

Appendix L

Relevant Planning Consistency





California Coastal Act Compliance

This section provides an analysis of the proposed Project with the California Coastal Act. The “Articles” noted below are summarized from Article 3 of the California Coastal Act (Coastal Resources Planning and Management Policies), as contained on the California Coastal Commission’s website (www.coastal.ca.gov/ccatc.htm). As discussed in Section 3.0 (Project Description) and Section 4.1 (Land Use and Relevant Planning), the proposed Dana Point Harbor Revitalization Project (the “Project”) has been specifically developed to improve consistency of the Harbor with the California Coastal Act. In order to accomplish this, it will be necessary to amend/replace the current Local Coastal Plan with a forthcoming Local Coastal Plan Amendment (LCPA). The LCPA will be prepared by the City of Dana Point as Lead Agency (for the LCPA), with input from the County of Orange (as the applicant and landowner), and will be submitted by the City to the Coastal Commission for review and approval. The LCPA will be prepared to reflect the land use, design and development concepts identified in the Project, and consistent with the Coastal Act. The purpose for the following analysis is to demonstrate that the Project is consistent with the Coastal Act. Coastal Act consistency will be implemented further with the forthcoming LCPA.

Article 1 – General

This Article establishes that the policies of this chapter constitute the standards by which adequacy of local coastal programs and the permissibility of proposed developments are determined.

Article 2 – Public Access

Policies in Article 2 focus on providing for maximum public access to and recreational use of the coast, consistent with private rights and environmental protection. It requires that development does not interfere with public access, except where it is inconsistent with public safety and natural resource protection, and that new developments make for provisions for access from the nearest public roadway to the shoreline, including parking areas to reduce overcrowding or overuse of a single area.

The proposed Dana Point Harbor Revitalization Project will provide public access to the coast through the reconfiguration of the Harbor entrance and by providing dedicated parking for visitors and patrons of the Commercial Core, boaters, and boat service building users. The physical design of the commercial core will facilitate the consolidation of the majority of day-use commercial land uses by clustering the commercial businesses and restaurants in one centralized area and providing easier parking accessibility.

The Dana Point Harbor Revitalization Project provides for improvements to the vehicular circulation system to minimize pedestrian conflicts, thereby improving public access to the commercial core and to the sea. To reduce the current parking shortage, and to improve access to the coast, the Project proposes to consolidate parking areas into major parking deck north of the proposed new commercial buildings that will extend from Street of the Golden Lantern taking direct access from Dana Point Harbor Drive to the upper level of parking, thereby limiting the number of ingress/egress on the roadway. The new parking deck will provide efficient access in and out of the site and will provide safe pedestrian crossing to the Harbor facilities. Additionally, shuttle service may be provided for employee/overflow visitor parking in



the immediate area. Accessibility of the different areas of the Harbor may also be provided by the provision of a water taxi between uses. The increased parking facilities will provide a greater amount of open space areas/parks and will improve the public access to the Harbor waterfront and the Old Cove Marine Preserve. Additionally, a Parking Management Plan will be developed to ensure that public parking in the Harbor remains distributed to provide adequate access to all Harbor facilities and limit overcrowding within the Harbor. The Project will enhance the existing public accessways through the construction of circulation improvements that include the realignment of the main Harbor entrance by constructing a ramp access to the new parking deck; the widening of Puerto Place; improving large truck and emergency vehicular access to the Dana Wharf area and the turnarounds located at the east end of the Harbor.

The Project will enhance the existing public accessways through the realignment of the main Harbor entrance and reconfiguration of existing turn-arounds in order to provide greater viewshed opportunities. The Harbor entrance design will provide opportunities for transit service stops in the Commercial Core area designed to provide convenient drop-off areas, pedestrian sidewalks and promenades to minimize the need for people to walk in parking lots. Public access will be provided through a series of pedestrian access points from the Street of the Golden Lantern and Dana Point Harbor Drive. The Commercial Core area includes the Festival Plaza, providing expansive public space for visitors and boaters to enjoy the views of the Harbor or walk to adjacent areas using an expanded pedestrian promenade. The development of the commercial core area will result in the consolidation of commercial and retail uses and improved connections to the existing recreational uses with the Harbor with the development of a waterfront pedestrian promenade. Improvements include providing enhancements to the existing walkway system, including new paving; signage and ADA access ramps and docks in the marinas. Boat dock operations will be separated from the main Harbor entrance thereby reducing potential pedestrian / vehicular conflicts. The Project also includes a series of bicycle trails, pedestrian walkways throughout the Project site in order to connect all of the facilities/activities within the Harbor. Enhancements will also be provided to ensure full compliance with Federal ADA standards and requirements. The Plan also includes the potential for a seasonal water taxi and ferry shuttle service to provide transportation between the landside amenities and those located on the Island.

