

CALIFORNIA COASTAL COMMISSION

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**W5a**

March 11, 2014

TO: Coastal Commissioners and Interested Parties

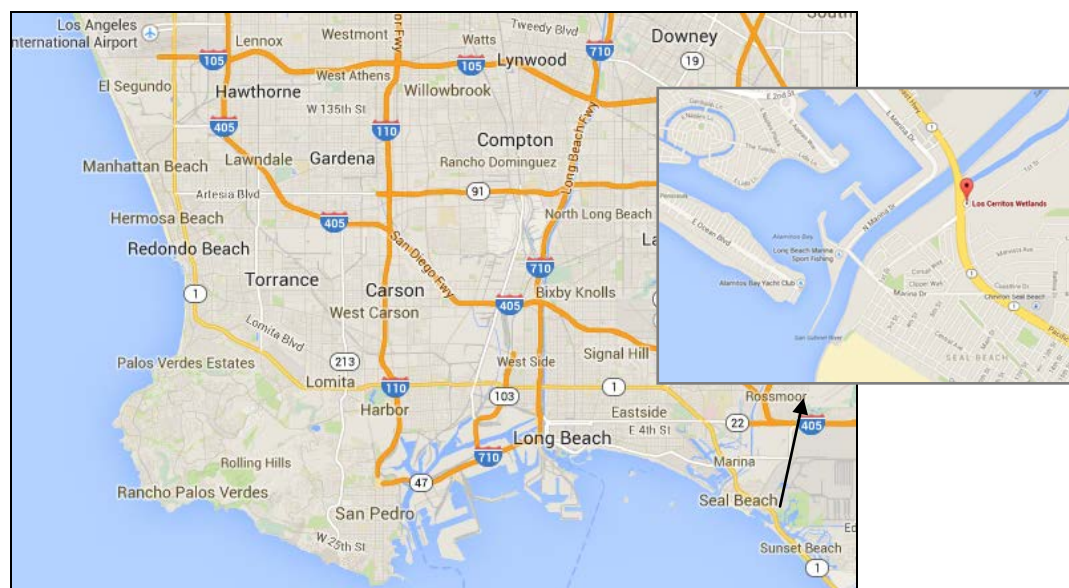
FROM: Charles Lester, Executive Director

SUBJECT: Executive Director's Report, March, 2014 (Long Beach)

Significant reporting items for the month. [Strategic Plan](#) (SP) reference provided where applicable:

LCP Program Status – Long Beach Area (SP Goal 4)

There are eight LCP jurisdictions in Los Angeles County in the vicinity of Long Beach. The City of LA to the north has six segments, including San Pedro immediately up coast of Long Beach. All six segments of the City of LA are uncertified. The Commission awarded an LCP grant in January to the City of LA to work on certification of the Venice segment. The Cities of Hermosa Beach, which also received an LCP grant, and Torrance are also uncertified. Certified City LCPs to the north of Long Beach include El Segundo (1982), Manhattan Beach (1994), Redondo Beach (2010), Palos Verdes Estates (1991) and Rancho Palos Verdes (1983). The LCP for the City of Avalon on Catalina Island is also certified (1981). The City of Long Beach LCP was certified in 1980 (one of the earliest). However, it has not been comprehensively updated. Currently the City is working on completing the LCP for the Los Cerritos Wetlands area and updating the Southeast Area Development and Implementation Plan (SEADIP), including related parts of the LCP (see http://www.lbds.info/seadip_update/). There are also two Port Master Plans in place for the Ports of Long Beach and the Los Angeles.



LCP Program Background Report and Update (SP Goal 4)

The Commission's LCP program is a fundamental mechanism for implementing the Coastal Act. Enhancing the LCP program also is a high priority of the Commission's adopted Strategic Plan (Goal 4). The memo following this report provides an LCP Program background and implementation status report.

Check the Coast Public Education Funding (SP 7.4.1, 7.2.5)

The Coastal Commission has a great opportunity this year to increase the grant funding it is able to provide for marine education, stewardship, habitat restoration, and beach access programs -- a new "check box" on the state tax form called the Protect Our Coast and Oceans Fund, listed in the "Voluntary Contributions" section near the end of the California tax return. Money raised through donations to the fund will be distributed through the Commission's Whale Tail Grants Program. The fund was created pursuant to legislation authored last year by Assembly member Al Muratsuchi.

The Commission would like to thank Gyro SF – an advertising agency that is working for the Commission pro bono on a promotional campaign for the Check the Coast program. The campaign was launched over the past couple of weeks. It includes ads on BART, web banners on LA Weekly, OC Weekly, and Surflife, and radio ads on KCBS-SF. Commission staff are requesting that radio and television stations play the public service announcements, and are reaching out to partner organizations to publicize the Fund through social media, web, and email. Postcards are in the works. More information can be found at: www.ChecktheCoast.org.

Staff Training Activities (SP 7.7.2-4)

Commission staff recently conducted two, 3-day trainings for new staff, including the coastal analysts recently hired under the Commission's budget augmentation. The training was organized by Senior Deputy Director Jack Ainsworth and included presentations from various staff related to the LCP program and permitting process, coastal data management system, as well as other technical and organizational information. Commission training for supervisors and managers begins next week.

Meetings, Presentations, and Outreach

- The Commission's Executive Director participated on a panel presenting to the Ocean Protection Council (OPC) on February 26. The panel was speaking about the coastal management partnership between the OPC, the Commission, the San Francisco Bay Conservation and Development Commission (BCDC), the State Coastal Conservancy, the State Lands Commission, and other state partners to address sea level rise and climate change issues. The hearing may be viewed at: <http://cal-span.org/cgi-bin/archive.php?player=silverlight&owner=COPC&date=2014-02-26>

- The Executive Director traveled to Washington D.C. the week of March 3 to attend the annual federal coastal zone management program managers meeting sponsored by NOAA, the administrator of the Coastal Zone Management Act (CZMA). The California Coastal Management Program (CCMP) encompasses the programs of the Commission, BCDC, and the Coastal Conservancy. The CCMP receives significant funding every year from the federal CZMA program, ranging from \$2.2 to \$3.2 million over the last decade. Topics addressed at the meeting included federal programs for coastal resilience and digital mapping resources, federal consistency, and reorganization and program services of the federal coastal program. More information of the federal CZMA program is available at: <http://coastalmanagement.noaa.gov/programs/czm.html>. The Executive Director also visited various Congressional representatives with other CZMA partners representing the National Estuarine Research Reserves of California (SF Bay, Elkhorn Slough, and Tijuana Estuary) to discuss issues related to the CZMA program.
- **Upcoming Meeting on Fracking (SP 7.2.6).** On Friday, April 11, 2014 at 10 AM in Santa Barbara, the Assembly Select Committee on Coastal Protection will hold a hearing on “Offshore Well Stimulation and Fracking” to frame the problem of threats to coastal marine environments, gain a better understanding of jurisdiction and authority over offshore well stimulation, and discuss strategies to provide better oversight going forward. Alison Dettmer, the Coastal Commission’s Deputy Director for Energy, Ocean Resources and Federal Consistency, will provide testimony on behalf of the Commission. The meeting will be held in the Santa Barbara County Board of Supervisors Hearing Room, Santa Barbara County Administration Building, 105 E. Anapamu St. Santa Barbara, CA 93101.
- On February 25 the Executive Director and other staff members, the Executive Director of BCDC, and the regional NOAA officer for the CCMP met with an Indonesian delegation to discuss implementation issues related to new coastal management law recently adopted in Indonesia.

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March 12, 2014

TO: Coastal Commissioners and Interested Parties

FROM: Charles Lester, Executive Director

SUBJECT: Executive Director's Report, March, 2014

**The California Coastal Commission's LCP Program:
Background and Report on Program Implementation
March, 2014**

Introduction

California's coast and ocean economy generates more than \$40 billion a year. The state also is a recognized international leader in effective coastal resource management protection. Over the last 40 years California has thus demonstrated that strong coastal protection and a healthy economy can go hand-in-hand.

The successful marriage of economy and environment along California's coast is founded on the comprehensive land use planning and regulation required by the California Coastal Act of 1976. The Coastal Act provides communities and the broader public, private, and NGO sectors an opportunity to address both coastal resource protection and local economic needs through the development and implementation of Local Coastal Programs (LCPs) approved by the California Coastal Commission.

