

**CALIFORNIA COASTAL COMMISSION**

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## The California Coastal Commission 2014 in Review: A Great Year for the Coast!

2014 was a great year for the California Coastal Commission and the California coast. From local coastal planning to enforcement, the Coastal Commission protected coastal resources with sound planning and regulatory decisions, enhanced partnerships with local government, and valuable support from the Brown Administration and the Legislature, including securing a new authority to help enforce the public access policies of the California Coastal Act. California is fortunate to have a strong coastal management law, with 12 appointed Commissioners who volunteer their time, and a professional civil service staff, implementing the agency's mission of protecting and enhancing the coast for present and future generations. In addition, California's citizens continue to actively participate in the coastal program, further buoying the Commission's capacity to address critical coastal resource management challenges, ranging from protecting public beach access to adapting to global sea level rise.

### Protecting the Coast through Strengthened Local Coastal Planning

The Commission made great headway with its Local Coastal Programs (LCPs) in 2014, including gaining critical budget support from the Governor and the Legislature. LCPs are the core implementation mechanism of the California Coastal Act and a vital partnership between the state and local governments along the coast. LCPs establish the allowable types, locations, and intensities of development in the coastal zone to achieve our statewide resource management goals while providing for local community planning and development objectives.

The Coastal Commission works closely with 76 coastal local governments to manage the coast across 126 planning segments. Sixty-one (61) counties and cities are now the lead coastal development permitting agency under a Commission-approved LCP.

However, 15 communities have yet to finish an LCP and assume coastal permitting authority. In addition, many LCPs are significantly out-of-date. Unfinished and out-of-date LCPs lead to conflict and delays in development approvals, and ultimately, less effective resource protection and management.



The Coastal Commission meets every month up and down the coast. In May, they met in west Marin where they considered the Marin County LCP Update.

In 2014 the Legislature and the Brown Administration acknowledged this challenge and continued their support of the Commission's LCP program by extending a budget augmentation



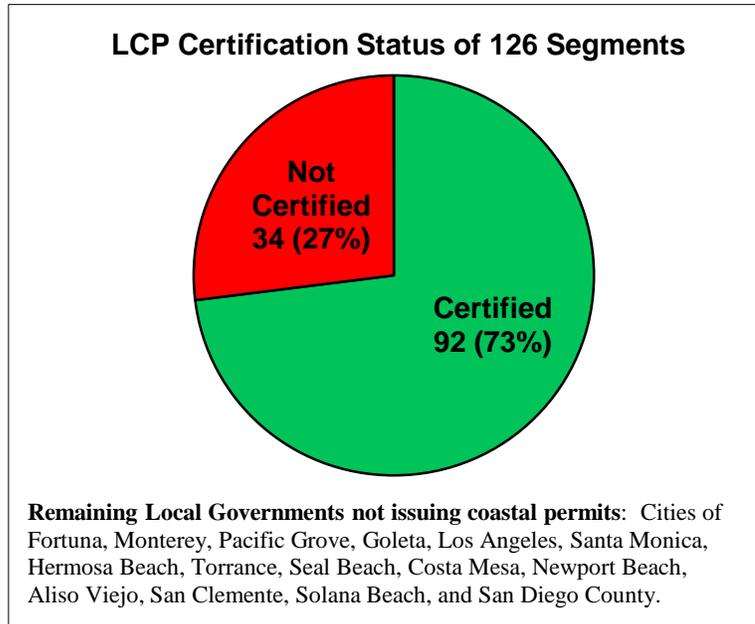
Steve Kinsey, Chair  
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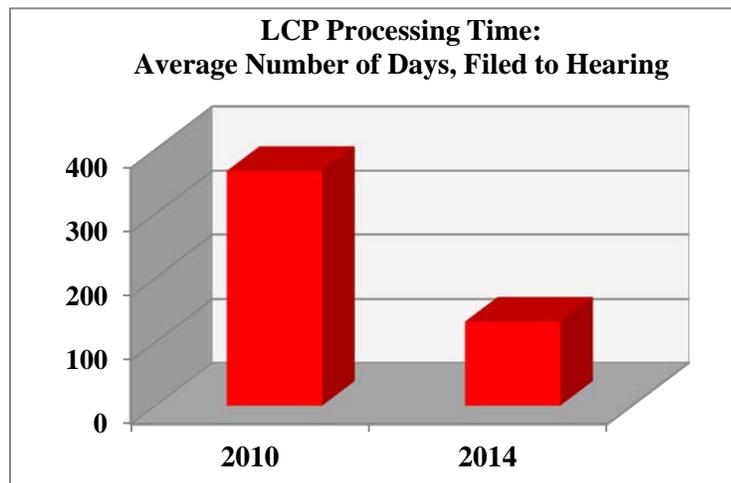
*Non-voting*  
 John Laird, Secretary of Natural Resources  
 Jennifer Luchessi, State Lands Comm. E.O.  
 Brian P. Kelly, Secretary, Transp. Agency

