not obscure the fact that the permit compliance issue arose because the approved small boat slips were not constructed as required. The Commission's original findings relied upon a specific slip mix and a specific distribution of boating opportunities. If the permittee seeks to depart from those approved plans, the burden should remain on the applicant to demonstrate consistency with the Coastal Act through substantial evidence rather than through revised assumptions regarding future operational flexibility.

Finally, we are concerned that the proposed conditions continue to defer important compliance determinations until after approval. The addition of new conditions requiring final slip tables, identification of flexible-use end ties, and submission of as-built plans demonstrates that important questions remain regarding the final marina configuration. These are precisely the types of issues that we respectfully ask to be resolved before the Commission approves an amendment intended to cure a previously identified permit compliance problem.



DANA POINT BOATERS ASSOCIATION | P.O. BOX 461, DANA POINT, CA 92629-0461
Email: officers@danapointboaters.org | Website: <http://danapointboaters.com> | Phone: 949-485-5656

Before approving Amendment No. 5-19-0971-A1, we ask the Commission to require:

- A complete slip-by-slip inventory identifying every berth and slip size;
- A reconciliation between the approved 2020 slip mix, existing conditions, and the proposed amended slip mix;
- Identification of all slips under 25 feet in length;
- Identification of all flexible-use end ties;
- Documentation demonstrating that no berth is counted in more than one category;
- Documentation demonstrating how the reported increase from 2,254 slips to 2,275 slips represents an actual increase in boating opportunities rather than a reclassification of existing berths; and
- Evidence demonstrating that the revised slip mix protects and enhances lower-cost recreational boating opportunities consistent with Coastal Act Sections 30213 and 30224.

The Coastal Act requires that lower-cost visitor and recreational facilities be protected, encouraged, and where feasible provided. Recreational boating opportunities must be preserved and expanded for all Californians. Given the unresolved questions regarding slip counts, berth classifications, operational flexibility, and the redistribution of marina capacity, we respectfully request that the Commission require additional documentation and verification before finding that Amendment No. 5-19-0971-A1 is fully consistent with the Coastal Act and the Dana Point Harbor Local Coastal Program.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Anne Eubanks', written in a cursive style.

Anne Eubanks
President

FW: Public Comment on June 2026 Agenda Item Wednesday 14a - Permit No. 5-19-0971-A1 (Dana Point Harbor Partners LLC, Dana Point Harbor)

From SouthCoast@Coastal <SouthCoast@coastal.ca.gov>
Date Mon 6/8/2026 11:41 AM
To Cortez, Dulce@Coastal <dulce.cortez@coastal.ca.gov>

Public comment

From: Cheryl Stavana <cherylstavana@gmail.com>
Sent: Saturday, June 6, 2026 8:38 AM
To: SouthCoast@Coastal <SouthCoast@coastal.ca.gov>
Subject: Public Comment on June 2026 Agenda Item Wednesday 14a - Permit No. 5-19-0971-A1 (Dana Point Harbor Partners LLC, Dana Point Harbor)

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I **do not agree** with the decrease in 28–58-foot slips. I **do not agree** with the large increase in slips over 55', especially increasing the 65' slips by almost 100%. We do not need 45 boats at the 65' length in our harbor. Can you imagine just three or four of those anchoring in the turning basin on summer weekends and holidays? There will be no room for smaller boats to **safely anchor** once those 65' boats are anchored. This is another attempt at making Dana Point Harbor like Newport Beach, something the public has stated numerous times already they don't want. This is a public harbor built for the general citizenry of Orange County with smaller boats, not a private marina for oversized yachts. What will be next? Cruise Ships and tenders flooding our harbor and destroying our coastline. Please do not allow this many 65' slips in our beautiful harbor.

The one thing I **do agree** with is the increase in the 15' slips as I've said and written many times how important it is to provide slips for new boaters. Thank you for including this in the plan.

I noticed there is only one mention of dogs in this document. What is the solution for dog walkers and how will the excrement be managed? Will there be a dog park designated area? Or will dogs be allowed on the lawns where children play and picnic? Will dogs be allowed in outside dining areas? If so, how will this be managed? Does the presence of dogs, or other pets, interfere with the natural habitat of the birds and raptors in the area?