The Benefits and Opportunities of LCPs

LCPs consist of land use plans and implementing ordinances. Once certified by the Coastal Commission as consistent with the Coastal Act, they determine how development can go forward consistent with the overarching statewide interests of providing maximum public access to the coast, protecting sensitive natural and cultural resources, and assuring that new development is safe from coastal hazards. LCPs also specifically provide for priority coastal development, such as coastal-related industrial developments, fishing and boating facilities, and visitor-serving commercial developments, including hotels and campgrounds – all essential to California's coast and ocean economy.

The success and substantial benefits of the LCP program are clear in the hundreds of thousands of people that enjoy California's magnificent coast every year. In addition to the protection of sensitive resources themselves, a protected coast helps sustain our economy – whether the tourism industry, ports and commerce, or boating and fishing. And in California, experiencing

the coast is a way of life for many. The coast provides recreation, enjoyment, and a healthy environment. It embodies cultural resources, unique habitats and ecosystems, and stunning scenic landscapes.

Effective Management Requires On-going Investment in Collaborative Planning

Maintaining the success of California's LCP program requires on-going investment in collaborative planning between the state and the 76 counties and cities along the coast. The environment and the economy are inherently dynamic. Most important, the LCP program must be responsive to changing conditions to be effective. If LCPs are not in place, or if they are out-of-date, important coastal resources may not be protected and public access may be lost. Economic development opportunities also may be missed or they may get bogged down in excessive regulatory conflict between the state, local governments, development interests and the public. Ultimately, out of date and inadequate planning means that economic development is less likely to go forward. And if it does go forward, it is less likely to adequately protect important coastal resources.

Global sea level rise due to climate change is perhaps the best example of the compelling need to complete and update LCPs. The threats to California's coastal development and infrastructure, public beaches and recreation, and natural shoreline ecosystems will only get worse as the sea rises. Ultimately, the coast and ocean economy will suffer. It is imperative, therefore, that the state and local communities begin to plan for necessary adaptations to changing conditions, so that we can continue to strike the right balance between effective coastal protection and providing for sustainable and resilient development.

Purpose of this Report

This report provides background information about the LCP program, and an update on its implementation, including on-going work supported by the \$4 million budget augmentation (\$3 million for state operations and \$1 million for LCP Local Assistance Grants to local governments) that the Commission received for the current fiscal year. This report is intended to provide the Commission, the Legislature, other government agencies and stakeholders, and the general public with a summary of the legal framework, process, history and statewide status of the LCP program, as well as an overview of current and future opportunities and challenges related to the completion and update of LCPs. Much of this information also speaks directly to the Commission's [Strategic Plan \(April 2013\)](#), particularly Goal 4, which places renewed focus on the LCP program to continue and further enhance the overall protection of California's coast for all generations.

LCPs: Protecting State Interests through Local Planning & Permitting

The California Coastal Commission is charged with implementing the [California Coastal Act of 1976](#). The Coastal Act was enacted by the Legislature to carry out the original mandate of Proposition 20, which was passed by California voters in 1972. Proposition 20 created the Coastal Zone Conservation Commission as a temporary agency charged with regulating new development in the coastal zone for a period of four years while a Coastal Plan was developed for legislative consideration.

The Coastal Act was passed and signed into law by Governor Jerry Brown in 1976. It established the Coastal Commission as an independent state agency within the Natural Resources Agency,

with broad planning and regulatory authority over development in the coastal zone, which spans generally from as much as 5 miles inland to 3 miles out to sea -- the outer extent of state waters.¹ The Governor, Senate Rules Committee, and Speaker of the Assembly each appoint four voting Commissioners², who meet monthly as a quasi-judicial³ body to consider and act on many hundreds of coastal planning and development permit matters over the course of a year. The Commission is supported by a professional civil service staff, and an Executive Director who serves at the pleasure of the Commission.

Chapter 3 of the Coastal Act contains strong policies for protecting sensitive resources, maximizing public access and recreation to and along the coast, and assuring effective management of development, including providing for priority development, such as visitor-serving uses, in California's coastal zone. Under Chapter 3, the Coastal Commission also plays a central role in assuring that new development responds to and minimizes coastal hazards, including the flooding, erosion and extreme storms that will be exacerbated by global climate change and sea level rise.

The Coastal Act has two primary implementation mechanisms. Most important, the Act establishes a coastal development permit (CDP) requirement for most new development in the coastal zone.⁴ Second, the Coastal Act also created a unique framework of shared responsibility for coastal management between the Commission and local governments – the development and implementation of Local Coastal Programs (LCPs) by local governments that are approved by the Commission. LCPs translate the statewide policies of the Coastal Act into local land use plans, policies, ordinances and programs. They also become the legal standard of review for implementing the CDP requirement of the Coastal Act above the mean high tide, effectively serving as the general blueprints for growth, conservation and public access, and protection of priority coastal development along the coast in each local jurisdiction.

What is a Local Coastal Program?

A Local Coastal Program generally consists of a Land Use Plan (LUP) and an Implementation Plan (IP), including zoning ordinances, maps, programs and other implementing actions. Together, these must meet the requirements of, and implement the statewide policies of the Coastal Act at the local level.⁵ An LUP refers to portions of the local government's general plan or local coastal element which are sufficiently detailed to indicate the *kinds, location, and*

¹ The Coastal Zone is delineated on legislatively-adopted maps, and is defined by Coastal Act section 30103 as "extending seaward to the state's outer limit of jurisdiction, including all offshore islands, and extending inland generally 1,000 yards from the mean high tide line of the sea." In significant coastal estuarine, habitat, and recreational areas it extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less, and in developed urban areas the zone generally extends inland less than 1,000 yards.

² The Commission also includes three non-voting members representing the Natural Resources Agency, State Lands Commission, and the California State Transportation Agency (formerly Business, Transportation, and Housing Agency).

³ Black's Law dictionary says: "Quasi-judicial: a term applied to the action, discretion, etc. of public administrative officers or bodies, who are required to investigate facts, or ascertain the existence of facts, hold hearings, weigh evidence, and draw conclusions from them, as a basis for their official action, and to exercise discretion of a judicial nature."

⁴ Some types of development are exempt from the permit requirement, such as the replacement of a structure destroyed by disaster. (See Public Resources Code § 30610(g).)

⁵ Public Resources Code § 30108.6.

intensities of land uses, the applicable resource protection and development *policies* and, where necessary, a listing of *implementing actions*.⁶ The LUP must meet the requirements of and be in conformance with Chapter 3 of the Coastal Act.⁷ The Implementation Plan or IP refers to the zoning and other ordinances, regulations, or programs that implement the LUP, and it must conform with and be adequate to carry out the LUP.⁸ An LUP and IP may be submitted to the Commission separately or together, at the discretion of the local government, but the LCP is not complete and coastal development permitting authority cannot be given to a local government until both the LUP and IP are certified by the Commission.

To facilitate LCP completion, Coastal Act section 30511 allowed for the “segmentation” of LCPs into separate geographic units. Currently, while there are 76 local governments (15 counties and 61 cities) with land use authority in the coastal zone, there are 128 distinct LCP planning segments (see <http://www.coastal.ca.gov/lcp/LCPStatusSummFY1213.pdf>).⁹ The Coastal Act also allows for the Commission and local governments to not certify specific geographic areas (known as Areas of Deferred Certification (ADCs)) where agreement can't be reached on the balance between statewide and local interests, so that certification of the overarching LCP can nonetheless go forward.¹⁰ Currently, there are 45 ADCs statewide (Appendix 1).

There is no one-size fits all “model” format for LCPs. The Coastal Act includes mandatory standards and general methodology for developing LCPs, but also provides flexibility for local governments to develop a process that best suits local conditions. Accordingly, local governments have developed a number of different approaches. Some jurisdictions have opted for separate coastal elements, others prefer a combination of existing general plan elements, or adopted specific coastal policies identified within an integrated general plan. Some submit their LUP and IP at the same time, others prefer a phased approach.

Once an LCP is prepared by a local government and certified by the Commission, the local government assumes primary responsibility for permitting and enforcement of its policies pursuant to the LCP. The LCP also becomes the legal standard of review for any local coastal development permit that may be appealed to the Commission.¹¹ Unless and until a local

⁶ Public Resources Code § 30108.5.

⁷ Public Resources Code § 30512.

⁸ Public Resources Code § 30513.

⁹ Most of the geographic segments were designated in the 1980s at the time of initial LCP certification.

Segmentation is for geographic areas only; LCPs cannot be segmented based on policy issues. For example, the Monterey County LCP consists of four areas: North Monterey County, Del Monte Forest, Carmel Area, and the Big Sur Coast, each with distinct coastal development patterns and resource management concerns.

¹⁰ Public Resources Code § 30512.