for additional Commission staff and planning grants to local government. This funding is critical to completing LCPs for the remaining 34 segments, updating existing LCPs, and on-going coastal resource management. It is especially important for addressing core management issues such as shoreline hazards related to global sea level rise, the need for sustainable water supplies in coastal communities, protection of sensitive habitats, wetlands, agriculture, and scenic landscapes, and maintaining public access and recreational facilities for a growing population.



The investment in the Commission’s LCP program paid great dividends in 2014. The Commission completed its hiring and initial training of a cadre of 20 new limited term staff, and issued 24 planning grants totaling \$2,000,000 in [January](#) and [November](#) to 22 local governments for LCP completion and updates. Significantly, 21 of these grants include completing technical and/or planning work to address shoreline hazards and sea level rise at the local level.

With additional staff the Commission has reduced its backlog of pending LCP amendments including, in 2014, Commission approvals of a new land use plan for [Solana Beach](#), an update of the [Marin County land use plan](#), and comprehensive updates for the [Port of Los Angeles](#) and the [City of Grover Beach](#). Additional planning capacity enables the Commission to work with local governments more frequently and earlier in the local process to resolve issues. It also increases collaboration generally (staff now is able to meet and coordinate regularly with many local jurisdictions), including supporting mutual training, such as the all-day training that Commission staff conducted with Mendocino County in May. Overall the Coastal Commission approved 61 LCP and other planning items and dramatically decreased the average processing time for filed



LCP submittals from over a year during the peak staff furlough year of 2010 to just over four months in 2014 – a reduction of 64%!

The Commission also had some particularly notable LCP actions in 2014. Following two years of intensive staff work with Los Angeles County, and with important leadership by County Supervisor Zev Yaroslavsky and strong public participation, the Commission certified the LCP for the Santa

Monica Mountains – its highest priority for LCP completion. These actions in [April](#), [July](#), and [October](#) enabled the Commission to delegate coastal permitting authority for this area to LA County, redirecting Commission resources for other important statewide work and putting the County in the lead regulatory position for protecting the incredibly important recreational, aesthetic, and sensitive habitat resources of the unique Mediterranean coastal ecosystem of the Santa Monica Mountains.

2014 also saw the Commission bring to fruition multiple years of investment in collaborative planning with Caltrans, the San Diego Association of Governments (SANDAG), and local governments in San Diego County to implement a multi-modal transportation and resource management plan for the 27 mile [North Coast Corridor](#). With financial support from Caltrans, the Commission was able to work early and proactively to identify the resource management issues raised by the proposed I-5 highway and Los Angeles to San Diego (LOSSAN) rail line expansions. As a result, the Commission, Caltrans, SANDAG, San Diego County, the cities of San Diego, Del Mar, Solana Beach, Encinitas, Carlsbad, and Oceanside, and the public were able to craft a consensus plan, unanimously approved by the Commission, that provided for both enhanced transportation and coastal resource protection. This is a remarkable achievement considering the complexity of this multi-modal transportation corridor plan and the resource management challenges, including planning for pedestrian and bicycle access and providing for sea level rise and wetland restoration at the six coastal lagoons in the corridor. The four amended LCPs and adopted Public Works Plan for the North Coast of San Diego County will provide comprehensive regulatory direction for years to come in this important transportation corridor.

