



PART I

Updating

Local Coastal Program

Land Use Plan Policies

August 2026 Draft

Introduction

This document provides guidance for updating Local Coastal Programs (LCPs). The California Coastal Act of 1976 ushered in an era of significant new land use planning in California. Based on the Coastal Act's requirements, local governments prepared and implemented LCPs to carry out the Act's mandate to protect coastal resources and maximize public access to the shoreline. LCPs established the kinds, locations, and intensities of new development allowed in the coastal zone, and identified other development standards necessary to achieve the objectives of the Coastal Act. Once an LCP was certified by the Coastal Commission as consistent with Coastal Act requirements, local governments were then given the authority to, and responsibility for, issuing coastal permits for most new development, subject to the standards of their certified LCPs.

Who issues the permits?

As of 2026, about 76% of the 126 local coastal program segments of the 76 coastal jurisdictions were certified and the local jurisdictions were issuing coastal permits for most developments in those certified areas. In addition to areas that do not yet have a certified LCP, the Coastal Commission retains permitting jurisdiction below mean high tide, on public trust or tidelands, and may exercise permit authority within its appeal jurisdiction (see Coastal Act Section 30603, at: <https://www.coastal.ca.gov/coastact.pdf>).

As a result, certified LCPs have become an important part of California's coastal zone management program. However, because the amount, condition, and location of development and sensitive resources change over time, the Commission and many local governments have also recognized that LCPs must be updated periodically in order to remain effective. Significant changes may have occurred since the last LCP certification that can directly impact efforts to protect California's coast. Population and development patterns may have changed, leading to new pressures on resources and public access. New housing laws are in place, and scientists have learned more about sensitive species, habitats and other coastal resources over time. Global climate change and sea level rise are also real concerns that must now be considered in land use decisions and planning.

Similarly, the Commission and local governments have encountered numerous procedural issues, for example concerning permit or appeal procedures that can undermine effective implementation of LCPs. Questions and disputes on implementation procedures can delay the development review process and require more staff resources to resolve. Although sometimes unavoidable, procedural conflicts also divert attention from the core LCP objective of coastal resource protection. This

LCP Update Guide is therefore intended to support LCP update efforts by providing information and guidance for addressing some of these emerging issues in the update of a certified LCP. It is not intended to cover every issue that should be considered in an update, but it does highlight some recent Coastal Commission decisions, and policy and procedural concerns, that most coastal communities may need to address. It thus serves as a good place to start.

If a coastal jurisdiction does not yet have a certified LUP or IP, this LCP Update Guide can be consulted, but it is not intended to be a complete manual on how to prepare an LCP for initial certification. Contact Commission staff for information on regulations and methodology for completing a new LCP.

Updated Analyses Needed to Support LCP Amendments

The original LCPs developed by local governments included significant planning data and background analyses to support the proposed policies and ordinances. Because circumstances change over time, it may be necessary to update these background data and analyses. New information, such as updated buildout projections, analysis of available public services, and evaluation of sea level rise vulnerabilities and related adaptation planning, is key to supporting revised policies and procedures and to addressing consistency with the Coastal Act. Any LCP update amendment submittal must include appropriate documentation. Some examples of recommended analyses to perform and update are presented throughout this document.

LCP Amendment submittal procedures may be found in Chapter 6 of the Coastal Act, at: <http://www.coastal.ca.gov/coastact.pdf> and in CCR Title 14, Div. 5.5 at Chapter 8 Sections 13500-13648, at: <https://govt.westlaw.com/calregs/Interpretation?bhc=1&transitionType=Default&contextData=sc.Default>

Identifying the Components that Comprise the LCP

In many cases, different portions of LCPs have been certified at different times and undergone multiple revisions. This has sometimes led to confusion about what documents comprise the certified LCP. An LCP update provides an opportunity to clarify exactly what an LCP includes. Local governments should specifically identify which documents, portion of documents, and maps are a part of the final certified program and thus intended to apply in the coastal zone. The relevant portions of any reference documents or sources cited should also be incorporated into the updated LCP submitted for certification. These steps will ensure that any changes to these

documents are considered amendments to the LCP and thus will continue to apply in a jurisdiction's coastal zone.

Local Context Matters

This LCP Update Guide is intended to highlight recent policy and procedural concerns in core Coastal Act issue areas. Please be aware that the information presented here is guidance only. It should be considered in conjunction with the legal requirements of the California Coastal Act and the California Code of Regulations. The Guide offers some examples of how certain issues have been addressed by the Commission (and local governments in other cases). While these examples may be useful, resource conditions and local circumstances may differ by community, some examples may not apply or local governments may need to address other topics beyond those presented in this document.

An LCP update will usually address all major policies groups in Chapter 3 of the Coastal Act. Specific questions about what should be addressed in an LCP should be discussed directly with the appropriate Commission District Office. Contact information

<http://www.coastal.ca.gov/contact>



CALIFORNIA
COASTAL
COMMISSION

Local Coastal Program
Land Use Plan Update Guide

Section 1

Public Access

August 2026 Draft

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Section 1. Public Access

CORE PUBLIC ACCESS TOPICS



Maximizing Public Access for All

- Protecting, enhancing, and providing public access
- Public trust
- Tribal Coastal Access, consultation, and agency coordination
- Signage
- Parking
- Encroachments



Completing the California Coastal Trail

- New trail segments
- Sea level rise impacts



Considering Sea Level Rise Impacts

- Adaptation planning
- Public Trust



Comprehensive Beach Management

- Beach recreation impacts
- Beach management plans
- Temporary events



Expanding Multimodal Transportation

- Vehicle miles traveled
- Complete streets
- Multimodal transportation options

Introduction

One of the fundamental goals of the Coastal Act is to provide maximum public access to and along California's coast. This includes both protecting existing and providing new public access. The authority for this mandate partially derives from the California Constitution, which declares that "access to the navigable waters of this State shall be always attainable for the people thereof." (Article 10, Section 4 of the California Constitution.) The Coastal Act also recognizes that public access must be managed in ways that protect public safety, private property, and sensitive coastal resources.

Review the principal Coastal Act policies concerning public access

-- Sections 30210 through 30214 and 30500(a) and 30604(c), at:

<http://www.coastal.ca.gov/coactact.pdf>

Public or coastal access refers to the public’s ability to reach, use, or view the shoreline, coastal waters, coastal recreation areas, nearby inland recreation areas, and other significant coastal resource areas such as natural open space and habitats. Local Coastal Programs (LCPs) play an essential role in achieving the goal of maximum public access. Coastal Act Section 30500 requires each LCP to contain a specific Public Access Component to “assure that maximum public access to the coast and public recreation areas is provided.” LCPs must therefore provide policies and standards that protect existing public access, and plan for and provide new access to and along the shoreline in conjunction with new development when warranted. Pursuant to Section 30531, LCPs should, to the maximum extent practicable, incorporate a public access inventory and maps that identify existing access areas, facilities, resources, and planned future public access opportunities.

Changing conditions—including population growth, increased demand for coastal recreation, and rising sea levels—underscore the need for local governments to regularly update their LCP Public Access Components. These updates should reflect new laws, incorporate current information, and respond to evolving conditions. Updates should also compare current access opportunities with the original access inventory to ensure no loss of access over time. LCP updates should also incorporate requirements to complete the California Coastal Trail (CCT), address sea level rise impacts on public access resources, protect shifting public trust lands, develop comprehensive beach management strategies, and expand multimodal transportation options.

This guidance provides recommendations for maximizing public access, recreational opportunities, and access-related facilities while adapting to coastal hazards and sea level rise. It compiles examples of LCP policies the Commission has certified, illustrating different approaches local governments have taken to protect and enhance coastal access. Most of the sample policies were certified as part of Land Use Plans (LUPs), but some Implementation Plan (IP) standards are included and are noted as such. This guidance is intended as a resource for Commission staff, local governments, and stakeholders developing or updating LCP strategies that maintain and enhance public access in the face of rising seas.

Public Access Components in LCPs

Coastal Act Section 30500 requires each LCP to include a “specific public access component.” Local governments may organize this component in various ways, as long as it clearly identifies which policies, standards, maps, and implementation measures constitute the Public Access Component and will be applied in Coastal Development Permit findings and other local decisions. A well-developed Public Access Component enables local governments to plan for and safeguard coastal access in ways that reflect both regional conditions and local circumstances.

Although this section of the LUP Update Guide organizes common public access policy subjects into five core topic areas, local governments may structure their LCPs differently as long as they adequately address the topics relevant to their jurisdiction. To meet Coastal Act requirements, local governments must either develop a separate Public Access Component or clearly identify which parts of the LCP comprise it. These may include:

- Land Use Plan public access policies
- Land Use Plan recreation policies
- Land Use Plan policies for siting and designing public access facilities vulnerable to sea level rise and other coastal hazards
- Coastal Access Program maps, including any trails, bicycle and pedestrian routes, and transit circulation
- Recreation facilities maps
- Measures to provide new access through the regulatory program or other mechanisms
- Measures to manage access and beach activities to protect public access
- Land Use Plan circulation, parking, and alternative transportation policies
- Measures to preserve and expand access while reducing vehicle miles traveled by prioritizing active and public transportation
- Policies encouraging multimodal transportation facilities and prioritizing them over additional vehicle lanes or increased parking
- Land Use Plan policies that, where appropriate, encourage repurposing on-street parking for pedestrian, bicycle, or placemaking uses while maintaining adequate on-street parking necessary to meet coastal access demand
- Mitigation measures for unavoidable recreational beach loss from permitted development
- Measures to remove or reduce encroachments on, or disincentives to use, public beaches or accessways (e.g., unpermitted “no parking” signs or barriers, private development or landscaping, unpermitted “private beach” signs)
- Sign policies that require appropriate public access signage and/or prohibit signage that overtly or inadvertently limits the rights of the public to access public beaches, accessways, or public trust lands
- Provisions that limit residential preferential parking programs where they may adversely impact public access
- Zoning ordinances implementing Land Use Plan access policies, including standards for temporary events that may affect coastal access

- Ordinance provisions for public access and open space recorded document process (14 Cal. Code Regs Section 13574)
- Coastal Development Permit (CDP) ordinance provisions requiring consistency with the Public Access Component and findings that new development shall not have an adverse impact on public access

The list above includes potential LUP and IP (zoning ordinance) Public Access Components to present a more comprehensive understanding of the complexity of this portion of the LCP. However, this section of the Update Guide focuses primarily on land use plan policies.

Information Necessary to Build the Public Access Component

A Public Access Component should be informed by data that accurately reflects local and regional conditions. Although not all supporting information such as maps, inventories, technical analyses, and recorded easements will be certified as part of the LCP, it remains essential for policy development. Supporting information is generally not enforceable unless the LCP expressly incorporates it as a standard or implementing requirement. Because coastal conditions change, local governments should revisit and update this information as needed. Supporting information may include:

- Descriptions and maps of existing, required, suitable and planned access, including segments of the California Coastal Trail, and access areas subject to offers to dedicate easements or deed restrictions
- Estimates of visitor use and facilities demand
- Estimates of unmet and future access needs and identification of deficiencies by location and type
- Assessments of public safety concerns or sensitive resources requiring additional access management
- Identification of encroachments on, or disincentives to use, public beaches or accessways (e.g., unpermitted “no parking” signs or barriers, private development or landscaping, unpermitted “private beach” signs)
- Identification of locations with potential prescriptive rights for coastal access and measures to protect those rights
- Sea level rise vulnerability assessments and adaptation plans identifying coastal access areas or trails at risk
- Identification of any known designated or active tribal access areas

Additional guidance on some of these topics is discussed later in this section.

Certified LCPs Cited in this Document

See Exhibits link for LUP text and suggested modifications if applicable. See Staff Report and Addendum links for additional context.

- City of Pacifica (May 8, 2025) [Staff Report](#) | [Exhibits](#) | [Addendum](#)
- Sonoma County (November 14, 2024) [Staff Report](#) | [Exhibits](#) | [Addendum](#)
- City of San Diego, Mira Mesa Community Plan Update (September 12, 2024) [Staff Report](#) | [Exhibits](#)
- City of San Diego, Barrio Logan Community Plan Update (June 8, 2023) [Staff Report](#) | [Exhibits](#)
- City of Crescent City (March 8, 2023) [Staff Report](#) | [Exhibits](#)
- City of Morro Bay (August 12, 2021) [Staff Report](#) | [Exhibits](#)
- City of Half Moon Bay (April 15, 2021) [Staff Report](#) | [Exhibits](#) | [Addendum](#)
- City of Laguna Beach (October 12, 2020) [Staff Report](#) | [Exhibits](#) | [Addendum](#)
- City of Pacific Grove (November 15, 2019) [Staff Report](#) | [Exhibits](#)
- City of Santa Cruz (November 13, 2019) [Staff Report](#) | [Exhibits](#)
- City of San Clemente (February 8, 2018) [Staff Report](#) | [Exhibits](#)
- Marin County (July 14, 2017) [Staff Report](#) | [Exhibits](#) | [Addendum](#)
- Mendocino County (June 8, 2017) [Staff Report](#) | [Exhibits](#) | [Appendices](#)
- San Diego County (May 11, 2017) [Staff Report](#) | [Exhibits](#) | [Addendum](#)
- City of Newport Beach (September 8, 2016) [Staff Report and Exhibits](#)
- City of Malibu (September 13, 2002) [Staff Report and Exhibits](#)
- City of Redondo Beach (January 11, 2001) [Staff Report and Exhibits](#)

The following five core topics of this document list themes, studies and background research, and tools and resources for local governments to consider when developing LUP public access policies. The core topics below also provide a range of example policies from certified LCPs for each topic.

Maximizing Public Access for All

LCP policies should ensure that public access is protected, provided, and maximized for all users, consistent with Coastal Act Sections 30210 through 30214. These policies provide the basis for requiring that new development protect existing access and, where appropriate, enhance access. Accordingly, LCPs must include policies that expand and protect access opportunities, address barriers faced by historically excluded communities, and (pursuant to Section 30001.5(e)) coordinate with relevant agencies on access improvements within and across jurisdictions.

In addition to planning for and developing expanded access, LCPs should include measures to prevent any reduction in public access. In most cases, actions impacting coastal public access (even those not involving physical structures) require coastal development permits because they constitute “development” as defined in Coastal Act Section 30106 (“...change in the intensity of use of water, or of access thereto;...”). All LCPs, therefore, must include a clear definition of development that is consistent with Section 30106. (See Part II of the guide, Updating LCP Implementation Plan (IP) Procedures, for additional information about how this can be addressed through permit requirements.)

Managing encroachments onto public access is also essential to maximizing access. Development that extends into or occupies public beach and shoreline areas—including private structures and accessory features such as fences, gates, stairs, walls, retaining structures, patios, landscaping or similar improvements—limits the use of the beach. LCPs should include policies that regulate structural development on public beaches and access sites and, where appropriate, limit allowable structures to those that are coastal dependent, consistent with public trust doctrine principles, or essential for public recreation or public safety, and which are sited and designed to minimize encroachment.

LCPs should also consider policies that limit development on privately-owned upper sandy beach areas. This is especially important where potential prescriptive rights may exist, where development would be very close to public beach areas and could lead the public to believe that areas of public beach are actually private, or where private development would need to use public beach areas for construction and ongoing maintenance of the structures. This is also particularly important where the boundary between public and private land is ambulatory and may shift over time, in which case private development may physically block public access along the shoreline at high tides. LCPs can also include policies requiring removal of existing encroachments on public beaches or accessways; such encroachments may violate Coastal Act access

policies, and, under state law, constitute a public nuisance that can be ordered removed.¹

Tribal Coastal Access

It is also important to recognize that the entirety of California's coastal zone was originally Indigenous territory and continues to hold cultural, spiritual, ceremonial, and subsistence significance for tribal communities. Since time immemorial, Indigenous communities have shaped and stewarded these lands and rely on ongoing access to ancestral areas, sacred sites, traditional gathering places, and coastal and marine resources, for subsistence and to maintain cultural practices and traditional ecological knowledge.

As local governments plan for public access, recreation, coastal development, and climate adaptation, it is important to recognize that public access objectives may intersect with tribal cultural resource protection and tribal access needs. Historically, tribal access and cultural resources have not been adequately considered in coastal development planning, and coastal hazards and development pressures continue to threaten important cultural sites and resources.

Consistent with the Coastal Act, including Sections 30230, 30240 and 30244, LCPs should incorporate tribal knowledge and perspectives. LCPs should also recognize tribal access to culturally significant coastal areas as an important form of coastal access and consider potential impacts to tribal cultural resources when designing and implementing public access projects. Proposed development that may affect cultural, archaeological, or traditional use areas should undergo early impact assessment and include prompt notification to tribal representatives.

LCP Considerations for Maximizing Public Access for All

- **Designate planned public access within the jurisdiction.** Clearly identify future vertical and lateral accessways, public view corridors, and access connections associated with new development between the sea and the first public road.²
- **Limit private roads and gates.** Identify criteria for considering private residential gates through land use designations and ordinances that discourage private roads and gates in new subdivisions and include standards that protect public access. For example, gates could be considered if: (1) the private road has not

¹ *Scott v. City of Del Mar* (1997) 58 Cal.App.4th 1296.

² Requirements that constitute exactions of property interests, such as access easements or dedications, must comply with applicable constitutional limitations. *E.g.*, *Nollan v. California Coastal Commission* (1987) 483 U.S. 825; *Dolan v. City of Tigard* (1994) 512 U.S. 374.

been subject to any public use (whether vehicular, pedestrian, or otherwise) and does not provide a linkage between any existing or future public recreational area; (2) there is no substantial evidence of prescriptive rights that would be affected; (3) the road does not provide an essential evacuation route during fire hazards.

- **Minimize public access closures to protect the public's ability to reach and traverse the shoreline, particularly below the mean high tide line.** If some closure can be justified, protect public access by limiting the time and extent of the closure and ensuring that other nearby access is maintained or enhanced as mitigation. LCPs should include policies to address unpermitted accessway closures and should generally not allow reduction of access previously required by an exercised coastal development permit, unless the permit is amended and equivalent access is provided.
- **Develop wayfinding policies that support meaningful access.** Require signage to be clearly visible, include multiple languages as feasible, provide interpretive content acknowledging local tribal history and develop content in conjunction with tribes, prohibit misleading or exclusionary signage, and ensure accessibility for all users. In areas where private development limits access or creates permanent physical barriers, signage should guide the public around those barriers and clearly indicate how to reach public accessways, parking, and coastal access routes.
- **Identify appropriate LCP policies and criteria for review of proposals to vacate or abandon roadways, streets, or alleys.** These LCP policies should be based on the Coastal Act Chapter 3 coastal access policies, not solely on whether the road is needed for motor vehicle transportation. If such abandonments are permitted through the CDP process, require mitigation when such roadways provide public access, such as allowing only partial



Consistent with Section 30530 of the California Coastal Act, the California Coastal Commission and the State Coastal Conservancy administer a public access program designed to provide an integrated system of public accessways to and along the state's coastline. To advance this policy to maximize public access, the two agencies jointly adopted a Coastal Access logo in 1980, which serves as the official symbol for coastal access signage throughout the State of California.

abandonment of the road, requiring replacement public parking, creating public access easements, or deeding part of the road to a public recreational agency (e.g., converting it to a public trail).

- **Consider cultural and traditional coastal uses and how development may impact access to lands and waters with historical, cultural, or community significance.** Recognize that maximizing access may sometimes require rerouting, buffers or setbacks between accessways and private development, seasonal limits, or other measures to protect tribal cultural resources and traditional practices.
- **Ensure meaningful consultation with tribal governments on public access plans, projects, and programs.** Public access improvements may impact tribal cultural and archaeological resources, tribal coastal access, and traditional gathering practices. When botanical resources hold cultural importance, consult with tribal governments to identify opportunities to protect existing resources or provide additional botanical resources that can support cultural practices. In areas where public access may not be appropriate due to cultural resources or traditional practices, provide culturally appropriate tribal access, where feasible.
- **Protect public trust-related resources such as public access and recreation in the manner required by the Coastal Act.** Because the Coastal Act is an exercise of the Legislature's public trust authority and responsibility, local governments should follow the principles outlined in the Commission's Public Trust Guiding Principles and Action Plan to ensure that LCPs adequately address public trust issues, uphold public trust values, maintain ecological integrity, and proactively address sea level rise impacts.

Potential Resources for Maximizing Coastal Access

Local jurisdictions may need to perform background research to inform the development of LCP policies and may use the recommended studies, research categories, tools, and resources listed below. Conducting these studies can help identify existing conditions, gaps in public access data, and opportunities for expanding and enhancing access, while providing opportunities for community input on public access priorities.

Throughout the LCP planning process, local jurisdictions should engage with tribes early and often. Building or deepening relationships with local communities, and especially with local tribal governments, can support a better understanding of cultural and historical coastal uses and improve future tribal coordination and consultation.