¹¹ Under Public Resources Code § 30603(a) the Commission has appellate jurisdiction over permits approved for developments (1) between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tideline of the sea where there is no beach, whichever is the greater distance; (2) that are located on tidelands, submerged lands, public trust lands, within 100 feet of any wetland, estuary, or stream, or within 300 feet of the top of the seaward face of any coastal bluff; (3) located in a sensitive coastal resource area (a specific designation under Public Resources Code §§ 30502, 30525); (4) any development approved by a coastal county that is not designated as the principal permitted use under the zoning ordinance or zoning district map approved pursuant to an LCP; and (5) an approval or denial of any development which constitutes a major public works project or a major energy facility

government adopts a certified LCP, all coastal development permits (CDPs) must be issued directly by the Commission.¹²

LCP certification is critical to successful implementation of the Coastal Act. It enables the comprehensive protection of coastal resources, planning to provide for priority uses and development generally, and the delegation of most coastal development permitting decisions to local governments. This delegation also simultaneously frees up state resources for the overarching statewide planning and oversight of coastal resource management by the Commission, including its review of LCP amendments and the implementation of LCPs by local governments. The Commission's appellate review authority is an important mechanism that allows both the Commission and interested members of the public to raise concerns that a locally-issued permit may not fully address or be consistent with the certified LCP.

LCP Certification Status

The original Coastal Act deadline for local governments to prepare and submit their LCPs was 1981, and coincided with the phasing out of the regional commissions that were established in the 1976 Act to facilitate the early permitting phase of the statewide Commission (1977-1981). When it became clear that many local governments would not be able to meet this schedule, the Legislature amended the Coastal Act requiring LUPs to be submitted by 1983, and IPs no later than 1984.¹³ The same bill also gave the Commission the authority to prepare an LUP for any jurisdiction that did not submit one by the deadline established in the Commission's schedule. However, not all jurisdictions were able to comply with the new deadlines, and the Legislature eventually eliminated the deadlines entirely, while still retaining the underlying mandate. Under the current Section 30500, local governments are still required to prepare LCPs, but there is no statutory deadline. Nor is there any direct consequence to local governments for not doing so, although local development must continue to be permitted by the Coastal Commission, often creating permitting inefficiencies and unnecessary delays for development applicants. In addition, the state as part of broader cost-cutting decisions suspended a variety of state mandates including LCPs. This suspension of state mandates eliminated the state's responsibility to reimburse local governments for state mandates during the fiscal year of the suspension. Baseline funding in the Commission's budget for grants to local governments was discontinued after FY 2000-2001.¹⁴

The Commission has been generally successful implementing the LCP requirement of the Coastal Act. As shown in Figure 1, many LCPs were certified by 1996 and as of 2014, 92 of the 128 LCP segments are certified (72%). But because most of the geographic area of coastal counties is certified, this equates to approximately 83% of the terrestrial coastal zone, excluding federal and tribal lands, being governed by a certified local coastal program. Still, significant sections of the coast remain to achieve LCP certification, including the Santa Monica Mountains

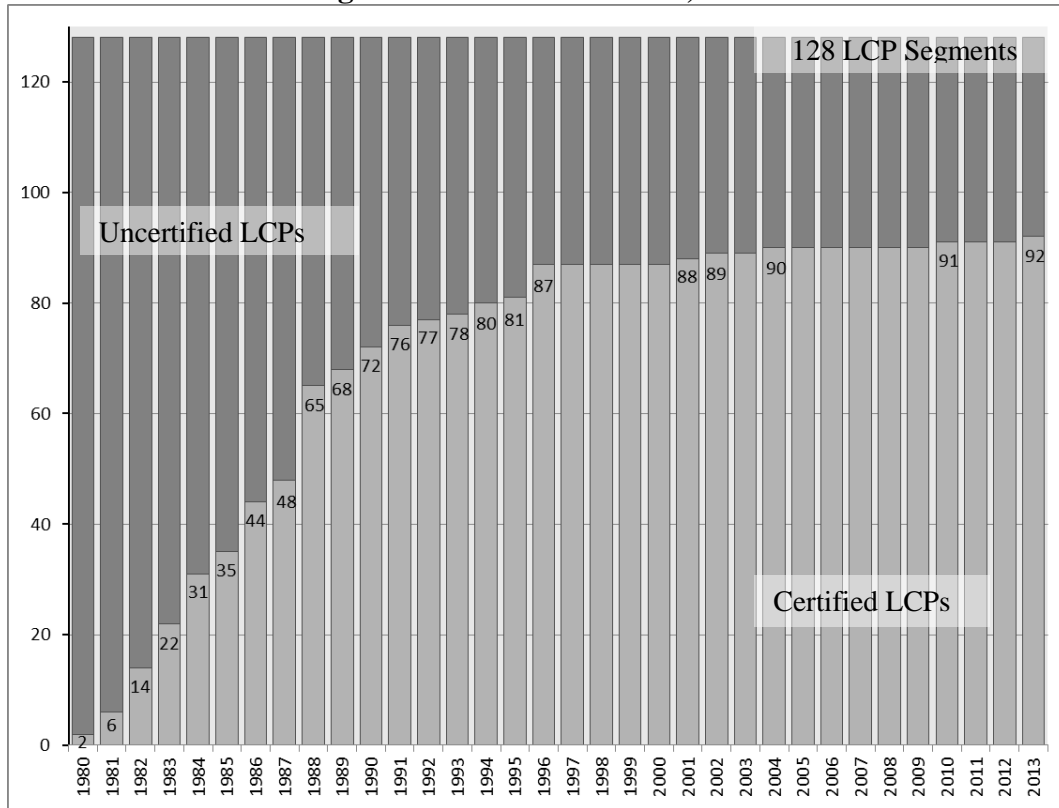
¹² The Commission also retains original coastal development permit jurisdiction below the mean high tide and public trust lands.

¹³ Ch. 1173, AB 385.

¹⁴ After FY 2000-2001, all funding for local government assistance grants was eliminated. The remaining half-time position for local coordination and outreach was one of 33 positions eliminated in the 2005 budget cuts. With no grant funding or possibility of reimbursement, and little in the way of staff support from the Commission, uncertified jurisdictions already struggling with their own fiscal challenges have had little incentive to voluntarily assume the responsibility of preparing LCPs in recent years.

segment of Los Angeles County, and multiple southern California cities, many of which create a large coastal development permit workload for the Commission. These include the Pacific Palisades and Venice segments of the City of Los Angeles, the City of Newport Beach, Santa Monica and Solana Beach. Table 1 lists the currently uncertified LCP segments.

Figure 1. LCP Certification, 2014



The 92 certified segments also translate into 61 local governments that are issuing CDPs for all or portions of their jurisdictions (80%). The 15 local governments that are not issuing any coastal permits are almost all cities, 11 of which are in southern California.¹⁵ In addition, some local governments with certified LCPs have not yet achieved certification in all segments or chose to submit them in phases, and therefore, the Commission is still issuing CDPs in portions of their jurisdictions. For example, Del Norte County has a certified LCP, but the Point Saint George segment remains uncertified.

¹⁵ These are the cities of Fortuna, Monterey, Pacific Grove, Goleta, Los Angeles, Santa Monica, Hermosa Beach, Torrance, Seal Beach, Costa Mesa, Newport Beach, Aliso Viejo, San Clemente and Solana Beach and San Diego County.

Table 1. LCP Segments without a Certified LCP

1	Del Norte County - Pt. St. George segment
2	City of Fortuna
3	Mendocino County - Pygmy Forest segment
4	City/County of San Francisco - Olympic Club segment
5	City of Monterey Laguna Grande segment
6	City of Monterey Del Monte Beach segment
7	City of Monterey Harbor segment
8	City of Monterey Cannery Row segment
9	City of Monterey Skyline segment
10	City of Pacific Grove
11	City of Goleta
12	Los Angeles County- Santa Monica Mountains segment
13	Los Angeles County - Playa Vista A segment
14	City of Los Angeles - Pacific Palisades segment
15	City of Los Angeles - Venice segment
16	City of Los Angeles - Playa Vista segment
17	City of Los Angeles - Del Rey Lagoon segment
18	City of Los Angeles - Airport/Dunes segment
19	City of Los Angeles - San Pedro segment
20	City of Santa Monica
21	City of Hermosa Beach
22	City of Torrance
23	Orange County - Bolsa Chica segment
24	Orange County - Santa Ana River segment
25	Orange County - Santa Ana Heights. segment
26	City of Seal Beach
27	City of Huntington Beach Sunset Beach segment
28	City of Costa Mesa
29	City of Newport Beach
30	City of Aliso Viejo
31	City of San Clemente
32	San Diego County
33	City of Carlsbad - Agua Hedionda segment
34	City of Solana Beach
35	City of San Diego - Mission Bay segment
36	City of Chula Vista - South Bay Islands segment

As mentioned above, there are 45 areas of deferred certification (ADCs) or “white holes” within certified LCP segments in which the Commission retains permit jurisdiction due to Coastal Act conflicts that could not be resolved at the time the overall LCP was certified. Many of the uncertified LCP segments and ADCs generate significant coastal development permit workload for the Coastal Commission. In contrast, some uncertified areas generate less work for the Commission, due to their small geographic size, and/or the fact that they are don’t generate substantial development activity. For example, the City of Fortuna has only a single coastal zone parcel which was annexed from Humboldt County after the coastal zone boundary was adopted.