The Commission also unanimously approved a comprehensive update of the Long Range Development Plan ([LRDP](#)) for the University of California at Santa Barbara. The updated plan provides for significant redevelopment and expansion at the University to accommodate an anticipated increase of nearly 5,000 students over the next 10 years. Building on the success of the University in working with the community, Commission staff worked closely with the University’s planning professionals to craft a plan that provided for significant new infill development while protecting and restoring the sensitive coastal resources in and around the campus. This includes permanently preserving and restoring coastal habitats on all campus Open Space, including restoration of the previous Ocean Meadows Golf Course site; provision of 300-foot buffers for Devereux Slough and expanded buffers and restoration at Storke Wetlands; preservation and restoration of monarch butterfly and raptor habitats on West Campus; planning for future sea level rise, and increased coastal access parking, trails, and ADA access amenities.

## **Climate Change: Building Resilience through Adaptive Management**

Responding to climate change and accelerated global sea level rise is perhaps the greatest coastal management challenge for California in coming decades. The administrative and legislative support for increased LCP planning capacity recognizes this by providing funding for coastal vulnerability assessment and adaptation planning at the state and community level. In addition to support for the Commission’s LCP program, the Ocean Protection Council (OPC) and the State Coastal Conservancy (SCC) provided approximately \$5.5 million in additional funding for addressing sea level rise and coastal resilience. With this collective financial support the Coastal Commission is working with local governments to update a significant number of LCPs to implement the coastal hazard and resource protection policies of the Coastal Act and the

[Safeguarding California](#) plan, including by addressing sea level rise and the prospects for increased coastal erosion, flooding, and storm damage to coastal development and infrastructure. This investment in proactive planning to prepare for climate change will ultimately be a much wiser expenditure for the State than will reactive emergency response.

The Commission also continues to work collaboratively with the OPC, SCC, San Francisco Bay Conservation and Development Commission, and the State Lands Commission to implement a coordinated state effort that leverages resources, technical expertise, and complementary agency missions to address sea level rise. In addition to on-going coordination with its agency partners, the Commission held hearings on a draft [Sea Level Rise Guidance Document](#) in late 2013 and early 2014, and anticipates bringing back a revised guidance document for consideration in early 2015. The guidance will help local governments and project applicants better address rising seas through updated LCP planning and adaptive project management and design.

The Coastal Commission also took numerous regulatory actions to implement adaptive shoreline management in specific projects. Most significantly, the Commission approved a Caltrans proposal to relocate 3 miles of coastal Highway One at [Piedras Blancas](#) in San Luis Obispo County inland to assure its safety from erosion for an anticipated 100 years. This project was the result of 15 years of collaborative emergency response and transportation planning between the Commission, Caltrans, San Luis Obispo County, California State Parks, and other stakeholders. Not only will the realigned highway not need damaging shoreline armoring in the future, the realignment has created space for State Parks to implement a new section of the [California Coastal Trail](#) to enable the public to explore and enjoy this incredibly beautiful rural section of our coast. This project is a model for future adaptive infrastructure planning, including other areas where Highway One will need to be realigned to avoid future erosion and flooding.



In April the Commission approved the [SNG resort project](#) in the Monterey Dunes of Sand City, pursuant to a litigation settlement agreement (it previously had denied the project in 2000 and 2009). This section of coast happens to be one of the most highly erosive in California. The Commission therefore required a setback for the resort development to be safe, theoretically, for 75 years based on certain projected erosion rates. However, to hedge against the inherent uncertainties of this projection and potential increased erosion due to sea level rise, the Commission also prohibited any future shoreline protection for the new development (a Coastal Act requirement to protect natural shoreline landforms), and required that the foundation be designed to facilitate removal of the resort when it is ultimately threatened. This will ensure that the significant natural shoreline and public access and recreation values of this stretch of coast

will continue, even as the dunes erode back through time. The Commission took a similar adaptive management approach when it approved a new house on a high eroding bluff near Trinidad in Humboldt County ([Winget](#)). In that case, the Commission anticipates, based on the best available scientific projections, that the house will last about 50 years before it needs to be removed.