Recommended Studies and Background Research:

- Demographic data for both residents and visitors

- Coastal access and circulation maps, including coastal access points and significant coastal access amenities, trails (bike and pedestrian), and public transit routes/circulation maps
- Estimates of coastal visitors and number of facilities in use
- Public parking inventory
- Estimates of unmet and future demand and identification of deficiencies by location and type of access
- Potential alternative or relocated public accessways where existing access may be threatened by sea level rise, inundation, bluff erosion, or bluff retreat
- Narrative background discussion on local tribes in the area and past or planned coordination
- Archaeological and tribal cultural resources studies
- Project-specific consultation or investigations to identify potentially significant tribal cultural and archaeological resources
- Cultural resource monitoring plans
- Existing tribal access areas, traditional use areas, and culturally significant coastal areas
- Existing public accessways, trails, signage, and management measures in areas of tribal interest
- Existing management plans, access plans, or stewardship frameworks relevant to the project area
- Coastal hazard, erosion, inundation, and sea level rise conditions affecting tribal cultural resources, access areas, or associated use areas

Recommended Tools and Resources:

- [CCC EJ Mapping Tool](#)
- [CCC 2023 Public Trust Guiding Principles and Action Plan](#)
- [CCC “Your Coast” Public Access Map](#)
- [Native American Heritage Commission Digital Atlas of California Native Americans](#)
- [CalEnviroScreen 4.0](#)
- [CSU Channel Islands Coastal Access Facilities Dashboard](#)
- [CCC Tribal Consultation Policy](#)
- [Native American Heritage Commission SB 18 Tribal Consultation Guidelines](#)
- [Native American Heritage Commission AB 52 and Tribal Cultural Resources in CEQA Technical Advisory](#)
- [Native American Heritage Commission Resources Page / Tribal Cultural Resources Law Training](#)

Example Policies

Policy Topic	Example Policies
Maximize public access (Coastal Act Sections 30210 through 30214)	New development shall ensure that public access opportunities are maximized, including through offsetting any temporary and potential permanent impacts to public access appropriately and proportionally. Development shall provide for public access enhancements and improvements as much as possible, including in terms of providing public access use areas in private development projects (e.g., visitor serving development) as appropriate. Development that does not meet these requirements shall be denied. (City of Pacific Grove LUP, Policy PRA-9) Proposed development shall enhance and shall not impair the public's ability to access and enjoy points and passages to public access features. (San Diego County LUP, Policy 9316(a)) Maximum Coastal Access and Recreational Opportunities. Provide maximum coastal access and recreational opportunities for all people consistent with public safety needs and the need to protect public rights, rights of property owners, and natural resource areas from overuse. (City of Half Moon Bay, Policy 5-1) Preserving Public Coastal Access. Review proposals for coastal land use changes and development to ensure they do not interfere with the public's right of access to the coast by ensuring that Existing public access is preserved and enhanced in perpetuity. (City of San Clemente LUP, Policy PUB-37.i) Maximizing Public Access and Recreation. Consistent with the LUP policies above, provide maximum public access, which shall be conspicuously posted, and recreational opportunities for all the people from the nearest public roadway to the shoreline and along the shoreline consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. (City of San Clemente LUP, Policy PUB-47) Access Management Program. For the private beach areas an access management program shall be prepared when development in a private community is required, as established by PUB-38, to set up a plan/program to dedicate or offer to dedicate public access in accordance with the City LCP and State requirements. The purpose of the access management programs shall be to provide maximum public access consistent with the Coastal Act of 1976, the analysis contained in this Element LUP, and site specific constraints and distance to the nearest public access point(s). (City of San Clemente LUP, Policy PUB-54) Access Required. As a condition of approval and prior to issuance of a permit or other authorization for any new development identified in A through D of this section, except as provided in Section 12.5 of the Malibu LIP, an offer to dedicate an easement or a grant of easement (or other legal mechanism pursuant to Section

Policy Topic	Example Policies
	12.7.1(b) of the Malibu LIP) for one or more of the types of access identified in Section 12.2 (a-e) of the Malibu LIP shall be required and shall be supported by findings required by Sections 12.7.3-12.9 of the Malibu LIP; provided that no such condition of approval shall be imposed if the analysis required by Sections 12.7.3 (a) through (d) of the Malibu LIP establishes that the development will not adversely affect, either individually or cumulatively, the ability of the public to reach and use public tidelands and coastal resources or that the access dedication requirement will not alleviate the access burdens identified. A. New development on any parcel or location specifically identified in the Land Use Plan or in the LCP zoning districts as appropriate for or containing an historically used or suitable public access trail or pathway. B. New development between the nearest public roadway and the sea. C. New development on any site where there is substantial evidence of a public right of access to or along the sea or public tidelands, a blufftop trail or an inland trail acquired through use or a public right of access through legislative authorization. D. New development on any site where a trail, bluff top access or other recreational access is necessary to mitigate impacts of the development on public access where there is no feasible, less environmentally damaging, project alternative that would avoid impacts to public access. (City of Malibu IP, Policy 12.4)
Public trust tidelands (Coastal Act Sections 30210, 30211, 30212, 30214, 30235, 30240, 30253, 30519, 30603)	Public Shoreline Access Rights. Continue to ensure that the public retains right of access to the shoreline and sea as provided by the public trust doctrine, where acquired through historic use or legislative authorization, and where environmentally appropriate. (City of Half Moon Bay LUP, Policy 5-2) Prohibited Signs. Signs which restrict public access to State tidelands, public vertical or lateral access easement areas, or which purport to identify the boundary between State tidelands, and private property shall not be permitted. (City of Malibu IP, Policy 3.15.3.X) Section 30519(b) of the Coastal Act recognizes in this Coastal Element that the Coastal Commission retains primary permit authority to issue coastal permits for all development proposed on tidelands, submerged lands, or public trust lands, whether filled or unfilled, that are located in the coastal zone. (Mendocino County LUP, Policy 3.1-28)
Align public access policies across jurisdictions (Coastal Act Sections 30001.5(e), 30210, 30503)	Coastal access program shall be implemented in a manner that ensures coordination among and the most efficient use of limited fiscal resources by federal, state, county agencies, and private organizations responsible for acquisition, development, and maintenance of public coastal accessways. (Mendocino County LUP, Policy 3.6-24) The Bicycle and Pedestrian Advisory Committee (BPAC) shall be responsible for advising the Coastal Commission, Board of Supervisors, Planning Commission, Board of Zoning Adjustments, Project Review and Advisory Committee, and County

Policy Topic	Example Policies
	staff on the ongoing planning and coordination of the County's bicycle and pedestrian transportation network. (Sonoma County LUP, Policy CT-3c) Trail opportunities shall be promoted by obtaining easements, dedications, license agreements, or joint-use agreements from other government agencies and public and semi-public agencies. (San Diego County LUP, Policy 2.30)
Tribal consultation (Coastal Act Sections 30240, 32044)	Establish and maintain a respectful and effective means of communicating and consulting with Tribes with regard to identification, protection, preservation of, and access to these resources. (Sonoma County LUP, Objective C-CH-1.1) State law regarding tribal consultation shall be considered the minimum standard of review for Local Coastal Program amendments, implementation of programs and initiatives, review of coastal development permits, and CEQA review and shall follow the principles found in Policy C-CH-1e. (Sonoma County LUP, Policy C-CH-1d) To establish and maintain a respectful and effective means of communicating and consulting with Tribes the following principles shall be followed when evaluating coastal development projects: (1) Communicate and consult with federally and non-federally recognized California Native American Tribes in a manner that is considerate, respectful, and cognizant of the Tribes individual rights and interests. Seek tribal input regarding the identification of potential issues, possible means of addressing those issues, and appropriate actions, if any, to be taken by the County. (2) Assess the potential impact of proposed County actions on Tribal rights and interests and ensure, to the maximum extent feasible and required by law, that tribal concerns are considered before such actions are taken, such that impacts are avoided, minimized, or mitigated in conformity with Coastal Act and other applicable legal requirements. (3) Provide Tribes with meaningful opportunities to respond and participate in County decision-making processes that affect Tribal rights and Interests. Consult with the Tribes early and often to ensure Tribal rights and interests are protected and enforced. (4) Acknowledge and respect both the confidential nature of information concerning cultural practices, traditions, beliefs, tribal histories, and Tribal lands, and legal protections of the confidentiality of certain tribal cultural information (e.g., Gov. Code Sections 6254(r), 6254.10, Pub. Res. Code Section 21082.3(c)). The County will take all lawful and necessary steps to ensure confidential information provided by a Tribe is not disclosed without the prior written permission from the Tribe. (5) Encourage collaborative and cooperative relationships with Tribes in matters affecting coastal resources. (6) Acknowledge and seek ways to accommodate Tribes with limited financial and staffing resources, and staffing resources of the County and the California Coastal

Policy Topic	Example Policies
	Commission to ensure effective communication and consultation, including joint consultation with the Coastal Commission Tribal Liaison staff. (7) Identify and recommend means to remove procedural impediments to working directly and effectively with Tribes. (8) Consultation should not be viewed as a one-time, one-meeting activity, but rather an iterative process. (Sonoma County LUP, Policy C-CH-1e) In coordination with Tribes develop a comprehensive procedure for review of projects and activities including public land acquisitions that may impact archeological or cultural resources or have the potential to provide opportunities to increase and protect the access of the Tribes to cultural resources. This procedure should include referral processes for projects which are potentially exempt from formal consultation under state law, and identify best management practices for ensuring the protection of cultural resources. (Sonoma County LUP, Program C-CH-P1)
Vertical, lateral, and tribal access easements (Coastal Act Section 30212)	Vertical Public Access and Minimum requirements. A condition to require vertical public access as a condition of approval of a coastal development permit (or other authorization to proceed with development) pursuant to Section 12.4 of the Malibu LIP shall provide the public with the permanent right of access, (1) located in specific locations identified in the certified Local Coastal Program for future vertical access, or (2) located in a site for which the local government has reviewed an application for a development permit and has determined a vertical accessway is required pursuant to the access and recreation policies of the Coastal Act or the applicable provisions of the Malibu Local Coastal Program. (City of Malibu LIP, Policy 12.6.2.A) Require a direct dedication or an Offer to Dedicate (OTD) an easement for lateral public access for all new shorefront development causing or contributing to adverse public access impacts. Such dedication or easement shall extend from the limits of public ownership (e.g. mean high tide line) landward to a fixed point seaward of the primary extent of development (e.g. intersection of sand with toe or top of revetment, vertical face of seawall, dripline of deck, or toe of bluff). Require a direct dedication or an Offer to Dedicate (OTD) an easement for vertical access in all new development projects causing or contributing to adverse public access impacts, unless adequate access is available nearby. Vertical accessways shall be a sufficient size to accommodate two-way pedestrian passage and landscape buffer and should be sited along the border or side property line of the project site or away from existing or proposed development to the maximum feasible extent. (City of Newport Beach LUP, Policies 3.1.1-13 & 3.1.1-14) Where a project has the potential to impact a tribal cultural resource a cultural conservation easement may be utilized as a potential means of mitigation. Tribal access easements shall be encouraged. (Sonoma County LUP, Policy C-CH-1k)

Policy Topic	Example Policies
	Lateral Access. Easements. For new developments on properties adjacent to the mean high-tide line, easements or offers of dedication for open and unobstructed public accessways along the shoreline between the mean high-tide line and the first line of vegetation shall be required, except as provided herein. (City of Morro Bay LUP, Policy LU-7.1.a) Where there is a future offer to dedicate, easement, or deed restriction for lateral, vertical or trail access or related support facilities e.g. parking, the County shall encourage the construction of necessary access improvements to allow the accessways to be opened and operated for its intended public use. (San Diego County LUP, Policy 2.10)
Inclusive signage (Coastal Act Sections 30210, 30212.5, 30214)	Signs. Goals. To develop a uniform signage program to assist the public in locating and recognizing shoreline and trail access points. In areas containing environmentally sensitive habitat or safety hazards, signs may be posted in English and in Spanish describing the habitat or safety hazard once the accessway or trail is opened by a public agency or private association. Required information on signs. All permanent signs approved under this regulation shall have the name of the maker, the date of installation and the city sign permit number legibly placed on the lower right hand corner of the face of the sign in a conspicuous place. As an alternative, such information may be placed on the base of the sign at a location visible and readable from the adjacent public or private right-of-way. (City of Malibu LUP, Policies 3.13.2.K & 3.15.5.I) The City will develop a coordinated sign program for the City's shoreline area to ensure consistency of information and presentation, and to ensure that such signs effectively integrate into the shoreline with the least amount of impact to public views. (City of Pacific Grove, Policy PRA-3) Signage for Accessways. All vertical and lateral public accessways shall have clearly posted and maintained signs specifying the public's right to use these areas. Signs shall also identify any limitations on the public's right of access and specific uses. Signs shall be provided in both English and Spanish. (City of Half Moon Bay, Policy 5-19) Provide clear wayfinding signage, or other methods, at key locations throughout the area (e.g., train station, Pier Bowl parking lot, Casa Romantica, etc.) to direct visitors to local amenities. Bicycle and pedestrian network wayfinding and information shall be provided through signs, street markings or other technologies. (City of San Clemente LUP, Policies LU-88 & PUB-14) Sufficient signs and appropriate barriers will be located to clearly identify access. (San Diego County LUP, Policy 2.40)

Policy Topic	Example Policies
	Wayfinding. Design and install comprehensive wayfinding signage along the Embarcadero that addresses all modes of travel, including transit, trucks, bicycles, and cars. Excessive signs and other visually intrusive landscape features shall be avoided. (City of Morro Bay LUP, Policy LU-8.5) Public access and public recreational support facilities, including, but not limited to roads, trails, paths, parking, lavatories, and other use areas within designated public Open Space areas, shall be: ... (e) Way finding markers for the California Coastal Trail in the Town should utilize the adopted Coastal Conservancy trail emblem (Figure 4.13-7); provided that the emblem may (1) be part of a sign or structure, (2) be embedded in a sidewalk, path, trail, or in pavement, and (3) shall be displayed consistent with the requirements of the Mendocino Town Local Coastal Program and <i>Mendocino Historic Review Board Design Guidelines</i>. (Mendocino County LUP, Policy PAR-2(e))
Encroachment (Coastal Act Sections 30210, 30211, 30252)	Identify and remove all unauthorized structures, including signs and fences, which inhibit public access. (City of Newport Beach, Policy 3.1.1-2) Continue to restrict the nature and extent of improvements that may be installed over public rights of way on the oceanside of beachfront residences and to preserve the City's right to utilize oceanfront street easements for public projects. (City of Newport Beach, Policy 3.1.3-2)
Road abandonment (Coastal Act Sections 30210, 30211, 30252)	Abandonment of Public Rights-of-Way. Ensure that abandonment or vacation of public rights-of-way does not adversely impact coastal access or emergency access. (City of Pacifica LUP, Policy PR-G-23)
Gated Roads (Coastal Act Sections 30210, 30211, 30252)	Private Gated Communities. Prohibit new development that incorporate gates, guardhouses, barriers or other structures designed to regulate or restrict access where they would inhibit public access to and along the shoreline and to beaches, coastal parks, trails, or coastal bluffs. (City of Newport Beach, Policy 3.1.5-1) Prohibit new private streets, or the conversion of public streets to private streets, where such a conversion would inhibit public access to and along the shoreline and to beaches, coastal parks, trails, or coastal bluffs. (City of Newport Beach, Policy 3.1.5-2) Require public access consistent with public access policies for any new development in private/gated communities causing or contributing to adverse public access impacts. (City of Newport Beach, Policy 3.1.5-3)

Policy Topic	Example Policies
Public parking availability and fees (Coastal Act Sections 30210, 30211, 30252)	Public Access Management Plan. Development with the potential to impact public access, whether during construction or after, shall develop a Public Access Management Plan designed to identify and limit impacts to public access. Plans shall identify peak use times and measures to avoid public access disruptions during those times, minimize road and trail closures, identify alternative access routes, and provide for public safety. (City of Morro Bay LUP, Policy LU-7.7) Public and Visitor Parking. Facilitate beach and recreational use by providing safe and well-located public parking. When appropriate and feasible, distribute parking areas throughout the Coastal Zone to mitigate against the impacts of overcrowding or overuse by the public of any single area. (City of Pacifica LUP, Policy PR-G-27) Parking Impacts to Public Access. Prohibit new development that would result in restrictions on public parking that would impede or restrict public access to beaches, trails or parklands, (including but not limited to, the posting of “no parking” signs, red curbing, and physical barriers), except where such restrictions are needed to protect public safety and where no other feasible alternative exists to provide public safety. (City of San Clemente LUP, Policy PUB-33) To reduce energy consumption and greenhouse gas emissions, the County of Mendocino should promote the use of building materials in new development in the Town that consist of 50% locally produced and/or recycled building materials, require that new development and redevelopment in the Town meet all applicable State of California energy conservation standards, and collaborate with stakeholders in the Town to install, operate, and maintain electric automobile charging stations. (City of Crescent City, Harbor-Specific LUP, Policy S-7) Ensure that parking fees are generally comparable to those charged at similar public parking facilities that provide access to the coastal resources in the City, and should only be considered as part of a program that provides access for low-income users. (City of San Diego, Mira Mesa Community Plan Update, Policy 6.31) Consider parking rates that do not disproportionately affect low-income individuals when considering potential demand base pricing programs or community parking structures. (City of San Diego, Barrio Logan Community Plan Update, Policy 3.6.8)

Completing the California Coastal Trail (CCT)

Completion of the California Coastal Trail (CCT) is a statewide priority. The CCT is envisioned as a continuous, interconnected public trail system along the California coastline that expands coastal access and recreation and implements Coastal Act policies promoting compatible active transportation modes of travel. The trail, approximately 70% complete, is to be located on a variety of terrains, including the beach, bluff top, hillsides providing scenic vantage points, and within the highway right-of-way. It may take many forms, including informal footpaths, paved sidewalks, and separated bicycle paths, but should support multimodal use when feasible. When no other alternative exists or the trail does not link directly to the shore, it sometimes connects along the shoulder of the road. In these cases, developing alternative or off-site trail plans can help mitigate impacts and ensure a safe and enjoyable user experience in these scenarios. Although the CCT is primarily designed for pedestrians, it should also support bicycle use and accommodate a variety of additional user groups, such as wheelchair users, equestrians, and others as opportunities allow. LCPs are instrumental in realizing this vision, as each jurisdiction is responsible for ensuring that the CCT spans its entire LCP jurisdiction to the greatest extent feasible.

Coastal Act Section 30270 supports the need to plan for continued access along the coast in light of sea level rise. As sea levels rise and coastal hazards increase, segments of the CCT and its associated facilities (e.g., coastal accessways and trail connections, bridges, boardwalks and shoreline crossings, trailheads with public parking and transit connections) may be broken into isolated components, eroded, or eliminated entirely. The loss of these facilities would further exacerbate existing barriers to coastal access, particularly for underserved communities that already face disproportionate environmental burdens, public health effects of coastal hazards, and limited coastal access due to historic exclusionary housing practices and current shortages of affordable housing in the coastal zone.

Integrating sea level rise adaptation into CCT planning can help ensure Coastal Act consistency by maximizing coastal access (Section 30210), minimizing risk with new development (Section 30253), accounting and mitigating for sea level rise impacts in

Definition of the California Coastal Trail

A federally and state recognized continuous public right-of way along the California coastline; a trail that is interconnected with other trails such as inland trails that connect to the coast and designed to foster appreciation and stewardship of the scenic and natural resources of the coast through hiking and other complementary modes of transportation.

coastal resource planning (Section 30270), and advancing fair access goals (Sections 30013 and 30604(h)). Completing the CCT depends on integrating trail planning with the full Public Access Component, including accessway protections, signage, parking and alternative transportation connections, and sea level rise and hazard adaptation to keep trail networks viable over time.

LCP Considerations for Completing the CCT

- **Identify existing and future CCT alignments.** Include maps and policies that reflect existing CCT alignments, identify gaps and measures to bridge those gaps, and plan for future extensions. These extensions should provide a continuous trail as close to the ocean as possible while maximizing ocean views and scenic coastal vistas.
- **Prioritize the development of the CCT as a multimodal, off-highway facility where feasible, and ensure multimodal connectivity.** Require that the CCT connects to existing and proposed local trail systems, trailheads, parking areas, transit stops, and inland trail links at reasonable intervals.
- **Implement adaptation strategies.** In areas where trails are currently at risk, support retrofitting, realignment, or managed retreat to ensure continuity of access.
- **Plan for future adaptation.** Evaluate inland realignments, elevation of trail infrastructure, and design features that minimize erosion while maintaining visual and physical access to the shoreline. For example, some jurisdictions have identified future trail alignments that balance access and habitat protection by maintaining trails within sight, sound, and smell of the ocean while accounting for long-term bluff erosion projections.
- **Promote an educational access experience.** Where feasible, provide site-specific relevant information about coastal resources, cultural and historical significance, and public access opportunities through interpretive programs, kiosks, and other facilities.

In 2005, the California Coastal Commission and the State Coastal Conservancy jointly adopted a California Coastal Trail logo, which serves as the official symbol used to identify segments of the California Coastal Trail.



Potential Resources for Completing the CCT

Local jurisdictions may need to perform background research to inform the development of LCP policies that support completion and long-term resiliency of the CCT. The recommended studies, research categories, tools, and resources listed below can help identify existing conditions, gaps, vulnerabilities, and opportunities for expanding and enhancing the trail.