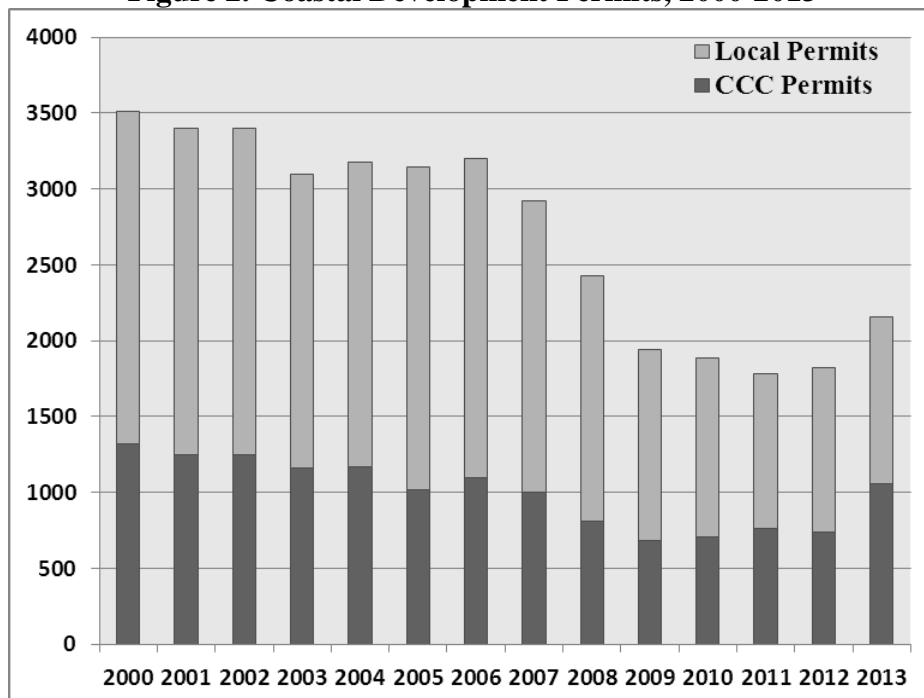
San Diego County is not yet certified, but most of the San Diego coastal zone is covered by incorporated cities, and only a small inland segment with limited development potential falls within their jurisdiction. While complete LCP certification remains the Commission’s ultimate goal, certain jurisdictions are a higher or lower priority given limited funding and competing program priorities. Table 2 summarizes the overall acreage of the terrestrial coastal zone encompassed by certified LCPs, uncertified areas, or federal, tribal, or University of California lands.

Table 2. Status of Terrestrial Coastal Zone Acreage

Category of Coastal Zone	Acreage	Percent
Certified LCP Segments	1,050,129	68.3
Uncertified -- LCP Segments	84,401	5.5
-- ADCs	128,355	8.4
Federal, Tribal, UC Lands	273,929	17.8
TOTAL	1,536,815	100

Another measure of LCP certification success is the fact that the majority of coastal development permits statewide are issued by local governments. Since 1981, tens of thousands of coastal development permits have been issued by local governments pursuant to their certified LCPs. Since 2000, approximately 63% of the nearly 38,000 CDPs issued were issued by certified jurisdictions (Figure 3). In terms of its oversight function, the Commission has directly reviewed approximately 1,300 appeals of local government permit approvals, which represents an appeal rate of approximately 5.4% of the potentially appealable actions.¹⁶ Even though the appeal rate is low, and most appealed projects are eventually approved or found to raise no issue, the Commission’s appellate authority remains an important oversight mechanism to assure that LCPs are being implemented consistent with the Coastal Act.

Figure 2. Coastal Development Permits, 2000-2013



¹⁶ C. Lester, CZM in California: Successes and Challenges Ahead, *Coastal Management*, 41:219–244, 2013.

Status of Certified LCPs – Updates and Amendments

LCPs must be kept up to date to be effective. Resource and socio-economic conditions are constantly changing. New knowledge and understanding, and planning and regulatory approaches, are always evolving. When a plan is out of date, it creates uncertainty. Uncertainty begets conflict. Conflict undermines both resource protection and economic development. The best example of this, perhaps, is climate change and global sea level rise. For example, new development, including critical infrastructure, should be sited and designed to account for the best available projections of shoreline erosion and flooding hazard, which is directly tied to projections about sea levels. Likewise, shoreline hazard mitigation must consider sea level rise not only to be effective, but to assure that sensitive shoreline resources such as recreational beach environments, are not lost due to inadequate planning.

The Coastal Act does not include a requirement to update LCPs. It does have a provision that requires the “periodic review” of LCPs at least every five years, but this provision does not contain a mandatory implementation mechanism for any recommendations that may be developed.¹⁷ In practice, the Commission has conducted only five periodic reviews due to the lack of planning resources and the lack of required changes pursuant to a periodic review.¹⁸

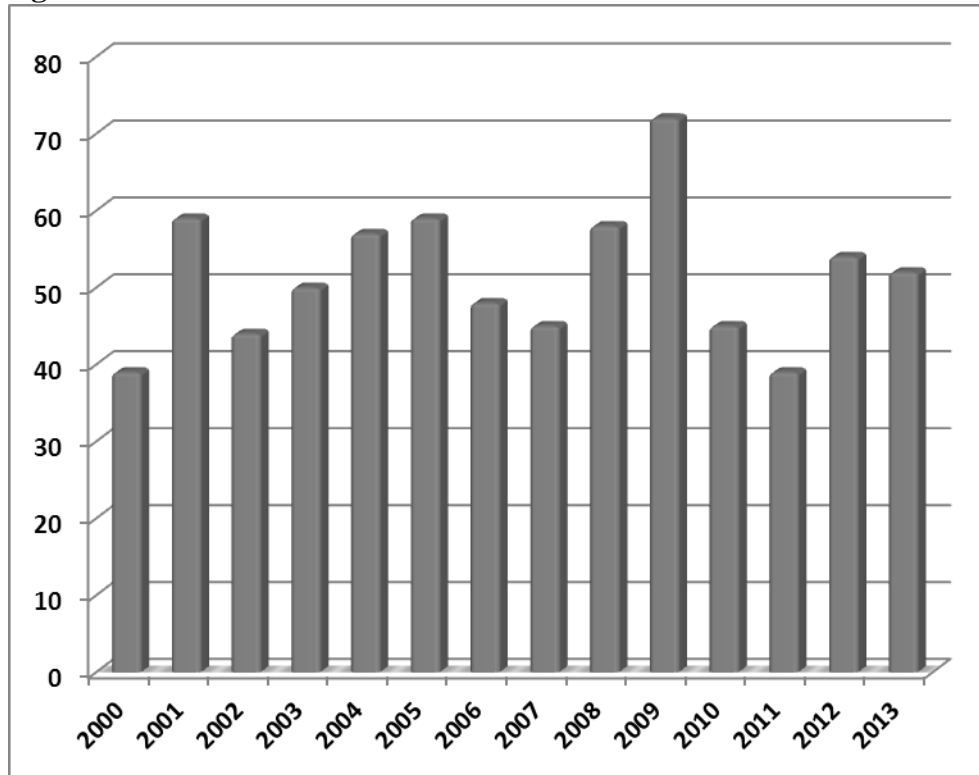
Notwithstanding the lack of a required LCP update process, local governments are constantly amending their plans to respond to changing conditions and new economic development needs. In fact, many of these amendments are known as “project-driven” amendments because they are designed to amend an LCP to provide for a specific desired development that isn’t provided for by the certified LCP. Many other amendments propose changes to specific ordinances or narrow topical areas of an LCP (e.g. adding a vacation-rental ordinance) in order to address new demands, information, knowledge or other legal mandates (e.g. to address changes in state housing law). Finally, some LCP amendments do propose more comprehensive updates to an LCP, either to the entire plan or to specific geographic areas or policy areas (such as sensitive habitat or hazard policies). Since 1993 the Commission has reviewed more than 1100 LCP amendments -- an average of 55 a year (Figure 3).