Adaptive hazards and resource management also was front and center in the Commission's December review of the [Broad Beach Geological Hazard Abatement District](#) (GHAD) proposal to maintain an emergency 4,150 foot rock revetment and restore Broad Beach in Malibu through a sand replenishment program. The GHAD was formed by 114 single-family homeowners to finance and implement the project over the next 20 years. After a five hour hearing, the GHAD elected to withdraw its permit application so it could



continue working with Commission staff on various issues. Commissioners raised significant concerns about the existing septic systems on the beach and the need to transition the homes at Broad Beach to a wastewater treatment system that does not rely on septic discharges at the beach. The Commission also wrestled with concerns about how to guarantee public access on the beach, which has been reduced to a very narrow strip at lower tide conditions in front of the emergency revetment installed in January, 2010. There is considerable uncertainty about how long the GHAD's proposed restoration of public beach seaward of the revetment will last in the face of on-going beach erosion and sea level rise. The Commission also heard significant concerns about the potential impacts of the proposed sand replenishment on beach and marine habitats, including sensitive offshore habitats in the Point Dume State Marine Conservation Area (MPA). Commission staff anticipates continuing to work with the GHAD, other agencies, and interested stakeholders on addressing the complex issues at Broad Beach in 2015.

## **Enhancing and Enforcing the Public's Right to Access the Coast**

2014 was a banner year for public access along California's coast. Most significantly, the Commission gained a new, long-sought administrative enforcement penalty tool that can be used to rectify illegal developments that are adversely affecting public coastal access. With strong leadership from now Assembly Speaker Toni Atkins and support from Governor Brown, the Legislature amended the Coastal Act to add the new provision, which enables the Commission to potentially levy fines of up to \$11,250 a day for violations of the Coastal Act public access policies. The Commission wasted no time in testing its new authority, ordering the removal of unpermitted fencing blocking the very popular [Ontario Ridge](#) coastal access trail near Avila Beach, while emphasizing the potential for future administrative fines if the fencing was not removed. Fortunately, the property owner was cooperative and the fencing was removed quickly. The Commission enjoyed a similar success working in tandem with the State Lands Commission to encourage a property owner to rectify a public access closure at the [Paradise Cove Beach](#) in

Malibu. No fines were imposed in either of these cases, illustrating the primary purpose of the new authority -- to deter and resolve public access problems, as opposed to levying fines.



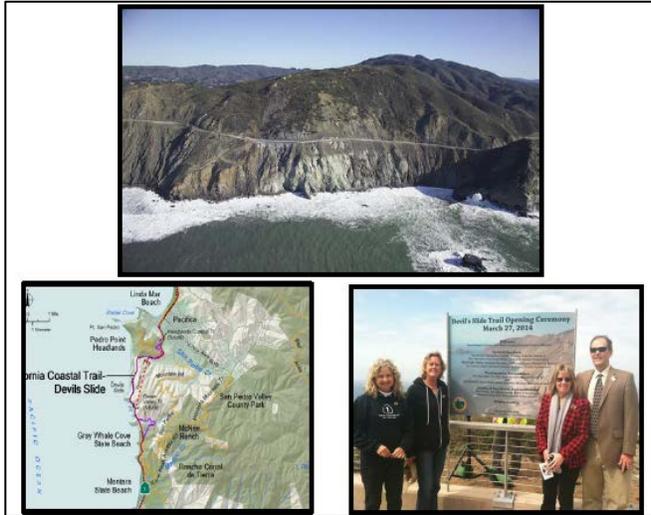
Martins Beach in San Mateo County.

The Commission's new administrative authority may become important in another significant case that continued to unfold in 2014 – the closure of public access to Martins Beach in San Mateo County. The Commission and the County both have open enforcement cases related to the property owner's refusal to apply for a coastal permit for changes to the historic beach access. The Commission has also posted a [prescriptive rights survey](#) on its website to collect evidence about historic public use of Martins Beach that may be useful in future Commission actions.