Recommended Studies and Background Research:

- [CCC Access Guides](#)
- [Shoreline and Coastal Access Maps for Mendocino County, City of Malibu, and Orange County](#)
- Map of existing and planned local CCT segments
- Sea Level Rise Vulnerability Assessment for the CCT
- Sea Level Rise Adaptation Plans

Recommended Tools and Resources:

- [California Coastal Trail Map](#)
- [CSU Channel Islands Coastal Access Facilities Dashboard & Sea Level Rise Impacts on Coastal Access Facilities Dashboard](#)

Example Policies

Policy Topic	Example Policies
Plan for the California Coastal Trail (Coastal Act Sections 30210, 30211, 30212, 30213, 30214, 30609.5)	California Coastal Trail (CCT). Support establishment of the California Coastal Trail (CCT) by others and where financially feasible, assist in its implementation and include possible future CCT extensions and connections within San Clemente and to adjacent cities. Future extensions of the CCT will incorporate signage with the State adopted CCT logo. The local segment of the California Coastal Trail (CCT) through the City of San Clemente shall be identified, signed, maintained and enhanced to connect new and existing pedestrian or bicycle paths or routes with the goal of creating a continuous trail through the City's Coastal Zone, within as close a proximity to the shoreline as is feasible. (City of San Clemente LUP, Policy PUB-60) California Coastal Trail Alignment. Create a plan for the implementation of the California Coastal Trail. Ensure a continuous main spine of the California Coastal Trail throughout the length of the Morro Bay coastal zone, along with desirable offshoots and spurs, all within sight, smell, and sound of the ocean. (City of Morro Bay LUP, Policies OS-1.3)

Policy Topic	Example Policies
	Require construction of California Coastal Trail segments as conditions of approval for coastal development along the alignment involving other new or major replacement infrastructure, such as realignment of Highway 1. (Sonoma County LUP, Policy C-PA-2l) Coastal Trail and North-South Bikeway. Complete the Coastal Trail and the north-south bikeway from the north to sound end of the City parallel to Highway 1, providing clear, safe and efficient means to traverse coastal Pacifica. (City of Pacifica LUP, Policy PR-G-16) The County shall provide a range of trail lengths and types, including long distance trails, short distance trails, and loop experiences. Where feasible, trails should provide coastal access and connect with other public trail systems, such as the California Coastal Trail, points of interest or transit facilities. (San Diego County LUP, Policy 2.19)
California Coastal Trail sea level rise vulnerabilities (Coastal Act Section 30270)	Long-term California Coastal Trail Alignment. Study, identify and implement future alignments of the California Coastal Trail that would be sufficiently protected from the highest projection of erosion and sea level rise scenarios and would preserve or establish native vegetation between the trail and the bluff edge. (City of Half Moon Bay LUP, Policy 5-36)
California Coastal Trail adaptation (Coastal Act Section 30270)	California Coastal Trail Improvements. Work with local land trusts and others to develop a formal segment of the California Coastal Trail between the Wavecrest open space and Redondo Beach Road. The trail should generally parallel the bluff edge, be designed to minimize erosion and potential adverse impacts to biological resources, and be aligned adequately inland to accommodate future sea level rise and bluff erosion projections. Connect the lateral trail with one or more vertical trails connecting to the beach, located and designed to minimize negative impacts. (City of Half Moon Bay LUP, Policy 5-37)
	Study, identify, and develop future alignments of the California Coastal Trail that would be sufficiently protected from the highest projection of erosion and sea level rise scenarios and would preserve or establish native vegetation between the trail and the bluff edge. Access and recreational facilities associated with the California Coastal Trail, as well as the Trail itself shall be sited, designed and maintained to avoid or mitigate erosion, as well as accommodate long term impacts of sea level rise, and climate change. (Sonoma County LUP, Policies C-PA-2b & C-PA-2g)

Considering Sea Level Rise Impacts to Public Access

As sea level rise accelerates along California's coast, LCPs must plan for long-term public access in the face of coastal hazards, such as erosion and flooding, and resulting infrastructure damage. These physical impacts could cause beaches to disappear as they are caught between rising tides and a fixed line of inland development, and they could cause damage to stairs and ramps, restrooms, parking lots, trails, and streets that are needed to access the shoreline. Coastal Act Section 30270 requires the Commission to consider the effects of sea level rise when reviewing coastal resource planning and management policies, including LCP public access policies. This means that public access facilities, including beaches, trails, and amenities, should be planned, designed, and managed with future sea level rise impacts in mind. Section 30270 builds on the public access requirements in Sections 30210–30214 by reinforcing the need for proactive planning and ensuring that access remains safe, accessible, and usable over time. Together, these policies guide local jurisdictions to include adaptation strategies that preserve the public's right to access the coast now and in the future.

LCP Considerations for Sea Level Rise Impacts to Public Access

- **Consider the future of public access in light of sea level rise.** Forward-looking LCP policies may include requiring new public access sites, segments of the California Coastal Trail, and recreation and visitor-serving facilities to be sited and designed to avoid impacts from sea level rise; planning for adaptation of existing accessways; and maximizing public access and recreation opportunities in each jurisdiction.
- **In areas located within the public trust and vulnerable to sea level rise, encourage development and adaptation strategies to ensure continued public access.** Incorporate measures such as inland relocation of facilities, elevation of trails, rolling easements, or reservation of space for future access migration.
- **Analyze tradeoffs.** Evaluate tradeoffs, such as those between beach space and parking, and consider how beach trails like the California Coastal Trail and critical infrastructure like Pacific Coast Highway can be maintained and adapted for sustainable access for all into the future.
- **Select appropriate adaptation measures and encourage their implementation.** Select adaptation measures informed by best available science that effectively implement the California Coastal Act's statewide resource protection and hazard policies at the local level. These measures should account for the diverse geography, community needs, and environmental conditions

across different coastal areas. LCP policies and zoning should lay the foundation needed to implement identified adaptation projects, recognizing that coastal development permits for these projects will include additional detail. Identify lead agencies or departments responsible for implementing identified projects to ensure clear accountability and coordination.

- **Identify a timeline for updates and next steps.** Establish a timeline to update key documents, including the vulnerability assessment, adaptation plan, economic analysis, and other relevant studies. Clearly identify next steps, such as determining which topics or strategies require additional analysis. The update schedule should account for new information on sea level rise science, changing vulnerabilities and conditions, new adaptation options, completed adaptation projects, and any subsequent updates needed to the LCP.

Potential Resources for Sea Level Rise Impacts to Public Access

Local jurisdictions may need to perform background research to inform the development of LCP policies that address sea level rise while maximizing long-term public access. The studies, tools, and resources listed below can help evaluate existing access conditions and identify potential future sea level rise and hazard impacts.

Recommended Studies and Background Research:

- Sea Level Rise Vulnerability Assessment
- Sea Level Rise Adaptation Plans

Recommended Tools and Resources:

- [CCC Sea Level Rise Policy Guidance](#)
- [Our Coast, Our Future Hazard Map \(CoSMoS\)](#)
- [Hazard Exposure Reporting and Analytics \(HERA\) \(CoSMoS data\)](#)
- [NOAA Sea Level Rise Viewer](#)
- [NASA Flooding Analysis Tool](#)
- [CSU Channel Islands Coastal Access Facilities Dashboard & Sea Level Rise Impacts on Coastal Access Facilities Dashboard](#)

Example Policies

Policy Topic	Example Policies
Maximizing public access	The City will coordinate with relevant local, state, or regional, transportation agencies to study the effects of coastal hazards and sea level rise and the City will

as sea levels rise (Coastal Act Section 30270)	prepare a Shoreline Management Plan that....will evaluate the need to protect coastal resources, and maximize public access as sea level rises, and shall include various options for relocating or protecting circulation facilities in the Coastal Zone, including trails, streets, and bicycle lanes in a way that achieves these goals. (City of Pacific Grove LUP, Policy INF-24) Coastal Access and Resilience Program. The City shall develop a Coastal Access and Resilience Program to ensure continued and increased access to the coast, including as sea levels rise. The Program shall include, but is not limited to, methods to maximize public access to and along the coast despite sea level rise and address the coastal resource impacts associated with shoreline protection structures along the City's shoreline, including as required per Policy CR-I-34, and impacts associated with the perpetuation of shoreline protection structures within Special Shoreline Resilience Areas allowed by Policies CR-I-38, CR-I-39, and CR-I-40. The priority for such access benefits and mitigation shall be efforts/projects designed to maintain and enhance sandy beaches and public access to and along the City's shoreline in a manner that is most protective of coastal resources and general public access utility. (City of Pacifica LUP, Policy CR-I-44)
Intersection of public access, sea level rise, and public health (Coastal Act Sections 30210, 30270, 30604)	Identify populations more vulnerable to and exposed to potential health impacts. Develop targeted population-level mitigation and adaptation strategies, and prioritize the use of resources to benefit the most significantly impacted populations. Prepare a response plan to be used in the implementation of Measure A-2 of the CAP to ensure the protection of vulnerable populations during times of high heat, extended drought, flooding, or other extreme weather events. (City of Morro Bay LUP, Policies EJ-4.2 & EJ-4.3)
Public trust tidelands inland migration (Coastal Act Sections 30210, 30211, 30212, 30214, 30235, 30270, 30603)	Incremental Removal. When a lot is not large enough to accommodate development that avoids shoreline hazards and/or the inland migration of the public trust boundary for the anticipated life of the development, develop a project option that minimizes hazards from the identified sea level rise scenarios and/or avoids encroachment into the public trust boundary for as long as possible, and then requires incremental retreat once certain triggers are met. (City of Half Moon Bay, Policy 7-41) Coastal Hazards Risk Disclosure. As a condition of coastal permit approval for development in Coastal Vulnerability Zones or Tsunami Inundation Zones (Figure 6-2), applicants shall be required to acknowledge and agree, and private applicants must also record a deed restriction on the property to acknowledge and agree: . . . (g) that the boundary between public land (tidelands) and private lands may shift with rising seas, the structure may eventually be located on lands impressed with public trust interest , the approval does not permit development to be located on such lands, any development that comes to be located on such lands must be removed unless the Coastal Commission determines that the encroachment is legally permissible pursuant to the Coastal Act and authorizes it to remain, and any

Policy Topic	Example Policies
	future encroachment would also be subject to the State Lands Commission's (or other trustee agency's) leasing approval (City of Pacifica LUP, Policy CR-I-21) Monitoring Plan for New Shoreline Protection Structures. Proposals for new, redeveloped/augmented or repaired shoreline protection structures shall include a monitoring plan that evaluates the condition of the shoreline protection structure, conditions at the site and surrounding area, and whether the shoreline protection structure is still needed for protection. The plan shall require an inspection at least every five years to identify: • Any structural damage and need for repair; • Environmental impacts, including excessive scour, impacts to shoreline processes and beach width (at the project site and the broader area and/or littoral cell as feasible), and impacts to public access and the availability of public trust lands for public use; and • The status of the existing structure being protected. • The monitoring plan shall also be updated to at a minimum include any specific requirements associated with coastal permit approval. At least every 15 years the landowner shall submit a new Mean High Tide Line (MHTL) survey of the subject property based on field data collected within 12 months of the date submitted. (City of Pacifica LUP, Policy CR-I-35)
Accounting for sea level rise (Coastal Act Sections 30212 and 30240)	Sea Level Rise Impacts on Lateral Access. The following monitoring and actions shall be taken to address issues related to sea level rise in lateral access areas: - All lease sites affected by two feet of additional sea level rise will need to be monitored for additional sea level rise impacts to lateral accessways through thereafter due to lease site vulnerability. - When feasible, lease sites should be encouraged to implement floating bayside lateral accessways to improve design resiliency to sea level rise. Monitoring the need for improvements to the boat launch ramp will be done as part of this action. (City of Morro Bay LUP, Policy LU-7.8) New development adjacent to public access and recreation areas vulnerable to coastal bluff erosion or sea level rise to be sited and designed to anticipate eventual loss and necessary replacement of such public access and recreation areas. (Sonoma County LUP, Policy C-PA-3b)
Multi-use pathways and sea level rise (Coastal Act Section 30270)	Provide a safe, continuous walking and hiking trail consistent with the principles of proximity, connectivity, integrity, respect and feasibility established by California Coastal Conservancy 2003 plan, "Completing the California Trail". Wherever feasible, the Coastal Trail should be within sight, sound, or at least the scent of the sea. The traveler should have a persisting awareness of the Pacific Ocean. It is the presence of the ocean that distinguishes the seaside trail from other visitor destinations. Consistent with these principles, trail segments to the sight, smell and sound of the ocean as possible, or using the following standards: (1) Where it is not feasible to locate the trail along the shoreline due to natural landforms or legally authorized development that prevents passage at all times,

Policy Topic	Example Policies
	inland bypass trail segments located as close to the shoreline as possible should be used. (2) Shoreline trail segments that may not be passable at all times, or that are not passable by bicycles, should be augmented by inland alternative routes that are passable and safe for pedestrians and bicycles. (3) New lateral trails along the bluff edge shall be set back a sufficient distance from the bluff edge to avoid impacts from erosion and sea level rise, generally 50 feet, and native vegetation shall be established and maintained between the trail and the edge to stabilize the blufftop if practical. (4) Outlooks and other trail amenities shall be incorporated to discourage damage from informal trails. (Sonoma County LUP, Policy C-PA-2c)
Nature-based adaptation, Adaptation pathways, Managed Retreat, Neighborhood scale adaptation, and Rolling easements (Coastal Act Section 30270)	Soft Protection Devices. Require development to use “soft” or “natural” solutions or “living shorelines” where feasible and appropriate as a preferred alternative to the placement of hard shoreline protection in order to protect development or other resources and to enhance natural resource areas. Examples of soft solutions include vegetative planting, dune restoration, and sand nourishment. (City of Half Moon Bay, Policy 7-32) Infrastructure and Public Facilities. Where facilities can be safely sited for the near term but future impacts are likely, require an adaptive management plan detailing steps for maintenance, retrofitting, and/or relocation. (City of Half Moon Bay, Policy 7-23) Rolling Easements. Utilize rolling easements or other strategies to limit or restrict development on lands within 300 feet of the beach or bluff edge (i.e. lands that are most vulnerable to shoreline hazards) as a condition of approval for new development or new subdivisions located in such areas to allow coastal lands and habitats, including beaches and wetlands, to migrate landward over time as the mean high tide line and public trust boundary moves inland with sea level rise. (City of Half Moon Bay, Policy 7-42)
Assess projected impacts of sea level rise on existing and planned public access (Coastal Act Section 30270)	Monitor Beaches and Develop Information. Monitor beaches for sea level rise impacts such as erosion and changes in beach widths in order to identify trigger points for various adaptation strategies. The City shall continue to gather information on the effects of sea level rise and other coastal hazards on Morro Bay’s shoreline, including identifying the most vulnerable areas, structures, facilities, and resources, with a focus on areas with priority uses such as public access and recreation resources, ESHA, and existing and planned sites for public infrastructure. Increase funding for public improvements with respect to potential vulnerabilities and impacts to infrastructure associated with changes in sea level elevation. Updates to the LCP as well as project-specific coastal hazards assessments shall use the best available science, including the best available scientific estimates of expected sea level rise and potential resultant impacts. The information gathered should address multiple time frame horizons (e.g., 2025, 2040, 2050, and 2100) as well as multiple sea level rise scenarios, as appropriate and feasible. (City of Morro Bay LUP, Policies LU-8.10 & LU-8.12)

Policy Topic	Example Policies
	All new development in areas potentially subject to coastal hazards shall be evaluated by reports that.....shall evaluate the foreseeable effects that the development will have on coastal resources over time (including in terms of impacts on public access, natural landforms, and public views), as project impacts continue and change over time, including in response to SLR. (San Diego County LUP, Policy 9310.d.i.d.viii.a.4)
Plan for adaptation of existing public access facilities (Coastal Act Sections 30210 and 30270)	Site, design, and upgrade infrastructure and public facilities... with consideration for shoreline hazards including sea level rise impacts... Where future impacts are likely, require an adaptive management plan detailing steps for maintenance, retrofitting, and/or relocation. (City of Half Moon Bay LUP, Policy 7-23) Improve Existing Trails. Improve existing trails and trail amenities to address erosion, environmental concerns, and public safety. Consider options to retrofit or relocate existing trails and amenities to reduce impacts from sea level rise. (City of Half Moon Bay LUP, Policy 5-31) Trails shall be maintained at or near original or intended standards. (San Diego County LUP, Policy 9316(e)) Coordinate with Port of San Diego on sea level rise planning and adaptation planning. (City of San Diego, Barrio Logan Community Plan Update, Policy 8.1.7) Citywide Sea Level Rise Vulnerability Study. Based on the Citywide Vulnerability Study described above, develop appropriate SLR adaption measures and policies to avoid and/or mitigate these impacts for incorporation into the LCP via future LCP updates. information gathered over time, propose additional policies and other actions for inclusion in the LCP in order to address the impacts of sea level rise. As applicable, recommendations may include such actions as: a. Relocation of existing or planned development to safer locations, working with entities that plan or operate infrastructure; b. Changes to LCP land uses, and siting and design standards for new development, to avoid and minimize identified risks; c. Changes to standards for development in hazardous locations; d. Changes to standards for in bluff/shoreline erosion rates; and e. Modifications to the LCP to ensure long-term protection of the function and connectivity of existing public access and recreation resources The Citywide Vulnerability Study shall be updated periodically as new science and modeling results and/or state guidance become available. This update shall occur approximately every 10 years, or more frequently as necessary, through an LCP amendment. (City of San Clemente LUP, Policy HAZ-12.2) Seawalls, breakwaters, revetments, groins, harbor channels and other structures altering natural shoreline processes or retaining walls shall not be permitted unless judged necessary for the protection of existing development or public beaches or coastal dependent uses. Allowed developments shall be processed as conditional

Policy Topic	Example Policies
	uses, following full environmental geologic and engineering review. This review shall include site specific information pertaining to seasonal storms, tidal surges, tsunami runups, littoral drift, sand accretion and beach and bluff face erosion. In each case, a determination shall be made that no feasible less environmentally damaging alternative is available and that the structure has been designed to eliminate or mitigate adverse impacts upon local shoreline sand supply and to minimize other adverse environmental effects. The design and construction of allowed protective structures shall respect natural landforms, shall provide for lateral beach access, and shall minimize visual impacts through all available means. (Mendocino County LUP, Policy 3.4-12)
Highway 1, Pacific Coast Highway (PCH), and other transportation infrastructure (Coastal Act Sections 30210, 30270)	Coordination of Local and Regional Actions. Coordinate local transportation planning and improvements with State, Regional and County agencies to ensure consistency with the Regional Transportation Plan, the Congestion Management Program, and other regional actions. (City of Pacifica LUP, Policy PR-G-21) Shoreline Management Plans. Develop shoreline management plans for shoreline areas subject to wave hazards, sea level rise and erosion, prioritizing armored areas such as Surfers Beach and Mirada Road, in coordination with Caltrans, San Mateo County and the Harbor District. Any plans should include: An examination of opportunities to maximize public beach area and enhance or provide new lateral and vertical public beach accessways; (City of Half Moon Bay, Policy 7-43.d)
Sea level rise siting, design, and safety standards (Coastal Act Section 30270)	Public Access and Sea Level Rise. Require new development adjacent to public access and recreation areas vulnerable to coastal bluff erosion or sea level rise to be sited and designed to anticipate eventual loss and necessary replacement of such public access and recreation areas. (City of Half Moon Bay LUP, Policy 5-4.b) The conditions of approval for any Coastal Development Permit on public or private property that is subject to hazards from projected sea level rise shall include the requirement that the owner shall record a deed with the following notice included: “The subject property is located in an area subject to inundation, flooding, or coastal erosion hazards as a result of projected sea level rise.” (Sonoma County LUP, Policy C-PS-4m) Site-specific reports... shall describe: bluff erosion rates, inland extent of flooding and wave run-up, and projected future conditions at the site, accounting for SLR. (San Diego County LUP, Policy 9310.d.i.d.viii.b) Development in Hazardous Areas. Site and design development in 100-year floodplains and tsunami hazard zones to minimize hazard risk without the need for armoring (e.g. flood damage prevention programs). (City of Pacifica LUP, Policy NH-G-2)
Tradeoffs as sea level rise squeezes	Incorporate site-appropriate setbacks and reserve suitable surrounding land for expansion or retreat for existing or redeveloped public parking areas near the beach, as permitted by environmental constraints. (City of Half Moon Bay LUP, Policy 5-14.e)

Policy Topic	Example Policies
beach space and parking areas (Coastal Act Section 30270)	On-Street Parking & Private Parking. Where appropriate, encourage the repurposing of on- street parking for alternative uses (e.g., pedestrian and bicycle facilities, urban greening, placemaking, micro-mobility corrals), while maintaining on-street parking areas adjacent to Coastal Zone access areas with trailheads. Encourage developers and property owners to “unbundle” parking from developments (i.e., separating the cost of buying/leasing a parking space from the cost of buying/leasing a commercial or residential unit), which aids in reducing development costs, and preventing the oversupply of parking and encouraging the use of alternative modes of transportation. (City of San Diego, Mira Mesa Community Plan Update, Policies 6.32 & 3.46)
Requirements for relocation or abandonment of a permitted public access resource (Coastal Act Section 30270)	Changes to existing public access ways that are required as part of an existing CDP shall not allow a reduction in access. Any such changes to an existing public access way would be required to be reviewed through a Coastal Permit Amendment process. (San Diego County LUP, Policy 9316(c)) Consistent with Coastal Act Section 30221, the certified Mendocino Town Local Coastal Program reserves upland areas in the Town, inland of Mendocino Headland State Park, that support coastal recreation. These upland areas include, but are not limited to, the Highway 1 right-of-way and County road and street rights-of-way that connect the State Park with other areas of the coastal zone, the County, State, and United States. Any abandonment, closure, or conversion of any public right-of-way in the Town shall require approval by the County of a coastal development permit, and as applicable, an application to the County for an amendment of the certified Mendocino Town Local Coastal Program. (Mendocino County LUP, Policy PAR-4)

Comprehensive Beach Management

Comprehensive beach management is essential to sustaining the recreational, ecological, and economic value of California’s beaches in the face of development pressure and dynamic coastal change. LCPs play a necessary role in establishing policies that address how shoreline development, beach use, and temporary events affect public access, sand supply, and the long-term availability of beach area. Consistent with Coastal Act Section 30235 and related policies, LCPs should incorporate strategies to mitigate unavoidable impacts, guide day-to-day management activities, and regulate temporary events so that beaches remain resilient and accessible.

Shoreline armoring can directly encroach on the beach, taking away space available for public access and recreation. Armoring that fixes the back of the shore can also prevent natural materials (i.e., sand) from entering the beach system and contributing to the on-going beach equilibrium. As sea level rises, armoring can also impede the ability of beaches and wetlands to migrate inland over time. If beaches and other habitats are

unable to move inland, they will narrow and eventually be lost, resulting in a loss of recreational and public access resources. This process is known as "coastal squeeze" and is further explained in the Commission's Sea Level Rise Policy Guidance and Nature-Based Adaptation Strategies Policy Guidance.

LCPs should include policies to ensure that, if development results in adverse impacts to sandy beaches or other accessible shorelines, measures will be imposed to fully mitigate the impacts, including impacts to public recreation. Local jurisdictions should consider conducting a thorough evaluation of potential losses to recreational value to inform LCP policy development. LCPs can incorporate a formula to calculate beach loss and resulting access-related mitigation as part of permitting development on the beach. To calculate mitigation for these impacts, the Commission has used several methods that quantify the physical loss of beach area and sediment supply and then translate those losses into economic terms using either land value approaches, such as real estate based statistical price models, or non-market valuation methods that estimate the public's recreation value of beaches. For example, collecting recreation use data (beach attendance), identifying potential mitigation projects, and including mechanisms for collecting and applying mitigation fees in LCPs, are all policies or approaches that can help inform future valuation efforts and result in improved benefits to coastal resources and the public.³ Opportunities for mitigation should be evaluated based on the specific circumstances in each jurisdiction.