¹⁷ Coastal Act section 30519.5(a) states:

The commission shall, from time to time, but at least once every five years after certification, review every certified local coastal program to determine whether such program is being effectively implemented in conformity with the policies of this division. If the commission determines that a certified local coastal program is not being carried out in conformity with any policy of this division it shall submit to the affected local government recommendations of corrective actions that should be taken. Such recommendations may include recommended amendments to the affected local government's local coastal program.

¹⁸ These are: City of Trinidad, County of San Luis Obispo, County of Monterey, and Los Angeles County Marina Del Rey segment.

Figure 3. LCP Amendments Processed 2000-2013



Despite the regular incremental amendment of many LCPs, most of the 92 certified LCP segments are extremely out of date and have never been comprehensively updated. The average age (since the date of the last comprehensive update or certification date if never updated) of the certified LCP segments is 25 years old. Only 14 (15%) LCP segments have been comprehensively updated since they were first certified. Another 37 have been updated in part. Appendix 2 summarizes the update status of each LCP segment. The Commission has been concerned about the growing age of LCPs for some time, and in recognition of this, adopted a Strategic Plan that includes core objectives to complete and update LCPs. Local governments, too, are increasingly concerned with the status of their LCPs. Currently there are many updates pending at the local level, ranging from complete LCP updates to updates of smaller segments or topical areas (Table 3).

Table 3. Currently Pending LCP Update Amendments

Jurisdiction, Coverage
UCSB Long Range Development Plan Update
Mendocino County -- Mendocino Town Plan
Del Norte County -- Crescent City Harbor
Marin County LCP Update
City of Grove Beach -- Grading and Stormwater Update
City of Grover Beach -- LCP Update
Port of LA Master Plan
Caltrans I-5 Corridor Plan
City of Arcata LCP Update
Laguna Beach -- Oceanfront Development
Santa Cruz County -- Procedures
Ventura County LCP Update
City of Huntington Beach -- Sunset Beach LCP
City of National City LCP Update
Sonoma County LCP Update
Half Moon Bay LCP Update
San Mateo County -- Princeton Plan
Marin County -- Climate Adaptation
City of Eureka LCP Update
City of Pismo Beach LCP Update
Monterey County -- Moss Landing Community Plan
City of Santa Barbara LCP Update
Santa Barbara County -- Isla Vista Master Plan
City of Carlsbad LCP Update
Santa Barbara County -- Gaviota Coast Plan
City of Long Beach -- (SEADIP)
Fort Bragg -- Georgia Pacific Mill Site Area Plan
Ocean Beach LCP Update
Santa Cruz County -- Geological Hazards
City of Santa Cruz LCP Update
City of Capitola LCP Update
City of Trinidad LCP Update
Santa Cruz County -- Habitat
Monterey County -- North Monterey County Area Update
City of San Francisco -- Ocean Beach
Monterey County Del Monte Forest Area Update
Monterey County Carmel Area Update
Monterey County Big Sur Area Update

Strengthening the LCP Program – Prioritizing Collaborative Planning

LCP planning is complex. It involves many challenging land use and resource management issues and multiple stakeholders. It requires deliberate balancing of state and local interests to assure that economic development can go forward while protecting coastal resources. Effective LCP planning also requires significant Commission staff time to conduct research, analysis, planning, drafting, public outreach, and coordination with local governments, other agencies, and

stakeholders. It is a labor-intensive process that requires well-trained staff with the tenure to develop knowledge and understanding of local areas, specific coastal planning expertise, and strong professional relationships with local and interagency counterparts.

Because of its complexity, LCP planning is inherently a time-consuming process. Local governments require significant amounts of time to prepare plans or amendments, work with their local communities and conduct local hearings to allow for public participation in the LCP planning process. Coastal development issues can generate significant community interest, and it is not uncommon for the local public review process for a major LCP amendment to take several years at the local level to fully respond to public input. The public participation process empowers community members to help shape their LCP and share their vision of how the Coastal Act should be implemented in their community, and is a central requirement of the Coastal Act.

LCPs and LCP Amendments also vary in complexity and geographic extent. For example, minor amendments may simply add or amend a subsection of a specific ordinance, change a definition, or change formatting and add language that clarifies existing policies or procedures. Major amendments can propose significant changes in one or more policies or ordinance provisions, or change general land use designations or rezone sites throughout the jurisdiction as part of a comprehensive update. Project-driven amendments typically propose land use and zoning changes to accommodate a specific development project. All amendments, large and small, can raise important questions of coastal resource protection and public access.

Coastal Commission staff involvement and regular, focused, clear communication is essential for efficient processing and timely review of LCPs and major amendments once they are submitted to the Commission. Early collaboration with local governments helps to identify planning issues, scope LCP solutions, resolve information and analytic needs, and ensure that the proposed LCP or LCP amendment will be consistent with the Coastal Act. Resolving conflicts early in the process is important, because the Commission cannot directly modify an LCP submittal. The Commission can only make “suggested modifications” to an LCP which the local government must either accept or resubmit an alternative for certification if it desires the amendment to be put in place. If substantial disagreements arise between the Commission and local governments and significant modifications are required to achieve Coastal Act compliance, the entire LCP public planning process is at risk. The success of the state/local partnership thus depends on early, open communication involving multiple stakeholders.

In the early years of the program, when LCPs were first being prepared and certified, the Commission maintained significantly higher numbers of staff than it does currently. Staffing levels peaked in in 1981, with 212 positions statewide. During this period the Commission received approximately \$7.1 million from the federal CZMA program that supported LCP planning, in addition to its General Fund support.¹⁹ This funding was critical to providing the planning capacity for completing a significant number of LCPs statewide.

¹⁹ In the first decade of the program, most jurisdictions were still in the local phases of LCP preparation, so annual certification numbers were modest. But the work conducted at the local level with active Commission participation led to significant numbers of LCP certifications in the late 80s and 90s. During this time, local governments were still eligible for state reimbursement of costs associated with preparing LCPs. And for many years the Commission received baseline funding for an active Local Government Assistance Program that included grants, technical

Although the Commission has continued to pursue completing every LCP, and continues to review and approve LCP amendments every month, long-standing funding and staffing constraints since the early 1980s have meant that the Commission has not been able to implement its LCP planning responsibilities as efficiently and effectively as the Commission, local governments and permit applicants would prefer. For example, although the Coastal Act requires that LCP land use amendments be heard within 90 days of being deemed complete, in previous years the Commission has routinely needed to extend this deadline for up to a year before agendizing an LUP amendment for a hearing.

Implementing Best Management Practices

During the last decade, frustration over the challenges of updating and amending LCPs has been building. Both local governments and the Commission have grappled with a planning process weighted toward the back end. Due to staffing limitations and the need to address permit and LCP matters that were under statutory deadlines to be processed, the Commission had not been able, generally, to participate early in initial LCP planning at the local level. Likewise, local governments would not always have the capacity to coordinate with the Commission as they developed an LCP amendment. Often only after a LCP amendment was submitted to the Commission did any significant engagement between the Commission staff and local government occur. This, in turn, would often lead to many proposed changes to the submitted amendment because Commission staff had identified provisions that were not consistent with the Coastal Act or that were inadequate to carry out the certified LCP. This back-loaded process was fraught with conflict, disagreement and often unsuccessful amendment processes because local governments could not accept the changes adopted by the Coastal Commission.

To address mounting frustration, the Commission engaged in a focused public dialogue with the League of Cities and the California State Association of Counties, including conducting two half-day workshops with the Commission and local government representatives. A set of “best practices” for processing LCPAs was developed out of this process (http://www.coastal.ca.gov/la/TipsLCPAmend_Nov2013.pdf). The best practices emphasize early collaborative planning to identify issues, scope problems, and maximize opportunities for problem resolution before local action on a LCP and before submission to the Commission.

Collaborative planning is challenging, and requires significant staff time and public outreach. But when the necessary investments are made, the results are well worth the effort. The following example illustrates the point.

Case Example: Updating the Del Monte Forest LCP Segment

The LCP for the Del Monte Forest LCP segment in Monterey County was developed over six years in the late 1980s and the County took over coastal development permitting authority in 1988. The original Del Monte Forest LCP provided for significant development of the Pebble Beach Company's Spanish Bay Golf Resort, and contemplated the potential for more than a 1,000 new residential lots if other provisions of the LCP could be met. In the 1990s the Pebble Beach Company (PBC) began to plan another new golf course, as well as additional significant commercial development and substantial residential subdivision throughout the Del Monte

support, outreach and ongoing education and training assistance for local planners. All of these factors fostered effective local partnerships and supported continual forward progress with respect to LCP certification.