Article 3 – Recreation

The policies in this article provide protection for suitable oceanfront land for recreational use, as well as for upland areas necessary to support coastal recreational uses, where feasible. The policies prioritize water-oriented recreational activities, and encourage increased recreational boating use of coastal waters by developing support facilities (e.g. dry storage areas, public launching facilities, etc.). The policies place priority on the use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

The Project provides expansion of existing marine uses through the expansion of dry storage facilities for approximately 800 boats, reconfiguration of the east and west marina to include large boat and visitor docks in the vicinity of the Commercial Core area, the expansion of the Harbor Patrol facilities and Yacht Club facilities and relocation of the floating fuel dock to the channel. Further, recreational opportunities will be increased through the expansion of the Youth and Group Facility and planned enhancements to the existing park areas throughout the



Harbor. All development will be guided by the forthcoming Local Coastal Plan Amendment that will identify development standards and design guidelines for all development within the Harbor.

Implementation of the Project will increase the availability of water-oriented recreational activities by expanding space and facilities for boaters, and existing yacht and boater service buildings; creating improved pedestrian areas in the marina, and enhancing park areas. Additionally, when construction activities are undertaken in the submerged areas of the Harbor, adequate provisions will be taken to ensure that the minimum amount of damage occurs to the marine environment.

The Project protects the Harbor's small boat character. The Plan includes the reconfiguration/reconstruction of the marina docks and seawalls, relocation of guest boater slips closer to the commercial core area, and the provision for a maximum of 800 new dry-stack boat storage spaces. The guest boater slips will be located in the immediate vicinity of the Commercial Core and will include the construction of a dinghy dock area adjacent to Dana Wharf. The relocation of the yacht brokerage offices and other Harbor related offices will provide better access and help reduce parking conflicts. The commercial fishing facilities will remain adjacent to Dana Wharf, with the fuel dock and bait facilities located in proximity for efficient access. As part of the marina work, the docks' reconfiguration will include facilities compliant with the Americans with Disabilities Act (ADA) and will provide improved lighting, security, signage, and utilities.

The meandering walkways that extend the length of Planning Area 5 and the linear pedestrian pathways provided in Planning Areas 1 and 2 will provide scenic lookouts and opportunities for passive recreational activities, such as picnicking and barbecuing. None of the facilities will be located directly on the beach.

Article 4 – Marine Environment

The policies in this article protect marine environment and recognize the economic, commercial, and recreational importance of fishing activities and protects those activities by protecting facilities that serve them. To this end, the policies require that uses of coastal waters, streams, wetlands, estuaries and lakes, be carried out in a manner that will restore and sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes. The policies require protection against the spillage of crude oil, gas, petroleum products, or hazardous substances in relation to any development or transportation of such materials. The policies require implementation of strict mitigation measures during any necessary diking, filling, or dredging of open coastal waters, wetlands, estuaries and lakes, to reduce any significant disruption of habitats and water circulation. The policies require that measures be taken to maintain erosion control and flood control facilities constructed on watercourses.

The beach/intertidal/zones for the marine areas within Dana Point Harbor are currently experiencing impacts and resulting degradation due to visitors (resulting in trampling of organisms, habitat destruction and other inadvertent damage) and illegal taking of organisms by visitors. The planned improvements associated with the proposed Project will result in increased visitors as growth in south Orange County continues to add demand for coastal activities. However, this cumulative impact will be reduced to less than significant levels



through implementation of Project Design Features, BMPs, Standard Conditions of Approval and Mitigation Measures, as described further throughout Section 4 of the Program EIR.