Management measures can help address many issues concerning the beach, including access, recreation, and wildlife preservation. Measures might include temporary closures for snowy plovers, beach grooming protocols, seasonal restrictions on sandbar breaching, and rules for various recreational events (e.g., volleyball tournaments). All of these activities are defined as development under the Coastal Act and require coastal permits. To avoid having to apply for or issue multiple permits and to address sometimes competing policy goals (e.g. providing public access while protecting resources), local governments can prepare beach management plans to inform long-term permitting of covered activities. LCPs can direct plan preparation and/or incorporate the plan itself.

Temporary events staged on beaches can limit use by the general public, especially when they commit large areas to special, commercial events on summer weekends. LCPs should address the type, location, and intensity of such events, including scheduling, transportation to the event, how the location of the event will affect public use, signage, mitigation measures, and clean-up. LCPs should also address when

³ The City of Solana Beach Major Amendment [LCP-6-SOL-16-0020-1](#) provides an example (May 11, 2017)

temporary events may be exempt from coastal development permit requirements, consistent with the Commission's 1993 Guidelines for Exclusion of Temporary Events.

LCP Considerations for Comprehensive Beach Management

- **Require adequate mitigation for unavoidable impacts to beaches.** In cases where beach impacts cannot be avoided, mitigation might include beach replenishment, habitat restoration, and the protection, provision, or enhancement of recreational opportunities. Economic beach valuation methods can also be used to assess the value of lost beach area and help ensure that mitigation measures are proportionate and effective.
- **Consider developing Beach Management Plans to guide beach activities.** Beach Management Plans can provide a clear policy framework for managing beach use in a way that protects environmental resources, maintains public access, and responds to community priorities.
- **Require temporary events to protect public access.** Where temporary events are staged adjacent to beach and shoreline areas, include provisions that protect public access to and along the shoreline during the entire event (i.e., from set-up to take-down) and require temporary event facilities (e.g., grandstands, barricades, fences) be sited so as not to interfere with the public's use of established pedestrian bikeways, or to mitigate temporary interference with establishment of alternate through routes. Public access signage plans can also help mitigate the psychological impact that the physical barriers might create by directing the public through and around the temporary event structures.

Potential Resources for Comprehensive Beach Management

Local jurisdictions may need to perform background research to inform the development of LCP policies for comprehensive beach management. The studies, tools, and resources listed below can help evaluate existing beach conditions, identify erosion or recreational impacts, and assess mitigation needs or opportunities. These efforts support the development of responsive policies that preserve beach use and manage sand supply over time.

Recommended Studies and Background Research:

- Economic Beach Evaluation factors to consider
 - Recreational use value
 - Beach ecosystem/ecological value
 - Sand supply impacts
 - Cost of shoreline erosion

- Public access lost
- Mitigation costs (e.g., sand replenishment, restoration, replacement access)

Recommended Tools and Resources:

- [CalEnviroScreen 4.0](#)
- [CCC Nature-Based Adaptation Strategies Guidance](#)
- [CCC Regulation of Temporary Events in the Coastal Zone](#)
- [Coastal Development Permit No. 5-19-0288 \(Niguel Shores revetment in City of Dana Point\)](#)

Example Policies

Policy Topic	Example Policies
Recreational beach loss and sand supply impact mitigation (Coastal Act Sections 30210, 30235, 30270)	Shoreline Protective Device Standards. New shoreline protective devices shall be sited and designed to avoid coastal resource impacts to the maximum extent feasible through: eliminating or mitigating all adverse impacts on local shoreline sand supply (including sand and beach area that are lost through the shoreline protective device's physical encroachment on a beach, fixing of the back beach, and prevention of new beach formation in areas where the bluff/shoreline would have otherwise naturally migrated, and the loss of sand-generating bluff/shoreline materials that would have entered the sand supply system absent the device); <i>protecting and enhancing public recreational access</i>; protecting and enhancing public views; minimizing alteration of, and being visually subordinate to, the natural character of the shoreline; avoiding impacts to archeological resources; and protecting other coastal resources as much as possible. Shoreline protective devices shall be required to mitigate impacts to shoreline sand supply, public access and recreation, and any other relevant coastal resource impacts in 20-year increments, starting with the building permit completion certification date. Permittees shall apply for a coastal permit amendment prior to expiration of each 20-year mitigation period, proposing mitigation for coastal resource impacts associated with retention of the shoreline protective device beyond the preceding 20-year mitigation period, and such application shall include consideration of alternative feasible mitigation measures in which the permittee can modify the shoreline protective device to lessen its impacts on coastal resources. Shoreline protective devices shall only be authorized until the time when the qualifying development that is protected by such a device is no longer present, constitutes redevelopment, and/or no longer requires armoring, at which time the shoreline protective device shall be removed and the site restored. (City of Morro Bay LUP, Policy LU-8.13) Mitigation and Monitoring for Shoreline Protection Impacts. Require... a plan to mitigate all unavoidable impacts to shoreline sand supply, public access and recreation, and any other relevant coastal resources... including: (a) Impacts on local shoreline sand supply...

Policy Topic	Example Policies
	(b) Impacts to public access and recreation resulting from loss of beach area... (d) Form of mitigation... such as sand replenishment, on- or off-site restoration, or construction of new public access. (City of Half Moon Bay LUP, Policy 7-33) Mitigation for Development on the Beach. The impacts of development on sandy beaches, including impacts to public recreation shall be fully mitigated. (City of San Clemente LUP, Policy PUB-65) The Big River beach and pocket beaches on Mendocino Bay and along the Pacific Ocean shoreline of the Town, all of which are owned by the State of California and are suited for water-oriented recreation, shall be protected for such uses, including, but not limited, for, their continued sustainable public accessibility, water quality, and beach sand supply. (Mendocino County LUP, Policy PAR-3) Where existing legally established development or coastal dependent development is threatened by coastal erosion, the first priority shall be to evaluate the feasibility of relocating the development. The second priority shall be to consider the feasibility of less environmentally damaging alternatives than shoreline protection structures (e.g., nature-based adaptation solutions). Only when all other options are deemed infeasible should shoreline protection structures be considered. Regardless of other alternatives being found infeasible, shoreline protection devices still need to go through a full Coastal Act review and meet the following criteria and must be consistent with standards in Appendix F: Shoreline Protection Structure Guidelines: (1) Shoreline protection structures shall be sited and designed to minimize impacts to all relevant coastal resources and to avoid creating hazards on public trust lands, including through preserving the maximum amount of existing beach and public access, taking into account project future changes in sea level based on the most up-to-date science and agency guidance. (2) All unavoidable coastal resource impacts shall be appropriately and proportionally mitigated. (3) Shoreline protection structures shall be designed to eliminate or mitigate impacts on local sand supply. (4) Shoreline protection structures shall be designed to minimize alteration of and visually blend with the surrounding natural shoreline. (5) Shoreline protection structures shall be minimally sized and designed to perform, to the maximum extent feasible, without maintenance for the life of the structure being protected. (6) Shoreline protection structures must minimize and mitigate any adverse impact on cultural and historic resources, consistent with policies found in the Cultural and Historic Resources Element. (Sonoma County LUP, Policies C-PA-2b & C-PA-2g)
Appropriate material for beach replenishment (Coastal Act Section 30233(b))	Material for Beach Replenishment & Sand Monitoring. Material that is removed from erosion control/flood control facilities or other dredging activity that has been tested and found to be clean and is suitable (determined by testing against USACE contamination and grain size thresholds) for beach replenishment shall should be used for such purposes on appropriate beaches, or placed into suitable longshore current systems consistent with any existing Coastal Development Permit issued for

Policy Topic	Example Policies
	opportunistic beach sand placement activities. (City of San Clemente LUP, Policies RES-7 & HAZ-53) Consider sea level rise adaptation strategies when evaluating dredge disposal options and evaluate the feasibility of using dredge material for beach sand augmentation and dune restoration. (Sonoma County LUP, Policy C-OSRC-9h)
Beach Management Planning (Coastal Act Sections 30210, 30211, 30214, 30240)	Mitigation and Monitoring for Shoreline Protection Impacts. Require... a plan to mitigate all unavoidable impacts to shoreline sand supply, public access and recreation, and any other relevant coastal resources... including: (e) A plan for the periodic monitoring... of impacts to shoreline processes and beach width... at the project site and the broader area and/or littoral cell as feasible. (City of Half Moon Bay LUP, Policy 7-33.e) The appropriate City department shall be the lead in the implementation of Policies RES-6 through RES-17 regarding beach management/maintenance through an approved coastal development permit where necessary. (City of San Clemente LUP, Policy RES-5) Prepare and implement a beach management plan for Main and Cowell Beaches including all properties, public and private, that addresses drainage onto the beach, litter control and beach maintenance, lagoon levels at Neary Lagoon, special events coordination, distribution of recreational uses, handicapped areas, and interpretive signs to ensure safe public access and protection of environmentally sensitive areas. Any future land division of properties including sandy beach shall contain use restrictions consistent with this plan. When a management plan is adopted by the Coastal Commission, it is the City's desire to work with the Coastal Commission to provide for long-term coastal development permits for appropriate elements of the management plan. (City of Santa Cruz LUP, Policy 1.7.3)
Temporary events (Coastal Act Sections 30210, 30211, 30212(b)(3), 30213, 30230, 30231, 30240, 30251, 30600)	Development with the potential to impact public access, whether during construction or after, shall develop a Public Access Management Plan designed to identify and limit impacts to public access. Plans shall identify peak use times and measures to avoid disruption during those times, minimize road and trail closures, identify alternative access routes, and provide for public safety. Plans associated with temporary events shall include additional strategies to avoid impacts to parking and access, including, but not limited to, the use of shuttles to off-site parking locations and bike valet programs. (City of Pacific Grove LUP, Policy PRA-8) All temporary events or structures, or short-term development shall be exempted from the requirement to submit a coastal hazard analysis, if there is no potential for hazards risks during the temporary or short-term event or development. (San Diego County LUP, Policy 9310.d.i.d.aa) Develop policies for review of applications for temporary private events on beaches, parkland, filled tidelands, water, streets, or parking areas which is otherwise open and available for general public use consistent with the California

Policy Topic	Example Policies
	Coastal Commission 1993 “Guidelines for the Exclusion of Temporary Events from Coastal Commission Permit Requirements”, including as these guidelines may be updated. The policies shall consider the type of associated coastal-dependent activities; displacement of public use; number of people; season, weekday or weekend, and hours; location and area relative to size of beach and public accessways; pedestrian access; transportation and parking; amplified music and other noise; equipment; temporary structures and enclosures; food service; warming fires; signage; admission fee; wastewater and solid waste disposal; and required mitigation measures. (Sonoma County LUP, Policy C-PA-2)

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Expanding Multimodal Transportation

LCPs should include provisions to maximize public access to and along the coast through a variety of alternative transportation modes, as called for in Section 30252. Shifting transportation use from automobiles to other forms of transportation requires streets and roads that are safe and welcoming to non-automobile users.

Complete streets are roadways designed and built to accommodate the needs of all users, including pedestrians, cyclists, public transit riders, and motorists of all ages and abilities. Such alternatives are increasingly needed to address roadway congestion, as well as increased global greenhouse gases and associated extreme weather events. LCP policies should encourage expanded transit opportunities. These can include measures such as route or schedule changes, different transit stop locations, connections from hotels and motels, and revisions to carry-on policies to better serve beachgoers. Policies to require and fund beach shuttles as mitigation for impacts of new development can be considered.

Macro transit: Macro transit (also known as mass transit) includes public transportation systems and services such as buses, subways, commuter trains, light rails, or high-speed railways that facilitate significant passenger travel between and within major urban centers, typically spanning longer distances. Macro transit is often provided within or as a connection between job centers, popular visitor destinations, transit hubs, and high-density housing areas. Frequent, affordable, and conveniently located macro transit services can lead to a significant reduction of single person vehicle trips. Macro transit improvements can be supported through LCP policies and implemented at the project level.

Micro transit: Micro transit, as opposed to macro transit, refers to public transportation services such as shuttle buses, trolleys, vans, and jitneys that serve fewer passengers between common but typically shorter distance pick-up and drop-off points. Micro transit can help fill in any gaps in macro transit systems to enhance intermodal network connectivity and may be especially fitting for rural and suburban areas that lack major public transportation infrastructure. Micro transit services may be provided “on-demand” through a smart phone application or regularly during peak periods like weekends, commuter hours, or summer months.

To support inclusive and sustainable coastal access for all, local jurisdictions may need to evaluate opportunities to reduce vehicle dependence and expand safe multimodal options. Mass transit, micromobility services, and other multimodal options supported by

technology, wayfinding, and clear signage, can help travelers connect efficiently from their point of origin to coastal access destinations.

LCP Considerations for Expanding Non-Automobile Transportation

- **Evaluate and reduce Vehicle Miles Traveled.** Develop a process to analyze vehicle miles traveled (VMT), set VMT thresholds, and establish mitigation measures identified in the Commission's Smart Growth Planning and Permitting in the Coastal Zone Memo, such as complete streets, intermodal network connectivity, macro and micro transit, multimodal improvements, street design standards, parking management, and shared mobility in LCPs.
- **Incorporate complete streets provisions in LCPs.** Any update to a jurisdiction's Circulation Element of the General Plan must comply with the Complete Streets legislation adopted in 2008.
- **Encourage the growth of multimodal transportation facilities and their use for coastal access.** LCP policies can encourage siting and design of infrastructure to promote walking, biking, public transit, and other alternatives to single-occupancy vehicles. These provisions can also prioritize the development of multimodal transportation facilities over expansions for automobile facilities.
- **Expand public transit service to visitor destination areas.** Add routes or service areas, increase frequency of service, provide additional stops, and establish park-and-ride lots and shuttle systems to improve access to visitor destinations in coastal areas.
- **Consider micromobility tools to increase multimodal use for coastal access.** Encourage free or low-cost shuttles connected to existing transit stops and public park-and-ride facilities that provide appropriate design (e.g., to meet the needs of beach visitors and people with disabilities) and adequate intervals and duration of service to public access and recreational areas.
- **Establish in-lieu fee programs that mitigate the negative impacts of development on public access and recreation.** Such fees can be used to

Definition of the Transportation Demand Management Plan

A program of information and incentives provided by a local or regional organization to help people know and use all available transportation options. The Plan helps to optimize all modes in the system and counterbalance the emphasis on roads and parking in the transportation network.

improve a variety of public access and recreation opportunities, including by providing additional multimodal opportunities where appropriate.

- **Develop and implement transportation demand management studies and plans.** These plans should define clear strategies to reduce automotive vehicle trips and support sustainable coastal access, including measures such as low-income parking pass programs, employee transit subsidies, alternative transportation reimbursements, carpooling, and park-and-ride services.

Potential Resources for Expanding Non-Automobile Transportation

The recommended tools and resources listed below can further support the development of LCP policies that reduce VMT and improve safe, accessible, and inclusive connections to the coast.

Recommended Studies and Background Research:

- Maps of existing and planned:
 - Bus routes
 - Bicycle and pedestrian trails
 - Other non-vehicular transportation routes or locations
- Circulation system performance modeling
- Transportation Demand Management Studies

Recommended Tools and Resources:

- Local Climate Action and/or Adaptation Plans
- [CCC Smart Growth Planning and Permitting in the Coastal Zone Memo](#)
- [CCC AB 2097 Memo to Local Governments \(2023\)](#)
- Regional Transportation Plans
- [Caltrans Design Information on Complete Streets: Contextual Guidance](#)
- [Caltrans Complete Streets Transit Toolbox](#)
- [Caltrans Vehicle Miles Traveled Reduction Program and Mitigation Playbook](#)
- [Quick-Build Bikeway Networks for Safer Streets](#)

Example Policies

Policy Topic	Example Policies
Minimize VMT (Coastal Act Section 30253(d))	New development shall: Minimize energy consumption and vehicle miles traveled. (City of San Clemente LUP, Policy LU-54.b)

Policy Topic	Example Policies
	Minimize energy consumption and vehicle miles traveled, including, but not limited to, by inclusion of pedestrian and bicycle ways in any arterial street, road, highway, bridge, or causeway; (Mendocino County LUP, Policy GM-9(f)) Provide incentive programs at businesses and visitor destinations that reduce automobile trips and/or greenhouse gas emissions, such as secure bike parking, shower facilities, telecommuting, flexible schedules, and electric vehicle charging stations. Programs may apply to existing employers as well as to new development. Establish measurable goals for these programs, collect data, and provide periodic reports on Vehicle Miles Traveled to and within the coastal zone and on program effectiveness. (Sonoma County LUP, Policy C-CT-2d) Vehicle Miles Traveled. Strive to reduce overall vehicle miles traveled by developing high-density mixed-use areas, designing pedestrian-oriented streets, and improving transit options and efficiency. (City of Pacifica, LUP, p. 3-9) (City of Pacifica LUP, Policy PR-G-4) When a new building is constructed or when a major remodel is proposed, or a use is changed to a use which has a greater parking requirement, or when the floor area of an existing building is enlarged, then the property owner or applicant shall provide parking or purchase in-lieu parking certificates equivalent to the number of parking spaces required by current parking regulations (up to the maximum allowed in Section 25.52.006(E) for the proposed use having a greater parking requirement, or for the entire building which is enlarged less credit for the following: (a) The actual number of parking spaces provided on-site, if any; (b) The number of any parking credits granted as described in Section 25.52.006(G); (c) The number of previously paid for in-lieu parking certificates for the subject premises, if any; and (d) The number of parking spaces that would have been required by the parking regulations in effect in 1958 for the use currently existing on the property, if the building was built prior to that time, minus the actual number of parking spaces provided on-site, if any. (City of Languana Beach, Policy 2.1)
VMT thresholds of significance (Coastal Act Section 30253(d))	Vehicle Miles Traveled (VMT). Establish and use a VMT threshold of significance for purposes of CEQA impact assessment, or other standard per State law. Establish appropriate measurement methods and mitigation approaches for analyzing a proposed development's VMT impacts pursuant to CEQA Guidelines. (City of Half Moon Bay, Policy 3-37) VMT Thresholds. Achieve State-mandated reductions in VMT by establishing and adopting a VMT standard. (Morro Bay LUP p.3-88) (City of Morro Bay LUP, Policies CIR-3.2)
VMT Mitigation (Coastal Act Section 30253(d))	Vehicle Miles Traveled (VMT). Establish appropriate measurement methods and mitigation approaches for analyzing a proposed development's VMT impacts pursuant to CEQA Guidelines. (City of Half Moon Bay, Policy 3-38)

Policy Topic	Example Policies
	Circulation and transit system improvements shall be done in a manner that is consistent with protection of Coastal resources, preserving community and rural character, and minimizing vehicle miles traveled. Require development projects, when applicable, to implement measures that favor pedestrians, increase the average occupancy of vehicles, and reduce vehicle miles traveled such as: (1) Vanpools or carpools, ridesharing programs for employees, preferential parking, parking subsidies for rideshare vehicles, and transportation coordinator positions, and (2) Preferential parking space and fees for rideshare vehicles, flexibility in parking requirements. (Sonoma County LUP, Policy C-CT-1e & Policy C-CT-2b)
Accessible pedestrian facilities and transit (Coastal Act Section 30210)	Accessible Pedestrian Facilities & Accessible Transit. All new streets shall have provisions for the adequate and safe movement of pedestrians, including improvements for the elderly and disabled. (City of San Clemente LUP, Policy PUB-7 & PUB-8) Provide bicycle, pedestrian and wheelchair access to all transit facilities and maintain bicycle, pedestrian and wheelchair facilities so that they are safe, attractive and well lit. (City of San Clemente LUP, Policy PUB-11) Senior and Disabled Public Transit. Support the provision of appropriate and cost-effective transit services for seniors, disabled persons and those who are unable to drive motor vehicles by coordinating with regional transit providers, non-profit service providers, private services, and community-based services. (City of San Clemente LUP, Policy PUB-13) Americans with Disabilities Act Access New public facilities shall include provisions for adequate access for persons with disabilities and existing facilities shall be appropriately retrofitted on an as needed basis to include such access as required by the Americans with Disabilities Act (ADA) in a manner consistent with coastal resources protection. (City of Crescent City, Harbor-Specific LUP, Policy 3.1.1-6) ADA Accessibility. Implement universal-design features that remove accessibility barriers along pedestrian paths of travel in the public right-of-way, such as the under-grounding of public utilities, relocation of transit shelters to widen the ancillary pathways, and installation of missing sidewalks and ADA compliant pedestrian ramps. (City of San Diego, Mira Mesa Community Plan Update, Policy 3.13) Provide convenient, accessible transit facilities for youth, seniors, and persons with disabilities, and paratransit services as required by ADA. Promote efficiency and cost effectiveness in paratransit service. (Sonoma LCPA pg.CT-11) (Sonoma County LUP, Policy C-CT-2e)

Policy Topic	Example Policies
	Mobility for All Users. Create a safe and attractive walking environment accessible for all users, particularly persons with disabilities, seniors, and younger residents and visitors. (City of Pacifica LUP, Policy PR-G-14) Access to the beach and to blufftop viewpoints shall be provided for handicapped persons where parking areas can be close enough to beach or viewing level to be reachable by wheelchair ramp. The wheelchair symbol shall be displayed on road signs designating these access points where the means of access is not obvious from the main road. (Mendocino County LUP, Policy 3.6-16) Install missing sidewalk and curb ramps and remove accessibility barriers. (City of San Diego, Barrio Logan Community Plan Update, Policy 3.1.6) Walkability. Site and orient infill development into a walkable network of pedestrian-oriented paths and spaces, such as sidewalks, plazas, squares, ancillary pathways, and parks that connect building entries and destinations. (City of San Diego, Mira Mesa Community Plan Update, Policy 7.14)
Complete Streets (Coastal Act Sections 30252, 30610.91)	The provision of bicycle and other Complete Streets improvements on County Mobility Element roads within the Coastal Zone shall be maximized to provide a safe and continuous bicycle and pedestrian network in rural areas that can be used for recreation or transportation purposes, while retaining rural character. (San Diego County LUP, Policy 2.27) Future Enhancements. Identify streets in the city that can be made “complete,” and plan for new bikeways, sidewalks, and crosswalks on these streets by reallocating how space within the public right-of-way is used. (City of Morro Bay LUP, Policies CIR-1.4) Serve All Users. Plan, design, build, and maintain transportation improvements to support safe and convenient access for all users with priority for “complete streets” projects that facilitate walking, bicycling and transit use wherever possible. (City of Pacifica LUP, Policy PR-G-18)
Beach shuttles and micro-transit (Coastal Act Section 30252)	Local and Regional Transit. Work with SamTrans to increase bus frequencies and ensure that routes connect to regional transit options for coastal access and expanded commute options. Encourage SamTrans to provide frequent, especially peak weekend transit service to Half Moon Bay State Beach. (City of Half Moon Bay, Policy 5-50) Require development, when applicable, to include measures that divert automobile commute trips to transit, including: (1) Establishment of site design standards to allow for transit access, bus turnouts and passenger shelters, pedestrian access ways between transit stops and buildings, secure bicycle lockers and shower facilities, complementary street layouts and geometrics that accommodate buses and bicycles, and transportation kiosks for tenants of business; (2) Programs that promote transit use to existing job centers and schools, such as transit information