Forest. However, the Coastal Commission was concerned that the forest areas proposed for development were environmentally-sensitive habitat comprising unique coastal species, including the native Monterey pine forest itself, which occurs in only three other places in the world outside of the Monterey peninsula. The Commission argued that the LCP required the protection of these forest and related habitat areas by its existing terms. The PBC argued that the LCP allowed the proposed development.

Over the course of ten years the Commission, the Pebble Beach Company, and the public argued about what additional development could occur in Del Monte Forest. This significant disagreement persisted through local environmental and CEQA review, the County's coastal permitting review, and ultimately resulted in 17 separate appeals to the Commission of the County's action approving the PBC plan. In 2007 the Commission denied the LCP amendment to allow the PBC plan for a variety of Coastal Act reasons, but mostly out of concern for the potential loss of significant and unique coastal habitat resources. The PBC then challenged the Commission's denial in court.

In the wake of the filing of litigation, a new dialogue between the Commission and the PBC began. A critical assumption in this dialogue was the recognition that the LCP was out-of-date, and did not provide for all of the development that the PBC contemplated. After a year or more of regular meetings, the PBC and Commission staff agreed to a framework for a new development plan that would provide the basis for updating the LCP and would allow a new hotel and 90 homes, but no new golf course. In 2010, the Commission and Monterey County then began the intensive process of collaboratively developing an LCP update for the Del Monte Forest segment. Significantly, the Commission was able to fully staff this planning process with supplemental funding from the PBC. The Commission, the County, and the PBC participated in multiple meetings, analysis, drafting sessions, and public meetings. Ultimately, a proposed LCP update was agreed to and approved by the County. The LCP was submitted to the Commission for review on February 3, 2012. Three months later the Commission approved the LCP update with no changes. (Press Release: <http://www.coastal.ca.gov/sc/pr-pebble-beach-5-2012.pdf>). In recognition of this successful collaborative planning effort, Bill Perocchi, CEO of PBC said:

We appreciate the time and effort devoted by the Coastal Commission and Monterey County staff to arrive at this historic decision. This is a perfect example of the public and private sectors working together in a cooperative manner to arrive at a compromise that is good for the environment, creates jobs, provides greater coastal access, and generates much needed taxes for the County and State.

One month after the Commission approved the LCP amendment the County issued coastal development permits for the new Pebble Beach Company development plan and no appeals of this action were filed. The PBC recently completed the new golf driving range component of its new development plan in January 2014 and other components are moving forward.

Recent Improvements in the LCP Program

Since 2011, the Commission has made a concerted statewide effort to increase early collaboration efforts with local governments. Progress has been made in reducing conflict and overall processing times for LCP amendments. As shown in Table 4, the Commission is currently tracking and working with a total of 178 pending LCP amendments statewide, many of

which are comprehensive updates (see Table 4)²⁰. The Commission will always have an on-going workload of LCP amendments, including comprehensive updates. Like General Plans, LCPs are living documents which will always require updates and revisions to adjust to changing realities. That said, the workload can be reduced, and processed more efficiently with changes in staff capacity, focus, and work practices.

Table 4. Pending LCP Amendments

District	Submitted: Filed	Submitted: Incomplete	Pending Locally	Totals
North Coast	1	6	21	28
North Central	0	8	11	19
Central Coast	0	13	43	56
South Central	3	10	20	33
South Coast	6	3	9	18
San Diego	10	1	13	24
Statewide Totals	20	41	117	178

The Budget Act of 2013 included a \$3 million budget augmentation for the Coastal Commission to address Local Coastal Programs, and authorization for 25 new positions. This has allowed the Commission to hire additional limited-term staff specifically to address a backlog of uncertified and outdated LCPs, work on certifying the uncertified jurisdictions, and address climate change and sea level rise in those plans. However, this was approved as a one-time augmentation and unless reauthorized, will expire June 30, 2014. The augmentation restored some of the Commission’s planning capacity by increasing total staffing levels from 142 to 167 authorized positions for one year.²¹ An additional \$1 million per year for two years was allocated for local assistance grants to local governments to complete or update LCPs.

As shown in Figure 4, efforts to implement the best management practices for LCP amendments has enabled the Commission to reduce the total number of LCP amendments pending with the Commission. In addition, as a result of the budget augmentation of the last fiscal year 2013-2014, the Commission has made additional progress over the last six months and projects further reduction in the backlog of actively pending LCPs (submitted to the Commission and awaiting hearing). The Commission has also been able to reduce the average processing times for LCP amendments. As shown in Figure 5, the average time between the filing and hearing of an LCP amendment is trending down. Figure 5 also shows the clear relationship between staff capacity and efficiency, as LCP processing time increased markedly during the years of staff furloughs related to the state budget crisis.

²⁰ Based on best available information, March 11, 2014.

²¹ Since the FY 2013-2014 budget went into effect July 1, 2013, the Coastal Commission staff has interviewed, hired and trained 20 new staff members, assigned them to their local government areas and implemented efforts to accelerate and prioritize LCP work. The majority of the hiring was completed and new staff was in place by December 31, 2013.

Figure 4. Pending LCP Amendments Over Time

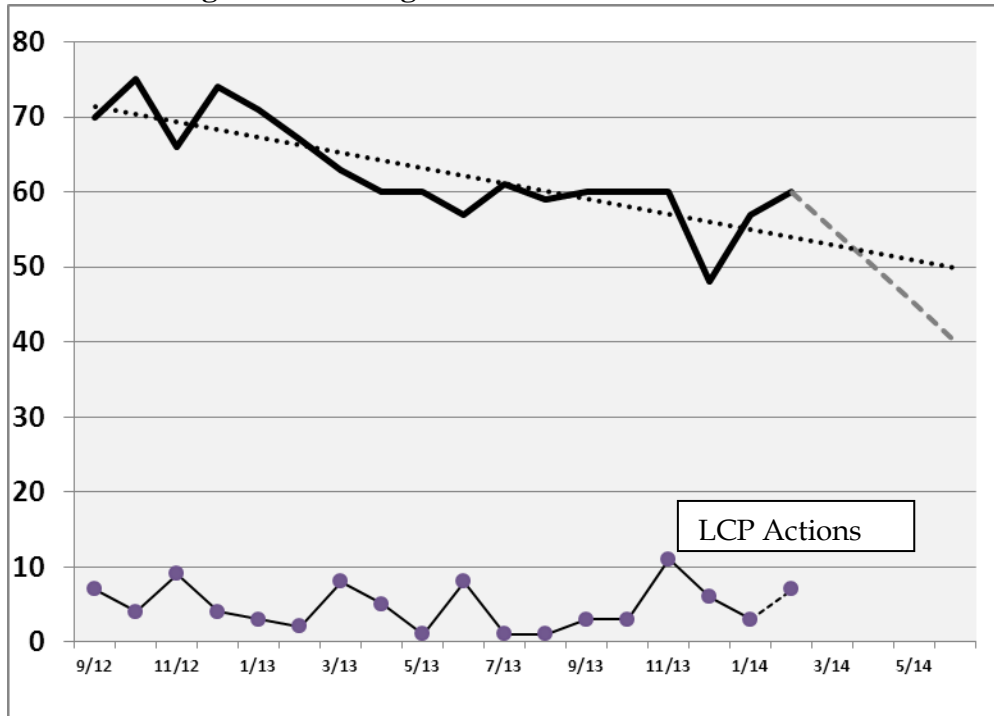
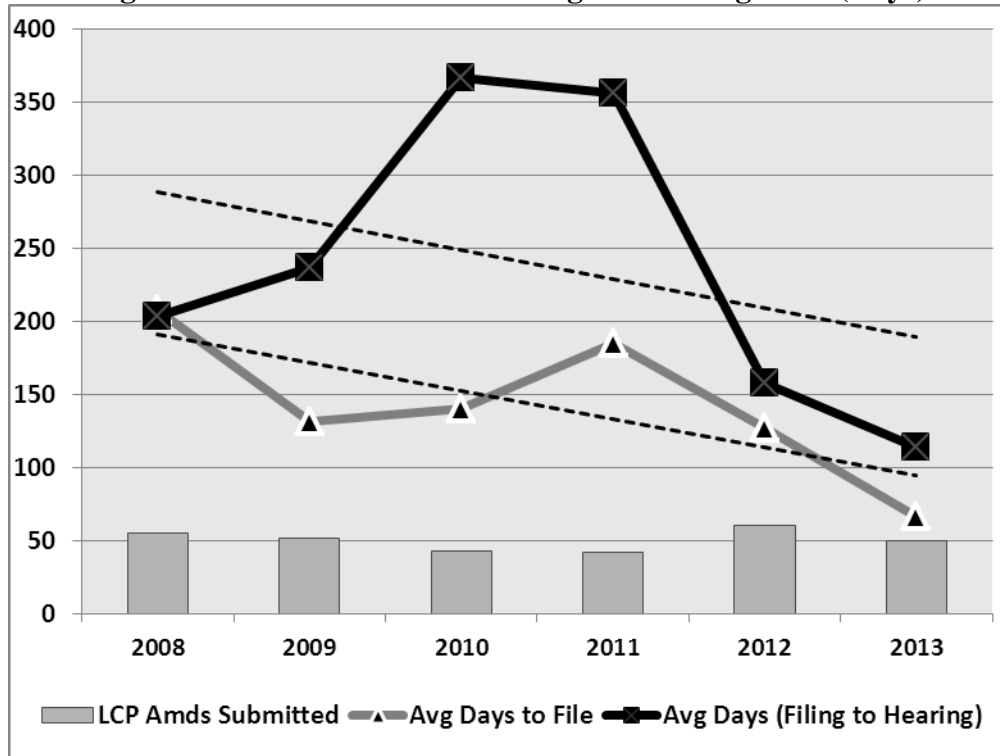