Meanwhile, state Senator Jerry Hill's bill directing the State Lands Commission to begin negotiating in 2015 with the property owner to secure public access was signed by the Governor; and the Surfrider Foundation prevailed in an important legal challenge to the closure, with the trial court concluding that a coastal permit is required to change the historic public access to Martins Beach. For more background, see this [opinion piece](#) by the Commission's Executive Director.

The Coastal Commission also continued to protect public access and recreation through various monthly planning and regulatory decisions. In addition to the significant decisions protecting public access along the I-5 corridor in San Diego County and at Piedras Blancas in San Luis Obispo County described above, the Commission worked with California State Parks and local governments to approve new or enhanced pay stations at popular beach parks at [Balboa Pier](#) and [Corona del Mar](#) in Newport Beach, and [San Onofre State Beach](#), while assuring that public shoreline access would continue to be reasonably available to the wide variety of California beach users, both after parking lot closure through pedestrian access, and at peak visitation periods, when demand tends to drive prices much higher. The Commission also approved improvements to the visitor center, access amenities, and habitat restoration at [Carpinteria State Beach](#), and expanded classroom and administrative facilities at [Crystal Cove State Park](#).

In other notable actions, in January, the Commission approved the construction of the public accessway on the [Ackerberg](#) parcel on Carbon Beach in Malibu after over a decade of contentious enforcement actions and litigation. At the time of this report, the accessway, which will provide valuable public access to this incredible beach, was nearly completed and will be open to the public in early 2015. In another enforcement-related matter, the Commission announced that Mr. and Mrs. Sean Parker awarded over \$1 million in eight grants that will enhance public access, recreation, and conservation of natural resources in the Big Sur area. The eight projects are consistent with the terms of the Commission's 2013 Enforcement Orders, [CCC-13-CD-06](#) and [CCC-13-RO-06](#), and include efforts to plan, construct, and improve coastal trails; and programs to bring underserved and at-risk youth to Big Sur for environmental education, fields trips, and overnight experiences (see [Press Statement](#) for detail).



The Commission celebrated the opening of the Devil's Slide Public Access Trail in San Mateo County in March . . .

The Commission made two difficult decisions to limit public access in order to address competing resource and social issues. In August, the Commission approved an [LCP amendment](#) and [permit](#) to allow a seasonal restriction on public access to Children's Pool beach in La Jolla during the harbor seal pupping season. The Commission found that this time-limited restriction was appropriate given the competing need to assure adequate protection during this sensitive time for the harbor seals that haul out at this location throughout the year.

In November, the Commission approved a limited [beach curfew at Cowell Beach](#) in the

City of Santa Cruz (12-5 am) to support the City's efforts to address illegal activity taking place late in the evening. The Commission's approval is time-limited and based on the substantial evidence and the special circumstances at this location that warranted the limited curfew. It also still requires that the City maintain the public's ability to walk to along the wet sand at Cowell. The Commission appreciated the City of Santa Cruz' cooperative approach, and continues to pursue working with the City of Los Angeles in similar collaborative fashion to address social concerns in the Venice area while meeting the requirements of the Coastal Act to maintain public beach access and adhere to the coastal permitting process.



. . . and the opening of 3 miles of *California Coastal Trail* in September, including bikeway and pedestrian beach access improvements, along Highway 101 in Ventura County.

## Protecting and Providing Lower Cost Overnight Accommodations

Providing visitor-serving and recreational land uses, particularly lower cost facilities, is one of the highest Coastal Act coastal development priorities. In addition to the resort approved in Sand City, in 2014 the Commission took actions that support new shoreline hotels in Grover Beach and the City of Santa Cruz. The Commission found that an appeal of the planned 150 room [Grover Beach Lodge and Conference Center](#) did not raise a substantial issue, bringing to a close several years of collaborative work with the City, State Parks, and the hotel developer to approve the lodge. The LCP amendment previously approved by the Commission in support of the hotel included requirements to address sea level rise and flooding, visual resources, dune habitat, water

quality and public access. The project includes significant public access amenities, including boardwalks, viewing and picnic areas, and parking, restrooms and showers for beach-goers.