Policy Topic	Example Policies
	centers, on-site sale of transit tickets and passes, shuttles to transit stations or stops, transit ticket subsidies for employees and students, private or subscription transit service, parking fees and transportation allowances. (Sonoma County LUP, Policy C-CT-2c) Improved Public Transit. Advocate for SamTrans and other public providers to improve transit service and facilities, to enable trips to be made without use of a car. In particular, advocate for the expansion of public transit services and facilities to improve public access and recreation opportunities along the coast. (City of Pacifica LUP, Policy PR-G-24; See corresponding Implementation Action PR-I-69 of LUP.) First- and Last-Mile Connections & Shared- and Micro-Mobility Provide first- and last-mile connections to and from all transit stations with amenities that support safety, comfort, connectivity, and accessibility for all modes of travel, such as walkways, bikeways, and vehicle drop-off areas. Work with public and private entities, such as employers, institutions, and public agencies to encourage the expansion of shared- and micro-mobility programs and stations, such as bike share, car share, and scooter share program(s), with an initial focus on the Miramar College Transit Center, Sorrento Valley Station, and other mobility hubs within the community. (City of San Diego, Mira Mesa Community Plan Update, Policy 3.21 & 3.44) Ensure that any new beach parking areas located on the east side of Highway 1 are connected to coastal access points via alternative modes of transportation such as shuttles and bicycle/pedestrian trails. (City of Half Moon Bay LUP, Policy 5-14.b)
Active transportation (Coastal Act Sections 30252, 30610.91)	Use the policies of the Bicycle and Pedestrian Plan, LCP Public Access Plan and adopted State and County Park master plans whenever reviewing development projects to ensure that projects are consistent with the Bicycle and Pedestrian Plan and incorporate necessary bicycle and pedestrian improvements identified in the Bicycle and Pedestrian Plan as a condition of project approval. (Sonoma County LUP, Policy CT-3b) The County shall promote pedestrian and bicycle facility standards for facility design that are tailored to a variety of urban and rural contexts according to their location. (San Diego County LUP, Policy 2.28) Neighborhood Pedestrian and Bicycle Connectivity. Encourage connectivity by developing and maintaining pedestrian and bicycle trails, where appropriate, along our the City’s coastline, including designated railroad crossings and maintain connectivity between neighborhoods with safe, well designed and maintained walking and biking trails and sidewalks. (City of San Clemente LUP, Policy PUB-1) Roadway System. Require the City’s roadways to: a. Accommodate public transit, motor vehicles, bicyclists, skateboarders and pedestrians within the public right-of-way wherever feasible. (City of San Clemente LUP, Policy PUB-3)

Policy Topic	Example Policies
	Walkable and Transit-Oriented Development & Bicycle and Pedestrian Routes. Establish trails, bike routes and pedestrian amenities connecting neighborhoods to major shopping and public facility destinations, and fill in gaps in the existing network. Facilitate higher-density, mixed use development at specific locations along the coastline where an active, pedestrian environment is desired. (City of Pacifica, LUP, Policy PR-G-12 & LD-I-9) Coordinate with the California Department of Transportation (Caltrans) to improve the pedestrian and bicycle environment, improve active transportation access to nearby communities, and reduce conflicts with motor vehicles at all freeway on- and off-ramps, undercrossings, and overcrossings. (City of San Diego, Barrio Logan Community Plan Update, Policy 3.1.8) Incorporate shade-producing street trees along all streets and roadways. Prioritize street tree canopy expansion within a park's 10-minute walkshed to increase access to the park and the cooling benefits it offers. (City of San Diego, Barrio Logan Community Plan Update, Policy 4.3.11) Pedestrian Walkshed. Focus enhanced streetscape and pedestrian improvements within a half-mile walkshed of transit stations and mobility hubs, within a quarter-mile walkshed from mixed-use developments in Urban Villages, and at all intersections. (City of San Diego, Mira Mesa Community Plan Update, Policy 3.9) Enhance safety, comfort, and accessibility for all levels of bicycle riders with improvements such as wayfinding and markings, secure bike parking, bicycle signals, bike boxes, buffered bike lanes, and protected facilities, where applicable. (City of San Diego, Barrio Logan Community Plan Update, Policy 3.5.6)
Transit Improvements (Coastal Act Section 30252)	Transit Service. Support the maintenance of existing bus service and encourage transit service enhancements and expansion of bus service to coastal recreational areas, including the expansion of bus service during the peak summer season by OCTA. (City of San Clemente LUP, Policy PUB-12) Regional Transit & Regional Transportation Planning. Coordinate with the San Luis Obispo Regional Transit Authority to ensure local transit connects smoothly with regional transit and possible future route and schedule expansions. Continue to coordinate with San Luis Obispo Council of Governments and other agencies in the county on regional transportation planning. (City of Morro Bay LUP, Policies CIR-1.5 & CIR-1.13) Accessibility and Smart Growth. The location and amount of new development should maintain and enhance public access to the coast by facilitating the provision or extension of transit service, providing non-automobile circulation within the development, and providing adequate parking facilities or providing substitute means of serving the development with public transportation. New development

Policy Topic	Example Policies
	shall minimize energy consumption and vehicle miles traveled. (City of Crescent City, Harbor-Specific LUP, Policy 2.21-4) Micro-Transit. Evaluate and support the implementation of micro-transit services, such as local or closed-loop circulator, to provide connections between under-served transit areas, mobility hubs, and the Sorrento Valley Coaster Station. (City of San Diego, Mira Mesa Community Plan Update, Policy 3.22)
Shared mobility options and emerging transportation technologies (Coastal Act Section 30252)	Emerging Modes. Allow smaller, slower moving and context-appropriate motorized vehicles to utilize streets and trails that can be easily shared to enable nonautomotive transportation. Study the use of emerging technologies including autonomous vehicles to ensure future implementation improves coastal access and does not contribute to congestion or other unintended consequences. (City of Half Moon Bay, Policy 5-56) In carrying out the coastal access policies of this Coastal Element, the county or other appropriate designated management agency shall consider and encourage the utilization of innovative access management techniques including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs. (Mendocino County LUP, Policy 3.6-22) Ensure that any new beach parking areas located on the east side of Highway 1 are connected to coastal access points via alternative modes of transportation such as shuttles and bicycle/pedestrian trails. (City of Half Moon Bay LUP, Policy 5-14.b)
Transportation Demand Management (Coastal Act Section 30252)	Transportation Demand Management. Explore and support TDM programs that reduce the reliance of Half Moon Bay residents and, especially, visitors on use of the private automobile. (City of Half Moon Bay, Policy 5-57) Transportation Demand Management Measures. The City shall encourage employers to provide incentives for increased transit ridership (e.g., subsidies for transit use, shuttles to transit stations), ridesharing, vanpools, bicycle ridership, and other transportation demand management measures designed to reduce vehicle miles travelled. (San Clemente LUP p.114) (City of San Clemente LUP, Policy PUB-26) Transportation Demand Management (TDM). Support TDM strategies to reduce congestion and single-occupant vehicle travel. (City of Pacifica LUP, PR-G-25; See corresponding Implementation Action PR-I-74 of LUP.) Development Amenities. Encourage developers, property owners, and employers to provide and encourage the use of TDM amenities in residential, commercial, office, and mixed use developments, such as ride-share, car/vanpool, and shuttle services, as well as flexible scheduling/ telecommuting opportunities for employees. (City of San Diego, Mira Mesa Community Plan Update, Policy 3.45)

Policy Topic	Example Policies
	Encourage large employers and institutions in the Barrio Logan area such as the Port tenants, and the Community College District to provide transit passes at reduced rates to employees and students and to allow for flexible work and school schedules in order to shift trips to off-peak periods. (City of San Diego, Barrio Logan Community Plan Update, Policy 3.4.2)
Intermodal network connectivity (Coastal Act Section 30252)	Access to Daily Needs. Create sustainable development patterns characterized by mixed uses, walkable neighborhoods, and multimodal connections that allow residents to meet their daily needs for food, goods and services, employment, and other resources. (City of Morro Bay LUP, Policies LU-1.3) Bicycle and Pedestrian Network & Pedestrian Connectivity. Plan, develop and maintain a comprehensive bicycle and pedestrian network. Integrate development of the bicycle facilities network into larger land use planning and development projects. Require new development projects and site plans and Major Remodels to be designed to encourage pedestrian connectivity among buildings within a site, while linking buildings to the public bicycle and pedestrian network. (City of San Clemente LUP, Policies PUB-15 & PUB-21) Where nexus exists, require private or public development to plan, design, and construct bicycle and pedestrian facilities to integrate with the existing and planned bicycle and pedestrian network. Caltrans, State Parks, Sonoma County Regional Parks, Sonoma Public Infrastructure shall coordinate efforts to close gaps in the bikeway network and ensure the system is constructed, and maintained. (Sonoma County LUP, Policies CT-3r & CT-3w) Comprehensive Circulation System & Recreational Access. Create a comprehensive, multi-modal transportation system with streets and highways; transit facilities; a continuous network of sidewalks and bicycle routes. Provide recreational access to coastal resources and public open space in keeping with Pacifica’s natural environment, with links to regional trails and bicycle corridors. (City of Pacifica LUP, Policy PR-G-13 and PR-G-17) The integration of transit within employment areas and the creation of safe and direct bicycle and pedestrian connections are encouraged to provided multi-modal access (refer to General Plan Policies UD-D.1 through D.3). Improve waterfront access, linkages and recreational opportunities via a system of public plazas, bike paths, and parks that increase connectivity and improve public access to existing parks and public facilities. (City of San Diego, Barrio Logan Community Plan Update, Policies 2.5.8 & 7.1.7) Public Access. Monitor the effects of a mobility project on public coastal access and other public recreational resources such as trails and parks, where applicable, for bicycle, pedestrian and transit access, and vehicle circulation. Pursue offsetting public access enhancements where impacts to public access are identified. (City of San Diego, Mira Mesa Community Plan Update, Policy 6.35)



CALIFORNIA
COASTAL
COMMISSION

Local Coastal Program
Land Use Plan Update Guide

Section 9

Fire Hazards

August 2026 Draft

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Section 9. Fire Hazards

CORE FIRE HAZARD TOPICS



Built Environment

- Land use
- Home hardening
- Defensible space
- Utilities & roads



Natural Environment

- ESHA & wetlands
- Landscape-scale fuel reduction & ecological restoration



Social Environment

- Planning & permitting
- Tribal consultation & agency coordination
- Public education

Introduction

Over the last several decades, wildfires in California have increased in size, frequency and severity, with some of the most destructive wildfires occurring in the past few years.¹ Decades of fire suppression and the exclusion of tribal traditional ecological practices have resulted in an unprecedented buildup of fuels. Combined with drought, heat waves and extreme winds due to climate change, wildfires are increasing likely to ignite more easily, spread more rapidly, and in some locations, burn with greater intensity. These fires can have devastating impacts on natural ecosystems, including through the inadvertent conversion of habitat and proliferation of invasive non-native species. At the same time, expansion of the wildland–urban interface (WUI)—where homes and communities intermingle with fire-prone vegetation—has increased the

¹ Wildfires and Climate Change: California's Energy Future. A Report from Governor Newsom's Strike Force, Dated April 12, 2019; The Department of Forestry and Fire Prevention's (CAL FIRE) Top 20 Most Destructive California Wildfires, at: <https://34c031f8-c9fd-4018-8c5a-4159cdf6b0d-cdn-endpoint.azureedge.net/-/media/calfire-website/images/top-20-destructive-ca-wildfires.pdf?rev=0ff09789d06b4693bab5531bac755f3b&hash=AFA3694ABAB92122C3A1F48F7A9C5299>.

exposure of people, property, and infrastructure to wildfire risk.² As fire seasons continue to lengthen, proactive planning for wildfire risks is more important than ever.³

Many local governments have addressed wildfire hazards by reducing fuel loads through brush clearance, augmenting suppression resources such as emergency response personnel and fire-fighting equipment, and increasing educational efforts. However, land use planning remains a central strategy in reducing the risk of wildfires affecting human developments, including through safety planning (e.g., standards for water supply, ingress and egress), establishing defensible space requirements around structures, instituting building codes that implement resilient design (e.g., fire-resistant building construction) and developing zoning ordinances that require additional siting and design features based on fire severity zones (e.g., hazard overlays). In some instances, local governments have also developed Community Wildfire Protection Plans (CWPPs) and multi-hazard mitigation plans as part of their General Plan Safety Element or as specific plans.

In the coastal zone, local governments must regulate development in a manner that addresses wildfire hazards while at the same time protecting other coastal resources. For example, Local Coastal Programs (LCPs) must implement Coastal Act policies related to the protection of life and property against fire hazards, including by siting and designing new development to minimize risks to life and property where located in areas of high geologic, flood, and fire hazards (see Public Resources Code Section 30253). They must also include policies that protect water quality and sensitive habitat (Sections 30231, 30233, 30240), as well as other coastal resources.

Recognizing that local planning practices and coastal resource protection needs will vary from one local government to the next, the Commission's practice has been to encourage local governments to approach wildfire resilience by first prioritizing **hazard avoidance**, including by limiting subdivisions in high fire hazard areas and by siting new development in safe areas. Where development is already located in areas of higher wildfire risk, local governments are encouraged to incorporate **risk-reduction measures**, such as home hardening to increase structural resiliency, as well as vegetation management practices that minimize impacts to wetlands and environmentally sensitive habitat areas (ESHA). While managing vegetation to create defensible space is an important strategy for reducing wildfire risk, these activities can at times conflict with coastal resource protection. LCPs can be updated to guide how

² Frequently Asked Questions About Wildfires in California, California Legislative Analyst's Office, Dated February 13, 2025.

³ Wildfires and Climate Change: California's Energy Future. A Report from Governor Newsom's Strike Force, Dated April 12, 2019.

State defensible space requirements are applied in a manner that remains consistent with the Coastal Act.

Updating an LCP offers the opportunity to advance a holistic approach to wildfire resilience. By integrating best practices for wildfire planning, ensuring consistency among coastal resource protection policies, and fostering alignment across planning documents and public agencies, LCPs can address increasing wildfire risk in ways that benefit coastal resources and communities.

This guidance provides recommendations for ensuring that existing and future development minimizes risk from fire hazards, while avoiding impacts to sensitive habitats, to the extent feasible. It compiles examples of LCP policies that the Commission has certified, illustrating different approaches local governments have taken. Most of the sample policies were certified as part of Land Use Plans (LUPs), but some Implementation Plan (IP) and Public Works Plan (PWP) standards are included and are noted as such. The document serves as a resource for Commission staff, local governments, and stakeholders developing or updating an LCP.

General Resources for Addressing Wildfire Hazards

Local jurisdictions may need to perform background research to inform the development of LCP policies addressing wildfire hazards and may use the recommended tools and resources listed below. This list represents a broad set of resources, while additional resources relevant to the core topics are listed in each section.

- [California Department of Forestry and Fire Protection \(CAL FIRE\) Wildfire Incidents Interactive Viewer](#)
- [State Board of Forestry and Fire Protection and CAL FIRE 2024 Strategic Fire Plan for California](#)
- [Governor's Office of Emergency Services 2023 California State Hazard Mitigation Plan](#)
- [Governor's Office of Land Use and Climate Innovation 2022 Fire Hazard Planning Technical Advisory](#)
- [California Wildfire and Forest Resilience Task Force 2021 Action Plan](#)
- [CAL FIRE 2019 Community Wildfire Prevention & Mitigation Report](#)
- [Governor's Office of Land Use and Climate Innovation, Commission on Catastrophic Wildfire Cost and Recovery 2019 Final Report](#)
- [Governor Newsom's Strike Force 2019 Report on Wildfires and Climate Change: California's Energy Future](#)
- [California Coastal Commission Wildfire Resilience Webpage](#)

Certified LCPs and PWP's Cited in this Document

See Exhibits link for LUP text and suggested modifications if applicable. See Staff Report and Addendum links for additional context.

- City of Pacifica (May 8, 2025) [Staff Report](#) | [Exhibits](#) | [Addendum](#)
- Tomales Bay State Park PWP (April 11, 2024) [Staff Report](#) | [Exhibits](#) | [Addendum](#)
- Sonoma County (November 14, 2024) [Staff Report](#) | [Exhibits](#) | [Addendum](#)
- Monterey County PWP (February 10, 2023) [Staff Report](#) | [Exhibits](#)
- Ventura County ESHA Update (April 6, 2022) [Staff Report](#) | [Exhibits](#) | [Addendum](#)
- Ventura County (December 8, 2016) [Staff Report, Exhibits, and Addendum](#)
- Santa Cruz County PWP (July 8, 2021) [Staff Report](#) | [Exhibits](#) | [Addendum](#)
- City of Santa Barbara (May 9, 2019) [Staff Report](#) | [Exhibits](#) | [Addendum](#)
- Marin County (July 14, 2017) [Staff Report](#) | [Exhibits](#) | [Addendum](#)
- San Diego County (May 11, 2017) [Staff Report](#) | [Exhibits](#) | [Addendum](#)
- Santa Monica Mountains IP (July 10, 2014) [Staff Report](#) | [Exhibits](#)
- Santa Monica Mountains LUP (April 10, 2014) [Staff Report and Exhibits](#)
- Santa Monica Mountains Habitat Impact Fee Study Update (August 9, 2024) [Staff Report](#) | [Exhibits](#)
- City of Solana Beach (March 6, 2012) [Staff Report and Addendum](#)
- City of Malibu (September 13, 2002) [Staff Report and Exhibits](#)

Built Environment

Land Use and Development Siting

Managing development to minimize the adverse impacts of future wildfires is a key component of coastal planning. LCPs must implement Coastal Act Section 30253 by ensuring that new development will minimize risks to life and property in areas of high fire hazards. A fundamental approach in implementing Section 30253 is to avoid siting new development in hazardous areas. For example, LCPs could focus new development density in urban areas or areas of low fire hazard and could limit the scale of development in fire-prone areas.

California state laws require the State Fire Marshal to identify and map the most extreme fire hazard areas across the state, known as Fire Hazard Zones (FHZs).⁴ Local governments must then designate, by ordinance, Moderate, High, and Very High Fire Hazard Severity zones in their jurisdiction after receiving recommendations from the

⁴ The California laws that require Fire Hazard Severity Zones include California Public Resources Code 4201-4204, California Code of Regulations Title 14, Section 1280 and California Government Code 51175-89.

State Fire Marshal. Local governments should utilize these designations to determine appropriate land use patterns that will avoid and minimize fire hazards to development as much as possible while maintaining natural areas and processes. In the coastal zone, new and amended local ordinances designating Fire Hazard Severity Zones should be certified by the Commission as LCP Amendments.

LCP Considerations for Land Use and Development Siting

- **Use wildfire risk to inform land use designations.** To reduce the risks of property damage and human injury, areas of high fire risk should be zoned for low-intensity uses that minimize exposure of people and property to wildfire. Development should be most restricted in rural areas where natural fire hazards are high, fire protection is limited, and road access prevents timely response by firefighting personnel and rapid evacuation of residents.
- **Encourage clustering of development and increasing density within urban areas and away from fire-prone wildland or rural areas.** Clustering of residential structures allows for more localized and effective fire protection measures such as consolidation of required fuel modification and brush clearance, fire break maintenance, firefighting equipment access, and water service.
- **Site development in areas with existing and sufficient public safety infrastructure.** New structures should be located where there is adequate water supply for firefighting and appropriate all-weather access roads for emergency services.
- **Restrict land divisions in high fire threat areas.** New subdivisions and lot line adjustments that allow for greater development should be prohibited in Fire Hazard Severity Zones unless all proposed parcels can be demonstrated to adequately minimize fire hazard risks.

Potential Resources for Land Use and Development Siting

- [Cal-Adapt Fire Weather Risk Map](#)
- [CAL FIRE California Fire Hazard Severity Zone Viewer](#)
- [CAL FIRE Community Wildfire Mitigation Assistance Program](#)

Example Policies

Policy Topic	Example Policies
Land Use Designations	Land is zoned for “Recreation” or “Resources and Rural Development” if land has severe constraints such as geologic, flood, or fire hazards. (Sonoma County, Section 2.2 and 2.3)

Policy Topic	Example Policies
	Land is zoned for “Open Space” in hazardous areas such as flood plains, fire prone areas, or landslide prone areas. Principal permitted uses are one dwelling unit per parcel, agricultural uses as listed as principal permitted uses in “Agricultural” designation and passive recreational uses that do not alter physical features beyond a minimal degree and do not involve structures. Minimum lot size in the “Open Space” designation is 10 acres. (Ventura County, Land Use Designations)
Development Clustering	Require that development sites and structures: be located off ridgelines and other dangerous topographic features such as chimneys, steep draws, and saddles; be adjacent to existing development perimeters; be located close to public roads; and, avoid over-long driveways. (Santa Monica Mountains, Policy SN-22) Encourage the clustering of residential structures both on individual lots and on multiple adjacent lots to provide for more localized and effective fire protection measures such as consolidation of required fuel modification and brush clearance, fire break maintenance, firefighting equipment access, and water service. (Santa Monica Mountains, Policy PF-20) Site and design development to minimize the likelihood of a wildfire spreading to structures by minimizing pockets or peninsulas, or islands of flammable vegetation, within a development. (San Diego County, Policy 9.17)
Adequate Public Safety Infrastructure	Prohibit development in areas with insufficient access, water pressure, fire flows, or other accepted means for adequate fire protection. (Santa Monica Mountains, Policy SN-30) Locate structures along a certified all-weather accessible road, which in some cases may consist of permeable surfaces, in a manner that provides firefighters adequate vehicle turnaround space on private properties. Where feasible, require that new development be accessed from existing roads. (Santa Monica Mountains, Policy SN-32) Ensure that water supply systems for development are adequate to combat structural and wildland fires. (San Diego County, Policy 9.20)
Land Divisions	Land divisions, including lot line adjustments, shall be prohibited unless all proposed parcels can be demonstrated to be safe from flooding, erosion, fire and geologic hazards and can provide a safe, legal, all-weather access road(s), which can be constructed consistent with all policies of the LCP. (San Diego County, Policy 9.4) Land Divisions including lot line adjustments shall be prohibited unless all proposed parcels and access roads are found to comply with all applicable fire safety regulations and all required approvals are obtained. (City of Malibu, Policy 4.13)

Structure Design and Home Hardening

Reducing fire risks to structures is another approach local governments should utilize to enhance wildfire resilience. Because embers can travel over a mile from their source, a structure's exterior materials and design features, as well as the presence of flammable debris, are important factors when assessing property risk.⁵ Roof coverings and edges are among the most at-risk parts of a home as their expansive, horizontal surfaces make them vulnerable to wind-driven embers during a wildfire.⁶ Where roofing profiles result in large gaps between roof coverings and roof sheathing (e.g., barrel-design clay tiles), or where vegetative debris is allowed to accumulate in rain gutters, wind-driven embers can enter and result in ignition. Similarly, vents and eaves create openings for flying embers, while wall sidings made of boards, panels, or shingles can be flammable and susceptible to radiant heat. Addressing these and other related fire risks will help local governments carry out Coastal Act Section 30253 by reducing the potential for loss of life and property.