In compliance with the Project's goal to improve water quality, the Plan will enhance the biological productivity of the coastal waters through the upgrading of utility systems, include storm drains and treatment of runoff. Enhancements to the water quality within the Harbor will be implemented through the incorporation of state-of-the-art Best Management Practices (BMPs). Additionally, as part of the on-going Clean Beaches Initiative, diversions are contemplated for the drainages adjacent to the Baby Beach area. All dry-weather runoff or low-flow runoff that previously sheet flowed or drained into a storm drain system directly into the Harbor will be treated by a series of pre-treatment and treatment BMPs. The implementation of a full range of BMPs including non-structural and on-site structural BMP is included with the redevelopment of the Commercial Core and will reduce the amount of pollutants in the stormwater runoff. Numerous BMPs have been incorporated into the Project design to reduce pollutant loading into Dana Point Harbor, including provision and maintenance of storm drain stenciling and signage for new storm drain construction in order to discourage dumping into drains. Project Design Features and Standard Conditions of Approval have been recommended which includes the requirement for preparation of a comprehensive SWWPPS WQMD in compliance with NPDES permits. Each Coastal Development Permit will require implementation of requirements to reduce the effects of pollutants on coastal water quality. Thus, potential impacts with regard to water quality resulting from stormwater runoff will be reduced to a less than significant level.

Water quality and conservation will also be addressed by diverting low-flow "nuisance" run-off to the sanitary sewer system for treatment, where feasible, thereby avoiding dry weather flows to the beach or Harbor. The Plan also proposes to develop a public awareness program concerning water quality for future tenants, property managers and visitors to the Harbor. The program will emphasize the proper use of irrigation, fertilizers and pesticides by lessees and landscape contractors.

To reduce beach erosion, the Project proposes the repair and renovation of the existing quay wall slope panel by filling voids and gaps and by placing a tie-back system or anchor rods where needed to provide improved longevity for recreational uses and seismic safety.

Article 5 – Land Resources

The policies in this Article protect environmentally sensitive habitat areas against any significant disruption of habitat values, and require that only uses dependent on those resources shall be allowed within those areas. The policies place a priority on maintaining productive coastal agricultural land, and require that development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas be sited and designed to prevent impacts which would significantly degrade those areas.

The Project enhances the existing parkland throughout the Harbor by incorporating upgraded landscaping, active and passive recreation uses and upgraded restroom facilities. Additionally, the Project creates an approximately 4-acre Conservation Planning Area to preserve the natural bluffs that are a significant natural landmark for the area, and establishes regulations for the preservation of the coastal bluff-face areas including erosion control measures and restorations.



Coastal bluff scrub is located within Planning Area 7, which will be maintained as a coastal preservation area, and to provide a buffer between the proposed development and natural open space area to the north. Also, to avoid construction impacts to native coastal bluff scrub habitat, the construction activities will be kept within the Project footprint and well away from the coastal bluff scrub habitat. Implementation of standard BMPs will ensure cumulative impacts to coastal bluff scrub will be reduced to a less than significant level. High bluffs and cliffs extend above the park area provided north of Dana Point Harbor Drive (Planning Area 7). Several drainage outlets are located at various points along the bluffs and a portion of the bluffs was graded and concrete brow ditches were installed to divert surface runoff, in order to prevent bluff erosion. Planning Area 7 also provides the minimum 50 feet buffer from the coastal bluff area, which is maintained by drought tolerant vegetation.

Implementation of the proposed Project may include the removal of some native and non-native trees during construction. However, implementation of the Project Design Features to replant native trees where they will fit into newly developed or landscaped areas will reduce cumulative impacts to a less than significant level. Impacts may occur to bird species that include the black-crowned night herons, snowy egrets, and raptors. However, implementation of the recommended Standard Conditions of Approval, Project Design Features, BMPs, and Mitigation Measures, which include maintaining or relocating trees to other areas of the Harbor and noise avoidance measures, will reduce impacts to these bird species to less than significant levels.

The proposed Project will be required to comply with the South Coast Air Quality Management District's Rule 403 ensuring the provision of soil erosion techniques during construction activities, and implement all feasible BMPs in order to reduce beach erosion to a less than significant level. The Project will be subject to Standard Conditions of Approval that will require erosion control plans for Project grading and site preparation showing that the applicant will exercise special care during the construction phase of the Project to prevent off-site siltation; that prior to the removal of the erosion control devices, the area served be protected by additional drainage facilities, slope erosion control measures, and other methods as may be required.

The Project includes a minor amount of improvements adjacent to Doheny State Park and the Old Cove Marine Preserve. Existing landscaping along the edge of the boundary between Doheny State Beach and the Marine Services area will be enhanced to further reduce visual impacts associated with the improvements. The Old Cove Marine Preserve will also be preserved in order to protect sensitive species and their habitat for future generations. While public access to the Old Cove Marine Preserve will be maintained, existing limitations on access and collection will ensure the value of the site is not adversely affected. The Old Cove Marine Preserve will not be affected by the proposed Project and will continue to provide interpretive signage while preserving the wildlife areas.