The Coastal Commission also considered a citizen appeal of a new proposed [La Bahia](#) hotel in Santa Cruz that raised concerns about whether the proposed partial demolition and rebuilding of the hotel was sufficiently protective of the historic La Bahia buildings. The Commission determined that the City's permit action approving the hotel project did not raise a substantial issue concerning compliance with the historic resource protection policies of the Santa Cruz



Local Coastal Program (LCP). The Commission's action will enable the hotel project to go forward under the coastal development permit issued by the City. The Coastal Commission had previously denied an LCP amendment in 2011 for a condominium hotel at the La Bahia site that would have violated the height limitations along Beach Street. The new hotel proposal is consistent with the bulk and scale requirements of the LCP, and will bring 165 hotel rooms, meeting facilities and other visitor serving amenities to the Main Beach area.

The Commission took numerous actions in 2014 to support lower-cost overnight accommodations as well. Notably, the Commission denied a proposed demolition of an existing motel in Long Beach that was planned to become a higher end hotel and residential project ([Studio One Eleven](#)), out of concern for the loss of existing affordable overnight accommodations. The Commission also considered a recommended denial of a San Diego Port [Master Plan Amendment](#), in order to protect and provide future lower cost accommodations at East Harbor Island, before the Port withdrew its proposal at the hearing to enable further work with the Commission staff. In July the Commission approved the redevelopment of the [Shoreline RV Park](#) in Crescent City; and also approved a [City of Ventura LCP amendment](#) that allowed the conversion of some planned visitor-serving area to mixed use residential development, but as mitigation for this change, required that an in lieu fee of approximately \$1.8 million be directed to State Parks for construction of lower cost overnight accommodations in the City or County of Ventura. State Parks has indicated that they can construct cabins and camp sites at San Buenaventura State Beach, located within the City of Ventura.

Finally, in December the Commission held a [workshop](#), hearing and discussing presentations from the staff, panel members and the public about the Commission's history and future challenges of protecting and providing lower cost overnight accommodations along the coast. The California Coastal Act requires that new development protect and provide lower cost visitor and recreational facilities where feasible – a challenging goal in the coastal zone, where property values are high. Workshop panelists included public and private sector representatives. A second workshop to continue the discussion of this important issue is tentatively planned for the March Commission meeting in San Diego.

## Providing for Environmentally-Sustainable Coastal Development

The Coastal Commission strives to work closely with project applicants and interested stakeholders to assure that new development proposals fully address and protect the environmental values that the Coastal Act establishes as statewide land use priorities. In addition to the projects discussed above, significant highlights of 2014 include:

- Approval of the [Cal-Am test well](#) in Marina to facilitate development of a desalination water supply for the Monterey peninsula area that will mitigate the adverse effects on fisheries due to excessive water withdrawals from the Carmel River.
- Approval of two aquaculture facilities, [Hog Island](#) in Humboldt Bay and [KZO Seafarms](#) 4 miles offshore of Long Beach, with conditions to assure protection of sensitive marine resources and water quality.
- Approval of the [San Diego Gas and Electric substation](#) in Chula Vista, with conditions to protect sensitive wetland and visual resources and provide for projected sea level rise.
- Recommended denial of the [“Ridge” residential development](#) LCP amendment in Huntington Beach to protect significant cultural resources dating back 9000 years (withdrawn by the applicant at the hearing).
- Approvals of a [City of Pacifica shoreline protection project](#) with an approximate \$264,000 public access impact mitigation fee; and a large emergency revetment to protect a public promenade at [Port Hueneme](#), with enhancements for public access.
- Approval of four enforcement orders protecting sensitive habitats in the Santa Monica Mountains and Buena Vista Lagoon ([Kim](#), [Salvation Army](#), [Nevin](#) and [Beim](#)).
- Approval of the [Hitzke 10-unit low-income housing](#) project in Solana Beach with public parking to assure adequate beach access.
- Approval of the Gulf of the Farallones and Cordell Bank [Marine Sanctuary Expansions](#).
- Approval of the [7 Tracks Realty-Kellaway residential](#) development in Los Osos, with conditions to eliminate one of two proposed houses through a lot unification requirement and protect more than five acres of sensitive coastal dune scrub, maritime chaparral and pygmy oak woodland habitat through an open space restriction.
- Approval of the 12 lot [Gibraltar Capital residential subdivision](#) in Half Moon Bay, with setbacks to protect Pilarcitos creek and a public access mitigation lot retirement requirement.
- Approval of a significant Natural Resource Conservation Service [Restoration of Watsonville Slough](#).
- Expedited Approval of [Noyo Harbor Tsunami repairs](#), with conditions to protect water quality, eel grass habitat, and salmonids from potential noise impacts from pile-driving.
- Approval of multiple Caltrans projects to maintain Highway One, including the repairs and restoration in [Marin County](#) near Stinson Beach and construction of a [viaduct](#) near Big Creek in Big Sur.
- Updating the federally approved [California Coastal Management Program](#).