California's WUI building codes require that new buildings in Fire Hazard Severity Zones meet ignition-resistant design and construction standards.⁷ Local ordinances may also require ignition resistant construction for remodel projects. LCPs should integrate relevant WUI building codes to ensure that ignition-resistant design standards are applied consistently throughout a jurisdiction's coastal zone.

LCP Considerations for Structure Design and Home Hardening

- **Require construction with performance-based, fire-resistant materials.** Structures should be constructed with appropriate features and building materials, such as fire-resistant siding and roofing, eaves and vents that resist the intrusion of flame and burning embers, and double paned windows that are less likely to break in a fire. Fire-safe design standards should apply to all new development or redevelopment. Retrofitting of existing structures should be encouraged in high fire threat areas.
- **Encourage on-site water storage systems for fire suppression.** All development should have adequate water available for fire suppression, whether from hydrants, community systems, or on-site storage. Systems like roof sprinklers connected to water tanks, rain catchment cisterns, and even pump

⁵ Cohen, 2000. Preventing Disaster: Home Ignitability in the Wildlife-Urban Interface: <https://www.fs.usda.gov/treesearch/pubs/4688>; Drill, 2010. Sustainable and Fire-Safe Landscapes: Achieving wildfire resistance and environmental health in the wildland-urban interface: <http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.468.2022&rep=rep1&type=pdf#page=39>; Cohen, 2010. The Wildland-Urban Interface Fire Problem. <http://citeseerx.ist.psu.edu/viewdoc/summary?doi=10.1.1.732.9638>.

⁶ <https://ucanr.edu/sites/Wildfire/Roof/>.

⁷ See California Building Code Chapter 7A.

systems connected to swimming pools or ponds can provide a critical source of water during a wildfire.

- **Ensure access for emergency services.** Structures can be designed to facilitate rapid emergency response. For example, limiting the length of private access roads can minimize risk to firefighters and reduce response and evacuation times. Furthermore, requiring project design to provide a clearly visible address sign allows for more efficient identification during emergencies.

Potential Resources for Structure Design and Home Hardening

- [CAL FIRE Home Hardening](#)

Example Policies

Policy Topic	Example Policies
Fire-Resistant Construction	Require all new development or redevelopment, as defined in Section 7, Planning, New Development, and Public Works of this LCP, to meet current ignition resistance construction codes and establish and enforce reasonable and prudent standards that support retrofitting of existing structures in high fire threat areas. (San Diego County, Policy 9.18) Structures shall be constructed with appropriate features and building materials, including but not limited to: fire-resistant exterior materials, windows and roofing; and eaves and vents that resist the intrusion of flame and burning embers. (Santa Monica Mountains, Policy SN-23) Where existing development is located in a natural hazard area and is destroyed by a hazard event, there is no inherent public obligation to allow redevelopment that cannot meet current health and safety Codes and standards or to compensate the owner for the loss of their investment. (Sonoma County, Policy C-PS-1i)
On-Site Water	Private Water Supplies for Fire Fighting. Encourage and assist homeowners in High Fire Hazard Areas to install their own emergency water supplies to support firefighting operations provided that procurement of such supplies and related development is consistent with the policies of this Coastal LUP. (City of Santa Barbara, Policy 5.1-7) Maintain onsite, where feasible, alternative water resources for fire-fighting purposes. Water tanks shall be sized consistent with County minimum requirements, clustered with approved structures, and sited to minimize impacts to coastal resources. (Santa Monica Mountains, Policy SN-31)
Emergency Response	Reduce fire hazards by: • Reviewing new development for adequate water supply and pressure, fire hydrants, and access to structures by firefighting equipment and personnel;

Policy Topic	Example Policies
	• Requiring, where appropriate, on-site fire suppression systems for all new residential and commercial development to reduce the dependence on Fire Department equipment and personnel; • Limiting the length of private access roads to reduce the amount of time necessary for the Fire Department to reach residences and to minimize risk to firefighters; • Requiring project design to provide clearly visible (during the day and night) address signs for easy identification during emergencies; and • Cooperating with the Fire Department to ensure compliance with the Fire Code. • Facilitating the formation of volunteer Fire Departments and volunteer EMS providers such as the Malibu Search and Rescue Team. (Santa Monica Mountains, Policy PF-19)

Defensible Space

Improving the resiliency of development often requires the creation and maintenance of defensible space by clearing brush or reducing fuel loads around structures. When defensible space is maintained around homes and other structures, it provides space for firefighters to defend a property, and it also reduces fire risk in the event that firefighters cannot reach a property.

Public Resources Code Section 4291 mandates three different fire-safe zones for structures in fire hazard areas:

- **Zone 0:** the ember-resistant zone within the first 5 ft. of a structure where only non-combustible materials should be present;
- **Zone 1:** a 25 ft. firebreak zone where dead and dry vegetation must be removed, and;
- **Zone 2:** an additional 70 ft. fuel reduction zone where fuel must be reduced by mowing grass and creating space between shrubs and trees.

California has diverse regional climates, and some local governments have stricter defensible space standards than the State's minimum requirements. LCP updates should clarify how defensible space requirements can be applied in a manner that remains consistent with the Coastal Act. These policies should apply to new subdivisions and new development or redevelopment on existing lots.

LCP Considerations for Defensible Space

- **Incorporate defensible space zones consistent with state and local fire guidelines.** Where local governments require additional defensible space beyond the State's minimum requirements, a clear rationale should be provided

by a qualified professional justifying why additional defensible space is necessary to protect existing structures and infrastructure.

- **Address potential policy conflicts.** LCPs should establish a clear process for resolving conflicts that may arise between fuel modification requirements and coastal resource protection or other policies, such as tree ordinances. Adequate mitigation is required where impacts to sensitive habitats are permitted and unavoidable. See the ESHA section below for further considerations regarding sensitive habitats.
- **Site development to minimize required fuel modification.** Development should be located away from natural vegetation to limit habitat disturbance or destruction from fuel modification while still providing for fire safety. Structures within building sites should be configured to maximize the use of overlapping fuel modification zones.
- **Require site-specific fuel modification plans.** As part of their application for new development, property owners in fire-prone areas should submit a fuel modification plan detailing the types of vegetation to be removed, the extent of removal, brush clearance methods that will be used, and the plan for maintenance of defensible space over time.
- **Ensure fire-smart landscaping.** Within defensible space, each plant species should be evaluated to determine its ability to withstand fire and lower fire risk, with a preference for native, fire-resistant species. The location of vegetation should not impede emergency access to structures and water supplies.

Potential Resources for Defensible Space

- [CAL FIRE Defensible Space Guidelines](#)
- [CAL FIRE Fire-Smart Landscaping](#)

Example Policies

Policy Topic	Example Policies
Defensible Space Zones	1. Fuel Modification Plans shall be submitted with all applications for new development, unless evidence is provided that a fuel modification plan is not required by the Fire Department. 2. Fuel modification zones as defined by the Fire Department consist of: a. Fuel Modification Zone A, Setback Zone–Typically 20 feet offset from structures that require fuel modification as per the Fire Department; b. Fuel Modification Zone B, Irrigation/Transition Zone– Typically up to 80 feet offset from Zone A; c. Fuel Modification Zone C, Thinning Zone– Typically up to 100 feet offset from Zone B; and d. Roads–Typically up to 10 feet on each side of a public or private roadway. (Santa Monica Mountains Implementation Plan, Section 22.44.1240, Policy C-1 and C-2)

Policy Topic	Example Policies
	Within the WUI (Exhibit 4-7), the area within 100 feet of a habitable structure is divided into two zones as follows. Zone 1 is located from 0 - 30 feet from the residence and Zone 2 located from 30-100 feet from the residence. (City of Solana Beach, Policy 4.74) Required fuel modification that may take place in both zones is defined as follows: In Zone 1, thin, prune or remove and replace vegetation and in Zone 2 thinning of non-natives and removal of dead vegetation. Vegetation shall be thinned to a height of 18 inches. Root systems and stumps will be left in place to minimize soil disturbance and soil erosion. All fuel modification work will be done by hand crews only. (City of Solana Beach, Policy 4.75)
Defensible Space Consistency	Should the County of Los Angeles Fire Department policies regarding fuel management and fire protection conflict with the policies and provisions of the LUP, personnel from the Fire and Regional Planning Departments shall meet and agree on measures to balance the need for fire protection for structures with the need to protect environmental resources. If resolution of issues cannot be achieved and there are no feasible solutions that would permit meeting the provisions of the LCP, the Los Angeles County Fire Guidelines, and the State Fire Code, shall take precedence. Any such modification of LCP policies or provisions must be approved by the Coastal Commission through an LCP amendment. (Santa Monica Mountains, Policy SN-33)
Defensible Space Siting	All new development shall be sited and designed to minimize required fuel modification and brushing to the maximum extent feasible in order to minimize habitat disturbance or destruction, removal or modification of natural vegetation, and irrigation of natural areas, while providing for fire safety. Development shall utilize fire-resistant materials. Alternative fuel modification measures, including but not limited to landscaping techniques to preserve and protect habitat areas, buffers, designated open space, or public parkland areas, may be approved by the Fire Department only where such measures are necessary to protect public safety. All development shall be subject to applicable federal, State and County fire protection requirements. (Santa Monica Mountains, Policy CO-96) Structures that require fuel modification shall be set back 200 feet from adjoining vacant lands, where feasible. If it is not feasible to provide a 200 foot setback, then structures shall be set back to the maximum extent possible. However, a lesser setback may be approved where it will serve to cluster development, minimize fire hazards, or minimize impacts to coastal resources. (Santa Monica Mountains, Policy SN-24) New development adjacent to public parkland shall be sited at least 200 feet from all parkland, where feasible, and designed to ensure that all required fuel modification is located within the project site boundaries and no brush clearance is required within the public parkland. New development that requires unavoidable brush clearance in parklands shall only be approved to

Policy Topic	Example Policies
	allow a reasonable economic use, brush clearance shall be minimized to the maximum extent feasible, and all resource impacts shall be fully mitigated. (Santa Monica Mountains, Policy SN-26) All new development in the WUI or adjacent to ESHA shall be sited and designed to minimize required fuel modification to the maximum extent feasible in order to avoid environmentally sensitive habitat disturbance or destruction, and removal or modification of natural vegetation, while providing for fire safety. (City of Solana Beach, Policy 4.71, and similar policy 9.24 from San Diego County) Ensure that new development is sited and designed to minimize the need for fuel modification and vegetation clearance in order to avoid or minimize the disturbance or destruction of habitat and existing hydrology while still providing for fire safety as necessitated by the North County Fire Authority's Vegetation Management Program. Prohibit new development that would require fuel modification within ESHAs. (City of Pacifica, Policy ER-I-26)
Fuel Modification Plans	Require that property owners adhere to the approved fuel modification plan for their property, and ensure that Fire Department personnel adhere to the approved fuel modification plan during annual field inspections for fuel modification or brush clearance. (Santa Monica Mountains, Policy SN-35) As required by Policy SN-35, applications for new development shall include a fuel modification plan for the project site, approved by the County Fire Department. Additionally, applications shall include a site plan depicting the brush clearance, if any, that would be required on adjacent properties to provide fire safety for the proposed structures. (Santa Monica Mountains, Policy CO-97) Applications for new development shall include the total acreage of natural vegetation that would be removed or made subject to thinning, irrigation, or other modification by the proposed project, including building pad and road/driveway areas, as well as required fuel modification on the project site and brush clearance on adjoining properties. (Santa Monica Mountains, Policy CO-98)
Fire-Smart Landscaping	The use of native plant species in landscaping shall be encouraged. The use of native or compatible non-native, non-invasive species for landscaping where consistent with fire safety shall be required. The use of invasive exotic plant species shall be prohibited. (Sonoma County, Policy C-OSRC-7g) Landscaping shall not encroach or block coastal access or access to roads, water supplies, or emergency facilities. (Ventura County, Policy 7)

Policy Topic	Example Policies
	A landscaping plan for fire and erosion control will be submitted for any new development located in extreme fire hazard areas as shown in the County's Hazard Appendix Fire Hazard Map. As many native plants as feasible should be used, and information on kinds and sources of these plants are available through the County. (Ventura County, Policy 8) All discretionary permit applications for projects in the City's WUI shall be required to include landscape plan that has been prepared in accordance with the County of San Diego "Suggested Plant List for a Defensible Space" http://www.sdcounty.ca.gov/pds/docs/DPLU199.pdf and planting guidelines emphasizing the use of fire-resistant, native, non-invasive, drought-tolerant and salt-tolerant species. These plants grow close to the ground, have a low sap or resin content, grow without accumulating dead branches, needles or leaves, are easily maintained and pruned. Any new vegetation planted must meet Planning Department guidelines. (City of Solana Beach, Policy 4.82)

Wildfire Resilience Terminology

Experts use a range of terms to describe the practice of removing or modifying live and dead vegetation to reduce ignition potential, rate of spread, flame lengths, and overall fire severity. These terms include fuel modification, fuel reduction, fuel management, vegetation management, vegetation treatment, and defensible space.

While these terms are often used interchangeably (as seen across several policy examples in this guide), **fuel modification** typically refers to localized clearing immediately around structures to create **defensible space**, whereas terms like **vegetation management**, **vegetation treatment**, or **fuel reduction** are often used more generally or to refer to larger, landscape-scale efforts. To ensure clarity, local governments should be consistent in their use of terminology and define the wildfire resilience terms they use in their LCP glossary or definitions chapter.

In this guide, **fuel modification** is used in the context of defensible space, **fuel reduction** is used to refer to landscape-scale risk reduction, and **vegetation management** is used as an umbrella term encompassing all forms of vegetation removal and modification.

Electric Utility and Public Road Infrastructure

Electric utility and public road infrastructure play a critical role in supporting community safety during wildfire events, while simultaneously presenting potential ignition risk. To protect public safety amidst fire risks, local jurisdictions must ensure that roadways and utilities are designed and maintained to function reliably and minimize ignition risks. Addressing these infrastructure considerations within LCPs is important to guide

long-term planning and ensure that essential services remain reliable as wildfire risks evolve.

LCP Considerations for Electric Utility and Public Road

Infrastructure

- **Limit fuel modification to the Right-of-Way or applicable defensible space for utilities.** Fuel modification should minimize unnecessary habitat impacts while still meeting essential safety requirements. Adequate mitigation is required where impacts to sensitive habitats are permitted and unavoidable. See the ESHA section below for further considerations regarding sensitive habitats.
- **Strategically site utilities and encourage undergrounding where feasible.** Avoid siting new utility infrastructure in high fire risk areas. Where risks cannot be avoided, undergrounding utilities can reduce ignition risk, while minimizing impacts to ESHA, wetlands, and scenic views.
- **Encourage use of alternative technologies on facilities that would minimize risk and increase resilience.** This could include materials for overhead utility lines that minimize fire hazards or fire-resistant materials for repair of transportation infrastructure.
- **Define application requirements for vegetation management work around utilities and roads.** Vegetation management for utilities and roads requires case-by-case review because permitting requirements vary depending on proximity to ESHA, methods used, and the specific location. By incorporating definitions and specifying the documentation needed for CDPs, jurisdictions can reduce delays and improve consistency to keep vegetation management projects moving forward. In addition, implementation of vegetation management for utilities and roads often includes trimming or removal of trees deemed a hazard or identified as dead, diseased, or dying. Therefore, any local policies that address tree protection should anticipate and address removals required to ensure public safety.

Recommended Resources for Electric Utility and Public Road

Infrastructure

- [California Public Utilities Commission Wildfire and Wildfire Safety](#)
- [Pacific Gas and Electric Company Wildfire Mitigation Plan](#)
- [Southern California Edison Wildfire Mitigation Plan](#)
- [San Diego Gas and Electric Wildfire Mitigation Plan](#)
- [California Department of Transportation \(Caltrans\) Maintenance Manual Chapter C2 Vegetation Control](#)

- [Caltrans Vegetation Management Program - Roadside & Landscape and Tree Treatments Dashboard](#)
- [Caltrans Roadside Management Toolbox](#)
- [Caltrans Fire-Resilient Roadways Strategy](#)

Example Policies

Policy Topic	Example Policies
Infrastructure Siting	Facilitate response and recovery from natural hazard events by improving the ability of public infrastructure and facilities to withstand and remain functional after hazard events. Where infrastructure is determined to be at risk from repetitive loss, retrofit, replace, or relocate existing infrastructure and facilities to reduce public safety risks associated with temporary or permanent loss of public infrastructure and facilities. (Sonoma County, Policy C-PS-1l) New or expanded public-serving infrastructure and utilities shall be clustered within urban areas and away from fire-prone wildland or rural areas to the greatest degree possible. Where critical infrastructure must be located within high or very high fire risk areas, and no feasible alternative locations exist, then a fire management plan shall be required, which in addition to the items in Policy C-PS-5f, shall ensure careful vegetation management, address any and all unavoidable impacts to environmentally sensitive habitat areas and surrounding land, and provide adaptation measures that maximize wildfire resilience while minimizing service disruptions. (Sonoma County, Policy C-PS-5g)
Vegetation Management	Where otherwise inconsistent with Policy C-PS-5a, removal of major vegetation adjacent to lawfully existing development, including utility infrastructure, for fire safety purposes shall be allowed upon a finding that fuel modification and brush clearance techniques are required in accordance with applicable defensible space and fire safety regulations and are being carried out in a manner which reduces coastal resource impacts to the maximum feasible extent, and mitigates for unavoidable such impacts. In addition to the foregoing requirements, removal of environmentally sensitive habitat, or removal of materials in an environmentally sensitive habitat areas buffer shall only be allowed for fire safety purposes to protect lawfully existing structures and must demonstrate that: (1) Removal does not conflict with any prior terms and conditions of applicable CDPs that affect the area in question, (2) There are no other feasible alternatives for achieving compliance with required fire safety regulations, (3) All ESHA impacts are commensurately mitigated in a manner that leads to no net loss of ESHA habitat values. (Sonoma County, Policy C-PS-5c, see Addendum) Landscaping shall not extend into utility lines or block access to roads, water supplies or other emergency facilities. (Santa Monica Mountains, Policy SN-21)

Policy Topic	Example Policies
Infrastructure Resilience	Require repair of transportation infrastructure in response to wildfire damage use fire resistant materials and that support structures be hardened against wildfire to the maximum extent possible, consistent with avoiding adverse impacts to visual or biotic resources, and work with Coastal Commission staff to identify fire hardening standards that could be excluded from needing a Coastal Development Permit. (Sonoma County, Program C-CT-1-P5)

Natural Environment

Environmentally Sensitive Habitat Areas (ESHA) and Wetlands

ESHA is any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.⁸ The Coastal Act restricts development within ESHA to only those uses that are dependent on the resource (such as nature studies, trails, or restoration) and requires that ESHA be protected against any significant disruption of habitat values.⁹ In addition, development adjacent to ESHA must be sited and designed to prevent impacts which would significantly degrade those areas. Similarly, wetlands—defined broadly under the Coastal Act as lands periodically or permanently covered by shallow water—are protected under the Coastal Act, and allowable impacts must be mitigated.¹⁰

Vegetation management generally qualifies as development because it usually involves the removal of major vegetation.¹¹ Vegetation removal for habitat or wetland restoration purposes is allowed within ESHA and wetlands. Vegetation removal is also permitted within ESHA and wetlands when necessary to maintain defensible space around pre-existing structures or to avoid an unconstitutional taking of private property, provided that impacts to habitat and wetlands are minimized and mitigated. However, vegetation management for other purposes must generally occur outside of ESHA, and any work near ESHA must adequately protect the adjacent ESHA. Vegetation management must also be sited and designed to protect wetlands, and most activities are not allowed within wetlands themselves.

⁸ Coastal Act Section 30107.5; See Identification of ESHA Under the Coastal Act, at: https://documents.coastal.ca.gov/assets/lcp/DOCS/Identification_of_ESHA_under_the_Coastal_Act.pdf.

⁹ Coastal Act Section 30240.

¹⁰ Coastal Act Section 30121; Coastal Act Section 30233.

¹¹ Coastal Act Section 30106.