All landscaping in areas adjacent to and including Conservation/Open Space Planning Area 7 (including temporary erosion control) will be maintained by the County. Native plants used for landscaping shall be provided, to the maximum extent practicable, from seed and vegetative sources on or around the bluffs. No plant species listed as problematic and/or invasive by the California Native Plant Society, California Exotic Pest Plant Council, or as may be identified from time to time by the State of California shall be utilized anywhere in the Harbor. No plant species listed as a 'noxious weed' by the State of California or the U.S. Federal Government



shall be utilized anywhere within the proposed development areas of the Harbor. Drought tolerant plant species shall be used and native plant species are encouraged within landscape areas of the Harbor.

Article 6 – Development

Policies in Article 6 protect the scenic beauty of the coastal landscape as a resource of public importance. Policies direct new housing and other development to existing urbanized and/or developed areas with adequate services rather than allowing a scattered pattern of subdivision and divided communities. The policies regulate new development to ensure compliance with air quality regulations, to minimize risks in areas of high geologic, flood, and fire hazard, to assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area, and, where appropriate, to protect visitor destination points.

The Dana Point Harbor Revitalization Project provides a comprehensive approach for the creation of additional opportunities for visitors and local residences to enjoy the Harbor. The Project includes the creation of a centralized commercial core unifying the retail shops, small businesses and restaurants around a centralized plaza with enhanced pedestrian pathways, all designed to complement the existing Harbor uses and provide additional viewsheds of the Harbor via Street of the Golden Lantern (designated as a potential scenic corridor). The Festival Plaza area design of open plaza areas and day-use commercial uses facing the marina provides additional opportunities for visitors to experience the scenic beauty of the Harbor. The overall design includes two activity levels, with retail and restaurant businesses connected through a series of pedestrian walkways and oversized stair system that also serves as informal seating during special events. Architectural elements such as breezeways, porches, canopy structures, store front articulation, colored paving surfaces, outdoor furniture and lighting will also enhance the pedestrian experience. Building mass will also be significantly reduced by providing the appearance of separate free-standing buildings that include varied heights, differences in architectural details, signage and varied roof lines to reduce massing in order to capitalize on energy efficiency. The proposed Project will include marina related retail uses to service the local boat owners as well as the general public. The Commercial Core area will provide an additional 25,000 square feet of commercial uses in order to provide a variety of retail and restaurant uses to the local population and visitors. The Project includes a balanced mix of visitor serving retail and local resident serving retail through the development of a Commercial Core designed for the visitor serving retail, while the expansion of the marina services, Youth Facilities, and yacht clubs complement the marine environment and associated commercial activities.

The Project combines the existing characteristics of the Harbor, including pedestrian scale buildings, boater, and marina facilities, with improvements in vehicular and pedestrian circulation, which will encourage Harbor users and visitors to visit and enjoy all the amenities without reliance on vehicles to get from place to place. Measures proposed as part of the transportation management plans, which include programs to provide additional parking at off-site locations, shuttle service from more remote locations inside the Harbor, and possible seasonal water taxi service, will minimize parking and traffic conflicts. Vehicular circulation will be enhanced through the reconfiguration of the Harbor entrance that is directly connected with a parking deck, increasing parking efficiency and accessibility to the commercial core. Open spaces will be preserved throughout the Project site, providing for the protection of natural



habitat communities (Planning Area 7) and additional passive recreational facilities (Planning Areas 1 through 8). By utilizing the natural topography of the Project site, the parking deck will be recessed in order to preserve views of the Harbor.