## Other Notable Commission Briefings, Events and Activities

In addition to its December workshop on lower-cost overnight accommodations, the Commission received information and reports on a variety of important coastal management concerns in 2014. These included topical briefings on:

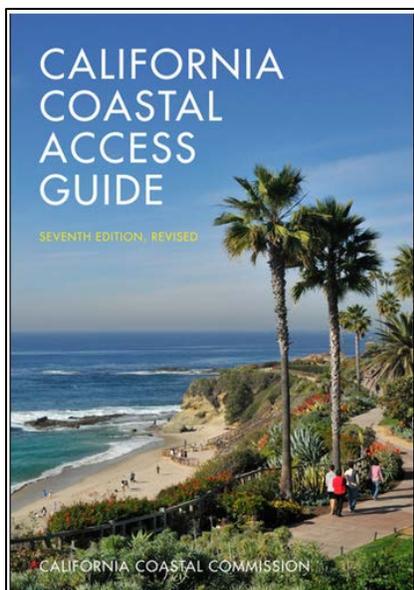
- [Offshore Fracking](#) (Feb)
- Sea Level Rise Adaptation Planning in Humboldt Bay (Sept)
- Coastal Development Issues Related to North Coast Tribes (Sept)
- California's Marine Protected Areas (May)
- [Fukushima Radioactivity on the West Coast](#) (May)
- [Open Space and Conservation Program](#) (Dec)
- SONGS [Mitigation Program](#) (Dec)
- The National Marine Sanctuary Program's Sanctuary Nomination Process (Dec)
- The Ocean Health Index (Dec)

The Commission also received briefings on various aspects of its program of general interest to the public, including:

- [Budget reports](#) in February, April, May, July, and September.
- The Commission's [LCP Program](#) (March)
- [Implementation of the Commission's Strategic Plan](#) (May)
- The Commission's [Permit Appeal Process](#) (June)
- [Ex parte Communications](#) (Aug)
- [Setting the Commission's Agenda](#) (Sept)
- [Civil Service and Agency Diversity](#) (Dec)

From time to time the Commission is able to get into the field also, and seeing resource issues on the ground is important. In 2014 the Commission took four field trips over the course of the year, touring the I-5 corridor of San Diego County in January; visiting the Newport Banning Ranch property in Newport Beach in June; viewing a variety of issues in and around Smith River on the North Coast in September; and visiting sites of pending planning and permitting in San Mateo County in November.

All of the Commission's actions and related reports may be viewed at the Commission's [website](#). A video archive of each entire meeting is also available at the [Cal-Span](#) website.



The Commission's new Coastal Access Guide was published in 2014.

Finally, in addition to its planning and regulatory work, the Commission's Public Education Program continued to accomplish significant work in 2014, summarized in the annual [Public Education](#) report. Of particular note, [Coastal Cleanup Day](#), completed its 30<sup>th</sup> year, and enjoyed the support of 66,825 volunteers. The Commission also received \$241,040 from 20,709 contributions for its public education grant work through the [Check the Coast](#) campaign. This campaign continues in 2015 and beyond if the Commission receives more than \$250,000 in the next cycle, so please *Check the Coast* on your taxes if you would like to support the Commission's public education work!