LCPs are important tools for establishing guardrails around the types of work allowed in ESHA and wetlands and the mitigation necessary to address unavoidable impacts. LCPs can also help establish programmatic approaches to mitigation that align community-scale wildfire resilience needs with the restoration and conservation of ESHA habitat functions and values. For example, when the City of San Diego modified its LCP to expand fuel modification zones, the City also adopted a resolution to acquire an additional 715 acres of conservation lands to offset impacts from expanded fuel modification. More recently, the Commission worked with the City of Laguna Beach Fire Department and approved a CDP that allowed fuel modification adjacent to existing residential neighborhoods and the City provided mitigation for ESHA impacts in the form of habitat restoration and enhancement.¹² Overall, LCPs should include policy approaches that avoid and minimize impacts to ESHA and wetlands where vegetation management is proposed, while streamlining mitigation for vegetation management when impacts to ESHA or wetlands are unavoidable.

LCP Considerations for ESHA and Wetlands

- **Site new development such that fuel modification does not occur within ESHA or its buffers.** When reviewing a proposed development project, the development scope should include the structural footprint as well as the defensible space around it. See “Land Use and Development Siting” section for similar considerations, which include limiting the size and number of new primary and accessory structures, clustering development to reduce fragmentation of sensitive habitat, locating development as close to existing roads and public services as feasible, and locating structures near existing development in order to minimize required fuel modification.
- **For structures that already exist, ensure that any fuel modification in ESHA or its buffers is the minimum necessary to provide fire protection.** Because pre-existing structures may have been sited within or near ESHA, fuel modification within ESHA or its buffers cannot always be avoided. In these cases, LCP policies should require impacts to be minimized and mitigated. Additional considerations related to best practices for fuel modification in ESHA are included below. LCPs should also encourage implementation of risk reduction alternatives to make pre-existing structures more resilient to fires and potentially further minimize necessary ESHA removal for defensible space. See “Structure Design and Home Hardening” for risk reduction alternatives.
- **Require site-specific biological evaluations and field observations to identify ESHA, other sensitive resources, and potential impacts from proposed fuel modification.** LCPs help can streamline efforts to avoid and

¹² See CDP No, 5-21-0641: <https://documents.coastal.ca.gov/reports/2022/3/W12e/W12e-3-2022-report.pdf>.

minimize ESHA impacts by providing preliminary maps of sensitive habitat areas or lists of relevant species and vegetation communities. Site-specific evaluations should consider the extent of ESHA; which plant species are considered highly flammable and under what circumstances; which vegetation management activities may benefit ESHA (e.g., removal of invasive species) or limit adverse impacts to ESHA (e.g., selective limbing, thinning of target species, removal of ladder fuels); and what alternatives to vegetation removal may be appropriate (e.g., modifying structural exteriors with nonflammable materials or adding sprinkler systems).

- **Institute a vegetation removal hierarchy.** This approach facilitates vegetation management consistent with coastal resource protection by prioritizing certain types of vegetation for removal or modification while providing guidelines to minimize impacts to sensitive habitat. Typically, removing dead, dying and diseased foliage, shrubs, and trees is prioritized as the first step in reducing fuel loads. Thereafter, the removal of invasive species, especially non-native annual grasses, is encouraged. Lastly, removal of native species that are not endangered, threatened, rare or otherwise especially valuable may be undertaken where the specified fuel reduction threshold is not yet met; however, effort should be made to avoid the conversion of ESHA inasmuch as possible, including sensitive natural communities, through adherence to the applicable membership rules provided in the Manual of California Vegetation or related regional reports.
- **Limit vegetation management within wetlands and their buffers.** Vegetation management can adversely impact wetlands by disrupting wildlife habitat, increasing vulnerability to invasive species, compacting soils, and altering hydrology. As such, vegetation management within wetlands should be focused on ecological restoration. Treatment methods such as heavy equipment use, trenching, cutting hand lines, or prescribed herbivory can degrade wetland condition and should be avoided or minimized. Chemical treatments should also be limited, since water can mobilize substances beyond target areas and affect sensitive habitat.
- **Require adequate mitigation where impacts to ESHA and wetlands are permitted and unavoidable.** In cases where otherwise impermissible vegetation removal must be allowed to avoid an unconstitutional taking of private property or to maintain defensible space around pre-existing structures, mitigation is required. This might include habitat restoration, habitat conservation, or an in-lieu fee payment for mitigation. Exact mitigation fees and ratios may vary depending on the specifics of the project, including whether the proposed vegetation management includes an ecological restoration component. See the Ecological Restoration section below for related discussion regarding Public Works Plans.

- **Consider programmatic approaches to mitigation.** Community-scale mitigation programs can increase efficiencies for property owners, provide greater flexibility for meeting mitigation requirements, and improve both habitat and wildfire resilience across the jurisdiction. Programs should be tailored to local context and may include: specifying mitigation ratios; establishing an in-lieu fee or mitigation banking program that supports broader resilience efforts or ESHA preservation, restoration, or enhancement; requiring larger-scale projects to be majority restoration while providing for necessary fuel reduction or defensible space; or encouraging property owners to coordinate with local agency partners on wildfire resilience efforts with community co-benefits.

Recommended Resources for ESHA and Wetlands

- [CCC Biological Resources and ESHA Background](#)
- [CCC 2016 Workshop on Wetlands](#)
- [California Native Plant Society Manual of California Vegetation](#)
- [California Department of Fish and Wildlife \(CDFW\) Vegetation and Classification Mapping Program \(VegCAMP\)](#) (includes [current lists](#) and [fine-scale vegetation maps](#))
- [CDFW California Natural Diversity Database \(CNDDB\) in BIOS](#)

Example Policies

Policy Topic	Example Policies
Fuel Modification in ESHA	Development, including the fuel modification zone, shall be sited and designed to protect ESHA against any significant disruption of habitat values and avoid adverse impacts to the ESHA ecosystem (both on-site and off-site). Where development is permitted in ESHA or buffer zone pursuant to ESHA policies 4.2 and 4.3 – Economically Beneficial Use, such development shall be sited and designed to protect ESHA and avoid adverse impacts to the ESHA ecosystem to the maximum extent feasible. If there is no feasible alternative that avoids all impacts, then the alternative that would result in the fewest or least significant impacts shall be selected. Mitigation shall not be used as a substitute for the selection of the least damaging site-design alternative. During the least damaging alternatives analysis, an applicant shall confirm the width of the proposed fuel modification zone with the Ventura County Fire Protection District. A least damaging alternatives analysis shall include evaluation of the proposed fuel modification zone and maximum allowable expanded zone. A least damaging alternatives analysis is not required for a project that is limited to expanding upon an existing fuel modification zone for existing, legally established development. (Ventura County ESHA Update, Policy 5.1) Avoidance of Fuel Modification. Site and design new development to avoid required initial and future fuel modification and brush clearance in general,

Policy Topic	Example Policies
	and to avoid such activities within ESHAs and ESHA buffers, in order to avoid habitat disturbance or destruction, removal or modification of natural vegetation, and irrigation of natural areas. (Marin County, Policy C-DES-11) New development, including, but not limited to, vegetation removal, vegetation thinning, or planting of non-native or invasive vegetation shall not be permitted in ESHA, ESHA buffer areas, or park buffer areas, unless ordered by the Fire Authority, and in consultation with the Resource Agencies (CDFW, USFWS, and CCC). Habitat restoration and invasive plant eradication may be permitted within required buffer areas if designed to protect and enhance habitat values. (San Diego County, Policy 3.25) Where otherwise inconsistent with Policy C-PS-5a, removal of major vegetation adjacent to lawfully existing development, including utility infrastructure, for fire safety purposes shall be allowed upon a finding that fuel modification and brush clearance techniques are required in accordance with applicable defensible space and fire safety regulations and are being carried out in a manner which reduces coastal resource impacts to the maximum feasible extent, and mitigates for unavoidable such impacts. In addition to the foregoing requirements, removal of environmentally sensitive habitat, or removal of materials in an environmentally sensitive habitat areas buffer shall only be allowed for fire safety purposes to protect lawfully existing structures and must demonstrate that: (1) Removal does not conflict with any prior terms and conditions of applicable CDPs that affect the area in question, (2) There are no other feasible alternatives for achieving compliance with required fire safety regulations, (3) All ESHA impacts are commensurately mitigated in a manner that leads to no net loss of ESHA habitat values. (Sonoma County, Policy C-PS-5c, see Addendum)
Development Considerations	Clustered Development: To minimize the loss or fragmentation of ESHA, proposed development shall be located away from ESHA and steep slopes and clustered near existing permitted development and roadways/services. Also, if a building site is in or adjacent to ESHA or buffer zone, then structures within the building site shall be configured to maximize the use of overlapping fuel modification zones. (Ventura County ESHA Update, Policy 5.4) Development adjacent to ESHAs shall minimize impacts to habitat values or sensitive species to the maximum extent feasible. Native vegetation buffer areas shall be provided around ESHAs to serve as transitional habitat (not fuel modification zones) and provide distance and physical barriers to human intrusion. Buffers shall be of a sufficient size to ensure the biological integrity and preservation of the ESHA they are designed to protect. All buffers around (non-wetland) ESHA shall be a minimum of 100 feet in width. All wetland buffers shall be a minimum of 100-feet in width or a minimum of 50 feet in

Policy Topic	Example Policies
	width around riparian areas. A smaller width may be approved by Planning & Development Services and the Fire Marshal in consultation with the CDFW, USFWS, and CCC when conditions of the site as demonstrated in a site-specific biological survey, the nature of the proposed development, etc. show that a smaller buffer would provide adequate protection. In such cases, the CDFW must be consulted and agree that a reduced buffer is appropriate and the County, or Coastal Commission, must find that the development could not be feasibly constructed without a reduced buffer. However, in no case shall the buffer be less than 50 feet, excluding fuel modification zones. Fuel modification zones shall occur outside, not within ESHA buffers. (San Diego County, Policy 3.35)
Vegetation Maintenance and Removal in ESHA	Protect Major Vegetation. Require a Coastal Development Permit for the removal or harvesting of major vegetation other than for agricultural purposes. Such major vegetation removal shall avoid ESHA, ESHA buffers, coastal waters, and public views, and shall not conflict with prior conditions of approval. (Marin County, Policy C-BIO-4) Any required thinning of flammable vegetation in the WUI shall be conducted by hand crews between September 15 and February 15. To minimize impacts to habitat, sensitive plant species may not be thinned or removed. Sensitive species may not be thinned or disturbed in any way. (San Diego County, Policy 9.25)
Vegetation Removal Hierarchy	Vegetation Removal Hierarchy. Except for prescribed fire project components, a vegetation removal hierarchy shall be identified and implemented for each project to obtain the vegetation cover threshold identified by a Registered Professional Forester or qualified professional as necessary while ensuring that unintended habitat conversion does not occur and that vegetation cover is sufficient to support the project's ecological goals. In order of priority and application, the hierarchy shall be as follows: (1) thinning and removal of dead, dying and diseased foliage, shrubs (except that some snags should be retained to provide wildlife shelter, dens, etc.); (2) removal of invasive species; and (3) removal of native species that are not listed as endangered, threatened, rare, or otherwise especially valuable, with the end goal of having appropriate species composition in the plant community with a mix of vegetation age, height and density. (Santa Cruz County Forest Health & Fire Resilience PWP)
Vegetation Management in Wetlands	Protect Wetlands. Forest Health projects shall interpret wetlands in the CalVTP as inclusive of coastal wetlands, and further, shall: i) delineate all wetland boundaries and a 100-foot buffer surrounding each; ii) limit treatment activities within wetland boundaries to those that would restore ecological benefits to the wetlands or would maintain wetland habitat quality while improving surrounding ecosystems, including ESHAs, and limit activities to the implementation of prescribed (broadcast) burning, and allow for this only where determined by a qualified RPF or qualified professional that: (1) no special-status species are present;

Policy Topic	Example Policies
	(2) habitat function would be maintained or enhanced/restored; (3) the burn shall occur within the expected fire return interval for the vegetation communities present; (4) no soil disturbance, mechanical treatments, or equipment or vehicle access shall occur; (5) no pile burning shall occur; and, (6) no fire ignition (including the associated use of accelerants) shall occur within wetlands. iii) limit treatment activities within wetland buffers to those that would restore ecological benefits to the wetlands or would maintain wetland habitat quality while improving surrounding ecosystems, including ESHAs. No fire ignition (including the associated use of accelerants) shall occur within wetland buffers; and, iv) hand containment lines intended to facilitate prescribed (broadcast) burns are the only type of containment lines that shall be allowed within the wetland buffer. Prohibit any hand containment lines within a minimum of 50 feet from any wetland unless avoidance of 50 feet would make broadcast burning for ecological restoration infeasible due to widespread distribution of Juncus patch wetlands, in which case, buffer encroachment shall be limited to the maximum extent feasible while allowing for necessary burn implementation. (Tomaes Bay State Park PWP) Coastal wetlands shall be delineated and protected from treatment activities with a 100-foot buffer. Only treatment activities that would restore ecological benefits to the wetland may be allowed within the buffer. Projects shall adhere to CalVTP SPR BIO-1 identifying and documenting the location of wetlands during project surveys and planning, and SPR HYD-3 protecting wetland water quality from prescribed herbivory treatments. (Monterey County PWP) All treatment activities within the watershed boundaries of the Del Monte Forest and Carmel Areas of Special Biological Significance shall avoid work during periods of soil saturation, consistent with CalVTP SPR GEO-1. (Monterey County PWP) Herbicides shall be avoided to the maximum extent feasible and may be used only if such treatment activities are the least environmentally damaging feasible alternative and will not result in significant adverse impacts to sensitive ecological resources (e.g., when used to control invasive species). (Tomaes Bay State Park PWP)
Mitigation	The identification of native trees and woodlands through site assessment, and their preservation and protection shall be required. To the maximum extent practicable, the removal of native trees and fragmentation of woodlands and forests shall be minimized; any trees removed shall be replaced, preferably on the site at a greater than 1:1 ratio (and at a greater than 3:1 ratio for riparian trees); and permanent protection of other existing woodlands and forests shall

Policy Topic	Example Policies
	be provided where replacement planting does not provide adequate mitigation. This policy shall not apply to restoration projects. In addition, for projects that will cause significant disruption of environmentally sensitive habitat but that consist of fire risk reduction projects or forestry projects overseen by a Registered Professional Forester, alternative mitigation types (e.g., habitat restoration not involving replanting) or different replanting ratios may be permitted if the decision-making body finds, based on a report prepared by a qualified professional, that alternative mitigation types or ratios will adequately address the project's impacts. (Sonoma County, Policy C-OSRC-7o, see Addendum) Where the removal of native trees cannot be avoided through the implementation of project alternatives or where development encroachments into the protected zone of native trees may result in the loss or worsened health of the trees, mitigation measures shall include, at a minimum, the planting of replacement trees on-site with trees of comparable size, if suitable area exists on the project site, at a ratio of 1:1 for every tree removed. Where onsite mitigation is not feasible, off-site mitigation shall be provided through planting replacement trees. The number of replacement trees allowed to be planted within a fire hazard severity zone shall be approved by the Fire Marshal. Proper spacing of tree trunks and canopies will be maintained in accordance with the Fire Code for trees in this zone. Any new or replacement tree planted in this zone shall be fire resistive and on the Planning and Fire Department approved planting list. (San Diego County, Policy 3.40) If the application of the policies and standards contained in this LCP regarding use of property designated as ESHA or ESHA buffer, including the restriction of ESHA to only resource-dependent use, would likely constitute a taking of private property without just compensation, then a use that is not consistent with the ESHA provisions of the LCP shall be allowed on the property, provided such use is consistent with all other applicable policies of the LCP, the approved project is the alternative that would result in the fewest or least significant impacts, and it is the minimum amount of development necessary to avoid a taking of private property without just compensation. In such a case, the development shall demonstrate the extent of ESHA on the property and include mitigation, or, if on-site mitigation is not feasible, payment of an in-lieu fee, for unavoidable impacts to ESHA or ESHA buffers from the removal, conversion, or modification of natural habitat for new development, including required fuel modification and brush clearance per Policy 3.12. Mitigation shall not substitute for implementation of a feasible project alternative that would avoid adverse impacts to ESHA. (City of Solana Beach, Policy 3.10) Unavoidable impacts to H1 Habitat from the provision of less than a 100-foot H1 Habitat Buffer, and/or to H2 Habitat from direct removal or modification, shall be compensated by the following, at a minimum.

Policy Topic	Example Policies
	a. The County will administer a Resource Conservation Program (“RCP”), which shall consist of the expenditure of funds to be used for the acquisition and permanent preservation of land in the Santa Monica Mountains coastal zone containing substantial areas of H1 and/or H2 habitats. The County commits to expend no less than \$2,000,000 over a ten-year period. The RCP shall demonstrate that the lands preserved are, at a minimum, proportional to the habitats impacted from permitted development in area (acreage or partial acreage) and habitat value/function. b. No CDPs that involve impacts to H1 Habitat from the provision of less than a 100-foot H1 Habitat Buffer and/or to H2 Habitat from direct removal or modification may be processed until the amount of Habitat Impact Fee is incorporated into this LCP through an LCP amendment that is certified by the Coastal Commission. c. The County shall track and prepare an annual monitoring report at the end of each calendar year the RCP is in operation. The report for the calendar year shall itemize all acquisitions made that year, in addition to all of the following information: ... • The amount of the Habitat Impact Fee determined appropriate for each CDP in accordance with the following: 1. In-lieu Fee, Baseline: During the first year following the effective date of the updated Habitat Impact Fee in the Santa Monica Mountains Coastal Zone Local Implementation Program (Los Angeles County Code Chapter 22.44), the In-lieu Fee fee amounts are:- \$83,478 per acre for the approved building site area, driveway/access roads and turnarounds areas, any required irrigated fuel modification zones, and required off-site brush clearance areas (assuming a 200-foot radius from all structures). \$20,870 per acre for non-irrigated fuel modification areas (on-site). 2. Updated In-lieu Fee: Beginning one year after the effective date of the updated Habitat Impact Fee in the Santa Monica Mountains Coastal Zone Local Implementation Program (Los Angeles County Code Chapter 22.44), the amount of the Habitat Impact Fee shall be used and adjusted for inflation annually. Annual adjustments for inflation to the In-lieu Fee shall not require an amendment to the LCP. ... (Santa Monica Mountains, Policy CO-86a, updated per Habitat Impact Fee Study LCP amendment) Development that includes disturbance within the LOHCP Area mapped on Figure 7-39 is defined as any activity that disturbs and/or removes soils or vegetation in that area, and shall only be approved if it is mitigated as described below. The disturbance envelope for purposes of compensatory

Policy Topic	Example Policies
	mitigation includes the area of habitat that is temporarily impacted as a result of construction activities including access and staging, and is restored following completion of the project, as well as the area of permanent habitat impacts, but excluding disturbance within/on any existing legally permitted structures and hardscape. Development shall only be approved if a fee is paid prior to development occurring to the County (or other appropriate conservation entity approved by the County) to fund land acquisition and restoration projects within the Priority Conservation Areas shown in Figure 7-39. The fee shall be at least \$52,234 per disturbed acre (i.e., \$1.20 per disturbed square foot) or the fee authorized by the adaptive management provisions of the HCP, whichever is greater. (County of San Luis Obispo, Los Osos Community Plan)

Landscape-Scale Fuel Reduction & Ecological Restoration

Beyond creating defensible space around structures, another important wildfire resilience strategy is implementing vegetation treatments at the landscape-scale. This includes fuel reduction projects focused on managing hazardous fuel loads to protect communities, as well as ecological restoration efforts that restore or enhance native ecosystems. Where natural fire patterns have been suppressed, reducing accumulated fuel loads can help return native habitats to the vegetation cover appropriate for the natural fire return interval. Conversely, where fire has occurred at a higher frequency than would be expected naturally, strategic revegetation with appropriate natives may not only restore ecosystems and support retention of important moisture levels above and below-ground, but also thwart conversion to fine fuels and non-native and invasive species proliferations. Landscape-scale vegetation management also provides opportunities to support long-term habitat resilience, incorporate beneficial fire practices, and improve coordination between wildfire resilience and resource protection goals.

In response to the statewide mandate to increase the pace and scale of vegetation treatment across the state to address the risk of catastrophic wildfires, the Commission has implemented planning and permitting avenues to streamline wildfire resilience projects—and in particular, projects that emphasize ecological restoration—put forth by public agencies and special districts. The Commission has approved five Public Work Plans (PWP) as of July 2026 to implement such strategies. In these PWP, vegetation treatments may be classified as either forest health or fire prevention projects.¹³ Projects proposed under these PWP must designate a majority of their total acreage for forest health treatments. This ensures that even if vegetation treatments impact

¹³ Forest health projects provide ecological benefits and improve the habitat's fire resiliency, including within ESHA. Fire prevention projects, while designed to protect ecosystems as much as feasible, include a level of vegetation removal that may adversely impact ESHA in order to assure protection of structures or infrastructure.

ESHA, more than half of the project acreage will still be restored to reflect appropriate vegetation community composition, structure, and habitat values, eliminating the need for mitigation. While PWP's can provide an alternative approval process, LCPs can play a key role in encouraging landscape-scale vegetation treatments where appropriate and guiding how they are carried out in the coastal zone.

LCP Considerations for Landscape-Scale Fuel Reduction & Ecological Restoration

- **Acknowledge fire as an essential ecological process.** Some ecosystems are specifically adapted to and need fire at some level, whereas others are highly vulnerable. Some habitats are represented as mosaics across the landscape and foster diversity while others form large, contiguous stands that better resist outside threats. Where applicable, recognizing the long-standing role of fire on the landscape can help local governments better contextualize wildfire risk and implement appropriate resource protections.
- **Support programs for fuel management.** Encourage programs and individual efforts to continually manage fuels and reduce wildfire risk in and adjacent to communities. This might include coordinating with CAL FIRE or encouraging waivers or administrative permit approvals for relatively smaller restoration projects, or programmatic CDPs that provide expedited review and approval of projects designed to implement best practices.
- **Protect against unintended habitat conversion.** Acreages and distributions of sensitive natural communities, as recognized by the state and increasingly mapped at fine-scales, should generally be maintained through project implementation to avoid impacts to ESHA. Treatments in non-sensitive vegetation communities should consider whether the resulting condition, including any conversion, may promote or hinder ecological conditions supporting wetlands, soil conditions (including moisture retention and stability), sensitive habitat, invasive species proliferation, and similar.
- **Ensure careful selection of treatment alternatives.** Vegetation treatments for fuel reduction may be achieved through a variety of strategies, some of which may exert a lighter touch on sensitive resources than others. For example, fuel breaks may be shaded or complete, thinning may be done by hand or mechanically, and there may be prescriptions for the use of fire or grazers in some locations. Reducing the number of entries, seasons and duration of work, and guarding against cumulative impacts should be promoted. Consider determining suitable use of prescribed fire and grazing for fuel management and ensure robust plans for burning and grazing management are in place. If herbicide would be used, there should be a clear justification and specification of

product(s) along with description of how it would be used. See the ESHA section for further considerations regarding sensitive habitats.