With the reconfiguration of the main Harbor entrance, ocean and Harbor views from the Street of the Golden Lantern will be enhanced. The Project will not result in any impacts to the Overlooks from Public Lands. The overall character of the Harbor will remain generally the same with architecture generally consistent with the existing architecture of the area. Visual quality may improve with the incorporation of standards in regard to roof top equipment screening and building massing requirements. Implementation of the proposed Project will enhance the viewsheds of the Harbor and Pacific Ocean through the clustering of the commercial uses within Planning Area 2 and the development of the Festival Plaza at the terminus of the Street of the Golden Lantern, providing an additional scenic view from Dana Point Harbor Drive. The revitalization of the Harbor will not impede views from the Headlands, as the Harbor is approximately 100 feet below the Headlands. The overall improvements of the Harbor will partially modify the long distance viewshed within the Harbor but will not impede views of the coastal areas and harbor areas. The Dana Point Harbor Revitalization Project will preserve and enhance public views within the Harbor by providing additional landscaping and the realignment of Dana Point Harbor Drive in the area adjacent to the Youth and Group Facility and Baby Beach, thereby increasing available park space. The viewshed from the Street of the Golden Lantern will be improved through the realignment of the Harbor entrance and relocation of the commercial core area, providing enhanced views of the marina. The commercial core area will be redesigned to increase pedestrian areas adjacent to the waterfront through the development of the Festival Plaza and pedestrian promenade, that connects adjoining land uses and provide view opportunities and seating.

The Harbor entrance design will provide opportunities for transit service stops in the Commercial Core area designed to provide convenient drop-off areas, pedestrian sidewalks and promenades to minimize the need for people to walk in parking lots. Additionally, shuttle service may be provided for employee/overflow visitor parking in the immediate area. Accessibility of the different areas of the Harbor may also be provided by the provision of a water taxi between uses.

All development associated with the Project will be required to pay development fees required by the County and City. It is also noted that the Project will involve improvements to public facilities including: the relocation and/or replacement of a number of wet and dry utility systems; improvements to the Street of Golden Lantern; widening Puerto Place; and improvements to the Dana Drive turnaround and Dana Point Harbor Drive. Additionally, the Project will enter into a fair share fee system with the City of Dana Point to reduce traffic related impacts; refer to Section 4.5 (Traffic and Parking).

Article 7 – Industrial Development

Policies in this Article require that coastal energy and industrial facilities be located where they will have the least adverse impact, and encourages the use of existing facilities where feasible.

The scope of the proposed project does not include industrial facilities.



SCAG RCPG CONSISTENCY ANALYSIS

Policy	Consistency Statement
Policy 3.01: The population, housing, and job forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	Consistent: The proposed Project is expected to generate approximately 56 full-time jobs, which will be consistent with the regional forecasts adopted by SCAG's Regional Council; refer to Section 5.0 (Long Term Implications of the Proposed Project). Section 5.0 analyzed the population growth aspects, job creation forecast, and housing demand potentially created by the proposed Project. The analysis concludes that the proposed Project is consistent with SCAG's population, housing, and job forecasts.
Policy 3.03: The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	Consistent: As discussed in response to Policy 3.01, the proposed Project will be consistent with SCAG's growth forecasts. In addition, the Project includes improvements to public facilities, which involve the relocation and/or replacement of a number of wet and dry utility systems, improvements to the Street of Golden Lantern, widening Puerto Place, and improvements to the Dana Drive turnaround and Dana Point Harbor Drive. Additionally, the Project will enter into a fair share fee system with the City of Dana Point to reduce traffic related impacts; refer to Section 4.6 (Traffic and Parking).
Policy 3.04: Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.	Consistent: The proposed Project will create approximately 56 full-time positions in the retail/sales industry. The existing housing within Orange County could accommodate the filling of these jobs.
Policy 3.05: Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.	Consistent: The proposed Project will be constructed in an area that is presently served by existing water, sewer, storm drainage, electrical, natural gas, and transportation services. Upon Project construction and as needed throughout the process, the utilities, particularly electricity and natural gas, will be expanded to serve the needs of the proposed Project. This will reduce the costs of expanding infrastructure and will maximize the use of existing facilities.
Policy 3.08: Encourage subregions to define economic strategy to maintain economic viability of the subregions, including the development and use of marketing programs, and other economic incentives, which support the attainment of subregional goals and policies.	Consistent: Upon completion, the Project will generate approximately 56 full-time positions, thus, contributing to the economic base of the Harbor area improving the economic viability of the sub-region.
Policy 3.09: Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	Consistent: The proposed Project identifies existing on-site and off-site infrastructure that will serve the proposed Project. Existing infrastructure includes water, sewer, storm drainage, electrical, natural gas, and transportation services. Additionally, the infrastructure for natural gas and electricity may need to be upgraded in order to provide services consistent with present-day demand. The availability of this existing infrastructure will reduce the cost to public agencies that will provide services to the Project, except electricity and sewer upgrades, which will be subsidized by the users.