Figure 5. LCP Amendments Average Processing Time (Days)



\$1 Million in Local Assistance Grants

The 2013-14 budget augmentation also included \$1 million in local assistance LCP grant money for two years. The Commission adopted grant guidelines in August, 2013 and issued a call for

grant submittals on September 5, 2013. In January, 2014, the Commission approved 11 grants to local governments totaling \$1 million (see <http://documents.coastal.ca.gov/reports/2014/1/W5c-1-2014.pdf>). The Commission had received 28 Grant Applications requesting \$5,292,007. All 28 applications submitted for funding represented critical and necessary LCP planning work. Even after the initial staff review of the applications that best fit funding criteria, grant requests totaled over \$3 million, which illustrates both the high number of proposals worthy of funds as well as the high demand for this type of funding assistance. Many applications that fit the funding criteria were not recommended for funding due to the limited funds available, but will be eligible to re-apply for the 2014-2015 grant round. Commission staff anticipates awarding the second round of grants in the fall of 2014.

LCP Planning and Climate Change

Goal 3 of the Strategic Plan states the need to address climate change in planning and permitting decisions, such as by assisting local governments with interpretation of scientific studies or technical information related to climate change and sea level rise relevant to include for adaptation planning in new or updated LCPs. The current emphasis compliments ongoing state funding provided by the Ocean Protection Council's (OPC) Local Coastal Program Sea Level Rise Grant Program and the State Coastal Conservancy's Climate Ready Grant Program as staff work directly with local governments who receive other state funding to address climate change in new or updated LCPs (Action 3.2.6 in the Strategic Plan).

In October 2013, the Coastal Commission issued draft policy guidance for addressing sea-level rise in LCPs and coastal permitting (<http://www.coastal.ca.gov/climate/SLRguidance.html>). This draft guidance is undergoing revisions in response to comments received during the public review and is planned to be finalized in June 2014. When final, it will provide resources and tools for local governments to use in developing policies that support resilience and preparedness for sea-level rise in new or updated LCPs. As noted in a recent letter from the National Oceanic and Atmospheric Administration (NOAA) to the Coastal Commission, "The Coastal Commission's [sea-level rise] policy guidance directly aligns with the President's recent executive order on climate preparedness because Local Coastal Programs are a primary mechanism for adaption in California and are required by the Coastal Act. The policy guidance may also support the Presidential Task Force on Climate Preparedness and Resilience, a task force which includes Governor Brown and local officials from coastal California districts."

The demands of climate change make it that much more important to complete and update LCPs to map the way for longer-term, cost-effective, resource resilient adaptation planning along the coast. California faces unprecedented threats from sea level rise, more frequent and intense storms, increased coastal erosion and flooding and more frequent periods of drought and other impacts of climate change. Critical infrastructure such as highways, ports and wastewater treatment systems, as well as residential and commercial development are at risk. Public beaches, parks and billions of dollars in related revenues will be threatened if the State doesn't plan for the impacts of a changing climate, including rising seas and potential impacts of climate change. There is a strong need for comprehensive adaptation planning in California's coastal communities, so that increased development hazards are minimized, and hazard responses also protect other important coastal resources such as beaches, trails and habitats. Communities must begin to identify alternatives to the status quo and make wise choices for public infrastructure,

private development and recreational resources. There is perhaps no greater challenge facing coastal managers today.

Fortunately, LCPs provide the land use planning tools to address statewide coastal resource management issues like sea level rise, flooding, erosion and drought, as well as protecting public beach recreational resources and critical habitat areas. The Natural Resources Agency's *Climate Adaptation Strategy* calls for amending LCPs to provide effective response to climate change impacts. Importantly, Governor Brown has joined global scientists in a call for action to deal with the unavoidable consequences of climate change.

The Commission is currently engaging local governments on sea level rise whenever LCP planning opportunities to do so arise. To date, the Commission has updated 13 LCP segments with basic policy direction for planning and new development to address sea level rise projections and impacts using best available science. As new LCPs are developed and completed, and as existing LCPs are comprehensively updated, local governments and the Commission will be able to address climate change concerns more systematically. This is intensive work, as it can involve vulnerability assessments, scientific modeling and mapping, and a range of scenarios based on a variety of projections that can engender conflicting reactions from local communities.

The Commission's work to date indicates a strong need for state and federal financial and technical assistance to translate climate science for use in land use plans. There is also a need to provide appropriate data, models, and tools for use at the parcel level and to assist with training and facilitation, such as convening partners and stakeholders for addressing issues that span multiple jurisdictional boundaries.

The alternative is to resort to potentially more expensive, ad hoc and emergency responses that don't provide for resilient community adaptation or effective resource protection and management. Although climate change impacts will continue to unfold for decades, the time to plan for these impacts is now, particularly for large, existing and future infrastructure investments, such as coastal Highway One, community wastewater treatment plants, and ports, harbors and coastal airports.

Next Steps, Future Challenges & Opportunities

California is poised to be the global leader in climate change adaptation. With an established regulatory and planning program that is a recognized leader in coastal management, the State has the legal and procedural tools in place to implement statewide sea level rise policy priorities in locally appropriate, specific actions through Local Coastal Programs. With the leadership of the Ocean Protection Council, and coordination between the other coastal management agencies of the state (State Lands Commission, BCDC, Conservancy, etc.), the state is well positioned to begin more comprehensive implementation of adaptation planning along the coast.

More broadly, over the next two to five years the Commission projects a strong likelihood of completing 7 to 15 new LCP segments, provided that the current amount of enhanced program funding is sustained, along with the local government capacity and commitment to pursue LCP certification or update. The Commission also anticipates that the number of pending LCPs will be reduced close to background submittal rates, and staff will be able to more fully support the steady stream of LCP amendments anticipated for the foreseeable future, including ensuring the

inclusion of appropriate sea level rise policies . The Commission will also continue to work closely and collaboratively with other state agencies and local governments to share information lessons learned and LCP policies and ordinances that are transferable or adaptable to multiple communities or regional areas.

In addition, as the Commission delegates more permit authority to local governments with newly certified LCPs, and eliminates the added layer of permitting by the Coastal Commission, cost and delays to private and public development projects will be reduced. Eliminating the LCP backlog and keeping up with new LCP submittals within mandated processing times will further enhance local and regional economic development as well as ensure that appropriate polices for coastal resource protection are guiding local decisions. Comprehensively updating older LCPs will provide for needed economic development that may not have been contemplated when the LCP was originally developed. It will also reduce uncertainties about environmental and other changed conditions that cause conflict, delay development and hinder resource protection.

Maintaining current staffing levels will enable the Commission to continue focusing on local LCP work and sea level rise policy, and support the Commission's ability to oversee the \$2 million grant awards (grants to be issued in FY 2013-2014 and FY 2014-2015) and collaborate with local governments on LCP planning. If pending LCP efforts are not completed at the local level in time to be submitted to the Commission while LCP program funding and staff is still available, effective Commission review and approval will be delayed. For example, the City of Pacific Grove projects completing their LCP grant and bringing the final LCP to the Commission in April, 2016, for certification. If this local schedule is maintained, the Commission would be able to effectively support it if funding is sustained through FY 2015-16.