- **Promote the beneficial use of fire as a management tool.** Include prescribed fire projects and cultural burns in expedited permit review processes and fuels management programs. Support tribal practitioners in restoring cultural burning practices.
- **In post-fire landscapes, promote native revegetation and manage for invasive species and standing dead fuels.** Allow for natural revegetation from native seedbanks, subsurface plant features, and successional processes to reestablish the vegetated landscape and manage for the adverse effects of invasive species. Consider removing standing dead fuels to reduce ongoing fire risk and release water, nutrient, and light resources to regenerating vegetation. Where natural revegetation cannot readily occur due to high severity fire having consumed seedbank or left only mineral soils, consider active restoration efforts.

Recommended Resources for Landscape-Scale Fuel Reduction & Ecological Restoration

- [Board of Forestry and Fire Protection California Vegetation Treatment Program](#)
- [CAL FIRE Natural Resource Management](#)
- [CAL FIRE Prescribed Fire](#)
- [CCC 2022 Briefing on prescribed fire](#)
- [Senate Bill 310 Cultural Burn Agreements](#)
- [California Wildfire & Forest Resilience Task Force – Beneficial Fire](#)

Example Policies

Policy Topic	Example Policies
Acknowledge Fire	Fire is a natural and essential part of the life cycle of the plant communities of the Santa Monica Mountains. The plant communities are highly diverse as a result of the shifting mosaic of habitats created by repeated fires. For example, chaparral habitat impacted by fire is still present in the form of root crowns that will re-sprout and a fire-adapted seed bank (a number of chaparral species drop seeds that require fire for germination) that will generate new growth following the rainy season. Therefore, areas burned by wildfire, where there is evidence that the areas consisted of a habitat meeting the definition of H1, H2, H2 High Scrutiny, or H3 habitat before the fire, shall be afforded the protections of the applicable habitat category”. (Santa Monica Mountains, Policy CO-39)
Post-Fire Areas	Wildfire burn areas shall be allowed to revegetate naturally, except where re-seeding is necessary to minimize risks to public health or safety. Where necessary, re-seeding shall utilize a mix of locally-indigenous native plant seeds collected in a similar habitat within the Santa Monica Mountains. Wildfire burn areas that were previously subject to fuel modification or brush clearance

Policy Topic	Example Policies
	for existing structures pursuant to the requirements of the Los Angeles County Fire Department may be revegetated to pre-fire conditions. (Santa Monica Mountains, Policy CO-61)
Fuel Management Programs	Integrated Planning for Fire Risk, Habitat Protection, and Forest Health. Develop a Coastal Development Permit process that protects coastal resources and allows for expedited review of projects related to the management or removal of major vegetation to minimize risks to life and property or to promote the health and survival of surrounding vegetation native to the locale. (Marin County, Program C-BIO-4.b) In cooperation with stakeholders and resource agencies, develop vegetation management guidelines including best practices to improve habitat health and reduce the risk of wildland fire without restricting public access to the coast. Pursue a coastal development permit exclusion or other streamlined process for activities consistent with such guidelines and policies of the Public Safety Element of this Plan if such exclusion/process can be found consistent with the Coastal Act and LCP coastal resource protection provisions. (Sonoma County, Program C-OSRC-11-P1) Encourage continued operation of CAL FIRE programs for fuel breaks (both shaded and non-shaded), fuel reduction and clearance, controlled burns, habitat restoration and enhancement, and maintenance of fire roads; vegetation treatment and management deemed necessary shall be consistent with all applicable policies of this Local Coastal Plan. (Sonoma County, Policy C-PS-5a) Support voluntary programs for habitat restoration and enhancement, hazardous fuel management, removal and control of invasive exotics, native plant revegetation, treatment of woodlands affected by sudden oak death, use of fencerows and hedgerows, and management of biotic habitat. (Sonoma County, Initiative C-OSRC-7-I2)

Social Environment

Permitting and Planning

Permitting decisions and planning documents are key venues where the wildfire resilience principles outlined above can be put into practice. Through the permit review process, local governments apply and enforce siting, design, defensible space, and natural resource protection requirements to improve safety and resilience of new or existing development. Additional planning efforts provide further opportunities to integrate wildfire risk into a community's long-term vision, policy direction, and strategies for growth and development. LCPs should ensure that accurate information about

wildfire risk informs local decision-making and that policies reflect both scientific understanding and community priorities.

LCP Considerations for Permitting and Planning

- **Use the best available science and incorporate traditional ecological knowledge where appropriate to assess wildfire risk.** Requiring the use of up-to-date, locally relevant science is foundational to effectively planning for wildfire resilience. This includes expert peer-reviewed analyses and traditional ecological knowledge. Tribal expertise and traditional ecological knowledge should be treated as co-equal to Western scientific knowledge and incorporated into assessments of wildfire risk when coupled with shared decision-making and appropriate protections for data sovereignty. See the Tribal Consultation and Agency Coordination section below for further considerations.
- **Encourage disclosure and assumption of risk.** Wildfire risk and associated regulations can constrain allowed uses of a site. Disclosing information about wildfire risk and relevant policies helps ensure that property owners understand the hazard, recognize the limitations associated with developing in hazardous locations, assume the risks, and plan accordingly.
- **Consider permitting procedures to expedite review and approval of vegetation management.** By adding de minimis waiver provisions in LCPs, local governments may be able to reduce permit fees and approval timelines for qualifying vegetation management projects. Administrative and programmatic permits can similarly provide expedited review and approval of projects designed to implement best practices.
- **Support additional hazard planning efforts.** In addition to updating their LCP, local governments can develop Community Wildfire Protection Plans (CWPPs) and multi-hazard mitigation plans as part of their General Plan Safety Element or as specific plans. The creation and integration of multiple plans provides an opportunity for enriched discussion and comprehensive analysis of the hazards impacting a local jurisdiction.

Recommended Resources for Permitting and Planning

- [CAL FIRE Community Wildfire Protection Plan Toolkit](#)

Example Policies

Policy Topic	Example Policies
Consider Wildfire Risk	Written findings of fact, analysis and conclusions addressing geologic, flood, and fire hazards, structural integrity or other potential hazard must be included in support of all approvals, denials or conditional approvals of development located on a site or in an area where it is determined that the proposed project

Policy Topic	Example Policies
	may be adversely affected by or has the potential to create adverse impacts upon site stability on or off the subject site or structural integrity. (Santa Monica Mountain Land Use Plan, Section 22.44.2101, Policy A) The severity of natural fire hazards (as may be exacerbated by climate change), potential damage from wildland and structural fires, adequacy of fire protection services, and mitigation measures consistent with the Public Safety Element shall be considered in the review of all proposed development projects. (Sonoma County, Policy C-PS-5E)
Best Available Science	Evaluate and update hazard data every 3 years or at intervals recommended by responsible agencies, whichever is more frequent, to reflect any changes made by various responsible agencies including, but not limited to, the FEMA, United States Geological Survey (USGS), California Geologic Survey and /or California State Geologist, National Oceanic and Atmospheric Administration (NOAA), California Ocean Protection Council, California Coastal Commission, and California Department of Forestry and Fire Protection (CAL FIRE). In the event of conflicting information among these sources, Permit Sonoma staff shall determine which is most appropriate in consultation with California Coastal Commission staff. Provide locally generated hazard data to these agencies involved in hazard mapping. (Sonoma County, Policy C-PS-1d) Use the most recent natural hazard data, maps, analyses, and impact and vulnerability assessments from appropriate agencies; and require preparation of additional site specific or project-specific hazards analyses for development projects when necessary to ensure full consideration of risks from natural hazards in the design and development review processes. (Sonoma County, Policy C-PS-1e) Where new hazard data or information, analyses, or maps become available as a result of agency research, database updates, or more detailed site specific analyses, the best available science shall be used and considered consistent with the Local Coastal Plan even if it departs from the hazard maps and policies adopted with the Local Coastal Plan, provided such information is peer-reviewed, widely accepted within the scientific community, and locally relevant to the satisfaction of the approving entity (County, or Coastal Commission on appeal). A Local Coastal Program (LCP) update or amendment shall be initiated if warranted. All updates or amendments to the LCP shall be reflective of the most current best available science and state guidance applicable at the time of the update, including any updated guidance as published by the California Ocean Protection Council or California Coastal Commission. As used in this element, best available science is defined as: Recently published scientific information about coastal hazards and sea level rise that can be used in vulnerability assessments, evaluation of coastal development permit applications that present hazard risks, and preparation of technical reports and related findings. Sources of information may include, but

Policy Topic	Example Policies
	shall not be limited to, state and federal agencies, research and academic institutions, peer-reviewed scientific journals, and research published by organizations that focus on climate change and sea level rise, such as the California Coastal Commission, Ocean Protection Council, and the Intergovernmental Panel on Climate Change. (Sonoma County, Policy C-PS-1f)
Traditional Ecological Knowledge	In recognition of [the Federated Indians of Graton Rancheria] FIGR's Traditional Knowledge (TK) concerning the lands, waters, environments, beings, and relationships that are essential to land stewardship and cultural and natural resource management in Tomales Bay SP, CSP and FIGR will consult and collaborate in prioritizing treatment areas and the treatment activities used in each area. The Tribe's TK is the intellectual property and cultural patrimony of the Tribe, and care should be taken to ensure that the confidentiality of information shared by the Tribe is maintained and protected. The Tribe's TK should also be considered on the same level of intellectual merit as western science even though these two knowledge systems represent different and sometimes incommensurable perspectives. (Tomales Bay State Park Forest Health and Wildfire Resilience Public Works Plan)
Risk Disclosure	As a condition of approval of new development within or adjacent to an area subject to high wildfire hazards, prior to issuance of the Coastal Development Permit, the property owner shall be required to submit a signed document which shall indemnify and hold harmless the County, its officers, agents, and employees against any and all claims, demands, damages, costs, and expenses of liability arising out of the acquisition, design, construction, operation, maintenance, existence, or failure of the permitted project in an area where an extraordinary potential for damage or destruction from wildfire exists as an inherent risk to life and property. (Santa Monica Mountain Local Implementation Plan, Section 22.44.2102, Policy L) As a condition of coastal permit approval for new development in an area subject to current or future hazards, applicants shall be required to acknowledge and agree, and private applicants must also record a deed restriction on the property to acknowledge and agree that: 1) The development is located in a hazardous area, or an area that may become hazardous in the future; 2) The permittee assumes the risks of injury and damage from such hazards in connection with the permitted development; 3) The permittee unconditionally waives any claim of damage or liability against the County of Sonoma and Coastal Commission if the permit is appealed, and their officers, agents, and employees for injury or damage from such hazards; 4) The permittee indemnifies and holds harmless the County of Sonoma, and Coastal Commission if the permit is appealed, and their officers, agents, and employees with respect to approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts

Policy Topic	Example Policies
	paid in settlement arising from any injury or damage due to such hazards... (Sonoma County, Policy C-PS-1a) Where there is a significant factual question about whether a particular development has sufficiently mitigated the potential risks from natural hazards to an acceptable level, the applicant shall provide evidence that the development would not cause damage or substantial adverse impacts on coastal resources. If the development is consistent with the Local Coastal Plan, and the property owner wishes to proceed in the face of a factual question regarding risks from natural hazards, the property owner shall provide indemnification to the County in the form of a deed restriction, insurance or other security, and a recorded notice which will protect the interests of the County and notify future purchasers of the property of the potential problem. (Sonoma County, Policy C-PS-1g) For development proposed in identified hazard areas, property owners shall be responsible for conducting their own research, and determining, and understanding the vulnerabilities and risks to their real estate investments from hazard events. For development proposed in such areas, property owners shall be required to develop an emergency response plan and mitigation plan to address those hazards before emergency conditions occur, and to carry their own hazards insurance. In developing such plans, property owners shall be encouraged to consider the FEMA's National Flood Insurance Program and Community Hazard Rating System, as well as the State of California Multi-Hazard Mitigation Plan. (Sonoma County, Policy C-PS-1h, see Addendum)

Tribal Consultation and Agency Coordination

Updating fire hazard management provisions in an LCP provides important opportunities for coordination among a jurisdiction's departments and agencies, and for meaningful consultation with tribal governments. Input and discussion by fire and ecological experts support more specific guidance tailored to wildfire risk management.

Tribes in particular have a unique and essential role to play in reducing wildfire risk and restoring fire-adapted ecosystems, including through Indigenous-led cultural burns. For centuries, widespread indigenous fire use in North America shaped forests and grasslands, enhancing biological diversity, supporting healthy watersheds, and reducing wildfire severity. Though widespread traditional use of fire was disrupted by colonization and fire suppression policies, many tribes throughout California retain an intimate relationship with fire as well as valuable, place-based knowledge that is critical to successful landscape stewardship. LCP policies related to wildfire should be developed in collaboration with tribes and provide for meaningful tribal consultation that supports tribal stewardship and management.

LCP Considerations for Tribal Consultation and Agency Coordination

- **Ensure consultation with tribal governments and local fire authorities on plans, projects, or programs related to reducing fire risk.** Wildfire resilience measures should be developed with appropriate input from relevant experts, including tribal knowledge holders.
- **Support efforts to develop regional and/or multi-jurisdictional approaches and programs to reduce wildfire risk.** Fire can cross jurisdictional boundaries. Coordinated strategies can lead to more effective planning.
- **Encourage coordination with tribal, state, regional, and local fire agencies to ensure adequate emergency services and water storage.** Ensure communities and infrastructure have the necessary resources to respond to fire events.

Recommended Resources for Tribal Consultation and Agency Coordination

- [CCC Tribal Consultation Policy](#)
- [California Natural Resources Agency Tribal Stewardship Policy and Toolkit](#)
- [Native American Heritage Commission SB 18 Tribal Consultation Guidelines](#)
- [Native American Heritage Commission AB 52 and Tribal Cultural Resources in CEQA Technical Advisory](#)
- [Native American Heritage Commission Resources Page / Tribal Cultural Resources Law Training](#)

Example Policies

Policy Topic	Example Policies
	State law regarding tribal consultation shall be considered the minimum standard of review for Local Coastal Program amendments, implementation of programs and initiatives, review of coastal development permits, and CEQA review and shall follow the principles found in Policy C-CH-1e. (Sonoma County, Policy C-CH-1d)
Tribal Consultation	To establish and maintain a respectful and effective means of communicating and consulting with Tribes the following principles shall be followed when evaluating coastal development projects: (1) Communicate and consult with federally and non-federally recognized California Native American Tribes in a manner that is considerate, respectful, and cognizant of the Tribes individual rights and interests. Seek tribal input regarding the identification of potential issues, possible means of addressing those issues, and appropriate actions, if any, to be taken by the County.

Policy Topic	Example Policies
	(2) Assess the potential impact of proposed County actions on Tribal rights and interests and ensure, to the maximum extent feasible and required by law, that tribal concerns are considered before such actions are taken, such that impacts are avoided, minimized, or mitigated in conformity with Coastal Act and other applicable legal requirements. (3) Provide Tribes with meaningful opportunities to respond and participate in County decision-making processes that affect Tribal rights and Interests. Consult with Tribes early and often to ensure Tribal rights and interests are protected and enforced. (4) Acknowledge and respect both the confidential nature of information concerning cultural practices, traditions, beliefs, tribal histories, and Tribal lands, and legal protections of the confidentiality of certain tribal cultural information (e.g., Gov. Code §§ 6254(r), 6254.10, Pub. Res. Code § 21082.3(c)). The County will take all lawful and necessary steps to ensure confidential information provided by a Tribe is not disclosed without the prior written permission from the Tribe. (5) Encourage collaborative and cooperative relationships with Tribes in matters affecting coastal resources. 6) Acknowledge and seek ways to accommodate Tribes with limited financial and staffing resources, and staffing resources of the County and the California Coastal Commission to ensure effective communication and consultation, including joint consultation with the Coastal Commission Tribal Liaison staff. (7) Identify and recommend means to remove procedural impediments to working directly and effectively with Tribes. (8) Consultation should not be viewed as a one-time, one-meeting activity, but rather an iterative process. (Sonoma County, Policy C-CH-1e) Collaborate and consult with the Federated Indians of Graton Rancheria on project development and design to provide for protection of Tribal Cultural Resources and informed decision-making about tribal and ecological heritage, and to facilitate tribal stewardship into the future. (Tomaes Bay State Park Forest Health and Wildfire Resilience Public Works Plan) [California State Parks] CSP will consult with and invite the [Federated Indians of Graton Rancheria] FIGR to conduct site-specific surveys of the treatment area with a FIGR representative prior to any vegetation treatment. (Tomaes Bay State Park Forest Health and Wildfire Resilience Public Works Plan)
Consultation with Fire Authorities	Work with CAL FIRE to identify areas of high fire fuel loads and take advantage of opportunities to reduce those fuel loads, particularly in Areas with Very High or High Potential for Large Wildland Fires and in High Fire Hazard Severity Zones. (Sonoma County, Initiative C-PS-5-I1) Plan Review in Fire-Prone Areas. Continue to request North County Fire Authority participation in plan review of new buildings in potentially fire-prone areas. (City of Pacifica, Policy NH-I-35)

Policy Topic	Example Policies
	All discretionary permit applications for projects shall be reviewed by the City's Fire Marshal to determine if any thinning or clearing of native vegetation is required [...] The Fire Marshal may reduce the 100' fuel management requirement for existing development, when equivalent methods of wildfire risk abatement are included in project design. (City of Solana Beach, Policy 4.72) Support programs consistent with state law that require fuel management / modification within established defensible space boundaries. When strategic fuel modification is necessary outside of defensible space, new development shall be sited so that fuel management protects structures and avoid impacts to ESHA, and ESHA buffers. Impacts to other native vegetation shall be avoided to the maximum extent feasible. Vegetation management outside of the areas of defensible space should occur as determined necessary by the Fire Authority Having Jurisdiction (FAHJ) and should preserve ESHA, ESHA buffers, and native vegetation. (San Diego County, Policy 9.19) Encourage the use of landscape maintenance agreements between individual property owners in Rural Villages and the Fire Department that serve as both a short- and long- term agreement for hazard reduction, as well as a customized program for a property that minimizes the disruption of biological resources, in compliance with all applicable LCP policies and provisions. (Santa Monica Mountains, Policy SN-34)
Regional Efforts	Support establishment of a regional fire protection district that provides adequate and reliable sources of funding for fire protection services. (Sonoma County, Program C-PF-5-P2) Multi-Jurisdictional Approach. Participate in State or regional efforts to develop a clear legislative and regulatory framework to manage the wildland-urban interface, including implementation of the Multi-Jurisdictional Local Hazard Mitigation Plan. (City of Pacifica, Policy NH-I-39)
Coordination on Water Storage and Emergency Services	Continue to coordinate fire protection services and planning with all other related agencies. (Sonoma County, Policy C-PF-5d) Response Time. Support efforts by North County Fire Authority to meet its response time standards throughout the City. (City of Pacifica, Policy NH-I-31) Adequate Fire Flow and Fire Flow Upgrades. Work with the North Coast County Water District and the North County Fire Authority to maintain and establish priorities for upgrading fire flow capabilities in neighborhoods that may have inadequate fire flows. Work with NCCWD to maintain adequate water supply for firefighting, including capacity for peak load under a reasonable worst case wildland fire scenario, to be determined by the North County Fire Authority. (City of Pacifica, Policy NH-I-32)

Public Education

Incorporating policies that promote public education can help local governments build community understanding of coastal resource protection, hazard mitigation, and climate adaptation policies. By providing clear information on why regulations exist and how residents, property owners, and visitors can participate, local governments can improve compliance, reduce conflicts during permitting, and foster a sense of shared responsibility. Education policies also strengthen coordination between agencies and the public, promote stewardship of environmentally sensitive habitat areas, and support long-term resilience.

LCP Considerations for Public Education

- **Increase awareness of wildfire risks.** Make information about wildfire hazards easily accessible to both visitors and residents.
- **Promote fire safe practices.** Support programming and outreach initiatives that educate community members about wildfire preparedness and resiliency and lower barriers to implementing fire safe practices.

Recommended Resources for Public Education

- [State Fire Marshal Public Education Program](#)
- [CAL FIRE Fire Safety Outreach](#)

Example Policies

Policy Topic	Example Policies
Hazard Information	At trailheads with parking lots provide information [...] about regulations, contacts in case of an emergency, natural resources, the potential for fires, and the need for user cooperation. (Sonoma County, Policy C-PA-3s)
	Make natural hazard maps, data, and information available for public use and review at the County permit office and County website. Provide maps, data, and information in order to guide land use, development, and real estate decisions that affect risks to public safety and property from natural hazards. Post notices at the offices of the Sonoma County Recorder, Sonoma County Assessor, and Permit Sonoma that identify the location of these maps, data, and information. (Sonoma County, Policy C-PS-1c)
	Provide fire hazard information signs in Areas of Very High or High Potential for Large Wildland Fires in a manner that is consistent with the Local Coastal Plan and does not degrade Scenic Highway Corridors or scenic views. (Sonoma County, Policy C-PS-5i)
Fire Safe Programming	Encourage and promote fire safe practices and the distribution of fire safe educational materials to the general public, permit applicants, and local planning agencies. (Sonoma County, Policy C-PS-5h)

Policy Topic	Example Policies
	Fire Prevention Education. Continue educating the public about local fire hazard prevention programs. Work cooperatively with the North County Fire Authority to promote public awareness of fire safety and emergency life support. (City of Pacifica, Policy NH-I-37) Support programs such as Arson Watch and encourage formation in all Rural Villages of community-based disaster survival guides similar to that developed for the Topanga Canyon community. These guides should include strategies of public and private agencies to deal with emergencies such as wildfire, as well as general information for residents and the public. (Santa Monica Mountains, Policy SN-29)