Policy	Consistency Statement
Policy 3.11: Support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing subregions.	Consistent: The Project involves the expansion of the Commercial Core area by approximately 25,000 square feet. The Project does not propose the development of housing, which will increase the City's permanent population. However, the employment created by the proposed commercial uses directly increases the City's population, since the potential exists that future employees (and their families) may choose to relocate to the City. For analysis purposes, if 25 percent of the proposed Project's new employees (56 persons) were to relocate to the City, the Project could potentially create a demand for 14 housing units and result in a population increase of approximately 35 persons. Assuming that future Project employees will occupy existing housing, Project implementation will decrease the City's housing vacancy rate to approximately 1,222 vacant housing units. Therefore, the Project will not decrease the City's vacancy rate such that the ideal vacancy rate of 4.0 percent will be met. In consideration of the City's existing housing supply and vacancy rate, it will appear that the housing demand created by the Project could be absorbed without significantly impacting housing availability.
Policy 3.13: Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible through infill and redevelopment.	Consistent: The proposed Project revitalizes, redevelops, and enhances the existing Harbor. It will reconstruct and expand facilities that benefit from access to existing and proposed transit facilities. These transit facilities will provide easy access to the proposed Project for both patrons and workers during all phases of construction and throughout its operation.
Policy 3.16: Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	Consistent: The proposed Project will redevelop and upgrade existing and deteriorated facilities within the Harbor area, helping achieve greater accessibility to underutilized recreational activities.
Policy 3.18: Encourage planned development in locations least likely to cause adverse environmental impacts.	Consistent: The proposed Project has been designed to minimize environmental impacts through reuse, improvement, and expansion of existing facilities. When needed, the EIR proposes mitigation that avoids or reduces impacts to less than significant levels. The Project also incorporates numerous BMP's that will reduce potential water quality impacts. Additionally, the Project will minimize the requirement for dredge and fill operations by utilizing a large portion of the existing land. Upon consideration of the proposed Project, the City of Dana Point may impose additional mitigation that will further lessen potential environmental impacts.
Policy 3.21: Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	Consistent: The EIR concluded that the proposed Project site is not located in an area that contains significant archaeological or historic resources. If, however, significant archaeological or historical resources are found during any phase of construction, mitigation has been developed that will ensure appropriate recordation or preservation techniques are implemented; refer to section 4.11 (Cultural Resources).



Policy	Consistency Statement
Policy 3.23: Encourage mitigation measures that reduce noise in certain locations; preserve biological and ecological resources; reduce exposure to seismic hazards and minimize earthquake damage; and develop emergency response and recovery plans.	Consistent: The Project proposes mitigation that will reduce impacts associated with noise, aesthetics/visual resources, water quality, biota and habitats, and cultural resources to a less than significant level. Additionally, the Orange County Fire Authority (OCFA), the Sheriff-Coroner Department of the County of Orange, and the Sheriff's Harbor Patrol, will continue to serve the proposed Project during emergency situations.
Policy 3.27: Support local jurisdictions and other service providers in their efforts to develop sustainable communities and to provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	Consistent: The proposed Project will continue to provide public recreational facilities (i.e., pedestrian walkways, boat slips, new boat storage areas, Baby Beach, bait and fuel docks, park areas, gathering spaces, and the Youth and Group Facility). Additionally, the Project will be served by the OCFA, Sheriff-Coroner Department of the County of Orange, and the Sheriff's Harbor Patrol. Notably, the OCFA has three fire stations within seven miles of the Project site.
Policy 4.02: Transportation investments shall mitigate environmental impacts to an acceptable level.	Consistent: The proposed Project does not involve the development of major transportation facilities. Improvements to the existing Harbor entrances and pedestrian access points will improve circulation within the Harbor and create additional on-site parking facilities. Additionally, the Project proposes improved walkway systems in key areas, including walkway continuity, new paving and signage, Americans with Disabilities Act (ADA) access ramps, and links with proposed improvements. New landscaping along walkways that will reduce root damage to walks and drainage and irrigation problems are proposed, as well as new shade/trellis structures.
Policy 5.11: Through the environmental document review process, ensure that plans at all levels of government (regional, air basing, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.	Consistent: Analysis concluded that the proposed Project is consistent with the 2003 AQMP and the RTP; refer to Section 4.1 (Land Use) and Section 4.5 (Air Quality).