**PROTECT OUR COAST  
AND OCEANS FUND**  
CALIFORNIA COASTAL COMMISSION

## Challenges Ahead in 2015

The success of the Coastal Commission has always been a product of the collaboration of many persons and entities, including the Commission, Commission staff, local government partners, the administration and legislative actors, other state and federal agencies, project applicants, stakeholders and NGO's and the public. The agency could not do what it does without the support and engagement of all of these participants in California's coastal management program.

The Program still faces many challenges. Despite new investments in human resources and information management, the agency must continue to focus on recruiting and retaining a strong and diverse staff. Smart succession planning and professional development will be particularly important as many of its senior staff approach retirement. And, notwithstanding the Commission's many coastal management successes, the state is also confronted by huge and complex challenges as climate

change unfolds and development pressures continue. We also continue to learn and explore together how to meet our long and strong commitment to transparent, public decision-making in a world of quickly evolving and expansive modes of communication. Fortunately, we also continue to have a strong and supportive public that engages in and helps to drive our programmatic mission of protecting coastal resources for all Californians, present and future.



The Governor, Speaker Toni Atkins (pictured with State Parks officials) and Senator Ben Hueso were honored at a December celebration of California coastal management at the Tijuana Estuary.

2015 is shaping up to be another important year for California's coast. The Commission will continue working closely with local governments under the 24 LCP planning grants that are underway. In addition, the Commission is currently working on more than 150 pending LCP amendments, ranging from comprehensive updates to minor revisions and improvements to existing code provisions. The Commission is also tentatively planning a third workshop with local government officials later in the year to continue the dialogue about the LCP program.

Many major planning efforts or projects are anticipated in 2015, including the continuation of the Broad Beach project, a review of resource management at Oceano Dunes State Vehicle Recreational Area, an appeal of State Park's proposed parking fees in Sonoma County, LCP updates in Marin County and Mendocino, certification of the Sunset Beach LCP segment in Huntington Beach, the Sweetwater Mesa development in Malibu under a settlement agreement, the next phase of development at Crystal Cove in Orange County, and potentially an appeal hearing on a revised Big Wave project in San Mateo County.

The Commission will also face drought-related water supply and management issues, including potential consideration of the Poseidon desalination plant in Huntington Beach, and appeals of groundwater wells in North Monterey and Santa Barbara Counties. The Commission continues to work with the Cambria Community Services District to address an already built emergency desalination project that is now going through the coastal development permit process.

Shoreline erosion and management issues will continue as well, as the Commission considers an appeal of the *Collections* resort hotel project on a shoreline location in Sand City, armoring at Surfer's Beach in Half Moon Bay, shoreline management at Ocean Beach in San Francisco, protection of Goleta Beach, multiple shoreline development and armoring cases in Central and Southern California, a Santa Cruz County coastal hazards LCP update and the revised Sea Level Rise Guidance document.

Likewise, sensitive resource management will remain front and center, as the Commission continues to work on the large residential and commercial project proposed at Newport Banning Ranch, and with the City of San Francisco on wetlands restoration at Sharp Park. Lagoon management issues will come forward at the San Lorenzo River in Santa Cruz, the Carmel River in Monterey County, and at Lake Earl in Del Norte County. The Commission also will be considering the recommissioning of the Venoco 421 Pier for oil production, potential revisions to its mitigation requirements on the San Onofre Nuclear Generating Station, and may also see a proposal for new oil and gas drilling in Hermosa Beach depending on the outcome of a local March referendum.

Finally, as always, the protection of public access, recreation, and lower cost facilities will continue as a high priority, as the Commission holds a second workshop on lower cost overnight accommodations, and considers appeals in Dana Point concerning access restrictions, camping and trail improvements in Ramirez Canyon in the Santa Monica Mountains, and a pending permit action to manage fire rings in Newport Beach. The Commission will continue to work on the Martins Beach case, as well as many other public access violations up and down the state.

No doubt, 2015 should prove to be another exciting year along California's coast!