Regardless of funding levels, the Commission will continue to focus on LCP program enhancements as anticipated in the Strategic Plan. It will also continue to monitor and track the extent to which each local jurisdiction addresses climate change concerns, and pursue opportunities for more comprehensive adaptation planning when they are presented. Ultimately, the continued success of the LCP planning program will be directly tied to the capacity of the Commission and local governments to engage in on-going collaborative planning.

Appendix 1. Areas of Deferred Certification

Number	Name of ADC	Location
1	Pacific Shores Subdivision	Del Norte County
2	Little Mo-Peepe	Crescent City
3	Stagecoach Hill	Humboldt County
4	Big Lagoon Estates	Humboldt County
5	Trinidad Area Shoreline Lots	Humboldt County
6	Trinidad Harbor and Upland Support Area	Trinidad City
7	Calle Del Arroyo Lots	Marin Co. Unit I
8	Quarry Area	City of Pacifica
9	Shell Dance Nursery	City of Pacifica
10	Westside Agricultural Lands (remainder)	City of Santa Cruz
11	Malpaso Beach	Monterey County
12	Yankee Beach	Monterey County
13	Fort Ord uncertified area	Monterey County
14	South of Bay Ave.	Sand City
15	Otto Property/South Bay	San Luis Obispo County
16	Hayward Lumber	City of Pacific Grove
17	Sweet Springs Marsh	San Luis Obispo County
18	Channel Islands	Santa Barbara County
19	Palms Mar Vista uncertified area	City of Los Angeles
20	Playa Del Rey /Westchester Bluffs uncertified area	City of Los Angeles
21	Hyperion/Scattergood Uncertified area	City of Los Angeles
22	Wilmington Uncertified area	City of Los Angeles
23	Beach/Beach Overlay Zone LUP ADC	City of Santa Monica
24	Civic Center LUP ADC	City of Santa Monica
25	SEADIP Cerritos Wetland	City of Long Beach
26	Pebbly Beach ADC	City of Avalon
27	Map Error Area	City of Irvine
28	Irvine Cove	City of Laguna Beach
29	Hobo Canyon	City of Laguna Beach
30	Three Arch Bay/Blue Lagoon	City of Laguna Beach
31	Marblehead Coastal	City of San Clemente
32	Tamarack Street 1	City of Carlsbad
33	Tamarack Street 2	City of Carlsbad
34	Tamarack Street 3	City of Carlsbad
35	Palomar Airport/Avenida Encinitas ADC	City of Carlsbad
36	Interstate 5/Poinsettia Lane lots	City of Carlsbad
37	Via De la Valle Specific Plan ADC	City of San Diego
38	South Slopes	City of San Diego
39	Carmel Valley	City of San Diego
40	Los Penasquitos Regional Park	City of San Diego
41	Torrey Pines City Park	City of San Diego
42	Cal Sorrento Property	City of San Diego
43	Famosa Slough	City of San Diego
44	County Administration Center	City of San Diego
45	Otay River Valley and South Bay Study Area	City of San Diego

Appendix 2– LCP Update Status

The Update Status of the 92 certified LCP segments.				
		Year certified	Year Updated	Update included provisions related to Sea Level Rise (SLR)
Total LCP Comprehensively Updated since Certification				
1	City of Crescent City/City segment	1983	2011	Yes
2	City of Eureka	1984	1999	
3	City of Ft. Bragg	1983	2008	Yes
4	City of Pt. Arena	1981	2006	Yes
5	City of Santa Cruz	1985	1995	
6	City of Sand City	1984	2004	
7	City of Grover Beach	1982	1998-2000	
8	Los Angeles County Marina/Ballona	1990	1996-2012	Yes
9	City of Carlsbad Village Redevelopment Area	1987	1996-2006	
10	City of San Diego La Jolla	1988	1999/2003-2004	
11	City of San Diego Pacific Beach	1988	1995-1999	
12	City of San Diego Centre City	1988	1999-2012	
13	City of Chula Vista/ balance segment	1985	2012	Yes
14	City of Imperial Beach	1985	1994	
Subtotal 14				
Land Use Plan (LUP) Only Comprehensively Updated since Certification				
1	City of Seaside	2013	2013	Yes
2	City of Carpinteria	1982	2002-2005	
3	City of Huntington Beach	1985	2001/2011	
Subtotal: 3				
Implementation Plan (IP) Only Comprehensively Updated since certification				
1	City of Morro Bay	1984	1995	
2	City of San Diego North City	1988	1999	
3	City of San Diego Mission Beach	1988	2012	
4	City of San Diego Ocean Beach	1988	1999	
5	City of San Diego Peninsula	1988	1999/2001	
6	City of San Diego Barrio Logan	1988	1999	
7	City of San Diego Otay Mesa	1988	1999	
8	City of San Diego Tijuana River	1988	1999	
9	City of San Diego Border Highlands	1988	1999	
Subtotal: 9				
Segment Partially Updated since certification²²				

²² Partially Updated category represents segments that may have updated policy groups such as Water Quality or smaller areas plans, but not the entire LCP, LUP or IP.

The Update Status of the 92 certified LCP segments.				
		Year certified	Year Updated	Update included provisions related to Sea Level Rise (SLR)
1	Crescent City /McNamara-Gillespie	1984	2011	
2	Mendocino Co./Balance	1992	2002	
3	Sonoma County	1982	2001	
4	San Mateo County	1981	2012	Yes
5	Santa Cruz County	1983	2006	
6	Monterey County Del Monte Forest	1988	2012	Yes
7	San Luis Obispo County	1987	2006-2009	Yes
8	County of Santa Barbara	1982, 2004	2004	
9	City of Santa Barbara/City	1986	1996	
10	Ventura County	1983	2013	
11	City of San Buenaventura	1983	2011	Yes
12	Los Angeles County Santa Catalina Island	1990	2008	
13	City of Redondo Beach	2010	2001,2004,2005	
14	City of Manhattan Beach	1994	2003,2005,2006	
15	City of Palos Verdes Estates	1991	1996	
16	City of Rancho Palos Verdes	1983	1984,1989	
17	City of Long Beach	1980	2006; 2009	
18	City of Laguna Beach	1993	2012	Yes
19	City of Dana Point	1989	1996, 1998, 1999, 2008	Yes
20	City of Oceanside	1986	2009	
21	City of Carlsbad Mello I	1996	2006	
22	City of Carlsbad Mello II	1996	2006	
23	City of Carlsbad W. Batiqitos/Sammis	1996	2006	
24	City of Carlsbad E. Batiqitos/Hunt	1996	2006	
25	City of National City	1991	1998	
	Segments not updated since certification			
1	Del Norte County/County	1983		
2	Del Norte County Harbor	1987		
3	Del Norte County Lopez Creek	1987		
4	Humboldt County North coast	1986		
5	Humboldt County Trinidad Area	1986		
6	Humboldt County McKinleyville	1986		
7	Humboldt County Humboldt Bay	1986		Yes
8	Humboldt County Eel River	1986		
9	Humboldt County South coast	1986		
10	City of Trinidad	1980		
11	City of Arcata	1989		
12	Mendocino County Town	1996		
13	Marin County South I	1981		
14	Marin County North II	1982		
15	City of San Francisco/city	1986		
16	City of Daly City	1984		

The Update Status of the 92 certified LCP segments.				
		Year certified	Year Updated	Update included provisions related to Sea Level Rise (SLR)
17	City of Pacifica	1994		
18	City of Half Moon Bay	1996		
19	City of Capitola	1990		
20	City of Watsonville	1988		
21	Monterey County North	1988		
22	Monterey County Carmel Area	1988		
23	Monterey County Big Sur	1988		
24	City of Marina	1982		
25	City of Carmel	2004		
26	City of Pismo Beach	1984		
27	City of Guadalupe	1991		
28	City of Santa Barbara/ Airport	1991		
29	City of Oxnard	1985		
30	City of Port Hueneme	1984		
31	City of Malibu	2002		Yes
32	City of El Segundo	1982		
33	City of Avalon	1981		
34	Orange County Newport Coast	1988		
35	Orange County Aliso Viejo	1983		
36	Orange County Emerald Bay	1989		
37	City of Irvine	1982		
38	City of Laguna Niguel	1990		
39	City of Encinitas	1995		
40	City of Del Mar	2001		
41	City of Coronado	1984		
Subtotal: 41				