Finally, what solution is being proposed for the sea lions? While the new docks are higher, sea lions still find their way to these new docks. Not only are they destructive, but they also pose danger for boaters trying to access their vessel. How do we protect this "billion" dollar investment in our harbor while providing a safe place for the sea lions?

Thank you.

[Draft] Fw: CA Coastal Commission June 10 2026 Agenda Item 5-19-0971-A1 (Dana Point Harbor Partners) request for Amendment

From dulce.cortez@coastal.ca.gov

Draft saved Mon 6/8/2026 9:01 AM

1 message

maile clyde <mailebelle@yahoo.com>

Sat, Jun 6, 2026 at 6:53 PM

To: Anne Eubanks <anneeubanks@gmail.com>

Cc: "leadership@danapointboaters.org" <leadership@danapointboaters.org>

To Whom It May Concern:

Re: CA Coastal Commission June 10 2026 Agenda Item 5-19-0971-A1 (Dana Point Harbor Partners) request for Amendment

I am completely against the approval of this amendment. It is an **egregious** assault on the concept of the Dana Point Marina as a **small boat harbor** and the addition of 45 15' slips is obviously (to me) an attempt to skew the averages and allow DPHP to **collect larger revenues from the larger boats** that this will allow them to insert into our harbor, further restricting the waterway and denying opportunity to vessels that are more proximate to the boater demographic that has attracted sailors and fishermen to the Dana Point domicile since inception. Many of my boat buddies feel the same but have "given up the fight" as useless. Seems the Supervisors and perhaps the Coastal Commission are more inclined to cater to the partnership that has the power and financial incentive to bend the community to their will.

We are 40 year occupants of the Dana Point Harbor and have loved and enjoyed this harbor until the debacle of the Dana Point Harbor Partners management needed our slip revenue to perpetrate their redevelopment plan, contrary to their presentation of being fully funded when granted the lease.

Maile Clyde
Dana Point Harbor G25-55
714-743-4466

FW: Please approve item 14 permit #5-19-0971-a1

From SouthCoast@Coastal <SouthCoast@coastal.ca.gov>
Date Mon 6/8/2026 11:04 AM
To Cortez, Dulce@Coastal <dulce.cortez@coastal.ca.gov>

Public comment

From: Jim Holden <jim@fishforlife.org>
Sent: Monday, June 8, 2026 7:25 AM
To: SouthCoast@Coastal <SouthCoast@coastal.ca.gov>
Subject: Please approve item 14 permit #5-19-0971-a1

You don't often get email from jim@fishforlife.org. [Learn why this is important](#)

Greetings,

My name is Jim Holden, and I am the founder of Fish for Life, a nonprofit organization celebrating 17 years of taking children with special needs on fishing trips. Our trips are so much more than just a fishing trip. We are getting children and their families in experience to be on the ocean a chance to catch a fish, but also many see dolphins, whales, and gain huge confidence as we show them love through our program.

For the past 17 years, approximately 90% of our trips have operated out of Dana Point Harbor with Dana Wharf Sportfishing. Our program brings children and their families to the harbor for a red-carpet experience, followed by a five-hour fishing trip. Each trip serves about 90 people, including 35 children with special needs, 35 family members and 20 volunteer team leaders and volunteer staff members.

These trips are truly magical, and we want to continue operating them out of Dana Point Harbor. However, throughout our entire history, we have been waiting for the new Sportfishing/Charter docks to be built. These dock replacements have been planned from the beginning, and the wait has been far too long.

The current docks are beyond their useful life, and these improvements are needed to ensure safe, accessible boarding for the children, families, volunteers, and staff who participate in our program. We are providing public access to a segment of the population that would not otherwise be on the water.

I strongly urge you to support Item 14, Permit No. 5-19-0971-a1 for the Dana Point Harbor project and the Sportfishing/Charter Dock replacement.

To learn more about Fish for Life and the work we do, please visit fishforlife.org and watch our video.

Sincerely,

Jim

Jim Holden
Founder & CEO
Fish for Life!
(949)285-8819
www.fishforlife.org

"Bringing Dignity, Inclusion and New Possibilities to Special Needs Children!"