

ISSUE:

Chapter 5.1 *Coastal Hazards*: Disagreement on whether existing public roads should be considered when determining development standards and buffers for shoreline hazards that factor in the potential impacts of sea level rise.

COASTAL LAND USE PLAN POLICY REFERENCES:

5.1-64, 5.1-65, 5.1-66, 5.1-67, 5.1-68, and 5.1-70

BACKGROUND:

Several public roads (including Cabrillo Blvd, Shoreline Drive, and Cliff Drive) currently provide the only access to the shoreline, the Harbor, and other coastal recreation areas. These public roads are also evacuation routes in cases of emergencies and the only means by which private and public landowners have access to their properties. It is assumed in the proposed *Coastal LUP* that these public roads will remain in place for the foreseeable future. Policies in Chapter 3.1 Public Access require the City to maintain access to the shoreline through maintenance and improvements to the transportation network, most of which are located in these public road right of ways. Policies in Chapter 5.1 Coastal Hazards include provisions that existing public roads may be factored into erosion calculations associated with bluff edge development buffers in the interim period between now and completion of a Sea Level Rise Adaptation Plan for the City.

The City is in the process of developing a detailed Sea Level Rise Adaptation Plan that has been funded through a CCC grant. Following completion of this plan in Spring 2019, the policies in the proposed *Coastal LUP* will be revised as needed to implement adaptation strategies included in the plan. As part of the plan there will be an analysis of potential impacts and potential adaptation strategies for public roads, among other assets.

DISCUSSION:

City staff believe that existing public roads providing public access to and along the shoreline and coastal recreation areas should be assumed to remain in place until the issue is further studied as part of the SLR Adaptation Plan. Assuming that these roads will not remain in place would represent a significant change in direction of the proposed *Coastal LUP* and would directly contradict other policies of the Draft LUP, including policies in Chapter 3.1 Public Access that requires the City to maintain and improve the transportation system that provides public access to and along the shoreline. If, after the SLR Adaptation Plan is completed, it is found that some of these access roads need to be moved, then it would be more appropriate at that time to consider development standards that assume the roads may be moved and to consider associated changes to Chapter. 3.1 Public Access to address potential impacts to public access to and along the shoreline and coastal recreation areas.